

Mini Cooper S
One reader, 52 corners, countless grins



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Fairlane Thunderbolt
On the edge in the Goodwood sensation



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RACETRACK TO HAY
STACK AND BACK

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a **Porsche** fan



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→ WELCOME

TO CLASSIC CARS
JANUARY 2016
ISSUE



As someone old enough to intuitively spell Jensen without an 'o', the Interceptor has always conjured up images of living fast and loud in the high-octane celebrity world of Britain in the late Sixties and early Seventies. At least until the fuel crisis of October 1973 called time on the petrol party and the makers of such chariots of decadence checked into rehab.

Until 1996, when I borrowed an Interceptor for the day, the closest I'd got was a Dinky Toys FF, bought for me one Christmas along with an Aston Martin DB6. At launch in 1966 a real FF would have cost £5340, £342 more than the Aston; and even the two-wheel-drive Interceptor was £3743, or nearly four MGB GTs in old money.

As a classic the Interceptor became the more accessible alternative to the Aston. Its reputation for ruinous thirst kept values grounded, ignoring the fact that in period road tests the Jensen proved to be a little more frugal. Okay, 13.6-14.9mpg isn't going to tempt anyone out of a Prius but, covering around 2500 miles per year, it will only cost £400 more to travel in Chrysler V8-powered luxury than it would in the MG.

Freed from the cloud of petrol paranoia, the seven Interceptor derivatives that we've gathered for our 50th birthday celebration shine as seductive symbols of a glorious era. I hope you enjoy our big test and the inevitable chance to see more of these spectacular cars out and about in their anniversary year. But a word of advice – if you get the chance to talk to an owner, don't ask what it does to the gallon.

Phil Bell, editor

TAKE A BOW



LYNDON MCNEILL

Road trips can present the best photographic opportunities and the worst conditions. Lyndon made the best of both in the Renault 5 Turbo jaunt, p60



ROSS ALKUREISHI

He thought flying to Italy with a friend to buy a Renault 5 Turbo then driving it back to the UK would be a top adventure. He was right, p60



PAUL HARDIMAN

He always finds great examples to illustrate his definitive buying guides, but the 924 Turbo this month even has a groovy Pascha interior you'll want for your home, p98



IVAN OSTROFF

In the hands of Tom Kristensen it was the sensation of the Goodwood Revival, so Ivan put on his bravest trousers to test the 600bhp Fairlane Thunderbolt, p74

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‘Being surrounded
by all this beauty
and power is almost
overwhelming’
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Interceptor with a very special family reunion



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escaped its haystack prison



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literally rises from the ashes

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THE LIST

‘It feels like a go-kart on steroids’



Kirk Harrison has fond memories of experiences in his first girlfriend's Mini. We put him in a Cooper S to see if it recaptures the old magic

Words ROSS ALKUREISHI Photography SIMON THOMPSON





KIRK HARRISON

Kirk's father worked at Browns Lane so it's no surprise that – save for a Renault Avantime – Kirk's car history is a comprehensive who's who of British Leyland models, something that's clearly reflected in his all-Britpack Wishlist.

HIS WISHLIST

DeLorean DMC-12
Aston Martin Lagonda
Lotus Esprit S1
Jaguar XJS 5.3
Jaguar E-type Series 3
Ford Escort Mexico Mk1
Ford Escort RS2000 MkII
Jensen Interceptor
MGC Roadster
Mini Cooper S

The build-up to this particular dream drive has bubbled away rather longer than normal. Usually the chosen reader meets up with the writer and photographer just before the shoot but London-based Kirk Harrison has taken us up on our offer of escaping the Big Smoke in search of driving nirvana. Cue a shared train journey to Cumbria during which he explains his reasons for choosing a Mini Cooper S.

'Everyone had Minis growing up but the Cooper S was the icing on the cake,' he says. 'I loved the idea of hotting up such a basic car – I grew up with *The Italian Job* and the Minis were always the true hero cars to me rather than the E-type, Miura or DB4.

'My first girlfriend had a Mini 850 in a horrible orange colour. I remember going to parties in it when I was 17 but never drove it. Still, we've all had memorable experiences in a Mini!'

Early next morning we reach our destination – Lakes and Dales Classic Car Hire in the foothills of the Pennines near Penrith. Rob and Kerry Hammond's fleet contains all manner of British metal including a Triumph TR4A, Austin-Healey 3000 and a couple of Morgans, as well as our Mini Cooper S.

It's far from standard – this Snowberry White over Almond Green MkII kicks out close to 100bhp thanks to a host of engine modifications and has a Jack Knight straight cut gearbox, wider wheels and tyres and stiffer suspension. 'I don't mind a car upgraded for driveability,' says Kirk. 'It's a bit more aggressive-

‘We begin the climb to Hartside and the first few twisty bits elicit howls of delight from the driver’



Wider tyres and stiffer suspension ramp up reader Kirk Harrison's Cooper S experience

looking than standard and you just know you're going to have a lot of fun before you even get into it.'

Once on board Kirk is already impressed. 'The driving position is great – I don't feel like I'm sitting on the floor. The steering wheel is close too so I don't have to reach for it.' He admires the Wood & Pickett dashboard and fiddles with the sliding window. 'It's little details like this that really take me back,' he grins.

He pumps the accelerator a couple of times, twists the ignition key and the cabin is immediately flooded with glorious induction noise. We set off on a series of narrow country lanes and join the twisting A686 towards Alston. 'The steering felt quite heavy when I was manoeuvring it,' Kirk says, 'but it's really lightened up now.' With the speed rising he's clearly tapped into the Mini's immediacy. 'It's quite bouncy,' he says as we skip along one particularly rough stretch like a pebble skimmed across a pond, 'but I really feel in touch with the road.'

Armed with Kerry's route map, we begin the climb from the village of Melmerby up to Hartside summit and the first few twisty bits elicit howls of delight from the driver. 'I just love the chuckability of this thing,' he enthuses. 'The handling is just unbelievable. I've driven bog-standard Minis before but this has so much more poke and grip. It feels like a go-kart on steroids.'

'And this straight-cut gearbox is a delight,' he adds, flicking the lever from third to second by way of demonstration and nailing the throttle. 'It really suits the car.'



A-series looks standard but a host of modifications have boosted power to nearly 100bhp

The higher we climb, the more challenging the road becomes, long sweeping corners tightening suddenly into hairpins as the Cumbrian countryside falls away into the distance. 'The turning circle is tiny,' says Kirk, sawing away at the wheel. 'I'm spinning it on a sixpence.'

'You have to hang on to it a little bit but it's great – I can feel every single bump in the road. Modern cars might have better performance but they're so refined that you just don't get this sort of connection with the road.'

Our breathless sprint to the 1903ft summit completed, we turn into the Hartside Café's car park. 'Cuppa?' offers Kirk. 'No chance,' I reply, taking the keys from him and jumping out of the car. It's a bit early for a driver swap but I want to experience first hand what I've just witnessed from the passenger seat. My long legs make the driving position feel a little compromised so I adopt an awkward



‘We’re nearly airborne but the S simply takes it in its stride’

Reader Kirk loved the Cooper’s cornering feel and chuckability

THE EVOLUTION



1959 MKI

A transverse engine, sump-mounted gearbox and front-wheel drive ensured a rapturous welcome from the motoring world for Alec Issigonis’ tiny tour de force. The general public took a while longer to catch on, but there was no stopping it thereafter. 848cc A-Series power meant a perky and entertaining drive, while still being cheap to buy. Initially sold as the Austin Seven and Morris Mini-Minor, the famous Mini moniker stuck from 1961 onwards with Hydrolastic suspension arriving in 1964. A true social leveller, beloved of millionaire rock stars and families alike.



1961 COOPER 997/998

John Cooper’s ‘hot’ Mini added extra power, improved disc braking and a remote gearchange to the original’s phenomenal handling. Initially with a 55bhp long stroke/narrow bore 997cc twin carburettor engine and later a short-stroke 998cc from the Riley Elf with identical power. Longer gear ratios gave a top speed of 87mph and duotone paint lent it a unique character perfect for its immediately successful deployment in competition. MkII version followed from 1967, with production finally ending two years later.



1963 COOPER 1071S/ 1964 COOPER 970S

If the Cooper was hot then the S was positively scalding. Joint Downton Engineering/Morris Engines-developed 1071cc engine produced 70bhp thanks to a fresh camshaft, revised valves and new carburettors. Two gearboxes and final drives offered, with bigger front discs and ventilated wheels. Won the 1964 Monte Carlo Rally outright in the hands of Paddy Hopkirk and Henry Liddon. Production ended after a year. Special order only 970S homologation special used a short-stroke 65bhp engine.



1964 COOPER 1275S

Widely regarded as the best of the breed with considerable kudos from three Monte Carlo titles and a memorable starring role in the 1969 crime caper *The Italian Job*. Unlike other Minis, it was still available in Austin or Morris flavours. Good for 0-60mph in just 11 seconds and a top speed just shy of 100mph thanks to its long-stroke power plant. Oil cooler and twin fuel tanks arrived in 1966, before MkII in 1967 and MkIII – with concealed door hinges and wind-up windows – two years later. Production ended in 1971 after a long and illustrious career.



Straight-cut gearbox wrings the absolute maximum out of the Cooper's engine

spatchcock chicken pose behind the steering wheel before angling the car back on to the road.

The engine sings crisply, giving satisfying barks with every prod of the accelerator pedal. Acceleration is vivid, the gearchanges lightning-quick and I learn that smooth throttle application eliminates any torque-steer. Most obvious of all though is the sheer level of communication fizzing through the steering wheel – only a Lotus Elan comes close to such immediacy.

Road-holding is sensational. I'd add stickability to Kirk's earlier improvised chuckability adjective because the Cooper S follows every single one of my inputs faithfully. I brake late and tuck its flat snout tightly into the corner before feeding in the power.

I was a little worried that Rob's enhancements might have contaminated the original's purity but if anything the opposite is true. You can drive it hard yet remain well within safe limits. Try doing that in a supercar.

After our second ascent and a quick lunch stop, Kirk takes the wheel again for the drop down to Alston, England's highest market town, before we head south-east. Long stretches of the A686 we tackled earlier have clearly been recently resurfaced, so as we return to poorer surfaces the Hydrolastic suspension transforms us into a pair of tightly strapped-in nodding dogs.

Time is pressing on so we decide to cut across to the A66 and stretch the Mini's legs on the drive back, only to find it blocked by an accident. This puts a different spin on things – we're due on the

5.03pm train back to Euston and there's no obvious direct route back to Blencarn. There's nothing for it – it'll have to be a cross-country suck-it-and-see.

Kirk doesn't hesitate – he's instantly right on it. The lanes are tight but deserted so progress is rapid on the long secluded straights and now-familiar Cumbrian twists and turns. 'Paddy Hopkirk's rally exploits were a bit before my time,' he shouts over the howling A-series engine, 'but I can see now why he was so successful in the Mini.' He's absolutely spot on. The Mini just devours the miles irrespective of the gradient, camber or corner you throw at it – it's a real terrier of a car.

Suddenly, the road rises unexpectedly and too late I spot a hump half-hidden in the road ahead. We're nearly airborne a split-second later but the S simply takes it in its stride.

This prompts big smiles all round – of relief more than anything else – and we arrive back at Lakes and Dales 25 minutes later. 'I'm going to feel it in my backside tomorrow,' Kirk says as he climbs out of the Mini and stretches. For me it'll be my back suffering from the original seats' limited support but it seems a small price to pay for such a scintillating day's driving.

Rob observes the symmetrical mud splashes down each of the Mini's flank and looks at me accusingly. 'Sorry about that,' I offer. Clearly he's already developed a bond with the car.

So have I. Today has been one of those rare days in which we've driven the perfect car on perfect roads, but would the Mini Cooper

Make it into Kirk's dream garage?

'Definitely,' he says.

'It's still a great city car just like the Issigonis-designed original but one that you can take on a hard blast on winding A- and B-roads.

'Compared to my other cars – two autos and a much bigger and heavier Triumph Stag – you really do have to drive this,' he says. 'And for me growing up in the Seventies, this was always more of a poster car than the Lamborghini Countach ever was. Its greatest appeal was always in its attainability, something Aston Martins, Lamborghinis and Ferraris never had.'

Even today, a sorted Cooper S remains relatively affordable – especially when you consider the performance, low running costs and first-class parts availability.

Combine this with the Cooper's inherent simplicity – one of the reasons they continue to make such great rally cars – and it's no surprise that Kirk's fallen for this proven winner.

'You can get the current Mini Cooper S as a diesel estate,' he grumbles. 'I mean, seriously? It's demeaning to the badge.

'This on the other hand,' he says with a wink, 'is the most fun I've had in a Mini in 25 years!'

Thanks to: Lakes and Dales Classic Car Hire (lakesanddales.co.uk, 01768 879091)



1969 MINI COOPER S MKII

Engine 1275cc, four-cylinder, ohv, twin 1 1/4in SU carburettors **Power and torque** 76bhp @ 5800rpm; 79lb ft @ 3000rpm **Transmission** Four-speed manual, front-wheel drive **Brakes** Front: discs. Rear: drums **Suspension** Front: independent with unequal length arms, interconnected Hydrolastic displacers. Rear: independent with trailing arms, interconnected Hydrolastic displacers **Steering** Rack and pinion **Weight** 1400lb (635kg) **Performance** Top speed: 98mph; 0-60mph: 10.9sec **Fuel consumption** 29.9mpg **Cost new** £849 **Current value** £25,000

WANT A DRIVE?

Classic Cars will make a dream drive happen for one reader in every issue. All you need to do to be in the reckoning is to send us your list of the ten cars you'd most want to drive, along with a CV of the classic cars you've owned to classic.cars@bauermedia.co.uk. You'll need to be prepared for the possibility of long-distance travel and an early-morning start, but you will enjoy an unforgettable experience.

BMC'S ILL-FATED 4X4



The Twini had a short and unsuccessful life – here it is on the Targa Florio in 1963

THE TWINI-COOPER

The Twini's two engines and four-wheel drive promised rallying dominance, but a near-fatal 100mph smash killed the project off

Fulham race engineer Paul Emery is frequently credited as being the first to have designed a twin-engined Mini. His abandoned concept later inspired Alec Issigonis' 1962 four-wheel-drive Mini Moke whose 948cc and 848cc engines gave a combined 1796cc and 71bhp.

John Cooper sampled the Moke's impressive torque and traction at Longbridge and immediately set about designing a twin-engined Mini Cooper. He had both rallying and circuit racing in mind – with 100 made it could compete in GT racing, but if BMC built 1000 it could be homologated as a touring car.

His team delivered a working prototype within just six weeks. At the front was an 82bhp 1088cc engine and in the rear a 96bhp 1212cc motor driving the rear wheels. Considerable structural strengthening of the bodysell was required together with a reinforced rear subframe. Both gearboxes had identical ratios and were linked via a sliding rod so changes happened in unison.

A combined 178bhp turned the standard Cooper S into a potent road rocket. Racing driver John Whitmore tested it at Brands Hatch and praised its neutral handling with both engines in synch but reported a distinct deterioration in handling if one of them started to play up. Its first outing at the Goodwood Members' Day race ended in ignominy when it failed to start after losing a fan pulley in practice.

BMC developed a pair of twin-engined Mini saloons of its own around the same time. The first was powered by a pair of

55bhp Mini Cooper engines and the second, developed by Downton Engineering, used two tuned Riley Elf engines giving a combined 154bhp.

The Downton car competed in the 1963 Targa Florio at the hands of John Whitmore and Le Mans winner Paul Frère, who came out of retirement especially for the event. It burst its radiator on the start line, but worse was to come when malfunctioning gearchange synchronisation caused the engines to turn at different speeds and the eventual loss of the second engine. It came fifth in the prototype class and 27th overall – two places below the standard Cooper S of

Bernard Cahier and Rob Slotemaker.

Despite these setbacks BMC felt the concept had merit and looked set to finally bring four-wheel drive to both circuit racing and rallying.

This promise came to a sudden and brutal halt in May 1963 when John Cooper suffered an enormous accident in the car on the A3 Kingston bypass. With the steering rack removed from the rear subframe, the steering links had been used as another suspension arm. Cooper believed that a seized balljoint caused the arm to break and the wheel to turn sharply right, resulting in a catastrophic 100mph end-over-end smash into a wall that destroyed the car and left Cooper fighting for his life.

The resultant negative publicity prompted BMC to kill off the Twini project, leaving the revolutionary Audi quattro to bring four-wheel drive to the world of rallying some 17 years later.

'The Twini's promise came to a brutal halt when John Cooper had an enormous accident in it'

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➔ THE MONTH IN CARS

Long-hidden Bugattis surface in Melbourne; eclectic Brits star in Maltese concours



Motorclassica
Concours held in
Melbourne's 19th
century Royal
Exhibition Building

MOTORCLASSICA, MELBOURNE, AUSTRALIA

‘Lost’ Bugattis at Motorclassica

➔ 1928 BUGATTI TYPE 37A

A total of 17 pre-war Bugattis headlined this year's Motorclassica Concours d'Elegance in Melbourne's beautiful 1880s Royal Exhibition Building. The line-up, which included examples of the marque not seen for decades, celebrated the Bugatti Club of Australia's 50th birthday.

Charles Rodgers from the Motorclassica Advisory Board said, 'The Type 37A won both the 1930 and 1932 Australian Grand Prix at Phillip Island, driven by Bill Thompson. The engine blew up in 1937 and was replaced soon after by a supercharged V8. It continued racing afterwards and competed for the last time at Bathurst in 1952 before finally going into storage. This is its first public appearance in more than 60 years.'

'Its current owner lusted after it for many years and even had a photograph of it on his bedroom wall,' Rodgers adds. 'He knew where the car was and was friends with the previous owner for a number of years before he was finally offered the chance to buy it.'

Having been off the road for 63 years, the car is currently undergoing an extensive sympathetic restoration to return it to its Grand Prix-winning glory, though the owner plans to retain much of its paint and patina.



Type 37A will be restored following its first public appearance in 63 years



XJR-15 is one of just 28 roadgoing cars made by TWR

🔴 1991 JAGUAR SPORT XJR-15

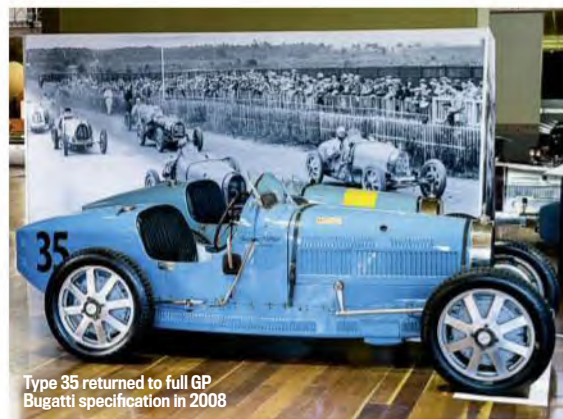
'It was a collaboration between Jaguar and Tom Walkinshaw Racing,' says Jaguar specialist Jordan Roddy of his recently restored XJR-15. 'Just 28 roadgoing cars were made, and my car is even rarer because it has the factory synchromesh transaxle – a £54,000 option at the time.'

'This car was originally delivered to Japan and used sparingly by NISMO engineer Professor Yoshimasa Hayashi – it had just 423 miles on the clock when I bought it last year.'

'I stumbled across it while I was looking for engine parts for a V12 race engine we were building. It was a bit rough around the edges so we stripped it back to a bare monocoque and returned it to original condition.'

'It's been tough trying to fit its restoration around our regular work, but I wanted a bit of a side project for myself. Plus, it's been great for the business – we're currently working on two other roadgoing XJR-15s.'

'The car was painted just two weeks before Motorclassica, so it was a mad rush in the end. We only just made it – we finished reassembling it at 4am, just an hour before the transporter was due to take it to the show!'



Type 35 returned to full GP Bugatti specification in 2008

🔴 1938 BUGATTI TYPE 57C ATALANTE COUPÉ

'This beautiful duo-tone machine spent most of the war years hidden away in a tank under the original owner's Paris garden,' says Charles Rodgers. 'It's the last factory-bodied car ever built and one of only 17 Type 57C coupés fitted with Atalante coachwork.'

'It came to Australia in 1955 and has been in the hands of Bugatti enthusiasts ever since.'



Type 57C Atalante hid under a Paris garden during WW2

🔴 1925 BUGATTI T35 & 1927 T35C

'Bentley Boy Glen Kidston was just 26 when he bought this Bugatti Type 35 new in 1925,' says current owner Bob King. 'He collected it from Molsheim and drove it back to London.'

'He first raced it at the Grand Prix de Provence at Miramas in March 1925. He drove it there and back, and came second in class. It was also the first GP Bugatti to compete at Shelsley Walsh and a regular at Brooklands.'

'It later set a Brooklands record by running at more than 109mph for an hour in the hands of George Duller. The original engine blew up in the mid-Thirties so when Australian Lyndon Duckett bought the engineless car shortly after, he fitted an Anzani R1 twin-cam engine and successfully campaigned it up until the late Fifties.'

'I bought the car in June 1964 and have run it in many events. I've toured the US in it and drove it at the Prescott hillclimb, which is pretty special to Bugatti people.'

'I converted it back to a full GP Bugatti specification in 2008 with the correct engine. The sump was one of the hardest parts to find – it forms a large part of the crankcase so you can't just fabricate one. In the end I found one that had been in Australia since the Twenties and never been used.'

George Hetrel owns the 1927 Type 35C that's just visible behind the Type 35. He says, 'It was part of the Bugatti factory race team from 1927 to 1932. After it retired from the team it had a number of owners in the UK and was shipped to Australia in 1951. It had three local owners before I bought it in 1997.'



MDINA GLASS CONCOURS D'ELEGANCE, MALTA

British V8 roars in Malta

◆ 1956 AUSTIN-HEALEY 100 V8

An Austin-Healey 100 converted to V8 power in the Fifties by its first owner won Best Overseas Entrant at the Mdina Glass Concours in Malta. 'A US airman bought it from Austin-Healey's export department and drove it to his airbase in Spain where he flew F-100 interdiction fighters. He then sent it over to the US on a military transport plane,' explains owner Ian Osbourne.

'Sports Car Club of America (SCCA) rules had just changed to allow the new wave of small-block V8s so the airman swapped the original four-cylinder engine for a Chevrolet V8.

'This car predates the AC Cobra – in fact, Carroll Shelby approached Austin-Healey for bodysells without engines, but they turned him down flat so he went to AC instead. Although Shelby was always going to use a Ford V8, this is similar in spirit.'

And its ferocious paint-job? 'It's a period fighter-plane livery.'

Maintaining the car's historic image, Osbourne collected his trophy while wearing a period USAF officer's uniform. The next day he took to the street track on the outskirts of Mdina, coming second in the race for modified sports cars.

♥ 1927 CHEVROLET A8

'I bought it on eBay,' said Henry Mytton-Mills of his unusual Twenties Indianapolis-type racer. 'It was being used as a prop in a Sussex shop selling Americana, and I just thought, "what the hell!" Half an hour after arriving at the shop we had the engine running for the first time in decades – it's typical Twenties American tractor-style engineering.'

'We don't know the identity of the coachbuilder, but we do know that it was specially built when new and has always had a convertible body. It's very rare. We had to rebuild the back end from scratch because someone had remodelled it with a square trunk.'

'I can also confirm that the spare wheel well can hold four bottles of champagne and one of bourbon!'



◆ 1965 ALFA ROMEO GIULIA SPRINT GTC

Michele Perla drove his beautiful Giulia 500 miles from Bari the day before the concours.

'I've owned the car for 20 years,' he said, 'and spent eight of those rebuilding it. I found it in a chicken shed with its roof and interior missing and had to rebuild absolutely everything, including the engine.'

'I found the wonderful original colour when I stripped the nasty red paint back. I've since discovered that it was one of just five GTCs finished in this colour.'





🔧 1948 VAUXHALL 14

'It took me 12 years to restore it,' said Michael Camilleri of a car that's rare even in Britain. 'It's very hard to find Vauxhall parts here in Malta. I had to get some from Australia where Holden used the same items, and also joined the Vauxhall Owners' Club in Britain. Even so, I had to fabricate a lot of bits using surviving parts as a guide, including window rubbers and switches.'

'The wings are held with 90 pop rivets and there was rust all over so I had to remake whole sections. I work for a telecoms company and ended up using metal from

discarded computer cabinets. I made my own English wheel to get it all just right and adapted a lathe to machine the rubber parts.'

Incredibly, this is Camilleri's first car restoration – although he has restored old British motorcycles – but it won't be his last. 'I've already bought my next project – a 1973 Audi 80,' he says. 'I was going to sell the Vauxhall to fund it but I think my son would kill me if I did! We restored it together, and I took the opportunity to pass skills on to him.'

'He chose the Audi, so he'll be able to do more of the restoration work this time too.'

Silverstone showdowns

The last classic sports-racing meets of 2016 threw up two weekends of eclectic starting grids at Silverstone for the Walter Hayes Trophy and HSCC Finals.

WALTER HAYES TROPHY AND HSCC FINALS



🔧 ELVA COURIER

The Walter Hayes Trophy was only Bruce Chambers' second race in his recently acquired Elva Courier Mk4T. The car had made its debut at the Silverstone Classic earlier in the year, but retired after just two laps when the timing chain snapped.

'We had to rush installing the five-speed ZF gearbox, which the car was homologated with. The gearbox-to-engine alignment wasn't right and that's why we had problems last time out,' he said.

Most of these cars were raced in the US, so it's no surprise that Chambers found his Elva in Pennsylvania.

'A lot were hot-rodded and modified, but the man I bought this car from used it as a road car since new. It was in great condition and it had done just 40,000 miles.'

'The restoration has taken four or five years. We made new body panels and new wishbones etc, so we weren't racing with 50-year-old parts.'

The Elva finished a very respectable 12th in the race, second in class behind another Courier being driven by Chris Woodgate.

with its yellow paint job – like a mini Commodore – but I bought it because I thought it would look good on a trailer behind one of my Commodores, not necessarily to race it.

'I stuck it in my shed and it never came out. I have a lot of fun in my Capri but everyone encouraged me to race the Opel so I decided to try it today to see whether I want to keep it or not.'

'I got it ready to race last Saturday. I put two new tyres on it, gave it an oil change, bled the brakes and bought a new set of spark plugs for it.'

Whether Strong decides to sell it or not, there's no doubting that the Ascona is a competitive proposition – he drove it to sixth overall and first in its class.



🔧 TVR 3000M

Matt Nicholls has been racing his TVR 3000M since the beginning of the year. 'I've done four events, two of them double-headers, so if I get to the end of this race I can get rid of my novice's cross.'

'I bought the TVR at Race Retro last year already race-prepared, but it had no history so it's a bit of an unknown. I didn't have to do much to it except replace a few things that didn't work, such as oil seals and water pump.'

'The biggest job was replacing the fuel tank, which was too small; it was trying to conk out one or two laps before the end of a race. It was also poorly located in the boot, so I had to elevate it.'

'I've not raced on circuits before, so I don't qualify that strongly – but I make up ground in the race.' Nicholls' HSCC Finals race followed that pattern, qualifying in 22nd but coming through in the race to finish 18th.



🔧 OPEL ASCONA

Nic Strong's outing in the Walter Hayes Trophy was his first race in the Opel Ascona since he bought it three years ago.

Strong, who normally races a Capri, first encountered the car when it overtook him during a classic touring car race.

'I'm an Opel Commodore Coupé fanatic – I own six of them. The car looked fantastic



RALLY OF THE TESTS, NORTHUMBRIA

Testing times in Northumbria

The Rally of the Tests, which already has a reputation as a car-killer, was even more arduous this year as rain, freezing winds and flooded roads created issues from Newcastle to Blackpool.

DATSUN 240Z

'I've actually rented this car from a friend!' laughed Geert van der Velde as he inspected his bruised Datsun. 'It's the first time I've driven it!'

'There's actually not as much power as you might think – not as much as the Porsche 911 I drove on this event in previous years, but the handling is excellent. The Datsun is much easier to drive on rough surfaces than a Porsche 911.'

'It's been a typical English rally – bad weather, terrible conditions, awful visibility – so it's been wonderful, so challenging!'

Even given an unfamiliar car that wasn't his, van der Velde commendably drove flat-out, despite the adverse weather conditions. 'We picked up some rear damage when we reversed a bit too hard on a driving test stage and hit a shipping container,' he said, pointing to the dented tail panel and smashed rear light cluster.



MINI COOPER S

'I've only had it six months, and this is the first time I've really driven it,' said Bill Cleydert of his Mini. 'It's been a good companion, though; just a couple of punctures towards the end and no reliability issues despite being driven through flood water. I like this car – so much so that I've entered it for Le Jog.'

MONTÉE LA MOTHE ST. HERAY, FRANCE

Climbing high in St. Heray

The historic Montée la Mothe St. Heray hillclimb, which rises nearly 70 metres over 2.5km, tested the driving skills of more than 70 competitors in cars dating from the Twenties to the Eighties.



1966 MATRA BONNET DJET

Looking at Bernard Texier's exquisite Djet you wouldn't guess that it had been abandoned for 37 years. 'I'd known about it for years,' said Bernard. 'It was deteriorating in a garage only 5km from my home in Rouillac, but the owner wouldn't part with it. Eventually my persistence paid off and I was able to buy it in 2011.' Its two-year, ground-up restoration was a real family project, undertaken by Bernard, his children and his brother. He continued, 'Everything had to be rebuilt – chassis, body, motor and ancillaries. But just look. It was worth it.'

1972 CG 1200S SIMCA

Perhaps the rarest car was Pascal Fauconnet's ex-Spanish CG Simca 1200S Coupé. Designed by Chappe Frères et Gessalin and powered by a four-cylinder Simca 1204cc rear engine coupled to a four-speed box, this CG is capable of 105mph. 'I've not traced its early history but it went to Spain where for seven years it was a hill climb champion,' says Pascal. 'I repatriated it to France two years ago. It needed extensive work to bring it back to life. It's a superb rally car, but this is its first hill climb this year.'



NEWS IN BRIEF



Ann Riley, 1934-2015

Ann Riley, nee Wisdom (pictured right), co-driver to Pat Moss and part of the dominant BMC works rallying team from 1956-62, has died aged 81.

The daughter of race and rally drivers Tommy and Elsie Wisdom, Ann met Pat Moss at a British Racing Drivers' Club dinner, and became a groom in her stables during Moss's showjumping career. The pair began competing privately in Moss's Triumph TR2 before joining the BMC works team, fielding a variety of cars including MGs, Morris and Austin-Healeys. Fourth places on the 1958 RAC and Liège-Rome-Liège rallies followed, before the pair switched to their iconic Austin-Healey 3000 in 1960.

Her career predated the World Rally Championship, but victories on the Liège-Rome-Liège and Tulip rallies, second on the RAC and third in the East African Safari made Wisdom and Moss one of the most successful rallying partnerships of the era.



George Barris, 1925-2015

George Barris, the American car designer and coachbuilder nicknamed the 'King of Kustom', has died aged 89.

Barris showed flair for the subject aged just seven, entering car design competitions with balsa-wood models, before restoring and then redesigning a 1925 Buick with his older brother Sam. The style and quality of his 'Kustom' work led to private commissions and motor show displays, and he formally launched his business aged just 18. For four decades the likes of Elvis Presley, the Beach Boys, Elton John and Zsa Zsa Gabor collaborated with Barris on personal car projects. He also launched a lucrative sideline selling scale-model kits of his most iconic cars.

But Barris is best known for his work in Hollywood, creating special cars for films. The Batmobile, the cars used in *The Munsters*, KITT from *Knight Rider*, the General Lee and *Starsky & Hutch*'s Ford Gran Torino were all Barris creations.

Barons

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Classic- Historic & Sports Cars

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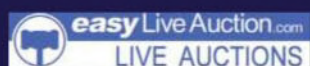
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EVENTS PLANNER

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The Monte Carlo Historique is a January rallying call for competition cars

THE MONTHS AHEAD

December 3-January 31

Italian Car Passion, Autoworld, Brussels, Belgium italiancarpassion.be

4-7 Barcelona AutoRetro, Spain autoretro.es

5 Bicester Heritage Winter Driving Tests, Bicester, Oxfordshire vsc.co.uk

5-8 Le Jog reliability trial & classic car tour, Lands End-John O'Groats heroevents.eu

7-13 Rally Royale Oman Grand Tour, Oman rallyroyale.com

8 Classic Cars at the Ace, Ace Café, Wembley, London ace-cafe-london.com

26 Drive & Ride In, Lakeland Motor Museum, Cumbria lakelandmotormuseum.co.uk

January

1 New Year's Day Gathering, Brooklands, Surrey brooklandsmuseum.com

12 Classic Cars at the Ace, Ace Café, Wembley, London ace-cafe-london.com

24 Arizona Concours, Biltmore Resort, Arizona, USA arizonaconcours.com

27-February 3

Rallye Monte Carlo Historique, Monaco acm.mc

31 VSCC Driving Tests, Brooklands, Surrey brooklandsmuseum.com

31-February 3

Rallye Nieve et Glace, France zanirolli.com

February

3-7 Rétronomie, Paris, retromobile.com

9 Classic Cars at the Ace, Ace Café, Wembley, London ace-cafe-london.com

18-21 The London Classic Car Show, Excel, Docklands, London thelondonclassiccarshow.co.uk

21 Red Kite Stages Rally, Llandovery, Wales redkitestages.co.uk

26-28 Race Retro, Stoneleigh, Coventry raceretro.com

RECOMMENDED



Italian Car Passion

December 3-January 31

Something a bit different from Brussels' Autoworld car museum here – the kind of show that typically lasts for a blink-and-you'll-miss-it weekend has been spread out for two whole months throughout the winter. As a result we have such cars as the ex-Raquel Welch Ferrari 275 GTS, one-off coachbuilt specials from the likes of Pininfarina and Bertone, and genuine ex-works racers including the 1952 Alfa Romeo Disco Volante. Lamborghini is the featured marque. Adult tickets are €12. For more information go to italiancarpassion.be.



The London Classic Car Show

February 18-21

Following on from the success of the 2015 event, the London Classic Car Show has managed to secure 50 per cent more space at the Excel exhibition centre. This year the show is throwing its doors open to classic car clubs. The organisers are aiming to emulate a Sixties motor show exhibition area, with clubs and dealers recreating stands from the time. The Grand Avenue, a central section of the hall where cars are driven indoors, will make a reappearance. Adult tickets start at £23. For further details go to thelondonclassiccarshow.co.uk.



Classic Drive and Ride In Day

December 26

A new initiative from the Lakeland Motor Museum, the free-to-enter Classic Drive and Ride In Day gives a sense of purpose to your Boxing Day excursion – plus an opportunity to exercise your classic in the middle of winter. The aim is to fill the car park of the museum with cars and motorcycles from every era from veteran to 'youngtimer'. Simply show up between 9am and 4pm and enjoy the ambience. Anyone arriving in a classic will also enjoy half-price admission to the museum itself. Go to lakelandmotormuseum.co.uk for more.

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➔ WILLSON'S SMART BUYS

Quentin on the Maserati with potential, the Jaguar Mk2's bargain status and the 190E's rising three-pointed star



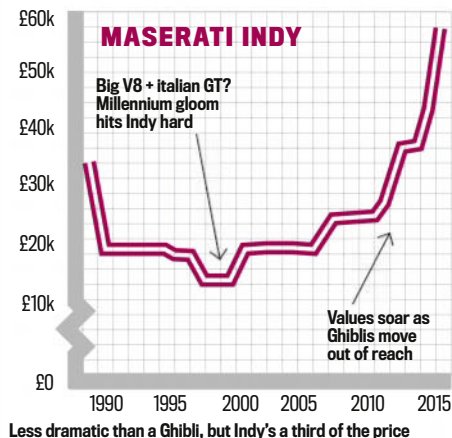
'By my reckoning Maserati Indys are a hidden bargain'

I've told you before about Maserati Indys being an interesting buying

opportunity – and prices are still looking keen. Maybe it was a fluke or just the effects of the changing market but £48k for a lovely warranted-mileage 1971 Indy doesn't sound expensive at all. October's South Western Vehicle Auctions classic sale saw a 70,000-mile right-hand-drive Indy 4.7 with stacks of history, long ownership and a feature in a marque book sell for just £48,700. Not only was this a fresh, genuine and original car, it was also one of only 34 right-hookers ever built. Compared to £150k for Sebrings and Mistrals this seems serious value for such a rare 165mph Maser.

But there's a strange softness to Indy values, which seems odd when you compare them to Ghiblis and Boras. Auto Retro in Holland has a restored red left-hand-drive 1970 4.2-litre manual for £50k while Aeromeccanica in Switzerland has a '69 4.2 – also a left-hooker – with 60,000 miles for only £40k. Compare those numbers with the prices being asked for much more numerous and far less exotic Jaguar E-type Series IIs and you begin to see the Indy's growing value potential.

And the 2+2 Indy is anything but average. Well weighted steering and a standard (rather than optional) slick five-speed ZF box mean its not nearly as unwieldy as a Ghibli, and with four Webers sitting on top of that 290bhp four-cam V8 it's surprisingly brisk. Those rear seats are bigger and more accommodating than you might think and the hatchback load area is handy too.



Perhaps it's not as dramatic-looking as a Bora or Merak – but at a third of the price who's worried? South Western Vehicle Auctions' price could become a benchmark, so watch Indy values carefully. We've seen all Sixties and Seventies Tridents move up significantly over the last couple of years and the Indy is one of the very few affordable classic Maseratis left. In June of 2014 H&H sold a '70 4.2 for £42,365, so prices have been flatlining for a while. They've always had a low profile and investors haven't hyped them up, so there's a hidden bargain here by my reckoning. And when buyers are giving more money for Ford Sierra Cosworths and Pagoda Mercs than sexy Maserati Indys, you have to scratch your head.

'Grab a fine Jag Mk2 for less than half its restoration costs'

As the market cools there's rising value in Jaguar Mk2s. Supply exceeds demand right now so it's easy to find older restored cars – even 3.8s with overdrive and wire wheels – for less than £25k. Even the trade is pricing cautiously. Fortunes were spent on restorations in the Eighties and Nineties boom and today's low asking prices for well-sorted cars are a fraction of those historic costs. A proper rebuild is now a £100k ticket – so fine cars at less than £30k (without all the hassle) are stunning buys.

Fender and Broad in Somerset has a '62 one-owner ex-John Coombs 2.4 with history from new and £40k worth of bills for £25k – and it's finished in rare Opalescent Bronze with original plate and wires. Pre-1968 broad-bumper 3.8 and 3.4 manuals with power steering are the ones to have and with the number of cars on the market you can be really fussy. Look hard

and you'll be pleasantly surprised by how soft prices are. Coys' Ascot sale in October saw a lovely '62 3.8 manual-overdrive in metallic grey with power-assisted steering, chrome wires and fresh red leather make only £19,856 – which wouldn't have paid for the body restoration.

Don't give tired project Mk2s a second thought – concentrate instead on the mint stunners out there. It's worth bidding on the expensive ones because slow sale rates mean most sellers are keen to deal. Well-kept original cars may look tempting (a private seller in Hertfordshire has a nice '61 34,000-mile 2.4 for £18k) but I think in the current market the most bang for your buck comes from the perfect older rebuilt cars with sympathetic updates, new interiors and faultless door shut lines and bodywork. Don't get hung up about synchro gearboxes, adjustable dampers and modern brakes – the Mk2 drives tons better with upgrades and the market likes them that way.

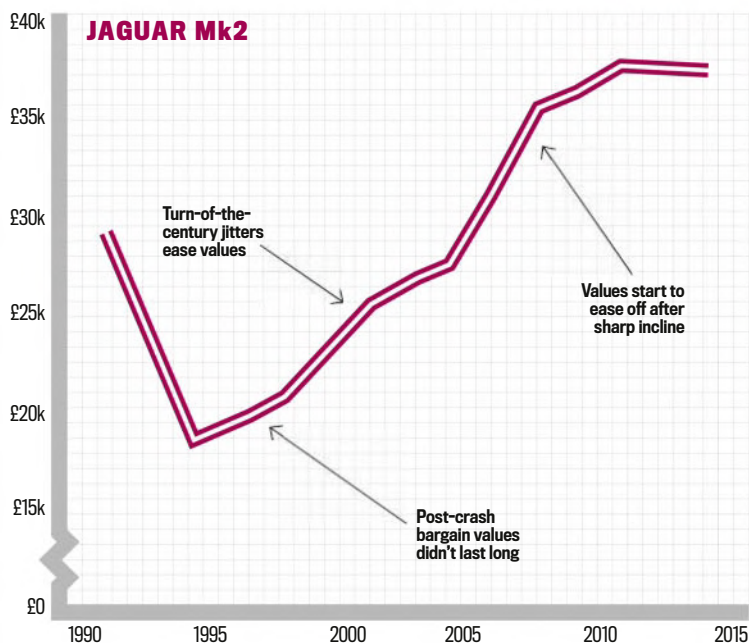
Take advantage of the current market hiatus to buy a fully restored Mk2 for half the price (or less) that somebody else has spent on making it shimmer.

'You can still snap up a special W201 for reasonable money'

I'm seeing a distinct surge in Mercedes W201 values. Mint examples are on the move and it's becoming harder to find really nice ones. I've just sold a 55,000-mile '91 190D to the trade for £4k, but I could have easily drawn more in a retail sale. Mercedes specialists are pricing tiny-mileage 190Es with lots of options at £10k-plus and there are market ripples.

Prices vary wildly and there are still a few opportunities to snap up special cars at reasonable money. At the top of the curve

The Indy costs a fraction of other classic Maseratis - but for how much longer?



Mk2 is one of the hottest Jaguar properties at the moment - if you go for an expensively restored car



With more Jaguar Mk2s on the market than buyers, now's the time to land a stunning example

TRADING HIGH

No sign of the clamour for quality S1 E-types abating just yet



| YEAR | MAKE/MODEL | Where & when | Sold for £ | Above est | % above |
|------|-----------------------------------|--------------------|------------|-----------|---------|
| 1965 | Alfa Romeo 2600 Sprint | Artcurial/Nov 1 | 47,680 | 19,109 | 66.9 |
| 1968 | Alfa Romeo GT 1300 Junior | SWVA/Oct 30 | 11,872 | 2872 | 31.9 |
| 1970 | Aston Martin DBS Vantage | Artcurial/Nov 1 | 143,040 | 28,754 | 25.2 |
| 1971 | Aston Martin DBS V8 | Artcurial/Nov 1 | 129,417 | 43,703 | 51.0 |
| 1973 | Aston Martin V8 prototype | H&H/Oct 14 | 72,800 | 37,800 | 108.0 |
| 1956 | Austin A30 | SWVA/Oct 30 | 5936 | 3936 | 196.8 |
| 1963 | Austin Mini | SWVA/Oct 30 | 6254 | 2254 | 56.4 |
| 1962 | BMW 700 sal | Artcurial/Nov 1 | 7663 | 1234 | 19.2 |
| 2000 | BMW Z8 | Artcurial/Nov 1 | 200,514 | 57,657 | 40.4 |
| 1991 | Citroën 2CV 6 | Artcurial/Nov 1 | 7663 | 3377 | 78.8 |
| 1964 | Daimler V8 250 | SWVA/Oct 30 | 12,296 | 5296 | 75.7 |
| 1970 | Daimler Sovereign 420 | SWVA/Oct 30 | 18,550 | 10,650 | 134.8 |
| 1987 | Ferrari 412 | Artcurial/Nov 1 | 42,571 | 21,142 | 98.7 |
| 1989 | Ferrari 328 GTB | H&H/Oct 14 | 68,320 | 13,320 | 24.2 |
| 1967 | Fiat 500 Giardiniera | Artcurial/Nov 1 | 7237 | 1523 | 26.7 |
| 1968 | Fiat 500F | Artcurial/Nov 1 | 11,069 | 2498 | 29.1 |
| 1986 | Fiat 126 | SWVA/Oct 30 | 4770 | 1020 | 27.2 |
| 1967 | Ford Anglia 105E | SWVA/Oct 30 | 5618 | 1718 | 44.1 |
| 1987 | Ford Sierra RS Cosworth | H&H/Oct 14 | 33,900 | 9900 | 41.3 |
| 1965 | Humber Hawk | SWVA/Oct 30 | 4568 | 1668 | 57.5 |
| 1962 | Jaguar E-type 3.8 fhc | H&H/Oct 14 | 125,440 | 25,440 | 25.4 |
| 1964 | Jaguar E-type 3.8 fhc | H&H/Oct 14 | 68,320 | 18,320 | 36.6 |
| 1967 | Jaguar E-type S14.2 fhc | Artcurial/Nov 1 | 85,143 | 28,000 | 49.0 |
| 1967 | Jaguar E-type S14.2 fhc | SWVA/Oct 30 | 58,300 | 29,300 | 101.0 |
| 1976 | Jaguar XJ12C | H&H/Oct 14 | 69,440 | 57,440 | 478.7 |
| 1985 | Jaguar XJ-SC 5.3 | H&H/Oct 14 | 18,480 | 5480 | 42.2 |
| 1957 | Land Rover S1109 utility | H&H/Oct 14 | 12,430 | 2430 | 24.3 |
| 1971 | Maserati Indy | SWVA/Oct 30 | 48,760 | 20,760 | 74.1 |
| 1965 | Mercedes-Benz 300 SE Coupé | Artcurial/Nov 1 | 42,571 | 10,428 | 32.4 |
| 1976 | Mercedes-Benz 350 SE Crayford est | Artcurial/Nov 1 | 30,651 | 13,508 | 78.8 |
| 1988 | Mercedes-Benz 560 SEC | Barons/Oct 27 | 4620 | 620 | 15.5 |
| 1958 | Metropolitan 1500 Coupé | RM/Oct 9 | 25,163 | 5555 | 28.3 |
| 1947 | MG TC | SWVA/Oct 30 | 23,320 | 5320 | 29.6 |
| 1984 | Morgan 4/4 | H&H/Oct 14 | 16,800 | 2800 | 20.0 |
| 1977 | Porsche 911 '50' | Silverstone/Oct 25 | 173,250 | 23,250 | 15.5 |
| 1990 | Porsche 944 S2 | SWVA/Oct 30 | 5724 | 2724 | 90.8 |
| 1990 | Porsche 928 S4 auto | Silverstone/Oct 25 | 19,125 | 3125 | 19.5 |
| 1991 | Porsche 911 C4 (964) | Silverstone/Oct 25 | 29,250 | 7250 | 33.0 |
| 1993 | Porsche 911 (964) Turbo | Artcurial/Nov 1 | 216,263 | 33,692 | 18.9 |
| 1972 | Rover P6 3500S | SWVA/Oct 30 | 9434 | 2934 | 45.1 |
| 1975 | Rover P6 3500 auto | SWVA/Oct 30 | 2332 | 932 | 66.6 |
| 1966 | Singer Gazelle | SWVA/Oct 30 | 1908 | 508 | 36.3 |
| 1966 | Triumph TR4A | SWVA/Oct 30 | 20,140 | 3140 | 18.5 |
| 1976 | Triumph Stag | H&H/Oct 14 | 18,480 | 2480 | 15.5 |
| 1973 | Vanden Plas Princess 1300 | SWVA/Oct 30 | 6890 | 4290 | 165.0 |
| 1975 | Volkswagen 1303 Cabriolet | Artcurial/Nov 1 | 13,622 | 9336 | 217.8 |

TRADING LOW

This 911 looked a canny buy at 25.5% below estimate



| YEAR | MAKE/MODEL | Where & when | Sold for £ | Below est | % below |
|------|-------------------------------|--------------------|------------|-----------|---------|
| 1994 | Bentley Brooklands | H&H/Oct 14 | 9520 | 2480 | 20.7 |
| 1972 | Citroën DS23 Pallas | Artcurial/Nov 1 | 18,731 | 6269 | 25.1 |
| 1967 | Fiat 500F | Barons/Oct 27 | 4290 | 1210 | 22.0 |
| 1957 | Ford Thunderbird | H&H/Oct 14 | 20,340 | 5660 | 21.8 |
| 1959 | Jaguar MkIX project | Barons/Oct 27 | 3630 | 2370 | 39.5 |
| 1954 | Metropolitan Convertible | RM/Oct 8 | 14,379 | 5229 | 26.7 |
| 1979 | Mini Clubman convertible | DVCA/Oct 15 | 1980 | 1020 | 34.0 |
| 1976 | Porsche 911 Carrera 3.0 Targa | Silverstone/Oct 25 | 29,810 | 10,190 | 25.5 |
| 1990 | Range Rover Classic Vogue SE | Barons/Oct 27 | 3850 | 1150 | 23.0 |
| 1975 | Rolls-Royce Silver Shadow | DVCA/Oct 15 | 3520 | 1480 | 29.6 |

W201 values are surging – but there are still good deals out there



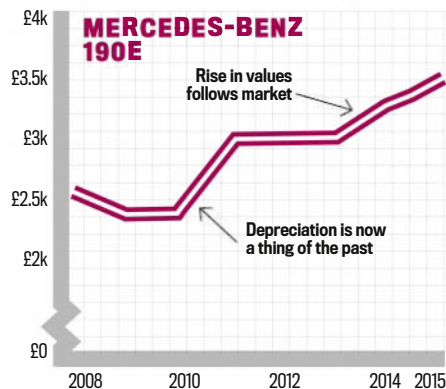
are examples such as the very-high-spec '86 190E with 124k miles for a strong £8995 at Bradley James in Basingstoke, yet a private seller in Devon has a '93 1.8 auto LE with just 23k miles and total history for £6995. Look even harder and you'll see cars such as the '92 manual 190E with Lilly and Constable in East Peckham with 43,000 miles for only £3990.

This disconnect in prices won't last long because the W201 has a growing following as a cheap Eighties retro classic that costs very little to run. They're also rightly hailed as one of the best-built Mercs ever. I ran mine for seven years and spent buttons.

Cosworth cars have stalled, though, because they've been hyped up for so long and most have massive miles on the clock. Average 16-valve cars have peaked at £12k and only really-small-mileage 2.3s and 2.5s can now command more than £25k.

The real value is in immaculate stock 190Es and Ds – cars with automatic boxes are the most desirable, and the post '87 facelift cars are more refined and rust-resistant. The 2.0 diesel is slow but unburstable, the 2.5s are quicker and the petrol 2.6s are really lively. Factory leather and air-conditioning can add £3k to the value and all sell better with alloys, and electric sunroof and windows.

Growing demand is about affordability and those clean-cut Bruno Sacco lines, and younger buyers like the 190's day-to-day drivability and low classic insurance. There's even a dedicated website – mercedes190esforsale.co.uk – where you'll find a silver '93 190E auto with full main agent history and just 52,000 miles for £2995. Beat that.



W201 is growing in popularity among younger enthusiasts

CLASSIC ON THE CUSP

Volkswagen Golf R32

VW's pin-striped giant-slayer is a hot buy as well as a *very* hot hatch



Cost new £23,745 ✓ **Value now £8000**

With the mainstream media sniping about the VW emissions scandal it's easy to forget Volkswagen's distinguished 78-year heritage and its scores of landmark cars – and one of those is the Golf R32.

If you're looking for a flamboyant and furious hot hatch buy a Focus RS or Honda Integra Type-R, but if you want a giant-killer in a pinstriped suit the R32 is a card-carrying missile for grown-ups. A limited top end of 155mph and 60mph in six seconds may not sound that impressive, but approach a corner at full tilt, feel the Haldex all-wheel drive bite deep into the winding tarmac and you'll understand its appeal completely. The 3.2-litre V6 is honey-sweet, the punch in all six gears is tremendous, the grip unerring and the sizzling rasp from the twin rear pipes exotic. And it's so cleverly packaged in that practical shape with its roomy cabin.

And that package of electrifying elegance is now looking serious value. A private seller in Lancashire has a 2003 MkIV with 48,000 miles in silver with full VW history for £7995, but you can find high-milers for as little as £5k. I prefer early cars because they're slightly more raucous than the later MkVs. There are only slight differences in power output and delivery, but with the manual six-speed gearbox rather than the DSG auto the MkIV feels as much

of a hair-fizzing revelation as the first mould-breaking GTi was in 1976 – only much faster. You may well look down and see 100mph on the speedo but only a lazy 4000rpm on the tachometer.

Refined on motorways yet frenetic on B-roads, the R32 is the definitive and consummate all-rounder – totally tractable trundling round town but eerily secure and solid at 150mph.

Most surprising of all is that so few know what an unsung legend it really is. Most people think it's just a stock GTi – only the badge on the grille, 18-inch alloys and twin exhausts suggest anything else.

Best buying comes from knowledgeable private sellers who have serviced their '32s long before VW's over-long factory oil change intervals. A Hertfordshire private seller has a blue 2007 MkV with 69k miles and ten stamps in the book for £9500, and it comes with the rare sunroof and factory satnav. Paying a few grand more for a carefully fettled R32 will save lots in the long-term.

Don't expect prices to rise, but at about seven grand for a MkIV with full history and sensible miles they're not going to fall much either. One day all enthusiasts will appreciate the R32's greatness, but until then take advantage of its hidden genius and belt one round some back roads. For the money it's an absolute steal.

'The 3.2 V6 is honey-sweet, the punch in all six gears is tremendous'

MORE
QUENTIN
WILLSON
p 39

A large, detailed image of a Chopard 1000 Miglia chronometer watch. The watch has a black dial with large white Arabic numerals at 12 and 6, and stick markers for other hours. It features a red sub-dial at 9 o'clock with a '1/2' marker, a date window at 3 o'clock showing '8' with '1000 MIGLIA' text, and a red second hand. The dial is inscribed with 'CHOPARD CHRONOMETER', 'CALIBER 01.08-C AUTOMATIC', and 'SWISS MADE'. The watch has a black rubber strap with a tire-tread pattern. The background shows a white vintage race car, a Ferrari 195, driving on a road with motion blur.

RACING IN STYLE. **1000 MIGLIA** ➤

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➔ MARKET WATCH

Russ Smith reflects on a rollercoaster month for auction houses, how the Anglia is heading north and how bargains can still be found in the Porsche 911 market – no, really...



MARKET MOVES

It's been a funny old month, kicked off by Classics Central shifting around 30 per cent of the cars on offer.

With the immediacy of current communications, that set a lot of doomsayers' tongues wagging. But then Silverstone's Porsche-only sale racked up a 66.5 per cent sale rate, and we finished up with Anglia Car Auctions on a wet Saturday with another 200+ line-up, of which they sold more than 80 per cent.

So those tongues didn't wag for long; the market is still steaming along – at least under the right conditions. Prices look steady rather than climbing, which is good. The difference is in the offer – the poor sale had a lot of Jags and Rollers and little to make you

go 'ooh!' ACA's catalogue, however, had us transfixed with lots of interesting cars you rarely see offered and a wide range of prices.

MARKET MOVES

The Anglia was predicted to fly up in value after its appearance in the second Harry Potter movie, *The Chamber of Secrets*. That didn't happen, but the baby Ford seems to be on a bit of a roll now. Values have risen by more than 70 per cent in the past five years. Probably for the first time a 105E is worth more than the equivalent two-door Morris Minor saloon. Now that's happened I can see it staying that way – there are a lot fewer Anglias to go round. But the real sleeper is the 1200 model – officially the 123E. These are rarer yet only fetch about 10-15 per cent more than standard Anglias. I can see that gap widening.

PORSCHE 911S (1966-73)

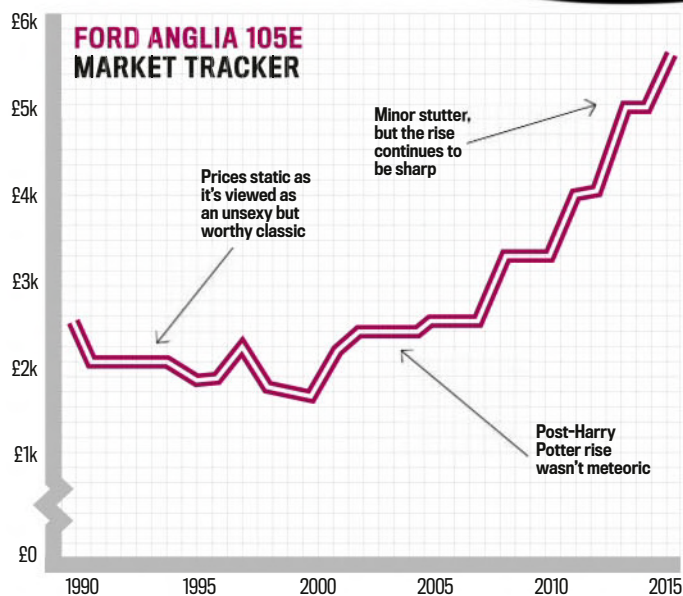
All early 911s are now firmly located in Collector Land, but the one everyone wants is the more focused hardcore 'S', of course.

They're pretty much all in six-figure territory now, with the early 2.0s and late 2.4s fetching the higher prices. Yet unlike when you go Ferrari shopping, there are plenty of 911Ss about. That, and the market for collectible Porsches still being fairly immature, means prices tend to be all over the place, and our table shows auction houses struggle to pin accurate estimates on them. The lesson from that is not to be put off by tall estimates – cars are being let go for well under them.

What I don't see is room for prices to rise much above where they are – my feeling is they'll settle to somewhere within the range we're seeing now.



Ford Anglia values have risen by 70 per cent in the past five years



With very few decent Anglias to choose from, the clamour for the best ones will drive up values

ANALYSIS PORSCHE 911S (1966-73)

Prices are all over the place, with some good value still to be found – you might just be lucky



| YEAR | MODEL | Which sale | Estimate | Sold for | % diff. |
|------------|----------------|---------------------|----------|----------|---------|
| 1967 | 911S 2.0 coupé | Bonhams/15.1.15 | 114,380 | 90,090 | -21.2 |
| 1967 | 911S 2.0 coupé | Gooding/16.1.15 | 197,368 | 166,727 | -15.5 |
| 1967 | 911S 2.0 Targa | Mecum/15.8.15 | 160,256 | 143,910 | -10.2 |
| 1969 | 911S 2.0 coupé | Bonhams/14.8.15 | 112,180 | 105,534 | -5.9 |
| 1969 | 911S 2.0 Targa | RM/16.1.15 | 131,580 | 188,474 | 43.2 |
| 1969 | 911S 2.2 Targa | Coys/18.4.15 | 73,740 | 86,532 | 17.3 |
| 1970 | 911S 2.2 coupé | Silverstone/22.2.15 | 140,000 | 132,750 | -5.2 |
| 1970 | 911S 2.2 coupé | Coys/18.4.15 | 86,330 | 76,309 | -11.6 |
| 1971 | 911S 2.2 coupé | RM/14.3.15 | 118,243 | 107,902 | -8.7 |
| 1971 | 911S 2.2 coupé | Artcurial/6.2.15 | 78,358 | 106,894 | 36.4 |
| 1972 | 911S 2.4 coupé | Silverstone/25.7.15 | 140,000 | 132,750 | -5.2 |
| 1972 | 911S 2.4 coupé | Silverstone/4.9.14 | 150,000 | 161,000 | 7.3 |
| 1972 | 911S 2.4 Targa | Artcurial/2.11.14 | 117,647 | 166,399 | 41.4 |
| 1972 | 911S 2.4 Targa | Artcurial/1.11.15 | 114,286 | 114,943 | 0.6 |
| 1973 | 911S 2.4 Targa | Silverstone/4.9.14 | 125,000 | 195,500 | 56.4 |
| 1973 | 911S 2.4 Targa | Silverstone/22.2.15 | 100,000 | 114,750 | 14.8 |
| 11/11/2015 | 911S 2.4 Targa | RM/23.5.15 | 128,571 | 135,908 | 5.7 |

1960 Ferrari 250 GT SWB 💎 £7,392,000

H&H, OCTOBER 14. This sale was pleasing on two fronts – it raised a boatload (literally) of money for the RNLI, and someone proved willing to pay above-concours cash for a top-end Ferrari that's never been restored. The late Richard Colton's SWB was a proper driver that he racked up more than 50,000 miles in. One of only nine right-hand drive examples, it wore road rash, flared rear arches and the kind of number plates that were all the rage at the 1979 Custom Car Show. And looked all the better for it.



1973 Vanden Plas Princess 1300 💎 £6890

SWVA, OCTOBER 30. South West Vehicle Auctions got some excellent results at what was its best classic sale for some time. One of note was this Princess, one owner for the first 30 years and in a collection of British cars since. With a genuine 15,600 on the clock it was always going to attract plenty of attention in the current market, and even with the disadvantage of an automatic gearbox the £2000-£2600 estimate looked low. But no-one really expected the final score. Very well sold.



1970 Aston Martin DBS Vantage 💎 £143,040

ARTCURIAL, NOVEMBER 1. Expensively overhauled 20 years ago but little used for the last ten, this Vantage had developed a lovely patina but will need recommissioning before being pressed into use by the new owner. Not that anyone was put off by that – the price paid wound up at 25 per cent above top estimate and even over top guide price. There is usually a premium to be paid for pre-V8 left-hand drive Astons, and it was an original Silver Birch car, but a couple of people *really* wanted this.



Daimler Double-Six S2 VDP 💎 £13,860

ACA, NOVEMBER 7. Series 2 XJs are usually a hard sell, so this sale suggests there is a market for them, even if it is hard to find. You probably won't see a better example though. It was specced to the max when new and its first two owners were company chairmen who sat in the back. Then and since it has racked up a service history that would shame a British Airways 747, despite having covered a mere 65,800 miles. ACA pitched it at a strong £10-12k, but even at nearly £2000 more it looks well bought.



1968 Alfa Romeo GT 1300 Junior 💎 £11,872

SWVA, OCTOBER 30. This GT Junior appeared in our Temptations section in the October issue, when it was being offered by a dealer for £17,950. That looked a whisker high for a car that needed a couple of weekends spent on it, but fresh off a transporter from Italy it also had a lot of good points, not least being sharp and unmessed with. So it was a surprise to see it offered with an £8000-£9000 estimate, and despite having paid well above that, the buyer should be very pleased with themselves.



1965 Mercedes-Benz 300SE coupé 💎 £42,571

ARTCURIAL, NOVEMBER 1. Few cars are more cool than a Sixties Merc W108 coupé, so the fact that this is a well-maintained driver quality car rather than a showboat didn't count greatly against it – these are often bought as a classic for regular weekend use rather than polishing. It went for £10k above estimate, but with the later V8 versions now making over twice this price, we're happy to simply reset the price guide and call this the new reality for anyone wanting to get behind the wheel of one.



1963 Ferrari 250 GT SWB is the last one ever made and expected to fetch up to £8.47m



250 SWB at Rétromobile sale

Trying hard to produce a strong follow-up to its atmospheric disposal of the Baillon Collection at its Rétromobile sale earlier this year, French auction house Artcurial has started lining up important lots for its 2016 event, which will be held on February 5.

Currently topping the bill is a 1963 Ferrari 250 GT SWB, chassis number #4065 – the very last of just 122 made. A left-hand-drive steel-bodied car, it was originally shipped to America where it stayed for over 26 years. But since 1989 it has belonged to Swiss collector Antoine Midy, from whose estate the car is now being sold. One of the Holy Grails for car collectors, it has been given an estimate of €9m–€12m

(£6.35–£8.47m), which is broadly in line with what was recently famously paid for Richard Colton's right-hand-drive SWB (see story on previous page).

Also on offer is the only factory-built Ferrari Testarossa Spider. This 1986 car was commissioned specially for Gianni Agnelli, who was at the time president of Fiat. It was painted silver in reference to the first two letters of his surname 'Ag' – the periodic table abbreviation

for silver. Packed with a host of unique features, the Testarossa has been given an estimate of €680,000–€900,000 (£480,000–£635,000).

For more details on these cars and the other lots scheduled to be sold at the Rétromobile sale, see artcurial.com.

'The left-hand-drive 1963 Ferrari 250 GT SWB is the last of just 122 ever made'

DVLA CONCERNS TAKEN UP BY MP

Following on from our story in the October issue, Sir Greg Knight MP has met with the Transport Minister to discuss concerns about the DVLA's new attitude and procedures concerning historic vehicles fitted with new parts.

Knight, Chair of the All-Party Parliamentary Historic Vehicle Group, said, 'Just because a historic vehicle has replacement parts should not mean that it ceases to be historic. There is a distinction between a new vehicle which is a replica of a historic car and a genuine historic vehicle which has been fitted with new parts.'

Transport Minister Andrew Jones MP will look into the matter; his report is expected within a month.

Knight's comments follow a recent DVLA statement concerning what constitutes a historic vehicle



IN BRIEF



BARONS' YULETIDE GIFT

Celebrating its first year under new ownership, Barons Auctions is offering free entry to its final sale of 2015, the Yuletide Classic on December 15 at Sandown Park. There's a 25 per cent discount on the usual premium rates of 10% for buyers and 5% for sellers. Director Peter Gascoigne said, 'We've had some remarkable results this year and wanted to give something back to our customers to thank them for all their support.' See barons-auctions.com.



FRANK DALE HEADS EAST

Ready for the predicted expansion of the classic car market in China, Rolls-Royce and Bentley specialist Frank Dale & Stepsons has opened a branch in Hong Kong – its first on foreign soil. Officially opened on November 21, the new business will offer sales, restoration, parts and service. Established in 1946, Dale's is the world's oldest independent Rolls and Bentley specialist. Director Giles Crickmay says, 'The branch is supported by our London offices and will offer the same quality services.'



FIRST TR5 FOR SALE

The first production right-hand-drive Triumph TR5 off the line is being offered for sale by a top restoration company. The car has impeccable history; it was formerly part of the company's press fleet and was displayed at the 1967 Earls Court Motor Show before being bought by a Triumph employee. It was last offered for sale as a project by TR Bitz in early 2013 for £50,000, but has since been restored. The current asking price is £79,500. See classic-motor-cars.co.uk for more details.



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TEMPTATIONS

Russ Smith forgets stocking fillers – here are some presents worth tucking away under the tree



1988 LYNX EVENTER

For sale at Bonhams, Hendon, Dec 10, bonhams.com/cars

Why buy it? This XJ-S estate has to count as some kind of bargain at this estimate. The seller is said to have paid £46,000 for it a year ago and has since spent another £5500 on mechanical and interior improvements. **Price estimate** £25,000-£30,000



1972 MGB 2+2 ROADSTER

For sale at Barons, Esher, Dec 15, barons-auctions.com

Why buy it? One of 18 MGB roadsters that were converted to two-plus-tuos in the Eighties by Befour Engineering, which involved adding 11in to the car's length. It was restored at the same time and has covered just 6000 miles since. **Price estimate** £7000-£9000

1969 JAGUAR E-TYPE SII 2+2

For sale at H&H, Dec 9, handh.co.uk

Why buy it? The last cheap way into affordable E-type ownership. This is an older restoration that still looks sharp and is in regular dry-weather use. The engine was rebuilt four years/5000 miles ago and it is freshly MoT'd. **Price estimate** £26,000-£30,000



1978 FERRARI 308 GTS

For sale with Amari, Preston, amarisupercars.com

Why buy it? This left-hooker was stored since 1996 and has only covered 38,500 miles. It has now been fully recommissioned, repainted and retrimmed. There's a pictorial record of all the work carried out, along with full history. **Price** £74,995



1967 LOTUS CORTINA II

For sale with UK Sports Cars, Kent, uksportscars.com

Why buy it? Left-hooker that was originally exported to Portugal and is now French-registered. Never been rusty and has recently been restored to exceptional condition both above and below deck. Rebuilt engine makes 140bhp. **Price** £29,995

♥ **1953 AUSTIN-HEALEY 100S COUPÉ**

For sale at Bonhams, December 6, bonhams.com/cars

Why buy it? One of two coupé styling exercises produced in the early Fifties and the one that Donald Healey himself used as a daily driver for ten years. In a private collection since 1972. **Price estimate** £refer to department



➔ **1954 PEGASO Z-102 3.2 BERLINETTA**

For sale at RM Auctions, December 10, rmsothebys.com

Why buy it? Superbly preserved 'Spanish Ferrari'. Refurbished by the factory in 1956 after a successful early competition career with several podium finishes and since kept in Spain. A rare opportunity. **Price** £tba

UPCOMING SALES

♥ **November**

Thu 26, Herefordshire. Brightwells, Easters Court, Leominster. brightwells.com

Sat 28, Surrey. Historics at Brooklands, Brooklands Museum, Weybridge. historics.co.uk

♥ **December**

Tue 1, London. Coys' True Greats, Royal Horticultural Society. coys.co.uk

Sat 5, Warwickshire. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. classiccarauctions.co.uk

Sun 6, London. Bonhams, New Bond Street. bonhams.com/cars

Wed 9, Worcestershire. H&H Classics, Chateau Impney. handh.co.uk

Thu 10, London. Bonhams sale, RAF Hendon. bonhams.com/cars

Thu 10, New York. RM Sotheby's' Driven by Disruption sale, Manhattan. rmsothebys.com

Tue 15, Surrey. Barons Auctions' Yuletide Classic sale, Sandown Park, Esher. barons-auctions.com

♥ **January 2016**

Sat-Sun 23-31, Arizona, USA. Barrett-Jackson, Westworld of Scottsdale. barrett-jackson.com

Thu 28, Arizona, USA. Bonhams' Scottsdale Auction, Westin Kierland Resort & Spa, Scottsdale. bonhams.com/cars

Thu-Fri 28-29, Arizona, USA. RM Sotheby's, Biltmore Resort. phoenix.rmsothebys.com

Fri-Sat 29-30, Arizona, USA. Gooding and Co, Scottsdale Fashion Square, Scottsdale. goodingco.com

♥ **February 2016**

Fri 5, Paris, France. Artcurial, Rétromobile, Porte de Versailles. artcurial.com



♥ **1998 TVR CHIMAERA**

For sale at Charles Russell Classic Cars, charlesrussellclassics.co.uk

Why buy it? Shows just 60,000 miles and has been the dealer's own car for 11 years. Wishbones and outriggers done, resprayed three years ago. £1500 discount if you don't want the S22 TVR numberplate. **Price** £15,000

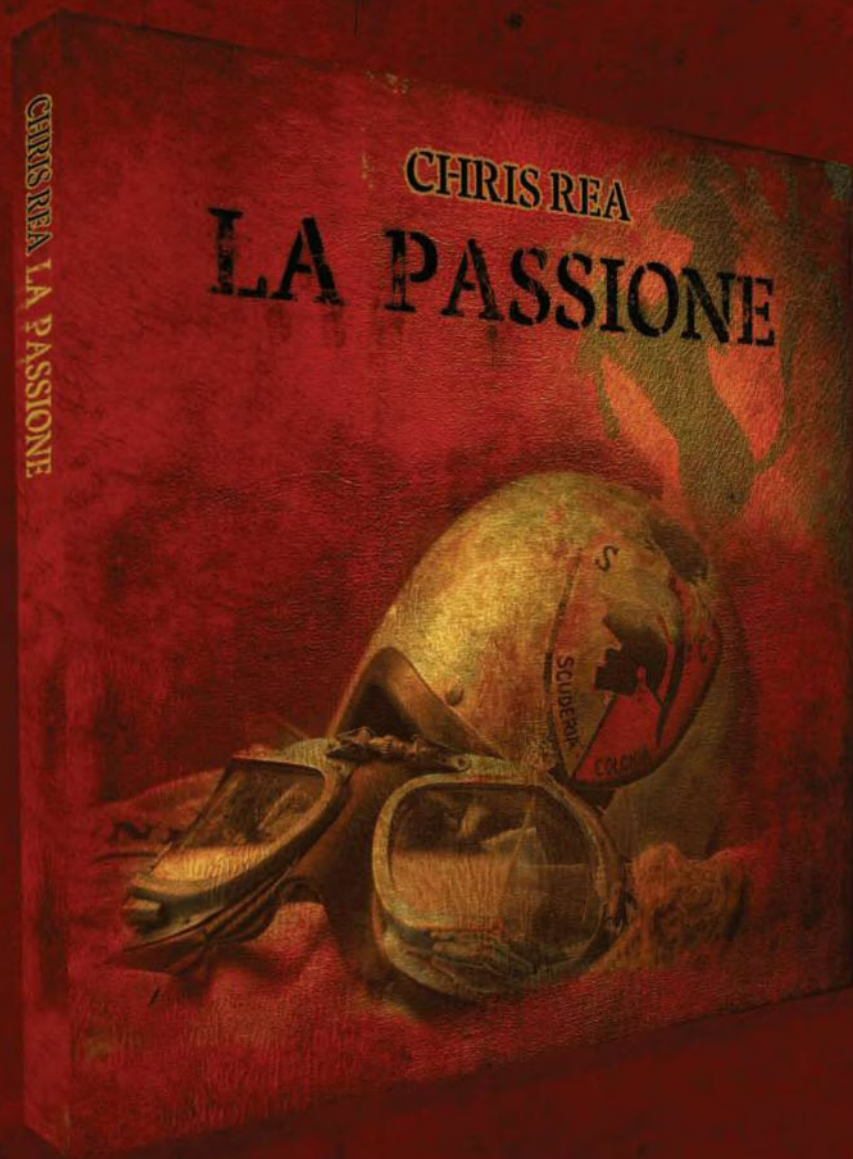


♥ **1967 RENAULT CARAVELLE S**

For sale at Classic Car Auctions, December 5, classiccarauctions.co.uk

Why buy it? Rarely seen for sale in the UK in any condition, this late example has been restored to a good standard. Not quick with only 1108cc under the rear bonnet, but simply oozing Gallic charm. **Price estimate** £12,000-£14,000

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➔ BARN FINDS

Nigel Boothman's finds this month include a Danish mega-hoard, the world's oldest Toyota and a local Jag

★ STAR FIND



NEW FIND ON ZEALAND Late Model T Ford is among better-preserved cars



Level of clutter made counting the cars - never mind identifying them - tricky when first discovered



1934 Chevrolet would be a challenge - hot-rod fodder, maybe?



Ford Popular looked fairly complete and a worthwhile restoration candidate. First job - lose the cobwebs



New find on Zealand

A stash of cars from the Twenties to the Fifties has been uncovered on the Danish island of Zealand. A total of 26 vehicles were eventually disinterred from overgrown tarpaulins and removed from crowded barns by staff from Danish auction firm Campen Auktioner.

'We got a call from a lawyer dealing with the late owner's estate,' explains the firm's Annette Kjaer. 'He described having found some old cars in a barn but when I asked him how many there were exactly, he said he didn't know - he couldn't get in far enough to count them all. That sounded really exciting.'

In the end Campen had to hire cranes to remove some of the cars and a news crew from Danish national television turned up to film the whole process. The owner seems to have been a little eccentric. Kjaer says, 'He was something of a jack-of-all-trades. He died fairly young - he was just 60 - but

started collecting cars when he was 17. He bought the little estate to store his cars, with a view to turning the collection into a museum eventually. Unfortunately he abandoned the place when he ran out of room 15 years ago and never came back.'

No one, not even the owner's brother, knew anything about the collection, which shows a marked preference for Ford and Chevrolet and provides a snapshot of Danish family motoring before and after World War 2. There are German cars in the form of an Adler Trumpf-Junior two-door saloon, a solid-looking 1939 Opel Kadett and two moribund Mercedes 170 saloons.

France is represented by a tumbledown 1.5-litre Renault Celtaquat, while British contributions comprise a Vauxhall 10/4 and a few small post-war Fords. The rest are American Ford Model As and Model Ts, plus three Chevrolets - a 1930 six-cylinder saloon; another from 1934 and a 1939 Master saloon.

The collection was sold off using an unusual but increasingly common format. This comprises an online auction in advance of the sale day, during which bidders set what they hope will be winning prices. The highest pre-sale bids are then pitched against live bids in the auction proper. For the results, see campenauctioner.hibid.com.

Toyota AA

Toyota went in search of an example of its very first car - the AA - back in 1987 to help mark its 50th anniversary, but couldn't find one. And because the company had failed to keep any accurate drawings of the car, Toyota had to create a replica that was only as close to the real thing as educated guesswork allowed. Some 28 years later Toyota has released details of a genuine AA it has unearthed in Siberia.

The car was actually found in 2008, but initial attempts at identification were mired in scepticism. Then specialists from the



BMW 2000CS Very handsome shape, despite flat grey paint



Shorter nose with different details from later E9



BMW 502 Despite a bite taken out of the front wing, this rare 'baroque angel' 3.2 saloon is said to be solid and saveable



TOYOTA AA Ancient car kept going with farmyard engineering



AA's side profile is less Airflow-like, with huge wheels



Clap-hands doors probably helped load Siberian livestock



Before this example was found the AA was believed extinct



As it is now - unrestored and on display in Dutch museum

WORTH RESTORING

1958 BMW 502

Restoration estimate: £40,000

We admit that this estimate is a finger-in-the-air price - such an unusual car with so little specialist help in the UK makes for a difficult thing to estimate. But the 3.2-litre V8 engine seems to have been rebuilt years ago and not used since, so may need little more than inspection. The exterior panels clearly need attention in places but the structure is described as 'remarkably sound'. What's most daunting is the decayed interior and the dull brightwork - with paint as well, cosmetics could soak up the entire budget.

The market for the Baroque Angel is strongest in Germany, where the best cars might reach £50,000. This LHD example wears a nice registration number, VXO 96, which should be possible to regain from the DVLA. The fear for the small band of 501/502 enthusiasts is that such a low-priced assembly of rare BMW V8 spares could be broken up to keep a much more valuable and widely fancied 507 cabriolet on the road, or its almost equally scarce coupé relatives, the 503 and 3200CS.

Louwman Museum in the Dutch capital The Hague viewed the car and reported that it was mostly derelict and heavily modified - but undeniably a genuine Model AA.

A farming family had owned it for 60 years and worked it hard, fixing it with whatever came to hand, including the large non-standard wheels and remodelled radiator grille it currently wears.

The AA was Kiichiro Toyoda's first production car and was based heavily on contemporary US cars. The 3.4-litre engine in particular was so close to Chevrolet's 'Stovebolt' six-cylinder motors that some parts were actually interchangeable. The chassis was said to be a Ford clone and the styling more or less a Chrysler Airflow without the recessed front lights.

The car was eventually extracted from its resting place after more than seven months of bureaucratic wrangling and finally arrived at the Louwman Museum, where it remains today.

BMW 502 and 2000CS

Two unusual BMWs were going up for sale in barn-find condition in the same sale at Brightwell's Auctions in Leominster, Herefordshire, as we went to press. The more exotic of the two was a 1958 502 saloon, one of the type nicknamed *Barok Engel* (baroque angel). The original six-cylinder 501 was overweight and underwhelming but with BMW's new V8 engine, the car was renamed the 502 and became a potent autobahn performer. This one is thought to have come to the UK in the service of the German Embassy, but has been off the road since the Seventies. The estimate was £3500-£4500.

Also tempting the keen restorer was a 1970 2000CS (estimate £5500-£7500). These earlier, shark-nosed four-pots have been left in the shade somewhat by the six-cylinder E9 successors, but make capable, satisfying transport. However, you would need to spend the same on



MERCEDES KOMBI Probably too far gone to rescue now, but its rarity means it may prove to be a treasure trove of parts for owners of more viable Kombis



ROVER SD1 Family of SD1 fans kept one after another going...



...and then consigned them to the yard, where they stayed



JAGUAR Mk2 Down but not out in an Edinburgh lane

restoration as an E9 would require, but end up with a less valuable car.

Rover SD1s, Vanden Plas Princess 4.0-Litre R, Mercedes Kombi

If the idea of a small collection of decomposing Rovers floats your boat, then you should have attended a recent on-site auction in Derbyshire.

The sale of the contents of the once-magnificent 17th century Great House in Kegworth near Donington Park included three Rover SD1s, a Vanden Plas Princess 4.0-litre R and a rare Mercedes 230S Fntail estate, all of which were suffering badly from long-term exposure.

Colin Young of auction firm Golding Young & Mawer explains how they came to be there. "The owners of the house first spoke to me about clearing the property as far back as ten years ago, but it's finally happened this year. They liked Rover SD1s and would use one until it died, then buy another either to replace it or to cannibalise for spares, but they all remained in the yard. The Mercedes and the Vanden Plas have been there since before 1989, perhaps much longer."

It's unlikely that any of the cars are restorable, but all five should yield spares to keep other examples on the road, with the Mercedes and the VdP Princess of particular interest.

Jaguar Mk2

Sometimes you don't need to travel to the very ends of the earth to find classic cars enduring a long lay-up. Nigel Boothman, regular compiler of the Barn Finds pages, spotted this down-at-heel Jaguar Mk2 nestled away in a lane just five minutes' walk from his house in Edinburgh.

The old cat has clearly been hiding in plain sight for many years but looks pretty well-preserved by Mk2 standards, with little obvious corrosion and no apparent accident damage. As such, it surely deserves a chance to live indoors while it's still worth saving. It's certainly been laid up for several years; the most recent tax disc has long-since dried up and dropped off.

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



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➔ QUENTIN WILLSON

So the market's finally started to cool – but don't be glum, this is the best time to buy



We really should stop fretting about the market. Prices fell in the final quarter of last year because things overheated and we all knew a Day of

Reckoning beckoned. We shouldn't have been surprised. Auction prices were sometimes more than dealer and private sales and things got silly.

A London trader put a Ferrari 456 in an auction and drew £20k more than his screen price, while a friend took £60k clear profit out of a Testarossa in six short months. Freakish Ferrari values in 2015 had a weird ripple effect and, like soaring Aston DB values in 2012, made us all think the classic car bull market was invincible. Well it's not.

Q4 saw the biggest month-to-month drop since 2013 and this was due to investors going back into the stock market, worrying data on UK, US and Chinese growth, mixed messages from the FED plus a rotten, rainy summer. Ours is a seasonal and confidence-dependent hobby that only functions well when things are cheerful and sunny.

But the biggest factor was old-fashioned buyer resistance. 2015 will be remembered as the year when auctions and dealers pushed market boundaries a step too far and punters went on strike. We enthusiasts aren't daft and know cleverly dressed nonsense

when we see it. Our common sense has pulled the market back and knowledgeable car buffs are now out hunting for bargains. There's still activity out there but the pricing temperature is considerably cooler.

Which should be a cause for celebration because there's a lot of stuff that's looks temptingly cheap right now. The final slew of 2015 auctions saw alluring prices. H&H knocked down a pretty '58 1500 MGA roadster for £13,160 and a fine 1970 Mercedes 600 limo with tons of history for

'This is a measured and sensible recalibration that's going to throw up interesting buying opportunities'

£35k. Barons dispatched a well-restored '57 Willys Jeep for £8500 while Brightwells scored only £3700 for a '80 MGB roadster in black with a warranted 30,000 miles. The same sale saw a nice '74 RR Shadow with 74,000 and history sell for £2400 and an earlier and even nicer '69 Dawn Blue example with 67,000, lots of lovely patina and paperwork make £5000. At these prices you won't worry if the market goes up, down or sideways, you'll get your money back. And that's the place we want our hobby to be – no risk, no hysteria, no hype.

The really good cars are still selling for strong money and the Hagerty Blue Chip Index is up three per cent in the past four months with a year-on-year growth of eight per cent. That may be less than previous years but there's still solid demand for rare metal with provenance. This high-end core of the market is in decent health but the average cars have fallen back to earth.

Barring any serious geopolitical tremors, 2016 could see prices level off a bit more until we see an upward readjustment (probably in the summer) when values look too good to resist. This is a measured and sensible recalibration that's going to throw up some interesting buying opportunities.

We should all welcome this new era because it means that we can do what we've always loved – mucking about with old classics just for fun and not having to agonise about capital gain, how much they're insured for or getting them wet in the rain. Feel the liberation everybody.

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.



This level of class for around £2400? Yes - this Rolls-Royce Shadow shows bargains are still out there

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➔ TOM TJAARDA

Tom explains why his home town may again become a centre of automotive expertise



Europe's economic crisis has been going on for much too long. People get tired of having nothing to spend, not going on holiday and just waiting

for times to get better.

The economic crisis nearly closed down Turin – Fiat was almost bankrupt, the world-famous design houses were fading away and everyone was asking, 'What do we do now?'

But there was a flash of hope when the 2006 Winter Olympics brought in the cash needed to renovate the city.

Its new Egyptian museum is now rated the best in the world and a new automotive museum and cinema museum are both thriving. Turin is full of tourists and the new university buildings designed by Norman Foster are a magnet for foreign students. Now city planners come to Turin to discover how all this happened.

Another surprise is that the employee car parks surrounding the Fiat Mirafiori factories present a sight not seen since then – they are packed with cars. A few years ago Fiat was written off as a lost cause. In fact it is no longer Fiat but FCA (Fiat Chrysler Automobiles) which is gearing up for new Fiat and Alfa Romeo projects to fill the production lines again.

Something is still missing though – the design houses that made Turin so famous. However, I've seen a ray of hope. I'd known Jim Glickenhaus for several years and when I saw his stand at the Geneva Auto show in March I thought the car there was just another a one-off design exercise. So I was delighted to learn that, incredibly, his SCG 003 had been designed and homologated for use on both public roads and race tracks. I had to find out more, so I visited his new works just outside Turin.

'I was delighted to learn Jim's car had been designed for use on both public roads and race tracks'

To design and commercialise a new sports car from scratch is almost impossible today unless you work for a big, cash-heavy automotive company. Using off-the-shelf components from other suppliers means they must be homologated again for use on your car. Everything on the car, from the chassis to the tail lights to the suspension arms, must be designed, homologated and documented.

To accomplish this needs good personal relationships with suppliers – and of course a lot of money.

Jim walked me round his facility. Hundreds of components were waiting to be incorporated into the next vehicle to be built, and every piece had gone through the homologation and documentation processes. If you want to produce a special car, this is the way things are done.

The whole thing was done in Turin – the engineering of this racing/street car, the styling, the testing and homologation, which is the process that will discourage most from undertaking such a complex project. Jim was able to do all this. He raced the car in Germany in May, then made a few adjustments before driving it to Lake Como for the Villa d'Este Concours d'Elégance.

Who knows – others may follow in Jim's footsteps. Could this be a start to re-establishing Turin as a centre of automotive expertise? Maybe. In any case there are positive indications – for example 30 per cent more Italians went on holiday this summer. And that's a good start.

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



Jim Glickenhaus's SCG 003 offers a beacon of hope for Turin's re-emergence as a world-class car design centre, reckons Tom

➔ SIMON KIDSTON

It's been a turbulent year, so Simon reveals the market's winners and losers



If you're reading this magazine I'm guessing that you follow the classic car market.

It's been another bumper year for sales in 2015, although look closely and you'll notice there's been a slowdown. Whether you blame it on the Chinese economy catching a chill, continued strife in war-torn Middle Eastern hotspots or simply too many auctions, there's little doubting the mood among insiders is different as we prepare for the last fixtures of this year's motoring season and look ahead to 2016.

So which models do you think were the biggest winners and losers of the past 12 months? Did the contents of your garage outperform your pension portfolio and the roof over your head, or would you have been better off cashing in last Christmas and keeping your powder dry while sellers float back down to reality? Let's see...

By way of explanation, I've spent several years with colleagues and outside experts developing an index to chart the classic car market. Why? Because I thought there was too much misinformation out there and professionals in the business need this data more than anybody. We've called it K500 – the K is vanity, and we've focused on the 500 most influential models in the market,

from 250 GTO to Golf GTi. The criteria for entry is collectability, not value. It's based exclusively on verified auction results since 1994 (private and trade sales are impossible to verify) and this year's data is just in.

The biggest loser? Lamborghini's Countach S spiked in price last year when two examples set new records in Monterey. Since then, average 'S' variants have brought the model index down by 42%. Other drops have been less dramatic – the Jaguar XK140 is 14% off its peak; the AC Cobra 427 12%

'Those car collectors who survived the Great Market Crash of 1990 will barely raise an eyebrow'

down and the Mercedes 300 SL roadster has softened by 11%, evidence that when there's another one of anything for sale (five minutes on the internet will give you a choice of 20) buyers have the upper hand. The Jaguar XK150's also down 11%, trailed by the Ferrari Dino 246 GTS, Ferrari 250 GT Lusso, Maserati 3500GT Spyder and Jaguar E-type 3.8 roadster, all with modest single-digit losses. Compared to the stock market it's child's play, and those car collectors who survived the Great Market Crash of 1990 will barely raise an eyebrow.

On the winning side, the 71 lucky owners of an Aston Martin DB4 convertible have seen an average jump of 41%, helped by the rare left-hand-drive Vantage variant once owned by actor Peter Ustinov sold in May. The svelte Lancia B24 Aurelia Spider America did even better at 45% – you can thank restorer Tony Nicosia's showstopper, which almost broke the \$2 million barrier at Pebble Beach. The humble Fiat Dino coupé posted a staggering 48% gain, but this was beaten by the Lamborghini Miura S, rising by 55%, largely down to a 'timewarp' car busting its estimate, again in Monterey.

But if you're lucky enough to have an Aston Martin DB2 Drophead in your garage, raise a glass – its index value rocketed by 57%, putting it top of the table.

Next month I'll be in New York to see if Fangio's Ferrari can break the \$30m barrier and London to witness British gentleman driver John Young's Gullwing Merc come under the hammer. It's not over yet...

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.



The Aston Martin DB4 Convertible once owned by Sir Peter Ustinov helped the model's average price jump by 41%



INTERCEPT THIS

50 years ago Jensen launched a GT car fit for a rock star.
We drive it fast and loud for a day to celebrate

Words ANDREW NOAKES Photography LAURENS PARSONS



Here come the Interceptors!
From front: Interceptor I, Coupé
(Jensen-built), FF, Convertible,
Coupé (Panther), III, II



'Give the accelerator a good shove and there's a moment's hesitation before the V8's torque hauls it down the road to a roaring soundtrack'

Get up close to a Jensen Interceptor. Walk around it. Drink in the myriad details of its shape. It's difficult to believe that this car is 50 years old. The bluff front and chrome bumpers may distance it from modern machinery, but the basic design's cohesion and clarity transcend its era and leave the Interceptor looking somehow timeless. Yet for all its chiselled good looks, undoubted performance and robust engineering, the big GT from West Bromwich has never matched the values mustered by contemporary rivals from the likes of Aston Martin or Maserati. Is this a fair reflection of the Interceptor's relative merits, or just evidence of a blinkered market looking down its nose at the off-the-shelf Chrysler engines? More to the point, how deep is its appeal half a century on? That's what we're here to find out. From the earliest cars with their distinctive wrap-around rear windows, through to the Convertible and almost unheard-of Coupés – not forgetting the ground-breaking FF – we've gathered together every Interceptor body style and all the major mechanical variants here – probably the first time they've all been tested together back-to-back.

Excited? I certainly am.

INTERCEPTOR

It was Jensen engineer Kevin Beattie who hit upon the idea of using the CV8's engine and running gear in an Italian-designed body to create a new model. Beattie convinced managing director Brian Owen and John Boex, then head of Jensen's parent company Norcross, that Italian style was the way forward. The CV8's body was glassfibre, like that of the preceding 541, and sat on a twin-tube steel chassis. But the Interceptor's two large-diameter tubes formed part of a platform to which the Touring-designed steel body was welded. Vignale of Turin worked with Beattie to turn early designs into a fully engineered car in just nine months and actually built the first few bodies before shipping them to West Bromwich for final finishing and to have the running gear installed. The arrangement didn't last long – Vignale's bodies were expensive and lacked the quality Jensen demanded, so production soon moved in-house.

Sitting in the driver's seat today, the Italian influence is easy to see. The large wood-rimmed steering wheel's three tapered alloy spokes would look perfectly at home in a Sixties Maserati or Lamborghini and behind it the main instruments are housed in two separate black binnacles, with minor dials and switches grouped together in a central stack. Hidden in the middle, the tiny ignition key triggers a

Unassisted steering is a joy at speed but a nightmare when parking. PAS was standard on Interceptor II



Interceptor's 6.2-litre V8 had Carter AFB (aluminium four barrel) carburettors to 1967, AVS (air valve secondary) to 1969



Elegant wood-rimmed steering wheel was fitted to the earliest Vignale-built cars

mighty-sounding starter motor that causes six-and-a-bit litres of Chrysler V8 to turn over and over. One or two cylinders catch, then the others join and build to a thundering V8 crescendo through the drainpipe-sized twin exhaust pipes.

I pull the automatic gearbox selector lever back into Drive and gently squeeze the long-travel accelerator and the Interceptor surges forwards with a muted burble that changes in timbre as the gearbox slips into intermediate then top.

Give the accelerator a good shove and there's a moment's hesitation before the transmission kicks down and the long bonnet rises. The Chrysler V8's prodigious torque hauls the Interceptor down the road to a roaring soundtrack, the transmission, servo-assisted brakes and prodigious engine feeling utterly unstressed. I suspect that the original unassisted steering would have let the side down but this example has been upgraded with power assistance.

Later steering and suspension parts are often fitted to early Interceptors so check specifications carefully if absolute originality is important. It makes sense to avoid cars needing work, because though the body and chassis are a strong, welded unit they're not immune from rust and the complex structure means repairs are likely to be expensive. Replacing sills alone costs £2000 per side. Check the sills, doors, front and rear valances and front wings

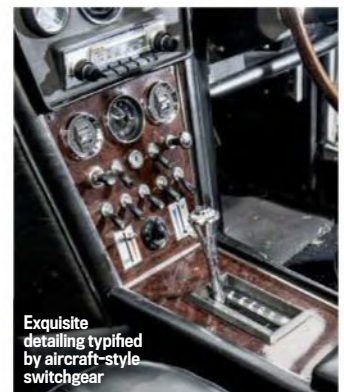
NIGEL McMORRIN 1967 INTERCEPTOR



'I've had my early Interceptor for over 10 years now. I didn't actually set out to buy one, I just decided one day that I was going to buy a classic car, and it had to be something interesting and British.'

'I went to Wales to see this car, and bought it pretty much on the spot. It was the only one I'd ever driven, and I was instantly smitten.'

'It didn't all go to plan. I had to have the engine completely rebuilt when I discovered that the valves had stuck because the car had sat unused for 12 years. I really didn't know my stuff back then – and got my fingers burned. I wouldn't have bought it if I'd known the engine wasn't right, but I soon got over it and the car's great now.'



Exquisite detailing typified by aircraft-style switchgear

'Being an early car, it's rather basic. I had power steering fitted, because the original set-up was hard work – I avoided three-point turns at all costs.'

'It's not quite as comfortable or good to drive as later cars, but I think it's the best-looking.'



Slightly wider wings with extra vents and longer wheelbase identify FF (right)

inside and out. Interiors stand up well to use, but a full retrim requires seven full hides, the bill for which is around £10,000.

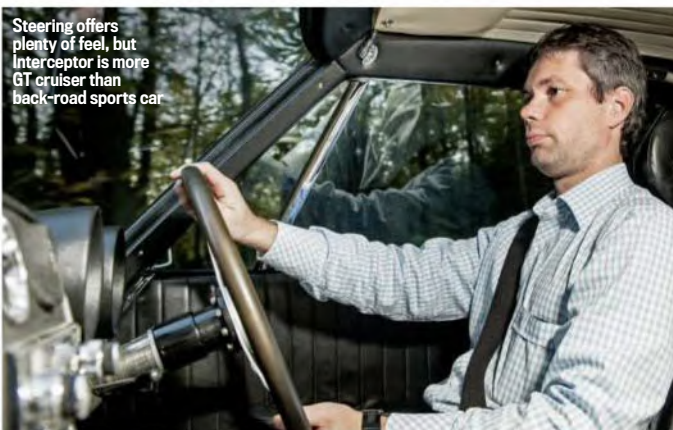
The engine and transmission are robust and parts for both plentiful, but listen out for strange noises and look for evidence that high-quality belts and hoses have been fitted during routine maintenance, because cheaper alternatives are often troublesome in the hot underbonnet environment.

Jensen Owners' Club chairman Paul Lewis says values are on the up. 'Aston Martins have gone out of reach,' he says, 'so people are looking at Interceptors with new eyes.' Good early cars start at around £25,000, with excellent cars going for £45,000 and concours winners fetching £75,000 or more.

FF

It's hard to tell you're sitting in an FF rather than an Interceptor from behind the wheel, though front seat passengers may well complain about their narrow, offset seat. It feels much the same as an Interceptor at low speeds, but the benefits of the four-wheel drive system soon become apparent when I pick the pace up a little. The Interceptor has high cornering limits – on smooth roads at least – but it squats on its rear axle under power and the immense torque always feels like it's about to overwhelm the rear tyres.

In contrast the FF feels much more secure when you floor it. Period road testers discovered that it drifts all four wheels beyond the limit and keeps its composure even if you jab the brake pedal



MARTIN RITCHIE 1969 FF



'It's number 100 of 320 made. It was in very good condition when I bought it apart from the door bottoms and one wheelarch beginning to go. I got Colin Holley at CH Autos to give it a bare metal respray in the original Jensen fawn – that was over seven years ago, and I've done probably 10,000 miles in it since then.

'I had the engine fully rebuilt by Richard Appleyard when I discovered excessive crankshaft end-float and it seemed sensible to get the gearbox and transfer box refurbished and tidy up the engine bay while it was out. I've also had electronic ignition fitted.

'To be honest, most of the things that have gone wrong have been fairly minor. The four-wheel drive system is pretty much bulletproof.'



FF's front passenger space is compromised by wider transmission tunnel and narrow seat

JENSEN P66: THE INTERCEPTOR THAT NEVER WAS

Jensen started building big Healey bodies for BMC in 1952, but by the mid-Sixties the Austin-Healey 3000 was under threat from tightening safety and emissions regulations in the US, which was by far its biggest market. In 1964 Jensen explored the idea of a big Healey replacement using the CV8's Chrysler V8 engine. The first of two prototypes, chassis number JM/EXP/111, was a white convertible styled by Jensen's body designer Eric Neale, who had also styled the 541 and CV8. Power came from a 6.2-litre Chrysler V8 driving through a Chrysler automatic gearbox.

The car appeared on Jensen's stand at the 1965 Earls Court London Motor Show wearing Interceptor badges, resurrecting the name of the GT Jensen built from 1950 to 1957.

Soon after the show, work began on a second prototype, JM/EXP/112, sporting a metallic green hardtop body and detail styling improvements. Again it had a

The P66 was the Jensen brothers' proposal for the new Interceptor. *Classic Cars* tested it in September 2002



6.2-litre V8, though production cars were intended to use a 4.5-litre engine, this time driving through a four-speed manual gearbox. The cars were dubbed P66, probably in anticipation of their launch date.

By now Jensen was under the control of the Norcross group, which decided to abandon the P66 and backed a plan by deputy chief engineer Kevin Beattie to approach Italian styling houses for what would eventually become the

production Interceptor. Incensed at the way their plans had been shelved, Richard and Alan Jensen both left the company they founded. P66 designer Eric Neale made some detail improvements to Touring's Interceptor design before full production began, but also left soon after.

The P66 convertible was broken up decades ago, but the hardtop survives to this day and has recently been restored.



'The high-compression Interceptor III seethes with intent at idle and the extra power more than offsets the extra weight'

mid-corner. The way it drives today is frankly remarkable given its age, so it must have been a revelation when it was launched. FFs were popular with rock drummers in period, including The Jimi Hendrix Experience's Mitch Mitchell – who had a metallic purple one – and Cream's Ginger Baker, who had several.

And you certainly needed a rock star's income to buy one back then; in 1966 it cost £5340, some 40 per cent more than an Interceptor and £250 more than an Aston Martin DB6. Little wonder that only 320 were built before production ended in 1971. Jensen and Vignale developed the Interceptor in double-quick time, which is all the more remarkable when you consider they were working on another car at the same time. It's easy to view the FF, which was launched at the 1966 London Motor Show alongside the Interceptor, as nothing more than a four-wheel-drive Interceptor, but the differences between the two run much deeper than that.

The Ferguson Formula four-wheel drive and Dunlop Maxaret anti-lock braking systems were developed for a CV8-based FF prototype that appeared at the Earls Court show in 1965. It shares the Interceptor's Chrysler Hemi engine and Torqueflite transmission, but a centre differential behind the gearbox splits the power between the axles. A Morse Hy-Vo chain drives the front propshaft, which passes to the left of the gearbox and sump.

The engine is offset to the right to accommodate it, which in turn necessitated a redesigned front chassis. The wheelbase is also four inches longer to create space ahead of the engine for the front axle. Inside, a bulge on the left of the transmission tunnel clears the centre differential but encroaches on front passenger space and necessitates

a narrower seat. Reprofiled front wings – inset with additional air vents to help disguise the longer wheelbase – mean the FF is an inch wider than the Interceptor and a chrome-trimmed bonnet vent completes the picture.

FF values today are higher than those of the Interceptor, with even rough examples selling for around £25,000. Good ones go for closer to £80,000 and the very best can command £140,000 or more. Weak spots largely mirror the Interceptor, so body and sill corrosion are the biggest enemies and cracks at the corners of the bonnet vent are common. The four-wheel drive system that contributes so much to the FF's extraordinary character, on the other hand, rarely gives trouble.

EDDIE HARRAGAN 1970 INTERCEPTOR II



'When I decided I wanted a Jensen Interceptor I read up on it and joined the Jensen Owners' Club forum. My job involves building exhibition stands and my car is the 1970 Earls Court Motor Show car, so it's a perfect fit. Inevitably it cost more than I really wanted to pay, but the motor show link meant that I simply had to buy it.'

'My advice to anyone thinking of buying one of these cars is that

lower-quality examples are a false economy. The biggest job I've had to do is have the wheels rechromed by Motor Wheel Services in Slough. I've had some bits of bodywork done, and I plan to get the chrome around the windows refurbished over winter. I take it to Jensen specialist Richard Appleyard in Ilkerton. It's been serviced twice in the time I've had it and has never missed a beat – it's really reliable. It's a great car to drive, too – you feel like the lord of the manor.'



Interceptor II and III's handling was much improved by standard power-assisted steering and ball-jointed front suspension



Interceptor III's high-compression 7.2-litre V8 is good for 385bhp



1969-on Interceptor II's moulded dashboard was designed to meet US safety regulations



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INTERCEPTOR II AND INTERCEPTOR III

The 1969-on Interceptor II introduced a wealth of detail improvements but standard power-assisted steering was the most significant. The smaller leather-bound wheel turns with very little effort but the new ball-jointed front suspension and telescopic dampers still constantly feed back to the driver what the front wheels are doing; for all of its bulk, the Interceptor II is extremely easy to place on the road. Contemporary road tests suggested that

the heavier Interceptor II was fractionally slower than the earlier cars, but in reality there's very little in it – it performs very much like the original, even if its handling is slightly sharper.

From the outside the most obvious change is the higher front bumper with the sidelight/indicator unit mounted below it rather than above. Inside, the Interceptor II's more modern moulded plastic dashboard was designed to meet new US safety regulations and the ignition switch moved to the steering column. The seats are more comfortable, the steering wheel leather-rimmed and the improved ventilation system boosted by optional air conditioning.

This Interceptor III is an altogether different animal – in fact it's probably the quickest car here. And yet the first cars introduced in October 1971 had 6.3-litre engines strangled by anti-smog equipment. And while later models gained a low-compression version of the even larger 7.2-litre Chrysler 440 V8, it was good for only 280bhp – much the same as the first-generation Interceptor.

Between June and December 1972 however, Jensen fitted a high-compression version of the bigger engine packing a full 305bhp. This particular Interceptor III might even have more than that thanks to a free-flow exhaust system that makes its aural presence felt the moment I turn the key.

It seethes with intent even at idle. Mash the accelerator pedal into the Wilton deep-pile carpets and the exhaust note instantly takes on a deeper, more guttural growl. The extra power more than offsets the extra weight and the engine responds with a level of crispness that the low-compression V8s just can't match.

PAUL LEWIS 1972 INTERCEPTOR III



'Rather bizarrely, this Interceptor III is our new kitchen. I already had an Interceptor III and my wife Lisa used to drive it. But if I was in the passenger seat on a country lane I'd constantly fret about it getting scratched by overhanging branches and so on. 'We'd been talking about getting a new kitchen and Lisa said, 'You know what? I'd rather have a Jensen of my own.'

This Interceptor III is her car. She drove it every day, and used to pick the kids up from school in it – it was the coolest car there.

'This is one of the cars built in the six-month period when it changed over to the high-compression 7.2-litre V8 – it's quite a fast car. People think it's a gas guzzler because it has a big engine, and that's what's held the prices down. But we've just done 1000 miles around Luxembourg and averaged 17mpg, so I'd say it's comparable with other big GTs of its time.'



Side repeaters moved from the wing (MkII) to the air vent (MkIII)

SP: 'SIX-PACK' PERFORMANCE

When the Interceptor III was introduced in 1971 Jensen announced a high-performance SP model at the same time to take over from the now-discontinued FF as the range-topping car. Everything on the Interceptor's options list was standard on the SP, including a vinyl roof, eight-track stereo, air conditioning and Triplex Sundym tinted glass. The SP was distinguishable by its FF-style blue badges instead of the standard Interceptor's red.

The most important difference was under the bonnet, however. SP stood for 'Six-Pack', which denoted the six carburettor throats provided by three dual-barrel Holley carburettors mounted on a bespoke iron intake manifold in the 7.2-litre engine's vee. The centre carburettor operated normally, but the larger outer carbs were vacuum operated. Because the auxiliary carbs remained closed in gentle use touring fuel economy was relatively good – better than a standard Interceptor, in fact – but greater air flow, and therefore

greater power, was available when the driver pushed the accelerator to the floor, with a claimed maximum of 385bhp.

The problem was that the SP's throttle response was often unpredictable, because the secondary carburettor barrels often stayed open after the throttle was closed, and the SP subsequently gained a reputation for unreliability. High underbonnet temperatures – which were supposed to be alleviated by a full complement of bonnet louvres, though they didn't achieve much in practice – caused rough running, so Jensen offered a simpler four-barrel carb as a service option.

As a result, the SP didn't last long. Chrysler introduced the Six-Pack engine option into its own cars in 1969 but by the end of 1971 it was gone, a victim of increasingly stringent emissions regulations.

Jensen's own stock of SP engines lasted until 1973, by which time 232 SPs had been built. Today a good, sorted SP is worth in the region of £35,000.

SP proved that power can corrupt – it may be the most potent Interceptor, but it's also the most temperamental



The Interceptor III handles more fluidly than the earlier cars, too. There's still a big leaf-sprung live axle at the back, but it's less prone to getting thrown off balance by mid-corner bumps.

And this Interceptor really comes together in high compression form, matching the refinement that was always there from the outset with genuine pace and handling panache.

It's easy to see why the Interceptor was such a favourite with celebrities and captains of industry, and remained so well into the Seventies. Customers were a diverse bunch, including sports stars Henry Cooper, Jack Nicklaus and Sir Matt Busby, musicians Dusty Springfield and John Bonham, entertainers Eric Morecambe and Mike Yarwood, novelist Harold Robbins and even Conservative politician Lord Carrington. 'Interceptors were major contenders,' says Jensen Owners Club chairman Paul Lewis. 'They had some serious backsides on the leather when they were new.'

Four decades on, the good news for buyers is that these later Interceptors are better protected against rust than the early cars, though the more complex emission-controlled engine can sometimes be troublesome. Prices are broadly in line with earlier cars – you might find a basket case in need of a lot of expensive restoration work for £7500, but solid if tatty examples are double that. Good cars sell for around £25,000 and the best make £75,000 or more.

INTERCEPTOR III CONVERTIBLE

Car makers worldwide had pretty much given up on convertibles in the late Sixties when impending US safety legislation was expected to outlaw them. So Jensen pounced when the draconian rules failed to make it on to the statute books and launched an Interceptor Convertible in 1974 to plug an obvious gap in the market.

The Interceptor's steel roof and distinctive curved rear window were replaced by a new bootlid and an electrically operated multi-layer folding roof which dropped down on to a tray behind the rear seat. Unfortunately, rather than folding flush with the surrounding bodywork, the hood stacked up pram-style behind the rear seat with a vinyl cover provided to neaten it all up.

The Convertible has an appeal all of its own with the roof down. I'm that much more exposed to the burble of that 7.2-litre V8 than I have been in the fixed-roof cars and feel more at one with it as a result. A massive under-structure means that the Convertible is commendably stiff, so ride and roadholding, while not quite a match for the fixed-roof cars, are respectably together. Straight-line speed is much the same in the real world too.

Convertibles are rare, with just 509 made out of a total Interceptor population of more than 6000, and they're highly sought-after, so values remain high. A top-notch example will be £100,000 or more but while solid cars can be found for half that, even a car in need of a lot of work can cost £35,000 or more.



Convertible's folded hood is bulky but at least you get to enjoy more V8 music



Vast multi-layered hood folds electrically on to a tray behind the rear seat

MARK CAPEHORN 1974 CONVERTIBLE



'I had a blue Jensen Interceptor III and always wanted my dream garage to contain a Convertible and an FF too.'

'FFs have now gone absolutely ballistic price-wise, but Jason at Rejen had this Convertible in stock and I bought it without telling my wife. Then when I told her it was her anniversary present I think she forgave me!

'The bodywork was really good but it had been resprayed Oxford

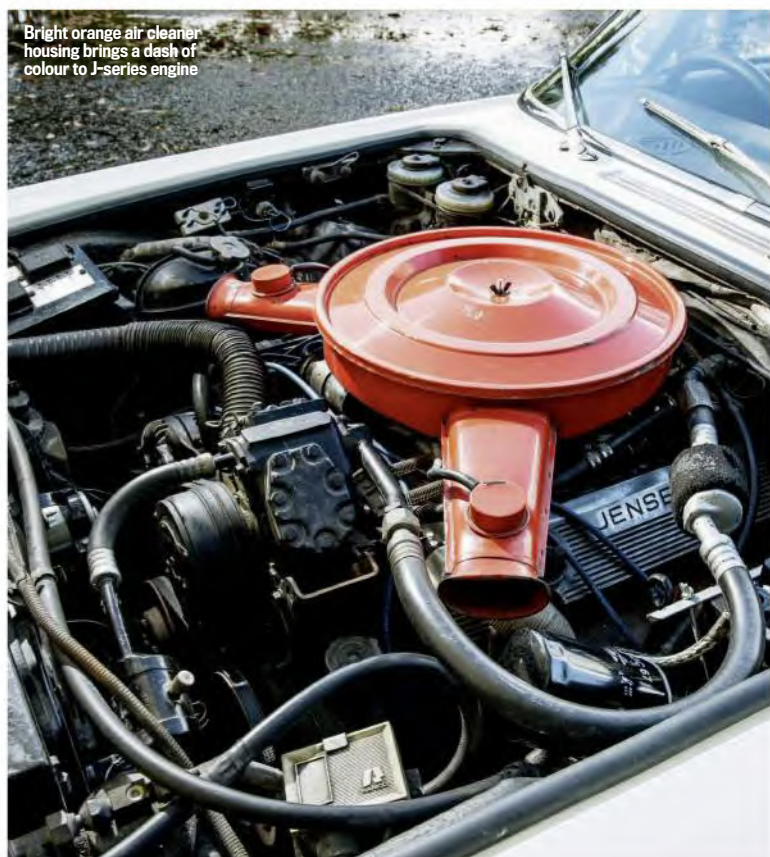
Blue. We wanted to go back to the original white so we treated it to a full bare metal respray.'

'The interior features genuine sheepskin inserts which were fitted at the Jensen factory – it's an acquired taste but completely synonymous with the Seventies. It still needs detail work but Jason will do that during winter. If you think you've found a good one, get it inspected anyway. And get in now while you can – they've always been undervalued but I think people are starting to realise that now.'

'A massive under-structure means the Convertible's ride and road-holding are respectably together'



Sombre all-black cabin offset by very Seventies factory sheepskin inserts



Bright orange air cleaner housing brings a dash of colour to J-series engine



JASON LAWRENCE 1976 INTERCEPTOR COUPÉ



'My rare Panther-converted car once belonged to Tony Good. He used to run a PR company called Good Relations, but ended up as managing director of Jensen towards the end of its life.

'It's one of only 27 right-hand-drive coupés that Jensen ever made – Jensen took convertibles off the production line and sent them to Panther Westwinds to

build the glassfibre roofs and fit the Jaguar XJ6 rear window.

'It's built to the final specification, with the wooden dashboard which was made standard from 1975. Jensen built these cars while the company was in receivership, so they didn't make many.

'I haven't had to do much to it in the last 10 years or so. It's pretty original, so the plan now is to carefully recommission it, rather than fully restore it – I really want to keep it as original as possible.'

ADRIAN PHILLIPS 1976 INTERCEPTOR COUPÉ



'I sat in a black and tan Interceptor at a motor show when I was ten years old, and that's where my love affair with them began. Jensen was just thinking about launching a factory-built coupé when it went bankrupt and I bought mine 11 years ago for my 50th birthday. It had just four miles on the clock, accrued mostly by driving to and from MoT test stations. I didn't quite know what I'd bought at first. I took it to the first

Jensen International Concours in 2004, and nobody had ever seen one before – it caused quite a stir. It coughed and spluttered all the way there and back because a fuel pipe had collapsed, but it cost about tuppence to replace.

'I had a power steering hose go once in Derbyshire and came home on the back of an AA truck. The AA magazine even ran a photograph of it. It's now got 7600 miles on it, all of them done by me.

It doesn't go out much – it's too rare – but I get a lot of fun from it.'

INTERCEPTOR COUPÉ

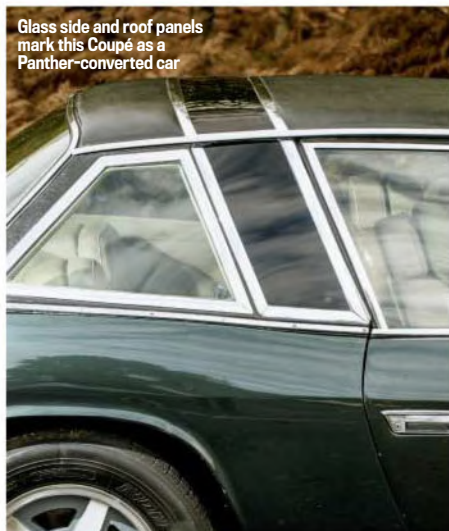
The early Seventies was a difficult time for Britain's specialist car makers. Trouble in the Middle East restricting oil supplies to the West in 1973 had already driven up fuel prices, then VAT raised petrol prices even further the following year. Almost overnight, society turned against big, thirsty cars, with even those who could afford them reluctant to be seen as irresponsible. Aston Martin went into receivership in 1974 and Jensen followed a year later. The company was crippled first by slow domestic sales, then the troublesome Jensen-Healey's spiralling development costs – ironic, given it was introduced at the insistence of US car import magnate and Jensen's biggest shareholder, Kjell Qvale.

Small-scale car production continued at West Bromwich to use up some of Jensen's parts stock, and there was even a new model. Part-built Convertibles were dispatched to Robert Jankel's Panther Westwinds company in Byfleet near Brooklands, where a fixed roof was added to produce the Interceptor Coupé. The roof was mostly glassfibre, but incorporated coloured glass panels behind the B-pillars and across the roof.

The glass roof makes the Coupé's interior surprisingly light and airy, and the cabin is lifted further by the wood-faced dashboard that was adopted on all Interceptors in 1975. 'Our' green car may look rather battle-scarred, but it has an important place in Jensen history. It belonged to PR man Tony Good who went on to become managing director, and strove to put together a financial deal to drag the company out of receivership. The usual version of the story



Wood-faced dashboard was fitted to all Interceptors from 1975 onwards



Glass side and roof panels mark this Coupé as a Panther-converted car

Jensen-built steel roof Coupé design is better integrated than Panther's glassfibre roof

is that the Labour government of the time had no interest in fast cars for fat cats and refused to lend Jensen the money it needed to get back on its feet, but Paul Lewis says that's not entirely accurate. 'They needed somewhere between £6 million and £10 million to continue and develop another model called the F-type,' he says. 'The government did in fact offer money, but Kjell Qvale turned it down.'

'Qvale was so dismayed at the strikes that hit Jensen in the early Seventies,' Lewis says, 'that he wanted to abandon car making altogether and slim the company down into a potentially more profitable engineering consultancy.'

'Like all Interceptors, both Coupés drive with an ease and precision that belie their near two-tonne weight'

Jensen production finally ground to a halt in 1976 just as another new Interceptor variant was looming on the horizon. Sources vary on the number of Coupés that Jensen made in-house, but Adrian Phillips' car is probably one of only three ever built and was completed after the company ended production. The American-spec double bumpers suggest it may originally have been left-hand drive.

Like all the Interceptors both Coupés drive with an ease and precision that belie their near two-tonne weight and the late V8 concedes horsepower only to the SP. The cabins feel very different

S4: THE INTERCEPTOR'S FINAL FLING

After Jensen Motors went bankrupt in 1975 the official receiver formed two new companies: Jensen Special Products; and Jensen Parts and Service. The parts operation was based in the old Jensen service premises at Kelvin Way, West Bromwich and run by Ian Orford, who went on to buy the company in 1982.

Soon after he changed the company name to Jensen Cars and set about building new Interceptors. The first S4 was completed in the mid-1984 and was powered by a Seventies 7.2-litre V8, but subsequent production cars adopted a more modern 5.9-litre engine which was around 180lb lighter than the old big-block unit.

Some 500 detail changes were made to the car's specification, most of which involved replacing obsolete parts with more modern components. Electrically adjustable leather-trimmed Recaro seats were

standard and a steel air dam was added under the front bumper.

Jensen Cars charged around £45,000 for the S4 – twice the price of the contemporary Jaguar XJ-S, but about 10 per cent less than an Aston Martin V8 or Bristol Britannia.

It garnered good publicity following its starring role in a revival of the TV series *The Saint* in 1989, though it was actually an Interceptor III dressed up with S4 badges and an air dam to resemble one of the new cars.

Even so, production continued at a snail's pace. Orford sold the company to design engineer Hugh Wainwright's Unicorn Holdings with the hope of more regular production and greater investment in a new Interceptor S5, but the venture ended in failure in 1992.

Jensen Cars had originally aimed to build 12 Interceptor S4s a year, but at the finish managed just 14 cars in nearly ten years.



S4's chin spoiler is made from proper lead-loaded steel



Panther-converted Coupé's Convertible origins are evident in curved rear three-quarter haunches



'The basic profile remained largely untouched – Jensen clearly knew better than to tamper with its greatest asset'

without the glass hatchback – more big saloon than fastback GT – but the steel-roofed Jensen-built car is quieter at speed than the glassfibre-roofed Panther-converted car. Each, however, is a fine blend of luxury and performance that serves as a reminder of what might have been.

Jensen-built Coupés are so incredibly rare that they're almost impossible to value. Certainly if one came up for sale it would be at the top end of the Interceptor values and well into six figures. The best of the 46 Panther-roofed Coupés built command similar values despite being slightly more plentiful, with good examples starting at around £50,000.

VERDICT

While it's true that the Interceptor never had the highly strung hand-built engines and true-blue heritage of its more exotic rivals, it has always deserved better than the second-class status it has endured for years. The Chrysler V8 may lack the cachet of an Italian V8 or V12, but all are potent, easy to maintain and upgrade and deliver an addictive thundering soundtrack when you put your foot down.

Better still, Kevin Beattie's chassis work gave the Interceptor remarkable poise and balance for such a big and heavy car, though even the most ardent of Jensen devotees will readily admit that its natural talent lies in loping, long-distance cruising.

Dynamics aside, though, it's that timeless Touring shape that remains the Interceptor's single biggest draw. Design tweaks may

have come and gone over the years but the basic profile remained largely untouched even in the last-gasp S4 – for all of its troubles, Jensen clearly knew better than to tamper with its greatest asset.

As the market finally wakes up to the Interceptor's appeal, values have been on the rise for a while now, with good specialist parts back-up making restoration relatively straightforward for a hand-built car. If a car that blends Italian style with British chassis finesse and tough American horsepower appeals, why wait any longer?

Thanks to: Jensen Owners' Club (joc.org.uk) and in particular chairman Paul Lewis of PALE Classics (paleclassics.co.uk); Jason Lawrence at Rejen (rejen.co.uk)

JENSEN INTERCEPTOR/FF

Engine 6276cc-7212cc V8, ohv, Carter four-barrel carburettor (SP: three twin-choke Holley carburettors) **Power** I-II: 276bhp @ 4600rpm. SP: 330bhp @ 4700rpm. Early III: 305bhp @ 4800rpm. Late III: 280bhp @ 4800rpm **Torque** I-II: 310lb ft @ 3400rpm. SP: 410lb ft @ 3200rpm. Early III: 400lb ft @ 3200rpm. Late III: 380lb ft @ 3200rpm **Transmission** Three-speed automatic, rear-wheel drive. FF: three-speed automatic, four-wheel drive **Brakes** Ventilated discs front and rear, servo assistance. FF: Dunlop Maxaret anti-lock brakes **Steering** Rack and pinion. Power assistance from 1968 **Suspension** Front: double wishbones, coil springs, anti-roll bar. I: lever arm dampers, II-III: telescopic dampers. Rear: live axle, Panhard rod, leaf springs, telescopic dampers **Weight** 1680-1973kg (3696-4340lb) **Performance** Top speed: 129-143mph; 0-60mph: 6.9-8sec **Cost new** £3743 (1966)-£9863 (1974) **Values now** £25,000-£150,000



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L'ENFANT TERRIBLE

‘Want to help me drive my new Renault 5 Turbo back to the UK from Italy?’ The question was easy to answer, the trip itself altogether more challenging – and unforgettable

Words ROSS ALKUREISHI Photography LYNDON McNEIL

It's surely every enthusiast's dream to buy a classic car in another country, fly over to collect it and then drive it home. Except for most of us the realities of doing so would no doubt kick in and scupper the idea at the planning stage. Not so for serial classic owner Richard Head. He calls one day to fill me in on the logistics of his latest buy – a 1980 Renault 5 Turbo based in Brescia, northern Italy, which he's planning to pick up the following week. And the co-driver's seat is mine if I want it. I clear my diary in an instant.

When we meet a week later at a hotel close to Milan Bergamo airport he gives me the full lowdown. 'It's a two-owner car with just over 26,000 miles on the clock,' he says. 'A Renault dealer owned it for 30 years but now it's a Hyundai franchise so the car is surplus to requirements.' I ask who has inspected it for him. 'No one,' he replies – rather worryingly. 'I flew over, test-drove it, made sure it had the correct aluminium doors, roof and rear hatch and checked for rust. The dealer arranged the export plates.' He shrugs, 'My gut instinct tells me it's okay, but I do keep wondering if I've bought a lemon.' This should be interesting. It's one of the first-generation Turbos built from 1980 to 1982, hence the alloy panels and Bertone-styled cabin.

Next day we arrive early at Autobase SRL in Brescia. There's no sign of the car but Richard is getting more excited by the second. Then our tiny, brutal-looking crimson devil suddenly scoots into the car park. Dealer manager Christian Tupputi jumps out and whisks Richard into his office, leaving me to give the Renault the once-over. It had a respray a couple of years ago and is missing the original Turbo decals but the paintwork is stunning, the panel fit spot-on. All the polyurethane bits – bumpers, sill covers, wings, gutter strips and rear spoiler – are pristine. So far, so tidy. I catch up with Richard just as Christian hands over the keys and Italian export plates. 'He's a happy boy now, no?' he asks. Richard's expression – urbane professional turned giddy schoolboy – says it all.

'I ask who has inspected it for him and he replies, "No one. I flew over, test-drove it and made sure it wasn't rusty"'

We shoehorn our luggage into what little cabin space isn't taken up by the engine and seats, and join the Brescian traffic. Our destination is more than 1000 miles away and we'll be tackling the journey in a car we know very little about.

Richard has arranged everything to do with the car; my job is route-planning. Valuable intel from Geneva-based *Classic Cars* columnist Simon Kidston promises a spectacular route through the Alps later on, but for now we're on a gentle motorway cruise to Monza, giving us plenty of time to take in the borderline psychedelic visual riot of the Bertone-styled cabin.

'Interiors rarely lie,' I say. 'This is in excellent nick – I really think you've got a good 'un here.' Richard nods. 'You might be right,' he replies. 'I love how smooth and easy it is to drive, but I'm finding first and second gears a bit tricky.'

Then as the revs hit 3500rpm we experience our first real hit of the turbocharger at full chat. We're both well used to blaring carburettor-fed engines – Lamborghini Silhouette for him, Lancia Fulvia Zagato for me – but the Renault's first-class soundproofing means its engine isn't overly intrusive. 'I seriously thought about packing earplugs for this trip,' says Richard. 'I was expecting it to have an unruly exhaust note that'd be a real pain on a long drive but it's actually quite cultured.'

We arrive at our first stop-off – the Autodroma di Monza – without incident but Richard isn't looking happy as we park up. 'Listen to that,' he says. I look at the historic banking, half-expecting to hear ghostly echoes of Bordino, Maserati, Nuvolari et al at full



5 Turbo leaves the dealership it called home for 30 years



Arrowing through a winter landscape minutes after basking in 23-degree warmth



R5 Turbo better known as a rally hero, but this was an unmissable photo opportunity



Despite 60:40 rear/front weight distribution, handling is nimble



Later steering wheel in place of crack-prone original



First-gen Turbo with lightweight panels was built from 1980 to 1982

crank. 'No, down *there*,' he points to the vent on the nearside wheelarch. 'I noticed during my initial test-drive that the engine compartment extractor fan, which should run even with the engine off, wasn't working. Nor was the oil temperature gauge. I'm a bit disappointed they're both still on the blink.'

Back on the Autostrada it's my turn behind the wheel. The seating position is comfortable if incredibly upright and – unusually for a mid-engined car – visibility is superb. The 1397cc engine is a punchy little thing but the gearbox's long throw means that engaging first causes me to knock into my own leg and fifth entails brushing against my passenger's knee.

The Alps, which up to that point have been far in the distance to the north, are now much closer. We exit at Susa and head for the Moncenisio Pass. A quick stop for fuel and another driver swap, then we're climbing up the SS25, an incredibly steep and twisty tree-lined route that demands proper driving. But Richard is clearly struggling. He's fine through open corners – the tyres (190/55 VR340 front, 220/55 VR365 rear) offering huge grip, the mid-engine balance sublime – but the turbo keeps going off the boil on the tighter hairpins, leaving us practically crawling along.

Occasional glimpses through the trees have shown we're at a considerable altitude, and when the tree line finally breaks the view is breathtaking. We cross into France and pull in just before a series of even crazier hairpins to swap seats again. It's cold up here and we've just discovered that the heater doesn't work. Bizarrely, though, the oil temperature gauge seems to have fixed itself.

I attack the first corner in second gear to keep the revs up but lose all momentum when I dab the brakes. Puzzled, I try again at the next hairpin and the same thing happens. My heel and toe skills are rusty so how am I going to keep the revs high? Third time lucky as I brake hard and change all the way down into first before burying the throttle. Yes, yes, yes – nailed it!

At the fifth hairpin I hear a shrill whistling that isn't coming from the car and have to brake hard to avoid a heavily moustachio'd shepherd standing in the road ahead. Behind him is a flock of goats and an even bigger herd of cattle. The comedy of the situation soon vanishes when we imagine the damage the huge bells that the truculent bulls are wearing could inflict on the Renault's alloy doors. Fortunately, we escape unscathed.

We later flash past Lac de Mont Cenis and plunge into the Maurienne valley, my earlier gearbox epiphany continuing to transform the Turbo's performance in the bends. Heading north-east, we follow the course of the River Arc before climbing once more at Bonneval-sur-Arc. If the 2083m Moncenisio Pass was the appetiser, then the Col de l'Iseran is the main course. It's much narrower here and there are no barriers. Pretty soon there's a sheer

DO IT YOURSELF

► Buying the car abroad

Ensure it has an MoT equivalent and road tax. Obtain the original registration documentation and a proper receipt.

► Sending money abroad

Use a broker (not your bank) for the best rates, which is usually within one cent of the headline rate.

► Exporting

Different rules apply in different countries, so familiarise yourself with what applies to your purchase. Autobase SRL got hold of a temporary export plate for €100.

► Insurance

Essential, and you'll have to insure it on the VIN. Not all companies will do this – Richard used Hagerty Insurance for his car.

► Breakdown cover

How lucky do you feel? It's difficult

to get for a car being bought abroad and driven to UK, but Hagerty will oblige if you take out a policy at the same time.

► Spares and tools

Take all the usual suspects and a headlight conversion pack – and learn about your particular car's known issues. Pack a reflective jacket, triangle and breath-test kit. Internet access is a must for accessing specialist forums.

► Driving it in the UK

You can't drive a Brit-owned foreign-registered car in the UK, except to a pre-booked MoT. Either arrange a trailer from the port of arrival, or drive it straight to its test.

► Shakedown

Get the vendor to run it daily for two weeks before collection and flush the cooling system.

1000m drop immediately to my right. I might be attacking the roads as aggressively as Jean Ragnotti on the 1981 Monte in my mind's eye, but the reality of putting a wheel wrong up here means our progress looks far less dramatic from the outside as we climb through the barren winter landscape.

Just shy of the summit of one of Europe's highest paved roads we hit roadworks. The temporary traffic lights change and I edge out on to a single lane precipice above a 2700m drop. We round the corner and before us is the majestic Notre-Dame de l'Iseran church, seemingly on top of the world. It's an incredible sight but we're more concerned with how bitterly cold it is in the cabin. We remove the engine cover to liberate some much needed warmth and immediately hear it at the same time – the extractor fan is working again. 'It's healing itself,' Richard marvels through chattering teeth.

It's dark now and it looks like the snow forecast for tomorrow might arrive early. We've brought a comprehensive spares bag with us but no tyre chains, so we need to get going. The descent is a wild zig-zag of seemingly endless switchback hairpins, the lights of Val d'Isère twinkling pinpricks far below. Richard is braver than me and attacks the bends with gusto; the ventilated disc brakes are taking a pasting but show no sign of fading.

Then he overcooks a corner – not enough to tip us into a skid, but sufficient to induce saucer eyes and galloping heartbeats all round. The pace slows for the remaining hairpins and we cruise into town, find a hotel and sink some well-deserved beers. At 3am my shonky mobile signal delivers a text from Simon Kidston inviting us to lunch in Turin. 14 hours ago. What a day.

The Turbo is a revelation on the autoroute the following morning. Its spectacular mid-range punch demolishes the 50-70mph sprint in less than four seconds – supercar territory in the early Eighties. In overdrive fifth gear the rev counter needle hovers just north of 3500rpm so the turbo is spooled and there's no need to shift down a gear – all 155lb ft of torque is there for the taking, delivered with a haunting, ethereal whistle that we've come to adore. It seems a shame that Maserati had nabbed the Mistral name because it would suit this car perfectly.

Arriving at AG Pneus Centre Autos in Le Bourget-du-Lac, proprietor and French amateur rally champion Daniel Girardon greets us warmly. He knows the 5 Turbo inside out, so the moment of truth has arrived for Richard's new car. We hear repeated mutterings of 'original, original,' as he examines the body, and with the subsequent engine inspection completed he gets it up on to a ramp. The tension is palpable. Finally, he delivers his verdict. '*C'est bon.*' There's a bit of play in the gearbox linkage, a weeping damper and the clutch master cylinder is leaking a bit, but that's it. After taking it for a test-drive Daniel says, 'It runs like a Swiss watch.'



Amidships engine means R5 Turbo is a strict two-seater



Moo-ve over! Alloy doors and polyester wings no match for French beef



DANIEL GIRARDON - THE PRIVATEER

'Jean Claude Andruet knocked on our door one night during the 1967 Rallye Coupe des Alpes,' says Girardon. 'He'd crashed his Alpine A110 1100 during a recce run so my father lent him our garage's Renault 4 van to continue his preparations while the mechanics repaired his

car.' Andruet went on to win the rally and Daniel's desire to race fast cars was ignited.

He bought a Renault 5 Turbo 2 road car in 1983 which he worked on in the evenings, building it to 200bhp Group B specification. He won 55 rallies during his career, with victories in both the 1984 and 1988 Coupe de France finals.

'I never managed to beat Jean Ragnotti,' he says, 'but I'm proud to say I was faster than '94 WRC champion Didier Auriol and Renault works driver Philippe Bugalski.'

After coming fourth in the 1984 Rallye de Mont Blanc, Renault approached Girardon to join the works team. He says, 'My father was even prepared to sell the garage to fund the move. In the end it wasn't to be and so I carried on as a privateer.'

Richard asks whether it's up to covering the remaining 620 miles back home and Daniel's reply is short but reassuring. 'No problem.'

Verdict delivered, he ushers us into another workshop where we find a red Turbo that's almost identical to Richard's car. I point to its lack of side indicator repeaters. 'Italian market only,' he says with a wide grin. 'Very rare.'

Richard climbs into the passenger seat – it looks much the same inside as his new car, but packs 240bhp rather than the standard 160bhp, a straight-through exhaust and semi-slick tyres for ultimate grip. Daniel builds the revs until the turbo starts to whistle then squirts out on to the main carriageway. As soon as the tyres bite it's off like a rocket. Daniel handbrake-turns back into the car park five minutes later and Richard gets out wearing a Cheshire cat grin. 'How was that?' I ask. Daniel mimes quick, pendulous opposite-lock steering. 'Like that,' Richard replies.

With the Renault's fluids topped up, we join an exquisitely fast road on the eastern shore of Lac du Bourget before crossing the Rhône at Seyssel, 30 miles or so south-west of Geneva. Ex-pat and Renault Alpine Owners' Club member Andrew Holt – who arranged our meeting with Daniel – has recommended we try the D991. He's not wrong – it's the perfect road for this car, with long straights and undulating, sweeping corners showcasing the Turbo's phenomenal handling. We're both buzzing – our first day's driving revealed that the Turbo was a cracker but it's always reassuring to have it confirmed by a specialist.

Back on the Autoroute we press on, but driver fatigue prompts an unscheduled stop at Bourg-en-Bresse. We quickly find a city centre hotel with secure parking and once we've checked in, Richard tries

'We coast into a truck-stop, fluid pouring out from underneath the car. Damn it, the story can't end like this'

to fire the car up. Nothing. We haul everything out of the back, remove the engine panel and check a few connections. Still nothing. Deciding to utilise the most important tool in a classic owner's armoury – patience – we take our bags up to our rooms. When we return to the Renault shortly after, it starts first time – panic averted.

Day three of our adventure, and Richard's been a busy boy this morning. 'I've tightened the gear linkage with tie-wraps,' he says, wiping his oily hands, 'and it started just fine.' Within five minutes of resuming our journey I'm already impressed. The Renault 30TX gearbox is swapping cogs much more cleanly than when we first collected it. We blast up to the Circuit Dijon-Prenois to watch a round of the Masters Historic Dijon Motors Cup, then press onwards towards Paris.

Then the earlier starting issue resurfaces following a routine fuel stop. We try to check for loose connections within the ignition barrel but it's a sealed unit. Five minutes and a coffee later, we begin to suspect the starter motor is to blame, only for the car to burst suddenly into life. We manage another 12 miles before Richard suddenly switches the engine off and veers on to the hard shoulder. 'The temperature's shot up,' he shouts. We leave it to cool for 20 minutes then make a dash for the nearest services less than half a mile away. We don't even get halfway there before he has to shut it off again, the water temperature needle now buried deep in the red. We coast into a truck-stop area, fluid pouring out from underneath. Damn it, the story can't end like this.

It can't be the cylinder head gasket because there isn't enough steam, so we remove the engine cover to check the water pump. Only, we can't find it. Richard posts an SOS on the Renault 5 Maxi Turbo And Tour De Corse Junkies Facebook page and we get an immediate reply. It turns out there's an access hatch behind the seats. And so begins a marathon diagnostic process, with us being controlled remotely via the internet.

Nowhere to hide - Daniel Girardon subjects Richard's car to an expert assessment

Humble Cléon-Fonte engine an unlikely source of such vivid performance



Jean Terramorsi's vision is the consummate GT, yet still very much an *enfant terrible* on demanding roads'

We follow instructions meticulously, post pictures of our progress online and receive expert opinions aplenty in return. We remove the rear strut brace and heat shield to check the radiator pipes – it's time-consuming but we're in the zone now, convinced we can fix it. Three hours in we've finally removed the thermostat hidden in a water pipe, checked all the ancillaries and bled and topped up the system. 'It could be worse, it could be raining,' says an exhausted Richard. Never say that to a Scotsman – it starts belting down almost immediately.

It takes us another two hours to get everything back together, and there's no guarantee our efforts have paid off. Our online support team is still with us, though – and to our amazement the Renault fires first time. There are no leaks and it's still running cool 15 minutes later. There's a collective celebration – verbally from the grease monkeys on the ground, e-roars from our new friends online – and we finally make it to our Paris stopover at 2am.

We may be in the world's most romantic city, but our final day is all about the schlep to Dieppe. Heading north through Paris we're both exhibiting symptoms of extreme temperature anxiety but the Turbo keeps its cool. Halfway there we're sufficiently confident to book ourselves on to the evening ferry to Newhaven and all is well until we reach the car's birthplace just outside Dieppe – at which point the water temperature needle dives into the red zone again.

We try letting it cool down only to find that the radiator is stone cold. With ten minutes to make our ferry we finally twig that the thermostat wasn't to blame after all – there must be a blockage somewhere in the system. We top it up in an F1 pitstop-beating time and are just getting everything back in order when Richard drops the hot bleed valve screw into the engine bay. Ye gads. We roll the car back more in hope than expectation of finding it but spot it immediately. Luck is back on our side and we make the ferry by a whisker. Richard finally deposits me back at home in Kent at 10.30pm, leaving me to enjoy the Turbo's now-familiar whistle one last time as he rockets away up the road.

Richard's Turbo has surpassed all expectations. Although developed purely with rally competition in mind, Renault product manager Jean Terramorsi's brainchild has a multi-faceted character.



R5 settles into its new home after a 1028-mile blast from northern Italy

Minimal luggage space aside, it's the consummate GT – comfortable and smooth enough to cover vast distances, yet still very much an *enfant terrible* in the way it devours even the most demanding roads.

I'm still pondering all the different ways in which you could describe what we've just done – ambitious, daft, risky, brilliant... take your pick – in the wee small hours when I receive a photo text from the man himself. It shows the Turbo tucked safely away in his garage and him wearing the widest grin imaginable. As first drives of a new classic car go, this has been an absolute blast.

Thanks to: Christian Tupputi, Gigliola Bendotti, Daniel Girardon, Andrew Holt (sportscarparts.fr), Jane and Andy Brown, Jochem de Haas, Michael Hazen, Gavin Allison, Darren Monks, Hagerty Insurance (hagertyinsurance.co.uk), Simon Kidston (kidston.com), HVM Racing (hvmracing.fr), Renault UK (renault.co.uk), Roberto Corno

1980 RENAULT 5 TURBO

Engine 1397cc inline four-cylinder, ohv, Bosch K-Jetronic fuel injection, Garrett T3 turbocharger **Power and torque** 160bhp @ 6000rpm; 155lb ft @ 3250rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by double wishbones, longitudinal torsion bars, anti-roll bar. Rear: independent by double wishbones, coil springs, anti-roll bar **Brakes** Ventilated discs all round **Weight** 941kg (2075lb) **Performance** Top speed: 128mph; 0-60mph: 6.9sec **Fuel consumption** 21.5mpg **Cost new** 115,000 FF (around £12,360) **Value now** £60,000



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Europa project arrived in
three pieces, left in one





EPIC RESTORATIONS

‘Three people before
me had tried to fix
it up but gave up’

After a small fire in 1980 this Europa S2 passed through various owners before finding salvation at Kelvedon Lotus

Words RUSS SMITH Photography TIM ANDREW



Edmund Fitch loves his Lotuses and drives a supercharged Elise on a regular basis, but he didn't really mean to buy this Europa. He takes up the story. 'I was working in Siberia for Shell and one day when I was bored I spent some time looking on eBay for cars. Spotting this Europa project going very cheaply, I put the next bid on it – £620. Ten years ago that was nothing for a Europa; I was sure it must be worth more so I'd be outbid. I got home a week later to find an email telling me I'd won it. My first thought was, "Oh no – how am I going to tell my wife?"

'So I went off to Guildford to see what I'd bought. Basically it was a shell and registration document, accompanied by a rotten chassis and a seized 1470cc engine. The story was that in 1980 the second owner had a small engine bay fire and laid the car up. Subsequently, three people before me had taken it on and tried to fix it up but given up. I bought a new Spyder chassis for it, then also realised the scale of the project was beyond me for time and space so I looked for someone else to do it. Someone had a go at doing the body for me; the rear was cut off so we had to work out how to reattach it. Then I spoke to Pat Thomas, who was at that time running Kelvedon Lotus, and he talked me into giving it to him as a "hospital job", which ended up taking seven years on and off.

'So I dropped off what I had and started collecting all the missing parts. The car's logbook had the engine capacity as 1600, so it was either built to Federal spec or had been upgraded in period.

'I decided to go with that and tracked down a rebuilt 1565cc Renault unit – allegedly with balanced and nitrided crankshaft – in Birmingham that came with a pair of Weber carburettors for £1100. That's less than the cost of a rebuild would be.

'Stripping back the paintwork showed it had been white, red and blue, but it was originally yellow so I went back to that – a close but slightly brighter shade – Dupont RAL J5910.'

ASSESSING AND PLANNING

'Biggest problem was getting the body straight and to fit'



The man now running Kelvedon Lotus is Paul Dobson. 'The Europa arrived here in pieces in the back of a Luton van, a real bitsa,' he says. 'The chassis was rolling but the engine and 'box were loose on a pallet.

The painted body wasn't mounted to the chassis and the rest of the car – well, there were lots of boxes of bits.

'The biggest problem was going to be getting the body straight and to fit. We had a new chassis to work with but often body mounting points are in slightly different places. You can't assume they're right or you find out later that the wheels sit too far forward or back in the arches. You have to line the body up on the rolling chassis, complete with wheels and tyres, and decide for yourself where the mounting holes need to be, even if that means making new ones.

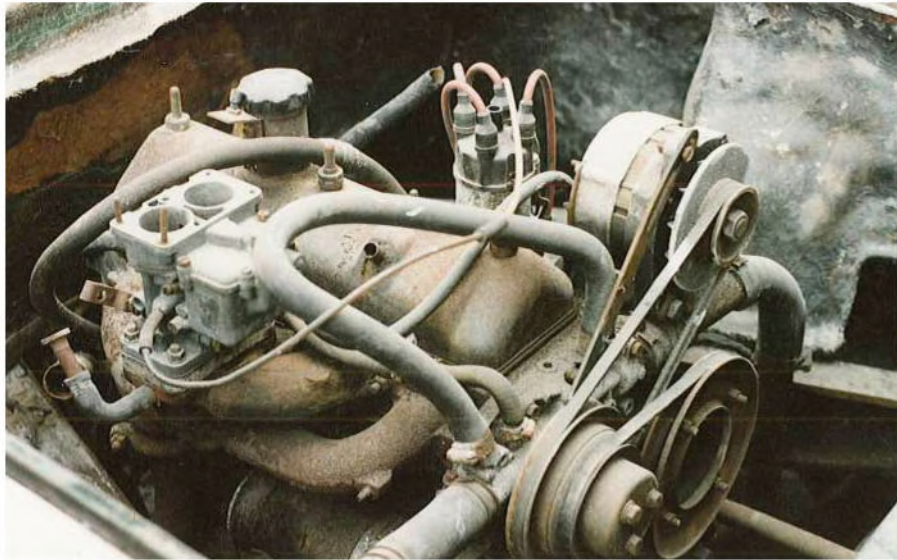
'You make any changes in the body rather than the steel chassis because it's easier to mess around with glassfibre – certainly in areas that will be hidden when the car is put together.'



Fire had left the £620 Europa in a very sorry state



Different shades become clear, including yellow



This engine was seized so a 1.6-litre Renault engine was found for almost double the price of the car



Retina-searing yellow is brighter than the hue it originally left Hethel with

BODY AND PAINT

'Someone had spent time on cosmetics, but not the structure'



The task of sorting the project into some kind of order was given to Mark Rogers (pictured), who has worked at Kelvedon Lotus for more than 30 years. 'At first glance the body looked okay. It had been

painted, but apparently by someone using aerosols in the desert; you could hurt your hand dragging it over the surface. It quickly became obvious that time had been spent on cosmetics, not the actual structure. The rear bulkhead was missing, the bonnet didn't fit and when we trial-fitted the body to the chassis, several mounting point areas were either damaged or wrong.

'For reasons of strength and retaining body shape we started by making that new rear bulkhead, using resin-impregnated fibreboard, which we covered with heat-shield material on the engine side and sound-deadening foam on the other. Then we replaced sections of floor in the front and rear bulkhead areas, under the fuel tank, and where the body attached to the chassis. The battery carrier was missing, too, so we had to make and fit that.

'All that allowed us to perfect the fit of the body to the chassis and bolt it up. Then we could deal with the body's other problems, a major one being that the mounting holes for almost everything that bolts on had been filled in during past repair work. We had to work

'The mounting holes for almost everything that bolts on had been filled in during past repairs'

out where everything went. Sometimes we'd tape one part in place then try the bit that went next to it for fit.

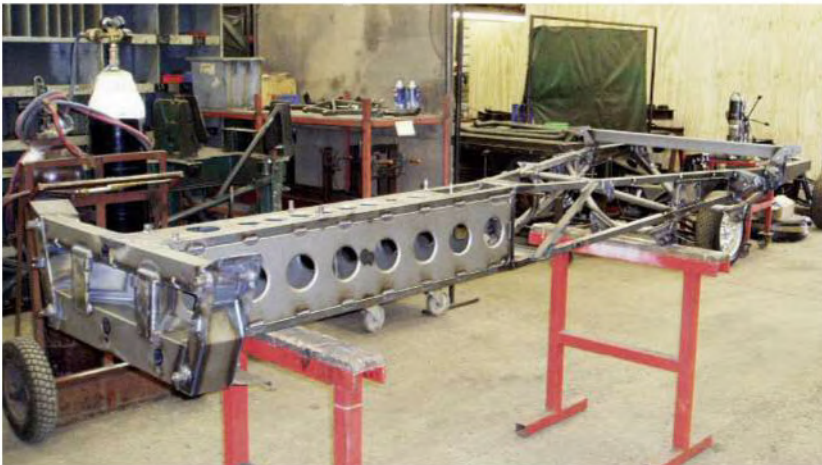
'Holes for lights had been cut the wrong size, and the driver's external door handle holes had been drilled in the wrong place. Where a new front section had been attached there were big bulges in the glassfibre so the bonnet wouldn't close. We had to grind material away and strengthen it from the other side. Similarly, there was a big lump of glassfibre in the way of the wooden dashboard, which sits in a recess, and this had to be ground back. All that work had to be done without breaking through the paint, to avoid having to completely redo that from scratch. In the end, we were able to save a lot of time and money by simply sanding back the rough finish and re-topcoating it.

'Next job was to fit the wiring harness, which was one of the worst aspects of the job. It was new, but not the correct loom for this model – the wires were the wrong colours. So I had to trace every wire through when I connected stuff, adding 50 hours to the job.

'Fitting the rear window on these is always a bugger, made worse because this car had had a new roof fitted. It took a few attempts at filing the opening to make it fit, made worse each time by having to put the headliner in first because it tucks behind the rubber.'

EXPERT TIP

'The windscreen pillars are really thin,' says Mark. 'So when restoring Europas today we bond 10mm steel bars into the pillars to add strength. It might add a bit of weight, but is more than worth it for peace of mind.'



Luckily new chassis are available from Spyder. The original was too rotten to repair safely



New rear body section from Boss Motors was grafted on to replace fire-damaged sections



'Aluminium window frames were cracked and broken'



Dean Gibbons is Kelvedon Lotus's fabrication specialist. 'One tricky aspect was that the aluminium door window frames were cracked and broken in places. I took great care to weld them up and refinish them so that the repairs wouldn't show.

'I also had to remake the exhaust system. It was apparently a race one, but would have stood out about a foot from the back of the car. We kept the bigger-bore manifold section, but almost everything aft of that was changed. We took measurements of what we wanted to a local motor factor and went through the stock until we found something close. That still had to be modified to get the entry and exit tubes right, then we welded on mounting brackets so that it would fit.

'At some point the brake servo had been taken off. When we went to fit one there was no room on the left-hand side of the engine bay where it should sit because of the bigger exhaust manifold. After some head-scratching we mounted it in the right rear corner of the engine bay and redid all the pipework.

'The engine was said to have been rebuilt but we still test-ran it out of the car. There was good oil pressure and no rattles, so it went in after a bit of a clean-up. It didn't run very evenly – the carburettors were all corroded. We had to get another pair of 40 DCOE Webers. The owner decided he wanted a five-speed gearbox as fitted to a lot of Twin Cams [S2 Europas all had a four-speed], so we fitted one that we had in stock.

The Europa may have fitted Colin Chapman fine, but Edmund struggled with the handbrake sitting where his knee wanted to be. 'With a little playing around with mounting brackets we got it nearer to the A-pillar. It still wasn't ideal but helped,' says Dean.

EXPERT TIP

'When repairing a crack or joining two sections of glassfibre, grind away the back so each section tapers to a point, then gelcoat from behind,' says Dean. 'This recreates the original strength. If you don't, it will crack again.'



Dashboard fitting was a challenge thanks to 'a big lump of glassfibre in the way' – a legacy of poor previous repairs



Engine had been rebuilt but carburettors were shot



The holes for the lights had to be remade to the correct size

THE RESULTS

'I must line up a track day at Brands Hatch at some point'

'The restoration may have taken rather longer than planned, but if the Europa hadn't come here I'm sure it would still be off the road in bits now,' says Edmund. 'The plus side is they've been very meticulous and I'm really pleased with the results, especially the way it drives. The handling is superb – better than my Elise, and that's saying something.'

'Mind you, I haven't taken it round Brands Hatch yet. The Indy circuit there is perfect for Europas – all bends, so I must line up a track day there.'

'I'm glad I upgraded to the five-speed gearbox; that extra gear is essential for maintaining a decent cruising speed in modern traffic. The only downside is the position of the handbrake. Despite having been moved as far over as it can be in its current location, it's still where my right knee wants to be. So Kelvedon is now going to relocate the lever to the passenger footwell, just the other side of the tunnel where I can still reach it. That's where they put it on Lotus 47 GTs – the racing version of the Europa.'

'There was a big question over the alloy wheels, which are not original but came with the car. I'm now glad I decided to keep them – I've seen a photo of another Europa wearing them in period, in Paul Robinshaw's Lotus Europa book, and they've now been identified as Dunlop Formula D1 Style B wheels, which were launched around the same time this car was built so are likely to have been fitted early in its life. And now I know what the wheels are, I can start trying to track down a set of centre caps for them. Maybe I'll find some on eBay...'

Thanks to: Kelvedon Lotus (kelsport.net)



Exhaust had to be fabricated from the manifold back

FORD FAIRLANE THUNDERBOLT

'BOLT FROM THE BLUE

It looked like the mighty Ford Fairlane Thunderbolt's string of race victories might have ended in ignominy at this year's Goodwood Revival. We drive the car Tom Kristensen opposite-locked to an unlikely – and unforgettable –

Words IVAN OSTROFF Photography GUS GREGORY



The Fairlane Thunderbolt was built by Holman & Moody as a replica of the long-lost 1964 NASCAR contender



admit I'm rather in awe of this 600bhp monster when I climb into it for the first time. Just three weeks previously nine times Le Mans winner Tom Kristensen drove this 1964 Ford Fairlane Thunderbolt to victory in what many now consider to be the Goodwood Revival's most exciting St Mary's Trophy race. That he won despite having started from the back of the grid – with 27 cars ahead of him – frankly beggars belief. Now it's my turn to unleash the beast that pulled off this seemingly impossible feat.

I clamber over the roll cage cross-bracing and lower myself into the driver's bucket seat. It feels hugely supportive but I wish it were a bit more reclined. I glance down at the five switches poking out of the neat aluminium pod between the seats and begin the starting procedure.

Ignoring the one labelled 'rain' – with 500lb ft of torque under my right foot I pray I won't be needing the Thunderbolt's single wiper today – I flick the main electric switch and 'Pump 2' to prime the carburettors. 'Pump 1' elicits a quiet hum rather than the expected loud whirring then it's on with the ignition. A firm push on the spring-loaded starter toggle and the starter motor spins with a raw and metallic clatter, then the colossal V8 erupts into deafening life, the stripped-out bodyshell instantly alive with a fizzing vibration, the side exhaust bellowing angrily just below my left ear.

The tachometer calibrated to 8000rpm directly ahead does nothing to quell the flutters. But the engine is nicely warmed through now so I depress the clutch and select first. The clutch is smooth but the big, heavy gearbox has to deal with immense torque and creates a fair bit of mechanical drag. And yet the Thunderbolt moves away cleanly with just 2000rpm dialled in. Much to my surprise, it's an absolute sweetie at pottering speeds.

Not for long. Out on the track, I square it up and floor it. The tachometer needle spools round instantly, the big 650x15 Dunlop Historic tyres scrabbling wildly in a largely futile search for grip, and the rear end crabs to the right. I correct with opposite lock, then it crabs again, this time to the left. It jinks briefly to the right again before we're finally off in a rough approximation of a straight line. Acceleration is terrific, pinning me back in my seat. My hand is on the big shifter ready for second gear, and not even the padding inside my crash helmet can mute the 7.0-litre V8's deafening cacophony as it bellows its way to 6000rpm in first.

I can stand it no more and pull the lever back into second. The big Ford is tracking straight now, so it's up into third, the shift action smoother now but with a curiously slithery-feeling notch through the gate.

The surge of power is impressively linear and the needle has streaked back round the dial in what feels like microseconds. I've



Thunderbolt packs the much bigger Galaxie's 7.0-litre FE V8 engine

OWNING THE THUNDERBOLT



Thunderbolt owner Martin Adams founded the Commonwealth Racing team in the Eighties and ran both Camel Team Honda and Smokin Joe's Racing.

He says, 'I saw the Thunderbolt was for sale and really wanted to buy it. As a boy growing up I knew all about the Thunderbolts and that they were simply rockets on the drag strip. Holman & Moody was a racetrack legend all over America building NASCARs and brilliant road racing cars and I knew the Thunderbolt had finished second at Daytona in 1964.

'I knew that if we could make the car eligible for Goodwood it would absolutely scintillate the crowds –

which it did. Our failure in practice was one of those left-handed gifts you get presented with once in a while and often don't really fully appreciate. Clearly Tom Kristensen did, though – what a race it turned into, the three drivers hammering away at each other at the front of the pack and Tom streaking through from the back of the grid to win.

'I'd long felt that if Holman & Moody had taken the original drawings and made the Thunderbolt as spot-on as it could manage, no one would have anything that could hold a candle to it. And I was proved right. Winning the St Mary's Trophy was a great accomplishment and Tom's drive was incredible, but in all honesty I feel it was all down to Henry Mann's tireless work that we managed to succeed as well as we did.'



Thunderbolt's hot rod stance is a clear nod to its American Super Stock origins



Power-assisted steering offers a reassuring amount of feel



Sports bucket seats in racer, but factory Thunderbolt used Econoline van seats

been instructed to not exceed 7000rpm, but restrict myself to 6000rpm so I won't detonate the engine if I miss a gear.

That's maybe just as well because the rate at which this car homes in on 6000rpm, even in third gear, is astonishing. In this respect it's a bit like a multi-valve four-cylinder screamer, albeit one with the thudding soundtrack of a V8 at full chat. It's addictive stuff.

Then I remember that this private track we're on has no run-offs to speak of and that if the huge Fairlane lets go, it's going to let go big time. I'd hate to bend it, so at somewhere north of 120mph I opt for discretion, backing off and easing the gearlever into top.

I'm not usually a fan of power-assisted steering in race cars but this one has genuine feel to it. The disc/drum brakes are powerful and progressive too and my feet fall on to the pedals so naturally they might almost have been tailor-made to heel and toe.

And as anyone who watched *that* St Mary's Trophy race will know, hustling the Thunderbolt through the turns is an old-school joy. It's the complete opposite of something like a Mini Cooper or Lotus Cortina, slower in the corners but enormously powerful on the straights, so wringing the most out of it in the bends demands turn-in on an open throttle to get the rear out and cancel its tendency to understeer. Once it's sliding and balanced on the power, understeer turns to near-perfect neutrality – right up to the point when the rear tyres start to let go. Alan Mann Racing's sublime set-up – double wishbones, coil springs, telescopic dampers and anti-roll bar up front, live axle, half-elliptic springs, trailing arms and Panhard rod out back – means there's hardly any discernible body roll so it's all very progressive. It's enormous fun too – as long as you remember that all that torque is just an ankle flex away from throwing a colossal spanner into the works. With such near-instant throttle responses, I sense that allowing the back end past a certain point will reduce me to passenger status in a panicked heartbeat.

'Tom Kristensen pretty much used up the Thunderbolt's tyres in his race – the rears in particular were literally done for'

That sense almost becomes reality during one particular lap. I'm feeling more at home in the car now but sense the big Dunlop tyres beginning to struggle as I charge into a long left-hander. At 1500kg this is a heavy car and I can feel it trying to get away from me as soon as it begins to slide. A combination of reflex and plain luck means I get away with it, but I've learned a valuable lesson – take liberties with this car once too often and it'll swap ends.

Eventually I pull off the track, double declutch down into first and trickle back through the paddock. As I turn the steering wheel to the right, I can't resist stabbing the accelerator pedal. As the tail promptly slews round, I'm grinning like an idiot. I shift into neutral, blip the throttle – just to clear the plugs, you understand – and revel in the V8's roar one last time. After the adrenalin rush I've just experienced out on track, killing the ignition feels like an anti-climax. The Thunderbolt's stark, echoey interior – so recently awash with a gloriously relentless V8 bellow – is suddenly silent, punctuated only by the faint tinkling sound of metal cooling.

As I face up to the end of one of my most memorable drives my thoughts turn to a conversation with the car's creator, Lee Holman of Ford race specialist Holman & Moody. 'Ford built 100 Thunderbolts in period, primarily as American Super Stock drag racers,' he explained. 'Holman & Moody built its Thunderbolt road racer in 1964 from a standard Ford Fairlane bodyshell to show NASCAR founder and owner Bill France the true potential of a unibody monocoque NASCAR racer.'

'We entered it into the 250-mile American Challenge Cup race that took place during the Daytona Speed Week leading up to the Daytona 500 with Glenn 'Fireball' Roberts – so-called because of his high school baseball pitching skills – at the wheel. He finished



second behind AJ Foyt in a Cooper Monaco despite having lost his earlier lead following a spin.'

Because of Holman & Moody's ties with Alan Mann Racing – Alan worked for a while at the Charlotte factory helping to develop the factory rally cars – it sent its Thunderbolt to England where Alan himself raced it twice at Brands Hatch. Here he won the September and Boxing Day meetings and later recalled, 'Our mechanics Brian Lewis and Lionel Whitehead towed it to the Boxing Day race and being a NASCAR racer, it had no windows so Brian had to sit in the back in the freezing cold. Eventually he signalled for Lionel to stop because he was so cold he could no longer feel his legs.'

After this the car just disappeared from the radar, according to Lee Holman. 'I recall hearing that someone eventually wrapped it around a tree on a hill climb.'

'We built this car in our Charlotte factory in 2004 using original parts and a period bodyshell. Ford offered the glassfibre bootlid, bonnet, doors, wings and rear panel as competition options back in 1964, together with aluminium bumpers, but Goodwood asked us to fit chrome bumpers for the Revival. We even used the same wiring harness and windscreen wiper motor – the car is exactly how it's supposed to be.'

'Its previous owner developed it so much that it caused huge problems for race authorities because it usually beat whatever it raced. He once entered it into a national event at the Nürburgring Nordschleife against Porsche 930s, AC Cobras and Ford GT40s and lapped the entire field in just two hours.'

'It's FIA-legal because the Thunderbolt ran at Daytona in 1964 as a Holman & Moody NASCAR prototype. People kept saying at

Chrome bumpers replaced lightweight aluminium originals to satisfy Goodwood regulations



Glenn 'Fireball' Roberts (No 96) on his way to second at Daytona in 1964



Thunderbolt takes off in the 2010 Eifelrennen



Chasing Jochen Mass's Ford Galaxie in the 2015 St Mary's



All of Goodwood smiled along with Kristensen after watching his heroics on the track

TOM KRISTENSEN ON THAT WIN

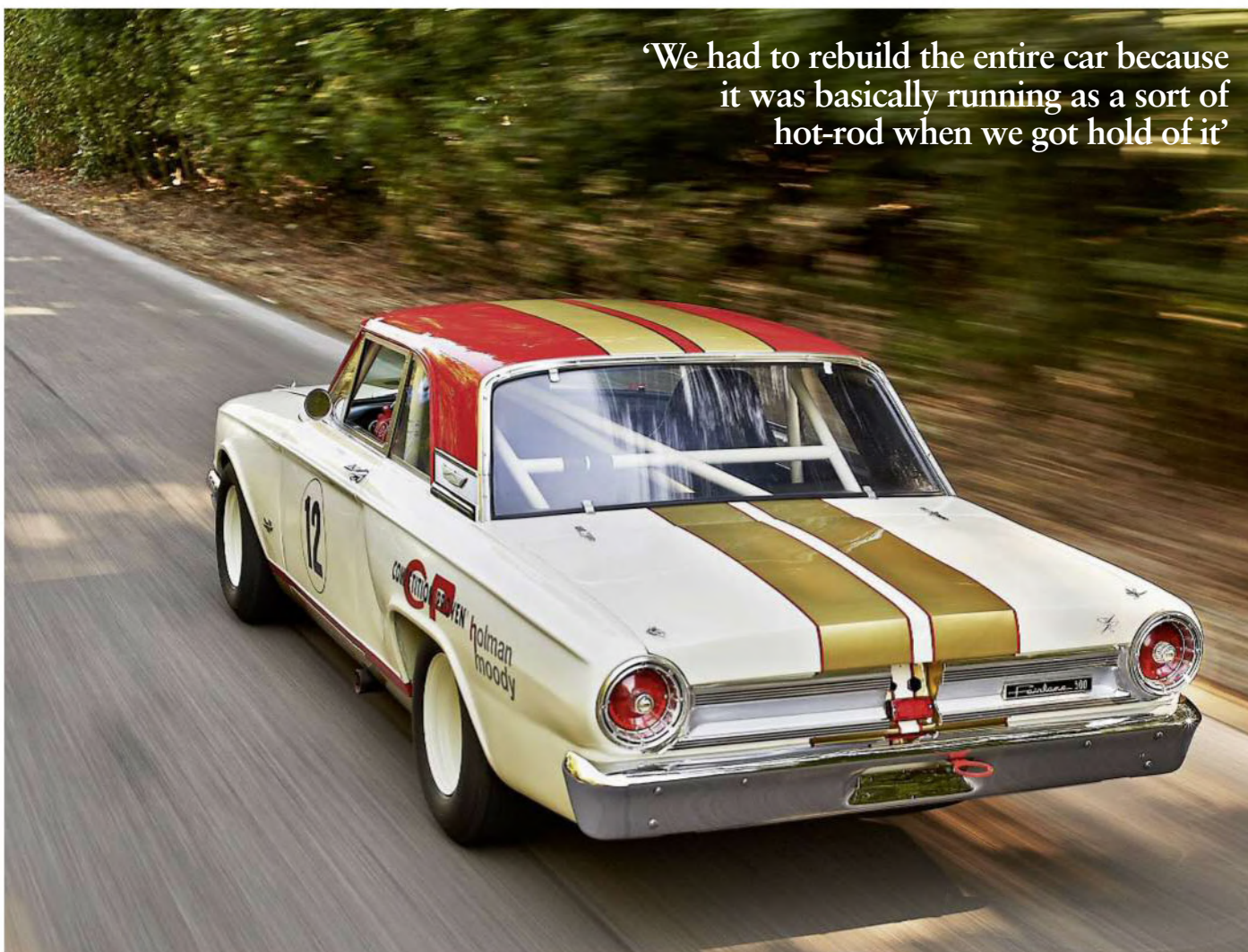
'I was looking forward to getting a good grid position during Friday qualifying to make life easier if it rained on race day – I knew it would be a serious handful in the wet. Then when I went for fourth gear in my first flying lap the engine died so I had to pull into the pits. The mechanics worked on the car overnight and it was fine the following morning. Luckily the weather stayed dry, so I decided to use the grunt of the car to see how far I could get up through the pack.

'Limiting myself to 7200rpm, I went flat-out from the off in case the car's considerable weight caused any braking issues later on in the race. The Thunderbolt is very powerful and torquey and I think after a few laps I was already up to 12th place. The brakes turned out to be better than I'd expected although I

did use the gearbox a lot to slow the car down as a precaution.

'My hands were constantly on the move in the slower corners winding the steering on and off, so the power assistance really helped. I couldn't slide it as much as a Galaxie, even though the two cars weigh about the same, but it understeered if I didn't get the tail out and was much slower through the corners as a result.

'It started to get really interesting when I realised I was a couple of car lengths behind the two Lotus Cortinas and the Alfa at the front. I knew the only way I could pass them was to use the Thunderbolt's massive grunt to accelerate out of the chicane. When Andrew Jordan looked in his mirror I could see the whites of his eyes. I could sense what he was feeling and began to think that I actually had a chance of winning.'



Goodwood that the car was very light, but in actual fact we had to run it with 40kg of ballast because regulations stipulated it had to weigh the same as the Ford Galaxie.'

The Thunderbolt's current owner, Martin Adams, bought it with the intention of getting historic racer Martin Stretton to drive and maintain it. However, when he learned of the car's historical links with Alan Mann Racing, he got in touch to see what they knew about the car. Alan's son Henry says, 'Martin asked if we thought we could get the Thunderbolt into the Goodwood Revival because Martin Stretton had had his doubts. I reckoned we could so I collected the car from Germany and we ended up running it.'

'Basically we had to rebuild the entire car because its previous owners had done a lot of work to it that made it faster but meant its specification wasn't fully period-correct. It was basically running as a sort of hot-rod when we got hold of it.'

'Goodwood knew its original specification and said we could run in it the St Mary's Trophy as long as it conformed to certain requirements. This mainly involved us swapping the aluminium bumpers for chrome originals and fitting a passenger seat.'

'Many bits and pieces were worn-out and had to be replaced. We had to do a lot of work to bring it back to how the original car would have raced in period. Luckily, we had records to refer back to and Brian Lewis still works for Alan Mann Racing. Lionel Whitehead retired a while back but still remembers it and popped in every now and then to offer advice. Lee Holman was a big help too and his input meant we were able to take it right back to the way Holman & Moody had built it originally.'

So the Thunderbolt made it to Goodwood after all, but there was still a problem. Dunlop is now based in Portugal and supply

problems meant that Alan Mann Racing could get hold of only one set of tyres prior to the Revival.

'Tom Kristensen pretty much used up the tyres in his race – the rears in particular were literally done for,' says Henry. 'So when I raced the following day in the second heat I just had to make the best of what I had. My qualifying lap times were a full two seconds slower than I'd posted in testing and the best I could manage was third behind Bill Shepherd's Galaxie and Matt Neal's Lotus Cortina. I would have had all sort of problems if it had rained but thankfully it stayed dry and the Thunderbolt stole the show for the second day in a row.'

Having driven this extraordinary machine just three weeks after its famous Revival wins, I'd say stealing the show is what the Thunderbolt does best.

Thanks to: Martin Adams, Commonwealth Racing, Henry Mann at Alan Mann Racing (alanmann.co.uk), Lee Holman, Holman & Moody Inc (holmanmoody.com), Tom Kristensen, Jamie O'Leary, Goodwood Revival

1964 FORD FAIRLANE THUNDERBOLT

Engine 6964cc V8, ohv, two Holley 750 four-barrel carburetors

Power and torque 600bhp @ 6800rpm; 500lb ft @ 4500rpm

Transmission Four-speed manual, rear-wheel drive

Steering Recirculating ball, power assistance

Suspension Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear:

live axle, semi-elliptic springs, trailing arms, Panhard rod

Brakes Front: vented discs. Rear: drums

Weight 1500kg **Length** 5019mm

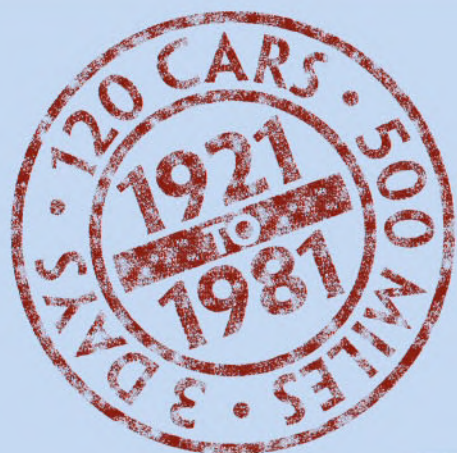
Width 1834mm **Performance** Top speed: 180mph

Years made 1964 only **Current value** £200,000

THREE CASTLES

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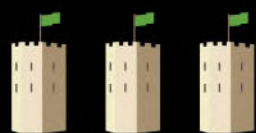
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THE LIFE STORY OF A MODSPORTS TRIUMPH GT6

Raced, crashed, abandoned in a haystack, restored in a hospital, missing presumed destroyed for decades and now bound for glory – this crazy GT6 has done it all

Words SAM DAWSON Photography NEIL FRASER

1971 Don Loughlin and Chris Williams build a GT6 silhouette racer



'I can still picture it now, sitting in the workshop,' says Don

Loughlin, motor sport engineer and 'don' of race preparation business Aldon Automotive. 'We had just moved from Halesowen to Brierley Hill, and the GT6 was one of the first jobs we did.'

Former Triumph engineer Chris Williams wanted to build a racing GT6 to compete in the Modsports Championship and in 1971 mounted a glassfibre semi-monocoque coupé shell on to an unused 1966 Spitfire chassis fitted with a GT6 engine. When he found it uncompetitive, Loughlin turned it into a silhouette racer the following winter.

'I remember shifting the engine back for better weight distribution,' Loughlin recalls, 'but it never really worked that well. Our new premises had a rolling road so the GT6 was one of the first cars we put on it. I checked the readout and thought "well, that's not very good."

'The problem was that there weren't many tuning parts available for the 2.0-litre

Triumph straight-six – the industry tended to focus on the 2.5 – so we resorted to general upgrades such as triple Weber 42DCOE carburettors, a gas-flowed cylinder head, 360-lift camshaft and an unsilenced straight-through exhaust.

'The rear suspension needed major work too – I junked the leaf spring and made new coil spring and damper units for it. Chris did the bodywork himself as he had his own glassfibre business.'

The modifications clearly worked. Williams showed increasing improvement throughout the 1972 season, ultimately finishing third overall and winning the over-1300cc Class B at Brands Hatch on November 26.

1974 Williams upgrades to a Jaguar, and the Triumph crashes out



Says Loughlin, 'He finished sixth in class in the 1972 BARC Modsports Championship, but I think he

preferred the new Jaguar E-type V12 he bought in 1973, which we prepared for Prodsports racing.'

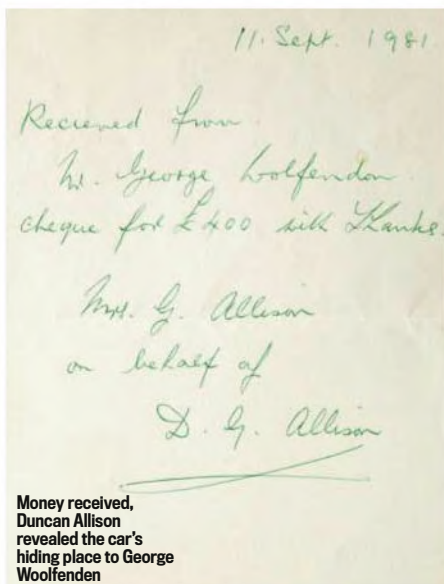


Ahead of a successful assault on the 1973 BARC Modsports championship, *Cars & Car Conversions* magazine track-tested the GT6

David Vizard Drives Chris Williams' SUPERWEIGHT GT6



This Modsports GT6 was built on a Spitfire chassis



Money received, Duncan Allison revealed the car's hiding place to George Woolfenden

£995. Going Clubmans, must sell, Tel: 01-952 2549 (after 6pm). (32)

GT6 FIBREGLASS BODY. Adjustable Aldon suspension, TR7 gearbox, TR6 LSD, triple Webers. Engine just run in. Stored last four years. Needs front nearside suspension repair. Suitable winter rebuild, great potential. £400. Tel: Allison on 0532 534986 (evenings). (32)

1000cc SP

Cryptic advert sold it short but Woolfenden knew what it was



Smashed suspension had put the GT6 out of action



The GT6 emerges from a hospital morgue in 1984



Duncan Allison prepares the GT6 for a very short 1974 season



With help from his father-in-law, Woolfenden dragged GT6 out of a haystack in 1981

According to fellow Windmill Plastics Triumph racer Ron Harper, the regulations made campaigning Triumphs difficult. He says, 'The rules specifically excluded Le Mans-specification Spitfires, as they were much faster than anything else in their class. If you won a race and your car was similar to that spec, you risked disqualification.'

Williams eventually sold the GT6 to fellow racer Duncan Allison, but it only lasted two rounds of the 1974 Modsports Championship – Croft and Mallory Park – before it careered off the track and hit a barrier, destroying the front suspension. The car disappeared soon after, and most people assumed it had been broken for parts.

1981 George Woolfenden rescues the GT6 for £400



'I saw it advertised in *Autosport* for £400,' says George Woolfenden of the car he would go on to own for 28 years. 'I usually haggle but I knew what it was straight away. It helped that there

was no photo with the advert, otherwise more people might have twigged.

'It had been sitting in the middle of a haystack in a barn in Crawley for nine years. Allison had only partly rebuilt it because he didn't have anything like Williams' budget.

'He was selling it because he worked in Saudi Arabia, was relocating to America and needed money to fund the move. He wasn't planning to return to the UK, so I negotiated the sale with his mother, who lived in Leeds. I had to send the money to Leeds, and she posted it to a PO box at Heathrow Airport, where Duncan was stopping off en route. He told me where the car was as soon as he had the money.

'Amazingly, the haystack had kept the car dry over the years, so there was only minor surface corrosion on the alloy parts. The advert claimed that the engine had been rebuilt, but so far as I could tell only the crankshaft had been reground. The sole piece of paperwork present with the car

was a set of hand-written notes detailing the original specification, plus detailed directions to get to Roger Dowson's house.' Dowson was Gerry Marshall's race engineer during the Modsports years and had set up the GT6's suspension, but Allison clearly hadn't used his services, as Woolfenden was about to discover.

'The front-end smash had totalled the front suspension so I had to get new parts from Aldon. It had been fitted with an Alfa Romeo gearbox at some point, but the original close-ratio racing gearbox was still with the car so I swapped it back and refitted the TR6 limited-slip differential.

'I was lucky with the rose-jointed suspension, because Rose Bearings was based just down the road from me in Saxilby. As it happened, I used to play table-tennis against its factory team, so I got one or two of the bits I needed via the back door, so to speak.

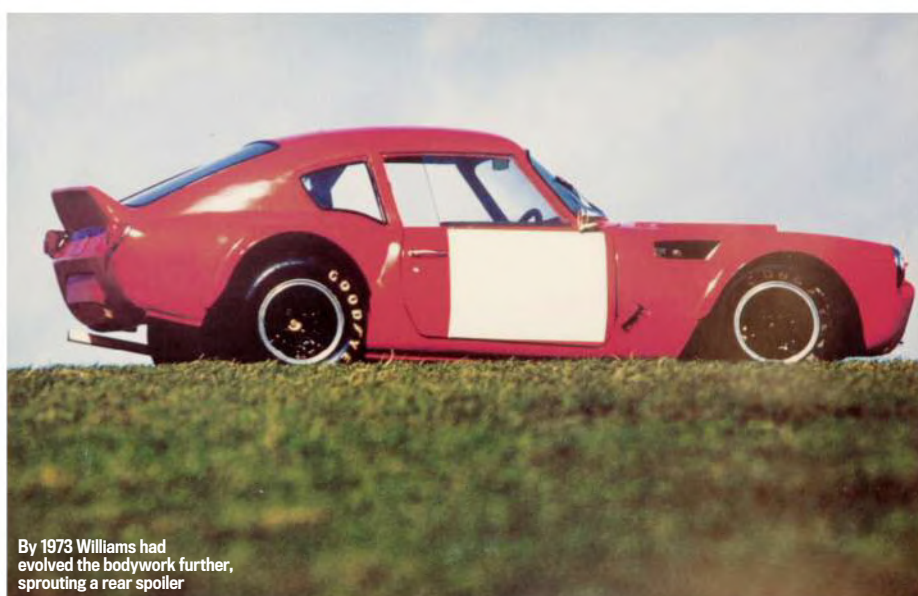
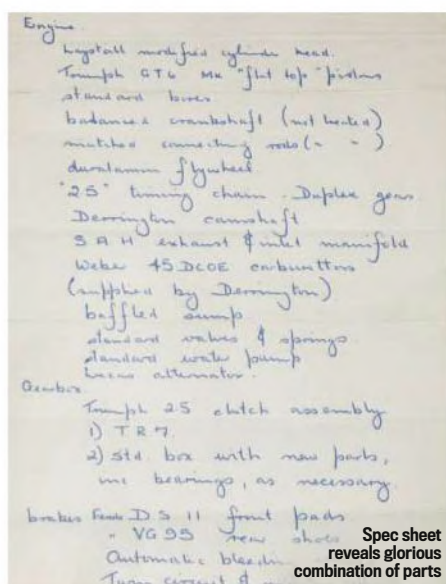
'I'm a nurse by profession, and made use of a huge garage next to the morgue at St



Front suspension was set up by Gerry Marshall's race engineer



The GT6's sole public appearance post-race career - a 1986 road test in the now-defunct Sports Cars Monthly



By 1973 Williams had evolved the bodywork further, sprouting a rear spoiler

John's Hospital in Lincoln where I worked at the time. When the wards were quiet, I'd dash across the hospital to work on the car, and if I needed electricity I'd unplug one of the morgue freezers and run an extension lead across to the power socket - it was never for very long, though!

'I vividly remember the day I resprayed it. I was on duty and had just set the spray gun up when I realised I had to do my medicine rounds. I did them in double-quick time to make sure I could get back to the car before the primer got dirty or anyone noticed the extension lead. It really did need repainting too - it had been hand-painted blue and the wheels were painted canary yellow.

'It was a difficult stage in the restoration because I didn't want to lose the car's battle scars - they're part of its history - but did want to return it to its original red. Sealing the broken bodywork edges was a lot more difficult than smoothing everything over.

'I also had to preserve the wheels, because they're very rare - they're made from

magnesium and are virtually unobtainable secondhand. I ended up getting the tyres from a friend of Lotus Formula 3 driver Dave Walker and recovering the seats using vinyl from old stretchers.

'Once I'd got the car running again, I used to test it at night on the hospital's perimeter road. I had to wait for the security guards to swap shifts so I could grab a few minutes in between, but the car made a huge racket because it was still running its racing exhaust - my colleagues ended up nicknaming it The Bitch!

1984 The GT6 switches from illegal racer

'The restoration took two years,' says Woolfenden. 'I wanted to race the finished car in the Triumph Sports Six Club series, but changing regulations meant it was illegal - the straight-through exhaust, for example, is unsilenced. 'It was a real shame, but I only live 20 miles from Cadwell Park so I'd go down there with some mates and a

barbecue, pay the old Major who used to run the place £25, and spank it round the track for a few hours.

'Back then there was an actual barn at Barn Corner on the escape road and if you left its doors open you could leave the track, drive straight through it and rejoin on the start/finish straight. I suppose they were track days before such things existed, but it was mad, with no marshalling, ambulances, insurance, safety briefings - nothing. As for first aid, that was me, basically! All that stopped when Jonathan Palmer took over the track, of course.

'I tried to sell it in 1986, as I couldn't do much with it other than track days, so I gave it to motoring journalist Laurie Caddell to test in *Sports Car Monthly* - if you look at the photos you can see I'd massively dropped the tyre pressures to stop him pushing its limits. The problem was, I didn't really want to sell it. Everyone wanted either to mothball it or take it out of the country, so I ended up keeping it for



Restoration blends patina, refurbishment, early livery and later body modifications



The GT6 spent the late Eighties being sneaked into Cadwell Park for track days



George Woolfenden is reunited with the car he nurtured in secret for 30 years



Despite wild looks and exotic suspension, the engine was relatively standard

another 24 years. I only sold it to Mark Field because he's an enthusiast. I knew he'd keep it in the UK and drive it as it's supposed to be driven.'

2010 Mark Field finally brings the GT6 out of long-term hiding



'It was a weekday and my wife said, "there's a guy on the phone with a GT6 for sale," recalls Triumph performance specialist and Jigsaw Racing Services co-owner Mark Field.

'I thought he was going to offer me an old road car in need of restoration, so when he said he had Chris Williams' Modsports GT6, I said "You can't have – it doesn't exist any more!" Bear in mind it hadn't properly been seen in public for decades.

'George sent through some photographs of the car straight away and I dropped everything, told the guys at the workshop to cover for me and drove up to Lincoln with a trailer. Getting to the car wasn't exactly straightforward – it was stored four doors

down the street from George's house in an old Co-op funeral parlour that'd been converted into a house. The only way of getting to it was via an alleyway designed for Victorian horse-drawn carriages, not a modern car trailer. Worse still, the car had sat unused for five years and there was a bend in the steering rack that completely jammed it on a quarter-turn. Threading the trailer up there was a nightmare.

'When I started to work on it I began by replacing the suspension bushes, oil and filters then moved on to the steering. There are only 1½ turns lock-to-lock and the turning circle is enormous. Our steering rack man wanted to replace it with something more modern and practical, but I told him I wanted the car exactly as it was when it was new. He really struggled to replicate the original steering specification, but we got there in the end.

'As for the engine, we just rebuilt the Weber carburettors, put some fresh fuel into the tank and it fired up first time.'

2015 An offer of £40k refused

By now mechanically restored but still wearing the historic racing scars it picked up during the Seventies and Eighties, the Modsports GT6 finally made its classic show debut at Race Retro at Stoneleigh in 2015. Mark says, 'I remember a German guy came up to me on the stand and wrote me a cheque for £30,000. When I told him it wasn't for sale, he offered £35,000, then £40,000, but I refused every time.

'I really want to see the GT6 race in the CSCC Modsports series, so what I do with it next depends largely on the regulations.

'We've got ten original cars in the series now, and Modsports is picking up a lot of interest again. Big Red will be there – it was born to race.'

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Clockwise from bottom
left: SLS AMG, 190 SL,
250 SL Pagoda, R107
SL 350, R129 SL 600



THE COLLECTOR

'It's fascinating being able to drive six decades of Mercedes back to back'

André Fourie switched his allegiance from Jaguar to Mercedes early on, but his 17-strong collection is there to be driven, not hidden away

Words WILHELM LUTJEHARMS Photography CHARLES RUSSELL

Pristine, neat and utterly professional – those are the first impressions you get on entering André Fourie’s lavishly tiled garage. You get the feeling that the tiles aren’t there just for show or to make mopping up the inevitable drips of oil that much easier either, but rather to focus your complete attention on the cars. There are many Mercedes collections out there, but few have such an intriguing combination of old and new as this one.

And this is particularly interesting in light of the fact that André’s first love hailed not from Stuttgart but Coventry. ‘My first cars were a Ford Zephyr that I bought from my father and a Triumph 2.5 PI,’ he says. ‘But I’d always wanted a Jaguar so I sold the Triumph and bought an XJ6.’

It was love at first sight, but the XJ-S that followed tested his patience when it caught fire – twice. He replaced it with an XJ-S Cabriolet, but the damage had been done.

It was during this time that the seeds of André’s burgeoning interest in classic Mercedes were sown when he replaced the XJ-S with a 560 SEC. He later discovered a particular love for the SL that has gone on to form the backbone of his collection, ranging from a 1958 W198 300 SL Roadster to the latest SLS AMG. He says, ‘It’s fascinating being able to drive six decades of Mercedes cars back to back. You drive the 1959 190 SL with its unassisted steering and accept that it’s difficult to drive at times. Then you hop into the 1968 Pagoda, and immediately it’s a much better car to drive – the technology clearly took a huge step forward in just nine years.’

And these cars really are driven. He says, ‘The fact that I can’t drive the 600 Grosser at the moment is really frustrating. Cars like these start to go wrong if they’re not used.’

190 SL

It was actually André’s neighbour, himself a classic car enthusiast, who encouraged him

to start looking for a 190 SL shortly after buying his 250 SL Pagoda. He finally spotted one at a dealership during one of his regular trips to Cape Town in 1991. It wore the same registration number that it has today but beneath the plate was another bearing the words ‘Eat your heart out, I belong to Anne-Marie.’

It turned out that Anne-Marie was the car’s owner and had had it restored before realising that it was tricky to drive on Cape Town’s busy streets. André paid her a visit, agreed on a price and drove home in one of the most valuable cars in the collection soon after. Says André, ‘I’ve had such good service from that car. I’ve had it resprayed and replaced the brake booster, but otherwise it’s as bought.’

300c Adenauer

From here the collection really started to snowball. The 190 SL and Pagoda already had a 280 SE coupé for company and one day André was at Orbit Coachworks in Cape Town looking for original spotlights for it. As he walked through the various outbuildings piled high with parts he noticed a few cars hidden under wraps, one of which turned out to be a 300c Adenauer. When André’s wife Louise asked if it might be for sale, the manager simply smiled and said, ‘We can always talk.’

André confirmed his interest in the car almost immediately and was driving the 250 miles back to the Southern Cape in his new car just a day later.

Shortly after buying the Adenauer, André took it on a 750-mile round trip to East-London where Mercedes-Benz South Africa’s factory is located. ‘It was a bit of a risk because I didn’t really know the car at that point,’ he says. ‘Sure enough, on the journey home I heard a worrying noise coming from the engine, which turned out

to be a failing water pump. Thankfully I managed to find a useful contact who specialises in rebuilding them.’

André’s most extensive trip in the Adenauer to date has been from home to Johannesburg and back – 1500 miles in total. He says, ‘As with the 190 SL, it’s never left me stranded.’

600 Grosser/300 convertible

As we make our way to the far side of the building that houses André’s collection, the 600 Grosser’s sheer enormity draws me in. Both it and the rarer still (one of just 591 built) 300 four-door convertible parked alongside joined André’s collection as a pair back in 2010.

They were due to be sold at an auction in Johannesburg. André was particularly interested in the 600 but couldn’t attend the sale in person because he was on a cruise around South America at the time. Undeterred, he monitored the sale through a series of text messages sent whenever the ship docked at a port and discovered that neither car had sold. He offered less than half of the auction’s estimate and was astonished when the vendor accepted.

Each needed work, so when a friend mentioned that the cars’ previous owner had a job lot of 300 saloon and convertible parts up for sale, André snapped them up immediately. When he finally got around to going through the various boxes and crates he discovered an owner’s manual. He says,

‘When André’s wife asked if the 300c Adenauer might be for sale, the manager simply smiled and said “We can always talk”’

HELPING TO KEEP THEM RUNNING

‘It is a constant job to keep all these cars running,’ says André, ‘but the Grosser demands the most attention. We’re currently replacing all of the hydraulic system’s O-rings, but Grosser parts are really expensive. The rear window curtains alone cost the same as a high-mileage W123 saloon!’

‘I think it’s important that classic cars are used. I regularly take mine over the mountains near to home – if something is wrong you quickly sense it on the steep passes.’

‘It’s simple – you should keep your hand on the cars continuously, otherwise you will end up with a few that don’t run properly – and it’s usually downhill from there.’



André paid less than half the hammer price when ultra-rare 300 convertible failed to sell at auction



Totally original 1959 190 SL has only needed fresh paint since André bought it



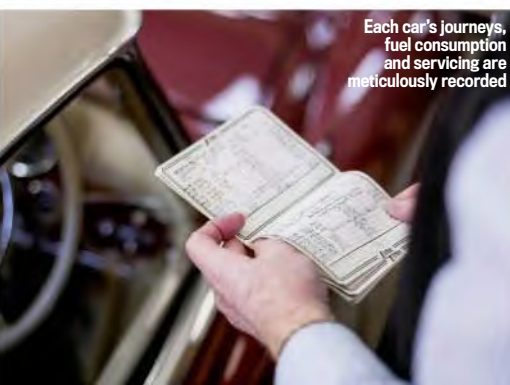
Modern stereo jars in 190 SL's otherwise stylish cabin



600 Grosser's air suspension is well behaved but complex hydraulics have given Fourie a few headaches



Grosser's vast rear seat massaged the egos of heads of state for decades



Each car's journeys, fuel consumption and servicing are meticulously recorded



300c Adenauer was discovered under a dust sheet in a parts warehouse



Bought at the bottom of its value curve, 450 SLC is one of André's smartest buys



Fourie once drove valuable 300 SL up Table Mountain's gravel roads



Writer Lutjeharms checks to see if 300 SL's errant plug lead is still attached



Fourie's Mercedes passion extends to modern SLS AMG

'I was leafing through this one particular booklet and did a double-take when I spotted a chassis number that looked very familiar. I compared it to the 300's number and simply couldn't believe my eyes when I saw that they matched.'

More serendipity was to follow a couple of years later when a fellow enthusiast revealed he had an album of photos of the car taken before it was restored. 'It was difficult to grasp the idea of such a rare classic car being in such a state – the driver's seat was covered in sheepskin, as was the fashion over here back in the Seventies and Eighties. Thankfully things have changed for the better over the past few years!'

The 600 Grosser's huge 6.3-litre V8 engine and complex air suspension have given André no problems at all, although the hydraulic system cost him a pair of suede shoes when a burst seal sprayed oil all over the driver's footwell.

However, André reckons he can forgive the Grosser anything when he sits on the sumptuous rear bench and sees the window curtains, pull-out veneered tray table and built-in champagne cooler.

450 SLC

This is without doubt the most affordable car in André's collection, but probably also one of his smartest buys because SLC values had already bottomed out when he bought it back in 2012. He says, 'It was advertised in *Auto-Trader* as being a one-lady-owner car based in Hermanus, a coastal town

about 70 miles from Cape Town. These cars are well known for being capable of racking up very high mileages without suffering any major problems, so while this particular example had around 100,000 miles on it, it was still slightly less than the average South African SLC.

'It plugged a gap in my coupé range perfectly and is a great accompaniment to my two R107 convertibles.'

300 SL Roadster

André spent many years looking for a 300 SL before a classic car dealer contact managed to track one down in Cape Town. He took it on a brief test-drive, sealed the deal the same day and drove it straight home. The journey passed without incident but André was disappointed to find the car down on power. 'It wasn't until I got it home that I discovered the reason for the lack of grunt,' he recalls. 'Whoever had cleaned the engine during its pre-sale preparation had removed one of the spark plug leads and forgotten to re-attach it afterwards. I'd driven it the entire 250 miles home on just five cylinders!'

Fortunately the car turned out to be a good one. The previous owner had had it resprayed and the engine overhauled by a marque specialist, but it's otherwise standard. And while its value may have quadrupled since André bought it this hasn't prevented him from driving the car enthusiastically. He says, 'I've taken it up Table Mountain where some of the roads

are little more than gravel tracks and once drove it to Bloemfontein in the Free State province of South Africa for a Mercedes-Benz Club gathering. It was during this trip that we took a very special picture of the car parked alongside an SLS AMG and a 190 SL racing tribute car. I covered more than 1000 miles on that trip.

'Then last year I visited the Mercedes-Benz museum in Germany where there's a huge model of the 300 SL's spaceframe on display. It was fascinating to see what it looks like under the skin.'

I conclude my visit by asking André if there's any other car he'd like to add to his collection. His answer comes as rather a surprise. 'I think I have enough cars now,' he says. 'It's important for me to be able to move each car in and out of the garage without a huge amount of effort. If I add any more cars to the collection it would just make life more difficult and I'd be less inclined to drive the cars as often as I do at the moment. And cars like this do deserve to be driven regularly.'

ALL THE MERCEDES

| | |
|-------------|---------------------------|
| 1952 | 300 four-door Convertible |
| 1956 | 300c Adenauer |
| 1958 | 300 SL Roadster |
| 1959 | 190 SL |
| 1967 | 600 Grosser |
| 1968 | 250 SL Pagoda |
| 1970 | 280 SE Coupé |
| 1972 | SL 350 |
| 1978 | SL 350 |
| 1981 | SLC 450 |
| 1994 | CL 600 |
| 1999 | SL 600 |
| 2000 | CL 600 |
| 2004 | Maybach 57 |
| 2005 | SL 65 AMG |
| 2007 | CL 63 AMG |
| 2010 | SLS AMG |

NEXT MONTH

Father and son collectors Morris and James Parry and their Lancias, from 1931 Astura to 1971 Fulvia

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‘I bought my first 356 for £600 through a magazine advert’

Nick Faure, aka Mister Porsche, the man whose on-track exploits helped forge the marque's reputation, tells *Classic Cars* about the standout cars in his life

Words MIKE TAYLOR Photography LAURENS PARSONS

Photographer, commercial artist, racing driver and car sales entrepreneur Nick Faure's name has been linked to the world of motor sport since the early Sixties. His successes with Porsche at a time when the marque's reputation was still in its infancy quickly led to the moniker Mister Porsche, a name which still stands firm today.

His father perhaps inspired his love of fast cars. ‘He always bought specialist models, including a Jensen 541S and a Mercury Comet. He also had a string of Bristols – a 405, a 406 and a 407.’

Nick attended Stowe School in Buckingham, and regularly rode to Silverstone on his bicycle to watch his idol Stirling Moss practising. ‘He was able to race several different cars very effectively at the same venue,’ smiles Nick. ‘He was the only racing driver I ever listened to or read about during my impressionable teenage years from 15-17. His skills with gears, driving line and so on fascinated me.’

Volkswagen Beetle

‘After I left Stowe in 1962 at the age of 18 my parents sent me to be a student in Switzerland, where I enrolled on a business studies course. My father Freddy gave me £1000 to put into a Société de Banque Suisse bank account, which had to fund my living costs. The VW Beetle was considered

to be very reliable, so my father bought one for me. It cost £200, it was a 1957 oval rear-window car and I drove it all over Europe. Some of my best friends were Dutch, so I'd go up the autobahns sitting at 70mph for hour after hour, foot flat to the floor. It had a rack on the engine cover to take skis, and friends would stand on the back bumper to help me gain traction in deep snow.

‘It taught me a lot about car control. The winter of 1962/63 was particularly bad and it was a question of delicate use of the throttle, braking and steering, which stood me in good stead later when I began to compete in autocross.’

Mini Cooper S

‘My elder brother Howard fired my passion for motor sport – he was a rally driver and I was determined to beat him. When I went out for the first time in his Downton-tuned

Mini at Castle Combe circuit, within a short time I was equalling his performance – and by the end of the day I was quicker. In competition driving, it helps to have an artist's view of the circuit – it's about making a picture of the track in your mind. I also have a photographic memory – I learnt the Nürburgring circuit in six laps.

‘In 1964 I bought an 848cc Mini and made a start. Having completed four events, I was able to apply for my full international competition licence and entered the Mini 7 Championship. The following year I bought a brand-new 970cc Mini Cooper S from Wadham Stringer in Guildford. It had been on display in the showroom for about 12 months. The list price was £525 and I managed to buy it for £475. What I didn't realise was that it had been fitted with oversized pistons, taking the capacity out to 999cc – it revved like crazy.



Nick (right) and college friend Lance with his Beetle on the Costa del Sol



Nick Faure and
the car that got
away - an Aston
Martin DB4



Nick Faure (left) tests out the ex-Vic Elf Ford 911 rallycross car's suspension balance with one of his mechanics



After sampling a friend's Porsche 356, he had to get his own - this Super 75 Cabrio



Nick and his Mini Cooper S at Snetterton in 1965, on his way to championship victory



Nick wasn't afraid to rack up big mileages in his 911 Targa, making several trips to southern France

'One day I saw Stirling Moss's Mini Cooper standing outside Rob Walker's workshops in Dorking. I was too shy to approach him, so I waited for Stirling to come out and then chased him up the road, passing him at one point. Then the great man overtook me and waved as he passed.

'That year I achieved four first-in-class wins and won the Mini 7 Championship outright. In 1966 I had one first-in-class and a third overall in the 6-Hour Relay Race at Silverstone in August. I became very attached to that little car. It made me want to go on to do other more competitive events and led to my buying an Alfa.'

Alfa Romeo Giulia Spider

'I think the Giulia Spider 1600 was one of the prettiest of cars, with a cracking twin overhead camshaft engine. I love the shape and the look of the Giulia, there's something very special about it. I just wanted to own one so, sadly, the Mini Cooper S had to go.

'I answered an advert from a guy who lived in Brighton. The Alfa was only a year old and it looked gorgeous. The chap said,

'You will find that an Alfa Romeo handles and drives like no other car. You can drive it as fast in the wet as you can in the dry.' I thought that sounded crazy, but it was true.

'I raced it in Italy. It was fitted with Cinturato tyres and on one occasion it was raining and my little Alfa was running rings around everyone. I learned a lot from that car and while I know it is very fashionable to stiffen the suspension so the car handles like a go-kart, if you do it to an Alfa Romeo you lose a lot of the drivability. I loved Alfas so much I later sold it and bought another 1600, and changed it to rally specification.'

Porsche 356

'My love affair with Porsche began while I was a student in Switzerland and mixing with the offspring of wealthy parents. One such parent bought his son a Porsche Super 90 T6B. I remember him taking me out in it for the first time - the feeling of quality and togetherness with the road was completely mesmerising. It was something I'd never felt before. Like the Alfa, it had very nice, delicate steering. I decided I must have one.

I sold my grandmother's Rembrandt van Rijn paintings and a stamp collection, bought the 911 and began racing'

'I bought my first 356 for £600 through an *Autocar* advert, a Super 75 Cabriolet. I could really thrash it, the engine felt unburstable. It was a lovely car.

'I realised that the trick about driving a Porsche is never to grip the steering tightly; let the car talk to you, let it feel the camber changes in the road, let it flow. I learned opposite-lock cornering, taking my hands off the wheel and letting the steering self-centre on its own, just using the throttle.'

Porsche 911

'In the Sixties Porsche Cars GB was struggling to sell cars because they were so expensive, so publicity through successes in



Pounding racetracks in Porsches meant Nick wanted one for the road - this 911S



Alfa Romeo Giulia Spider was one of two Nick owned - he still raves about the handling



Nick's driven many Aston Martins, but the DB4 Series II is by far his favourite, and the car he wishes was his. 'It's gorgeous; it is sex on a stick'

racing and rallying was paramount. Vic Elford persuaded them to let him enter a 911 in rallycross events, in which he came up against Roger Clark in a Lotus Cortina. The Porsche emerged covered in dents, but Porsche forgave him because of the publicity. Then they put the car up for sale. I sold my grandmother's Albrecht Dürer and Rembrandt van Rijn paintings along with a comprehensive stamp collection. In 1967 I bought it and began racing.

'I campaigned it in the British Saloon Car Championship in 1967 and '68. But sadly I couldn't even afford to buy new tyres. Porsche Cars GB stepped in, taking over the running costs. Immediately, I was racing against Frank Gardner and Brian Muir. For the first time, I led an international race at Silverstone; when I entered Copse corner the rest of the pack were growling down my mirrors. It was the most exhilarating feeling I'd ever experienced. For 1969 I drove for the Demetriou Group and got three fourth-place finishes, which gave me 16th overall and fourth in class in the championship. When the season was over, I sold the car.'

Porsche 911S

'Having campaigned a 911, I wanted one that I could drive every day, so in 1974 I bought an orange 2.2-litre 911S. Driving it felt like putting on a glove. I kept it for some time. That same year I was also invited to drive the Carrera 3.0 RSR for Ecurie Belge with Jean Blaton of Beurlys fame at Brands Hatch. This led to competing at the Le Mans 24 Hours, my best performance being in 1975 when we finished sixth overall.

'I'd planned to race at Le Mans in 1986, but a week before the event I got real fear; we were expecting our first child in September and because I'd survived 11 years of participation it was time to stop. It was a dangerous high-speed event and I'd seen many accidents, some fatal.'

Porsche 911 Targa

'Throughout the early Seventies I was working on Fleet Street as a graphic designer. Then I decided that my over-riding pleasure was in cars and if I could make a living out of it, great. I set up a business with a partner. Sadly it didn't last, so I

moved into selling classic cars and then exclusively Porsches.

'It was around this time that I bought a bronze 1974 911 Targa. It was just like my first 911 - the driving experience, the sense of quality in its build and the exquisite handling qualities.

'Even to this day, all air-cooled Porsches share that same feeling. My girlfriend and I took it on holiday many times, often touring round the south of France.

'I only sold it when it was beginning to get very tired.'

The One That Got Away

'I've been fortunate to drive quite a few Aston Martins over the years, including DB4s, 5s and 6s. The Series II DB4 is light years ahead of them all. It is everything a true driver could want. Plus it was hand built, the quality is superb. It's gorgeous; it is sex on a stick.'

Thanks to: Nick Faure, Bill Goodall (Newlands Motors) and MDL Hamble at Hamble Point Marina



5 STEPS TO BUYING THE BEST

PORSCHE 924

You really can get a proper Porsche for less than £5000 – if you choose wisely

Words PAUL HARDIMAN Photography TOM WOOD

OUR EXPERTS

Phil Watson is marketing co-ordinator for the Porsche 924 Owners' Club and an expert on the marque, having bought his first example back in 1995. His current pride and joy is a normally aspirated 1985 2.0-litre that's about to be treated to a new replacement dashboard.



Peter Saysell, publications editor of the 924 Owners' Club, has intercooled his Turbo and says, 'I think it's the most exciting of the 924s and about as fast as a 911 of the same era. There's not much out there will live with it on twisty roads, but it's the one that requires the most care.'



Nash Hunter restored his first 924 more than 11 years ago and now owns and runs Retro Restorer, a 944 and 924 specialist based in Banbury. The lovely original Turbo he brought for our studio shoot is just one of the cars he owns.



The 924 marked a radical departure from tradition, being the first Porsche to use a watercooled engine mounted at the 'wrong' end. But it is a Porsche design, even if it was commissioned by Volkswagen.

Praised when new for its good looks and engaging handling, today it represents the cheapest way into Porsche ownership now that the 914's star is in the ascendancy. It's surprisingly practical for a sports car and the fact that many of its major components are of Volkswagen and Audi origin means that parts can be affordable.

Early cars were never particularly quick, so when supplies of the 924's 2.0-litre engine block ran out in 1986 (in fact Volkswagen had stopped casting them three years previously) Porsche replaced it with the 924S. Powered by a detuned 150bhp version of the 944's 2.5-litre four-cylinder engine – though it got the missing 10bhp back for the 1988 model year – the S eliminated its predecessor's main weakness

at a stroke. Some say it is the best of both worlds, though diehards maintain that the smaller, lighter cars have their own unique and more chuckable character.

If you need spares, always check the price of original Porsche parts first. Porsche is particularly enthusiastic about its older cars and as a result many parts aren't expensive. Phil Watson of the Porsche 924 Owners' Club advises, 'Go for a car that's in regular use, especially if you're a 924 first-timer. They don't take kindly to being left standing for long periods of time and often suffer from perished fuel lines.'

'Recommissioning should always start with a complete flush of the cooling system and a thorough drain of the fuel tank and lines. In addition, be prepared to change the fuel filter at least twice after initial fire-up.'

'Having said that, neglected 924s can be brought back from the brink for surprisingly little money – you just need to be methodical.'

‘Some say the 924S is the best of all worlds, but diehards maintain the lighter, earlier cars are more chuckable’



1. Bodywork

Most 924s have fully hot-zinc-coated bodysells but pre-1980 cars were treated only on the lower half. Either way any weld repairs will have gone through the zinc layer by now, potentially allowing rust to form.

One of the most important areas to check is the battery tray under the left corner of the windscreen – right on left-hand-drive cars. This is prone to corrosion when the rubber flap on the outlet drain gets blocked. If you can, lift out the battery to inspect the metal underneath. If it's rusted through, water gets into the fusebox underneath, creating electrical chaos. New battery covers are just £9 from Porsche.

Hatch leaks are common. The seals wear and the spoiler drains in the bottom corners get blocked and rot out the hatch's bottom lip. Be careful, though – a leaky sunroof produces similar symptoms, so be sure to check both. The drain pipes from the catch housings in the car can fall off allowing

water to collect and rot out the rear footwells, so make sure the pipes are still in place – try running water over the sunroof. New hatch locating pins and catches are still available.

Factory rustproofing means severe floor pan and sill rot is unusual, but check anyway. The greatest potential problem area is the inner sills, so be sure to lift the carpets and prod the metal from underneath roughly in line with the rear door shut to make sure it's sound. If it isn't, walk away.

2. Engine

924 engines tend to burn a little oil and emit a small puff of blue smoke on start-up, but this should disappear after a few seconds. Oil pressure should be near maximum deflection when cold, dropping to two or three bar at idle. If it's less and the reading fluctuates when you turn the lights on, it's likely an earth problem with the gauge. It should show five bar at 3000-4000rpm with

Most interior trim, including this eye-popping 'Pasha' material, is still available



Turbo, identifiable by its extra front cooling vents, is fast but requires the most care



a hot engine. If it flicks to five bar when you turn on the ignition but before starting the engine, the sender is faulty.

The cambelt should be changed every 30,000 miles/three years but while the turbo's interference engine will damage valves and pistons if the belt snaps, the non-turbo engine is non-interference. Changing it is simple and the belt costs less than £20, but a garage will charge £200 for the job.

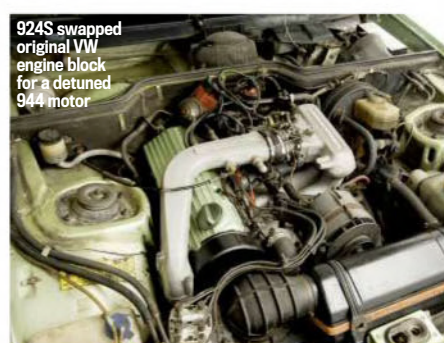
The 1981-on S2 has higher compression, a crank position sensor and an extra 7bhp. It is identifiable by a lack of vacuum retard on the distributor.

The 924S shares its 2.5-litre four-cylinder engine with the 944 and has two balancer shafts. The timing belts for the camshaft and balancer shafts theoretically need a special tensioning tool (£200) to set

correctly, but there's plenty of forum advice on how to do the job without it. Belts should be replaced every three years/30,000 miles. Budget £300-£400 at a specialist for this and a further £180 for the new water pump you should fit at the same time.

New coolant expansion tanks are no longer available for non-turbo cars and some yellowing is normal. If it's cracked, crazed or warped the car may have overheated at some point, though cylinder head gasket failure is rare. A specialist will charge around £700 for a gasket change and cylinder head skim.

If the main fuel lines running the length of the floorpan are braided/flexible they've been replaced; changing the rigid originals entails removal of the rear suspension. Fuel tanks rot in unused cars – a professional refurb will set you back £420.



Finally, check that the alternator's air duct is connected. If not, the alternator's life expectancy is significantly reduced.

3. Transmission

Early cars had an Audi four-speed gearbox, with the option of a Porsche G16 dogleg five-speed. Both were superseded in 1979

MEET THE OWNERS

'It's fast, but comfortable enough to use regularly'



Ian Pattie, Oxfordshire

Ian is the 924 Owners Club membership secretary and owns a rare Le Mans S, one of the very last 924s made. He says, 'It's more relaxing to drive than the Volkswagen-engined 2.0-litre. It has more torque and the power-assisted steering makes it much easier to park and drive through towns, yet it's also marginally faster than a 944.'

'My brother bought a 924 new in 1978. We lived in Scotland at the time and I was hooked straight away after driving it around the lochs and the lanes near our home, though I didn't buy one for another 12 years.'

'If you like 924s you really need to try them all before you buy – this year I got a Turbo to restore and they're really quite simple. There's not much you can't do to them at home with straightforward tools – changing the cambelt on a non-turbo is a 20-minute job.'



Ricky Caesar, Berkshire

Ricky once owned 924 GTs in all three colours – red, silver and black – so he's uniquely qualified to summarise the quicker 924s. He's owned his current GT from new and it's almost completely original. He says, 'I've owned Porsches since 1986 and the idea of a fully galvanised and watercooled car for the winter months appealed, so I bought a GT in March 1987.'

'It's as fast as a 911 Carrera 2.7 but has a completely different character. With the 2.7 the pace is there all the time but the 924's turbo comes in at 3000rpm and you feel it even more in the GTs. The top end feels much the same but the GT can still do 30mpg.'

'I bought my GTs in 2007. It had spent most of its early life in Dubai and its time in the desert meant it needed a full respray and a new windscreen when I acquired it.'



Richard Brett, Surrey

'The last thing I planned to do was buy a Porsche,' says Richard. 'I wanted to learn car mechanics so I was looking for a simple, cheap car. The 924 wasn't even on my radar, but it ticked all my boxes and the funky Pasha interior was the clincher. I paid £1500.'

'I've owned it for two years. It's fast and enjoyable to drive but comfortable enough to use regularly. I've done some trim work on it and fixed a failed alternator and split radiator myself. I needed the support of the Owners' Club when the cylinder head gasket went but managed to get it running again.'

'I don't plan to ever sell it. I like the fact that many people don't know what it is – interesting cars tend to attract interesting people, and that's definitely been my experience with the club. They're really supportive and we feel like we're sharing a well kept secret – at least for now.'



by an Audi five-speed with a conventional shift pattern. They last well if given regular oil changes. The Turbo's unique G31 gearbox has some 915 internals and a dogleg first gear. Wear on first and second leads to crunchy changes. Most owners live with it but you're looking at a rebuild if it jumps out of first gear – about £1100.

A recalcitrant gearchange can be the ball and socket joint at the bottom of the stick. This is easy to fix from inside the car and costs £30 for the stick, £5 for the socket. Or it can be the knuckle on top of the transaxle – only easy once you lower the transaxle for access.

Non-turbo clutch parts are cheap but changing it is involved. Budget £500 at a specialist and £1000 for the Turbos as it shares its clutch with the 944 S2 and parts are more expensive.

WHICH ONE?

► 924

1976–1985, fully galvanised after 1981. Early four-speed cars are developing a following thanks to the stainless window trim, lack of a rear spoiler, simple interior and two-spoke steering wheel. Martini edition (M426) offered in 1977 to capitalise on Porsche's racing successes. Rare US-only Sebring edition launched in 1979. 121,000 cars made in total.

► **Turbo (Type 931 lhd, Type 932 rhd)**
Made 1978–1982. 11,500 built.

► Carrera GT (937)

Tweaked version of Turbo with intercooler. 210bhp and flared wings plus bonnet scoop. 406 made in 1980.

► Carrera GTS

Fixed headlights to make room for bigger intercooler. 245–280bhp. 59 built.

► Carrera GTR

Ultimate 2.0-litre 924 with Kugelfischer mechanical fuel injection and 375bhp. 17 made.

4. Suspension and brakes

Fitting a set of inserts to fix bouncy or leaking front struts costs about £225 including fitting. Sachs inserts are £77 per pair and take a couple of hours to fit.

The 924S and Turbo use the 944's five-stud hubs and all-disc brakes. Brakes on all cars are conventional and prices for discs, pads and shoes are on a par with a modern hatchback, though you need a large socket to get the rear drums off a 924.

The S is the only 924 with power steering.

5. Interior

Vinyl seat trim tends to split but reproductions of some patterns are available. Dashboard moulding cracks can be arrested with a \$120 Pelican Parts bond-on cover or dearer complete refurbishment kits.

IMPROVING

Modern tyres aside, owners tend to like their normally aspirated cars just as they are and buyers certainly value originality. However, the Turbo responds particularly well to intercooling which liberates an extra 20bhp and improves engine longevity by reducing the build-up of under-bonnet heat. Pete Saysell says, 'You can butcher a standard 924 Turbo with lots of holes in the front to accommodate an air-to-air intercooler, but this runs the very real risk of alienating future buyers. It's preferable to go down the route of something like Ideola's Garage in the US, which offers a much less intrusive bolt-on water-to-air kit for about £1000.'

Adding an inline fuse to the heated rear window wiring is good insurance because the design is prone to overheating. Indeed the advice is to not leave it switched on for more than a couple of minutes at a time.

Some owners also swear by EBC GreenStuff brake pads to improve bite and feel.

SPECIFICATIONS

Engine 1984cc/2479cc overhead-cam four-cylinder, Bosch K-Jetronic/L-Jetronic fuel injection. Turbo version available

Power and torque 125bhp @ 5800rpm to 210bhp @ 6000rpm; 121lb ft @ 3500rpm to 207lb ft @ 3500rpm

Transmission Four or five-speed manual, optional three-speed auto, rear-wheel drive

Steering Rack and pinion, PAS on 924S

Brakes Front: discs. Rear: drums. Discs all round on Turbo, S, GT and GTS

Suspension Front: MacPherson struts, lower wishbone, anti-roll bar. Rear: semi-trailing arms, torsion bars, telescopic dampers

Length 4.2m (13ft 9in)

Weight 1080–1195kg (2380–2634lb)

Performance Top speed: 126–150mph; 0–60mph: 9.5–6.9sec.

Fuel consumption 17–30mpg

Cost new £6998 (924, 1977)

NEED TO KNOW

Cylinder head rebuild and gasket change £700–£1000

Turbo rebuild £300–£500

Clutch change £500–£1100

Dashboard fix/refurb £534–£1000

Sachs rear shock absorbers £116 per pair

Who can help?

Clark's Garage clarks-garage.com

Frazerpart frazerpart.com, 0151 665 0911

Ideola's Garage garage.ideola.com

Pelican Parts pelicanparts.com, +1 (0) 888 280 7799

Porsche 924 Owners' Club porsche924.co.uk

Porschebri porschebri.co.uk, 020 8577 9520

Retro Restorer restorer.co.uk, 01295 477108

Werke924 werk924.com, +49 (0) 3441 7799489

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★ STAR LETTER

Keep an eye out for the chimney

Warwick Banks (*My Life in Cars*, October 2015) piloted Bernard White and myself from Brough in East Yorkshire to Silverstone in 1965 or '66 in a Cessna 'push & pull'. I cannot recall which of Bernard's cars was racing that day, possibly BRM 261/5.

We left the circuit rather late, Bernard and I having enjoyed a few libations, and I recall that air traffic control had gone home so a wave from the crossroads on the runways gave a somewhat hairy all clear.

Heading north the weather turned very unpleasant. Warwick commented that we could not go over it, under it or round it, so we proceeded through it. Our main concern as we approached Brough's British Aerospace factory runway in very poor visibility was the rather tall Capper Pass works chimney near the end of the runway. Warwick suggested I kept an eye out for it, when it subsequently reared out of the cloud sufficiently close for us to repair to the local Flying Club for a revive or two afterwards. Bernard slept throughout.

Great pilot. Great days

Richard Milner



Bob Woodcock's dad's Rover P5B – is it still out there?

Rover and out

In the October edition of *Classic Cars* you featured a Rover P5B (*The List*). My Dad had several of these in Seventies, including *The Duchess* in which I took my brother-in-law-to-be to the church. The brakes were not very good because it had no servo tank – removed along with the front wings.

These days nobody would do this to an old Rover, but at the time there were plenty and many were banger-raced. Does anyone know if this car still exists?

Bob Woodcock

911 3.0 Turbo scarcity

Quentin suggests seeking out one of the 2819 (global output) early Porsche 911 3.0 Turbos (*Willson's Smart Buys*, October 2015), but it may prove difficult to find a good, low ownership and mileage UK-supplied example because only 74 cars were sold here over three years of 3.0-litre production – 22 in 1975 model year, 18 in 1976 and 34 in 1977 (according to Porsche



Chris Silver in happy times with the ex-Peter Willmer Bristol

Cars GB). At £15,000 it was twice the price of a basic 911.

For a long time a misunderstood and under-appreciated car, the 3.0 litre is a different beast to the 3.3. At just under 1200kg with no air-con or intercooler it is lighter and handles better than the 3.3, which had the engine moved back 30mm. With agility akin to a 2.7 Carrera RS but more power it's a very interesting drive.

Quentin is right that the attrition rate of the widomaker, as it became known, was high, due to in no small part to the sudden huge rush of the turbo kicking in, which is why the 3.3 was made tamer.

My 1975 car was bought new by my late father and owned twice by both of us. I still have it, with 31k miles from new.

Chris Sherwood

Blower Westminster sucks

The fascinating article on the Austin Westminster (*The Life Story of An Austin Westminster*, November 2015) reminded me of the fleet of pale grey examples run by my local police in the early Sixties. They must have been quite a daunting sight to the criminal fraternity unless, of course, they resorted to such underhand tactics as driving their getaway cars around corners.

When setting off at speed Westminster engines would make a terrific hissing sound, which as a small boy I assumed to be from a mighty supercharger. Years later a kindly retired sergeant explained the sound was merely a cooling system for the cumbersome radio equipment utilising air drawn in via the boot space. What a disappointment.

David Krieger

Satanic Capri RS3100

Regarding the Ford Capri RS3100 (1970s *Scorchers*, August 2015), in 1980 I briefly 'owned' one when I was in my early twenties and on the lookout for something with a bit more street cred than my VW Beetle. On my way to an interview in

Sydney I stopped to look at an RS3100 at a Japanese car dealership. Painted black and with Wolfrace alloys it looked like an extra from a *Mad Max* film. I was joined by a salesman who wanted the car off the forecourt as it seemed bad for business.

The salesman said I could take it away for a day or two for a test drive as long as I left my Beetle. I couldn't believe my luck and was soon away feeling elated if a little conspicuous – it certainly had a lot of presence. Once home I phoned my elder brother who was always turning up in a Ferrari or a Porsche and he was most impressed – I'd made the grade. We took it for a good hard drive around the streets.

When Mum came home the first thing she said was, 'Who owns that black coffin parked in the street?', assuming it was another of my brother's flights of fancy. She almost fell over when I said it was nearly mine. I think she thought she'd lost her younger son to Satan and Dad persuaded me not to go through with it. A few months down the tracks I bought a 1964 Iris Blue 'pull-handle' MGB roadster.

Mark Nelson

Memories of Willmer's Bristol

As the buyer of the Bristol 401 referred to in the article about Peter Willmer (*My Life In Cars*, November 2015), I am pleased to see that he is still going strong.

Knowing little about Bristols, I took along marque guru Andrew Blow and he was impressed by Peter's restoration. I later sold it to a Bob Smyth, a solicitor living in Bristol. During his ownership the car was T-boned at a junction and as an ultimate indignity the driver of the offending vehicle said, '... such a shame. It was a really nice old Jag!'

This presented the opportunity to correct decades-old damage that Peter had preserved as part of the car's history. Supposedly, it had left the front slightly lop-sided but I could never see it. I believe the car is in America.

Chris Silver

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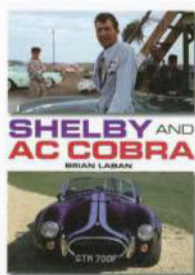


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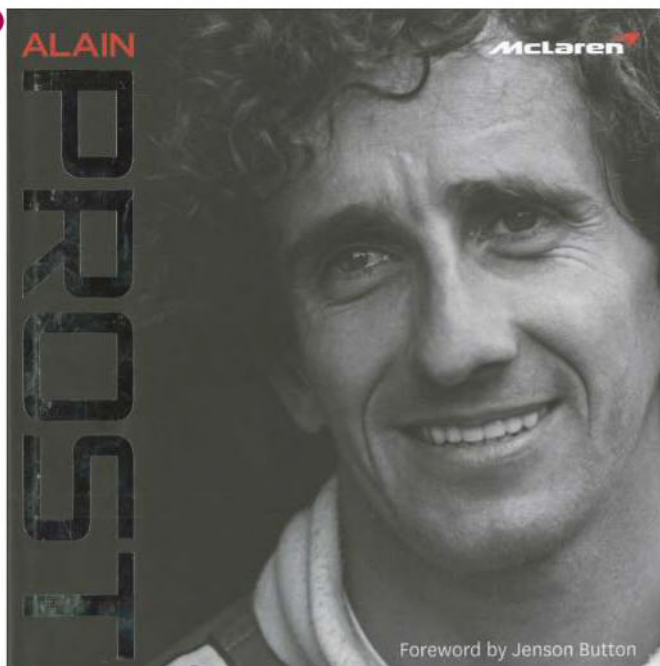
Sam Dawson sorts out your gift list for the holiday season

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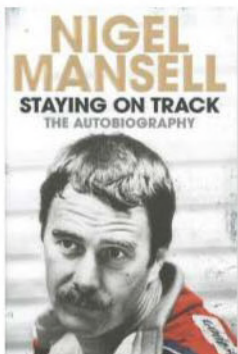
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The fleet includes Jaguar's E-type and XK150, a number of Porsche 911s and Triumph TR4s and an Alfa Romeo Giulietta Spider, among many others. The price includes lunch, mechanical assistance and fuel. The days are run frequently and organised around four groups of two people. To book a place, email Peter Nedin on bespoke@heroevents.eu.

1. Shelby and AC Cobra

By Brian Laban, £25, crowood.com, ISBN 978 1 78500 003 4

Laban cleverly juxtaposes elements of the Carroll Shelby story, overlapping biographical chapters with more historical and technical passages on AC and the European sports-racing scene of the Fifties. As a result we see developments in racing either side of the Atlantic, with a combination of business acumen and heart problems forcing Shelby away from the track and into the workshop to find success.

Although Laban's research is comprehensive – Shelby's post-Ford business struggles are fully detailed, as is his confrontational management style, which created many rifts with key personnel including Peter Brock – the end of the story feels slightly unfinished, his deteriorating working relationship with Brian Anglist referenced but left unexplained.

As a read it makes a nice change, though – a focused biography, homed in on the most important parts of Shelby's life.

2. Staying On Track

By Nigel Mansell, £20, simonandschuster.co.uk, ISBN 978 1 4711 5022 7

There's a degree of silver-spooned breeziness and overly poetic ghost-writing that comes with many racing drivers' autobiographies, the absence of which makes Nigel Mansell's latest book a refreshing change. Mansell's previous accounts have focused very particularly on the racing, but here we get Mansell the man, recounting his career from a very personal angle, regularly returning to the concept of luck. To Mansell, the luck that allowed an apprentice engineer from Birmingham to become both Formula One and IndyCar World Champion was the same luck that allowed him to miraculously avoid death during one of motor sport's most dangerous, power-crazed eras.

Some of the book's most revelatory moments, however, come when Mansell speaks as a genuine fan – albeit far better-informed than most – of F1, with impassioned opinions as to how the sport could improve. A superb read.

3. Alain Prost

By Maurice Hamilton, £35, blinkpublishing.co.uk, ISBN 978 1 905825 98 1

Don't be put off by the McLaren branding on Maurice Hamilton's biography of four-time Formula One world champion Alain Prost. The McLaren connection has gifted Hamilton access to rarely seen photos and interviews with those who know him best – plus Prost himself.

The book sets into context Prost's reputation as the calculating, undramatic 'professor' of F1. Snapshots of his early career reveal him to be a genius from a humble background who couldn't afford to get anything wrong.

The most moving sections concern Prost's relationship with Senna. Hamilton's book goes a long way to setting the record straight about the man who's often been portrayed as a two-dimensional villain of motor sport. Why not find out for yourself – we're giving one away at winit.classiccargiveaways.co.uk.

1 TO GIVE AWAY

MODELS: CARS WITH PERSONALITY



1:43-scale Ford Escort RS1600i

£19.99, corgi.co.uk/vanguards

Corgi knows precisely how to deliver a nostalgia hit, then finish it with surprisingly fine detailing for the price, and this Escort is a perfect example. Things like the big two-level rear spoiler and push-button boot release shows they haven't recycled an XR3 model bodyshell either. Panel gaps are acceptable for the price, and badges are a traditional Corgi strength in evidence here.



1:43-scale Mini 1275GT

£19.99, corgi.co.uk/vanguards

This model is great fun for Mini collectors, celebrating the four-millionth example leaving the factory. Sadly it doesn't match the standards set by Corgi's own RS1600i, with thick paint flattening panel gaps and an overly simplified dashboard, plus the roof pillars look too thick. Pity, as some of the trickier details – wipers, mirrors, bumpers, badges – are excellent for the price.



1:43-scale Daimler

Kutschenwagen

£91.99, neoscalemodels.com

Hardly anyone makes scale veteran cars, so Neo's Daimler is a surprise although it's hard to judge its execution with nothing to compare it to. The brass engine's detailing is vague, but the use of copper wire and elastic bands for things like radiator cooling pipes and drive belts bring the period alive. Very expensive for what it is, though.



1:30-scale Aston Martin DB5

£4500, grantmacdonald.com

This is the most expensive model we've ever featured – hardly surprising given that it's made of sterling silver and each one takes 11 silversmiths 50 hours to make. As a detailed model of an Aston Martin DB5, fine detail takes a back seat to sheer quality, but that's besides the point – it's an exquisite object, the sort of thing you can imagine gracing David Brown's desk.

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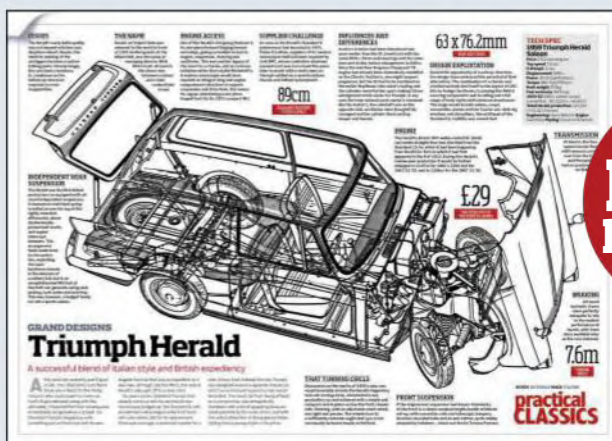
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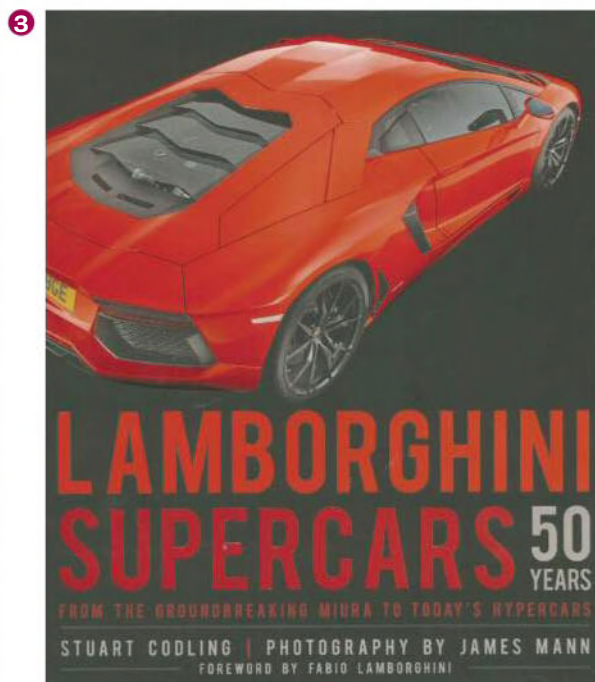
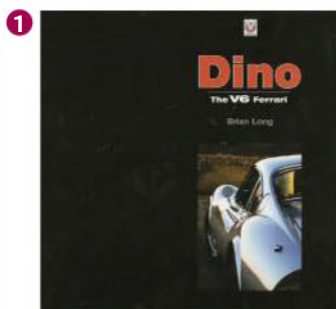
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FESTIVE SPECIAL

**1. Dino - The V6 Ferrari**

By Brian Long, £40, veloce.co.uk, ISBN 978 1 904788 39 3

This volume doesn't just treat and encapsulate Dino as a marque separate from Ferrari but also reveals an often-unseen side to Enzo Ferrari – that of a radical innovator. Rather than the avuncular traditionalist, he saw the marque that bore his son's name as an ideal place for engineers like Vittorio Jano to try out new ideas, often in lower-key formulae racing, before risking them in Ferraris.

As a result, this history of Dino feels ironically more like that of a Sixties garage that Ferrari was so vocally opposed to – Dino even needed Fiat to mass-produce its engines.

Predictably, the main bulk of the book reads like a love-letter to the Fiat Dino and Dino 206 and 246 GT/S road cars, although the full racing history is here too. Photographs are large, glossy and mostly well-reproduced, and the reprinting of full Sixties Dino brochures in the latter chapters are a real visual treat.

2. Jaguar D-type - The Autobiography of XKD 504

By Philip Porter and Chas Parker, £60, porterpress.co.uk, ISBN 978 1 907085 25 3

At first glance Jaguar D-type XKD 504 seems like an odd subject for a dedicated book. It retired from every race it entered as a works car, and at Le Mans it failed to make it to the start line in 1955. However, Philip Porter and Chas Parker's choice cannot be faulted because every aspect of the D-type's story has in some way touched XKD 504.

It was the first 'longnose' D-type, and its early life was as a factory development car, testing aerodynamics and the racing fuel injection system. It came closest to greatness secondhand with Ecurie Ecosse, before being sold into the hands of legions of club-racers.

Porter and Parker trace every race result, and speak to every available driver and engineer. It's a stunning achievement, and serves as a story of XKD 504, the evolution of the D-type, and a 20-year snapshot of the European racing scene.

OR HOW ABOUT

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Classic Cars has a set of overalls to give away – go to winit.classiccargiveaways.co.uk and don't forget to state your size, from S to XXL.

**3. Lamborghini Supercars**

By Stuart Codling and James Mann, £50, motorbooks.com, ISBN 978 0 7603 4795 9

This beautifully illustrated 224-pager is much more than its coffee-table aesthetics would have you believe. Writer Stuart Codling has quizzed key sources from Lamborghini's origins to answer certain questions once and for all. He finds, for example, the full tale of Ferruccio Lamborghini's spat with Enzo Ferrari concerning the quality of his cars told by the man himself; and insiders from the Miura's design team detail precisely what Marcello Gandini and Giorgetto Giugiaro contributed to the car.

Unfortunately, the book stops short of being the definitive chronicle of the marque, because it chooses to focus mainly on the mid-engined V12 and V10 flagships.

It's still a good read, however. We're giving one away – go to winit.classiccargiveaways.co.uk for your chance to grab a copy.

1 TO GIVE AWAY

MODELS: CONCEPT CARS AND SPECIALS



1:43-scale Citroën SM Le Mylord
£74.99, matrixscalemodels.com

Henri Chapron's Mylord convertible isn't the most elegant of the coachbuilt SMs, and there's something odd about the casting of the nose-glazing that'll give you a headache if you try to read the front numberplate, but it's the interior that marvels, with a hand-finished brittleness to it and a tactile selection of materials including real carpet and squashy leatherette – on a 1:43.



1:43-scale Veritas C90 Coupé
£74.99, matrixscalemodels.com

Top marks to Matrix for sheer weirdness – Spohn's C90 Coupé is one of the BMW 507's distant ancestors, although the real thing remained a one-off. It's the model's strangeness that keeps you staring at it – the humped roofline and heavy side-vents in particular – but there's also elegance in its tiny, glassily clear headlamps. Simple, yet satisfyingly well-finished.



1:43-scale Bugatti Type 46 Superprofile
£79.99, matrixscalemodels.com

There's something not quite right about the proportions of this model of Jean Bugatti's 'petit Royale' – the wheels seem too small for the body and the grille looks oversized. However, it's redeemed by some very nice smaller details, including tiny handles, wipers, and the tan leather and rosewood interior.



1:43-scale Pininfarina Alfa Romeo 6C 'Superflow IV'
£79.99, matrixscalemodels.com

This product of the same wave of thinking at Pininfarina that produced the Ferrari Superamerica would look best next to a 1:43-scale Alfa Duetto – the car it inspired. The shape is faithfully rendered, but it's the interior that makes it worth the money, with dazzling cream seats, chrome-spoked wheel and deep-pile carpets.

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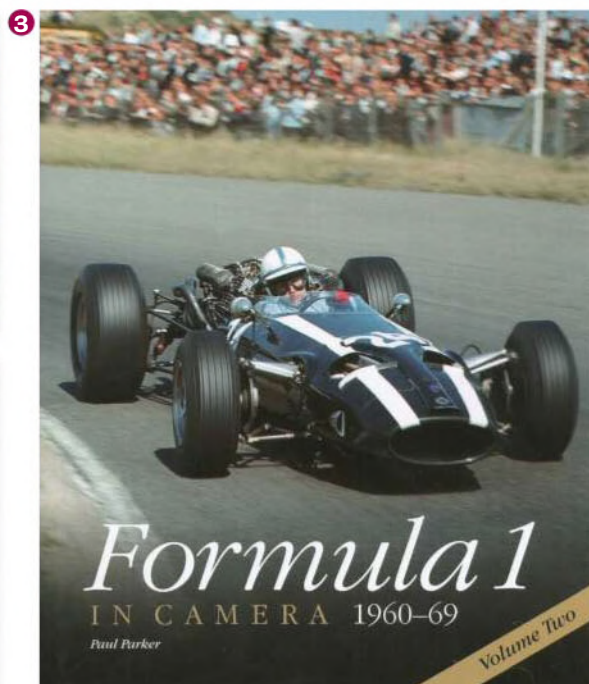
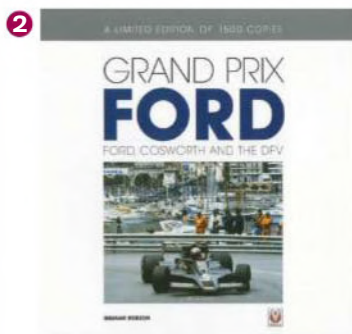
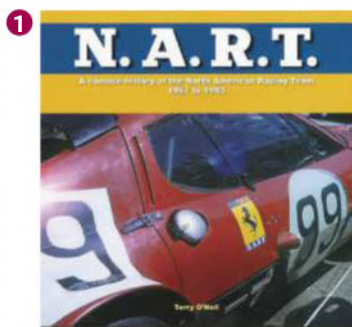


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FESTIVE SPECIAL



1. N.A.R.T - A concise history of the North American Racing Team 1957 to 1983

By Terry O'Neil, £60, veloce.co.uk, ISBN 978 1 845847 87 6

Terry O'Neil has written his history of Luigi Chinetti's North American Racing Team in an unflashy way that makes the early chapters seem heavy going. This is a shame, because the real meat of the story arrives a decade into NART's history, when the relationship between Enzo Ferrari and his New York concessionaire to supply the latest racing machines to privateers finally bore fruit on the racetracks of Europe.

O'Neil even dedicates an entire chapter to an hour-by-hour account of the 1965 Le Mans 24 Hours, when NART beat the Ferrari works team.

It's also a story with a long build-up and a sad decline, with the irascible Chinetti at the heart of it. O'Neil portrays his awkward balancing act of businessman and passionate motor sport scion in a sympathetic light, a man whose enthusiasm set him a near-impossible, often thankless task.

2. Grand Prix Ford - Ford, Cosworth and the DFV

By Graham Robson, £65, veloce.co.uk, ISBN 978 1 845846 24 4

The prominent appearance of the Ford name in the title – twice – is something of a misnomer in Graham Robson's chronicle of the Cosworth DFV because, as he reveals, Ford's involvement in the engine was relatively limited. In fact, according to an interview he unearths with Colin Chapman, talks about funding broke down at one point, with Aston Martin and, bizarrely, the Dansette record player company waiting in the wings with the necessary financial backing.

The book is split into two broad sections – the story of the engine's design and development, and its extraordinary life at the hands of the teams who used it. The A to Z format in this latter section has a habit of ping-ponging the previously chronological narrative around a bit, given the DFV's near-25-year production life, but it's colourful and fun. A thorough look at several Formula One eras from a different angle.

OR HOW ABOUT

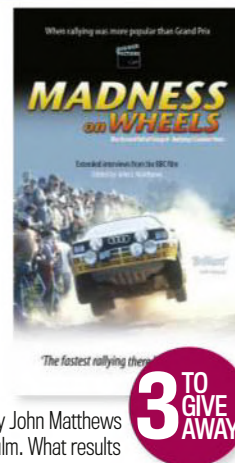
Madness On Wheels book and DVD

By John Matthews, £29.99,

big-pic.co.uk

Bigger Picture Films' acclaimed, exciting and often sobering Group B rallying documentary, *Madness On Wheels*, has spawned a book based on the wealth of research and interviews conducted by John Matthews as he prepared for the film. What results is a series of essays, in effect, from the people most crucial to the Group B story, from engineers like Roland Gumpert to drivers such as Michèle Mouton, and those touched by the tragedy of its excesses. Sold as a package with the film it's a fitting memorial to the sport's most extreme era.

Go to winit.classiccargiveaways.co.uk to win one.



3 TO GIVE AWAY

MODELS: RACING CARS



1:43-scale Lotus 49B

£34.99, vitessemodels.com/quartzo

We were very impressed by Quartzo's downsized Graham Hill Lotus 49, with amazing intricacy for the price, so it's good to see the trick repeated with Jackie Oliver's 49B. The prototypic engine-cover-cum-rear-wing looks realistically like it was hastily moulded at Hethel, and Quartzo hasn't neglected the engine itself, with induction trumpets and Ford badges.



1:43-scale Glöckler-Porsche 356

£74.99, matrixscalemodels.com

Even some hardened Porscheophiles won't know about Walter Glöckler's tuning workshop and its German Sports Car Championship-winning machines, so it's worth a look for curiosity value. The part-356, part-550 shape is expertly captured, with doors that curve into the low roof, and the interior features detailed rally clocks.



1:18-scale BMW M3 BTCC

£164.99, minichamps.de

Blame German domination of the diecast industry for the dearth of BTCC models compared to DTM, but rejoice with this one – it's Will Hoy's 1991 M3, winner of the first Super Touring-era championship. It's beautifully rendered. The two-stage bonnet hinge has been replicated, unveiling the carbon-clad 320iS engine, and the low stance on its white alloy wheels is excellent.



1:18-scale Alfa Romeo 6C 1750 GS Zagato

£358.99, cmc-modelcars.de

This Alfa represents CMC at its best. The miniature engineering is so exhaustive – things like the folding hood mechanism, finished in fabric and held in place by real leather straps with tiny buckles or the individually applied leaves on the suspension springs mean you can pore over it for as long as you might a real one.

Porsche 356 Speedsters
Dream drive on the coast



Riley 1.5 buying
50s sporting charmer from £4k



Ex-works Alpine A110
A reader is let loose in a rally icon



NEXT MONTH

Don't miss these exciting stories in the February issue of *Classic Cars*

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→ OUR CARS

What we've been up to with our classic cars this month...



Apart from a few rust streaks, bodyshell and paint appear sound

Breaking the rules to realise a dream

THE STORY SO FAR



1966 Jaguar E-type 2+2 auto

Owned by Malcolm McKay
MMcKays@aol.com

Miles this month 0

Costs c£15,000 **Time owned** 1 month

Previously Sorting out the Siam di Tella's frustrating fuel pump and dynamo woes

You know that gut-wrenching moment when you think you've missed a flight? Well, it was getting that way for me with Jaguar E-types. They've always been near the top of my dream list but always tantalisingly just out of reach. Only now they're soaring way, *way* out of reach.

But then I had a nest egg sitting in a bank account waiting to pay off part of the mortgage in a few years' time – but not enough, at present interest rates, to achieve its aim. As it turned out, it was just enough to buy an E-type. Not a mint flat-floor S1 roadster of course, but a scruffy 2+2? Well, maybe. So I started scanning adverts.

The UK seemed hopeless – already too expensive – and as I tour Europe quite a lot, left-hand drive appealed. So the US was the place to look. I wanted an auto, as it's the only E-type with a transmission tunnel big enough to accommodate a Jaguar four-speeder and S-type or 420 overdrive. I'm a big fan of overdrive and the swap would provide relaxed high-speed cruising

with the 3.31:1 axle fitted to US-spec Series 1 2+2 automatics.

And yes, it had to be a Series 1. I'm a sucker for those covered headlamps and the S1 2+2's rarity means it should hold its value well. Ironically, the cheapest E-type now was, in its day, the most expensive Jaguar of them all.

Time and funds dictated that I'd have to buy sight unseen, so detailed photos were going to be a prerequisite. It soon became clear that the few scruffy but sound Series 1 2+2s left were being snapped up fast. I put in a half-hearted bid on a shiny red car with a Series 2 bonnet and no engine photos, but the unresponsive vendor put me off. And besides, who knew what sort of horrors lurked within?

Then a car appeared online that seemed to fit the bill. White with black is far from my favourite colour scheme but it looked sound and mostly complete. It had been off the road for some years and had ribbed cam covers and a bonnet that didn't quite match the rest of the car, but looked promising.

The vendor sent me 26 high-res photos and confirmed that the engine ran. He assured me there was no rust, and while the photos seemed to confirm this they also suggested oversills might have been fitted.

Reassured (wrongly as it turned out – it only applies to US buyers and sellers) by eBay USA's claim of a full refund if the car you buy does not arrive, I bid \$4000 more than the next bidder to meet the reserve.

What have I done?



Interior largely complete; carpets are easily sourced



Engine bay reveals a few missing parts and wrong cam covers, but the right carbs and manifold



Quantum's glassfibre construction should mean lightweight thrills

Quantum theory becomes practice

THE STORY SO FAR



1986/2000 Quantum Q2

Owned by Sam Dawson
sam.dawson@bauermedia.co.uk

Time owned One month

Miles this month 310 **Costs** £1000

Previously Took the MR2 to meet its family

I have a confession to make – for the past few years I've been a leather-clad two-wheeled organ donor.

It was pure pragmatism really – shared housing meant that I'd sometimes get to the garage only to discover that my landlady had decided to store her collection of rusty old chest freezers in the way of my car, or that my housemate had got the train and left her Astra blocking the drive.

But I've since bought my own place. Suddenly faced with a surfeit of parking space, I decided to flog the bike and get a second car, something fun and unusual that'd be welcomed into the car park of the Ace Café, rather than frowned at and sent to the other side of the road.

I went to Beaulieu with the money in my pocket, and happened upon a Scimitar SS1 for £1500, but it was covered in perished rubber and rust streaks.

I found myself staring at a sales website feeling glum a week later, wondering if the entire classic market was now beyond my

reach, when a brand-new advert popped up. A Quantum 2+2, in Cheshire, where I was going the next day anyway.

For the uninitiated the Quantum marque was the project of engineer brothers John and Harvey Wooldridge, who upsized the Mini-Marcos concept – glassfibre monocoque, low-drag aerodynamics, low weight – on the then-new Ford Fiesta MkII in 1987. The company's still around, producing extreme track-day cars, but its most innovative models are the Audi quattro-esque MkI Coupé, and the Q2 '2+2' roadster, of which just 455 were built.

This car had the perfect specification – a 1986 XR2 engine augmented by a Weber DFT carburettor, Quantum's own factory-forged fast-road camshaft and a free-flowing Magnex stainless-steel exhaust system adding up to 130bhp. A test drive revealed a light, darting car that sounded and accelerated like a Lotus Elan and cornered like a 205 GTi. I was hooked. For just £1000, it was a bargain.

It's not perfect. The hood leaks a bit (mitigated by an Airdry dehumidifier cushion) and there are some chips and scratches in the paint, but at least it's not fade-prone like my MR2.

The drive home revealed a need to modify the driving position by removing the useless rear seats and replacing the Fiesta items with deeper buckets on longer runners with

a deeper-dished steering wheel, otherwise my knees will fall off. The alloy wheels are badly kerbed too, and a slow puncture makes me think one of them isn't sealing properly – but I'm not feeling deflated, as the ownership experience is going well.

The real surprise came at the Ace on October 13. No-one knew what it was. One American guy speculated that it was a little-known Honda kei-car. Another enthusiast was convinced it was a Fiat-based etceterino. The bloke in the petrol station thought it was a little-known evolution of the Triumph Spitfire. And I enjoyed telling the Quantum story every time. For just £1000, it seems I've got myself a real classic-car curio.

Time to get stuck in to some driving!



Principal buying target, this Scimitar SS1, looked too tired for Sam



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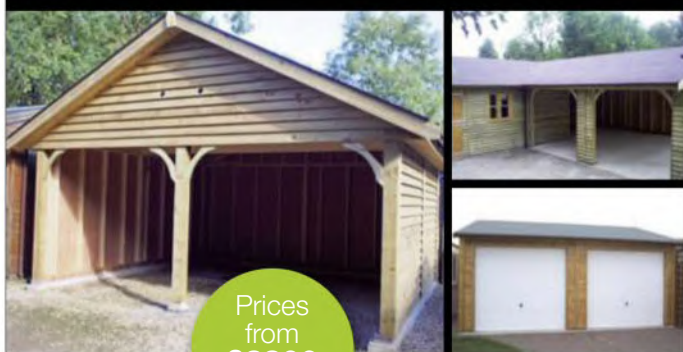
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Nathan's W123 (left) meets its big brother - the Mercedes-Benz 450 SEL 6.9

I've fallen victim to the hard SEL

THE STORY SO FAR



1980 Mercedes-Benz 450 SEL 6.9

Borrowed by Nathan Chadwick
nathan.chadwick@bauermedia.co.uk

Time borrowed Three weeks

Miles this month 150

Costs £150 (!)

Previously The W123 is back on the road

'How far away do your parents live?' editor Phil asked. I eyed the keys to the Mercedes-Benz 450 SEL 6.9 sat teasingly on my desk. 'Forty quid,' I grimaced.

I was exaggerating, but a round trip of 32 miles in an SEL 6.9 is not to be considered lightly. It'll happily do the journey – my steed for the trip may look crispy around the edges but it's had a thorough mechanical revitalisation, and is just awaiting some TLC to the body and paint.

No, the biggest problem is its enthusiasm for fuel, because this is more than just a big old luxury Merc. It's a *six-nine*.

I'd seen them take centre stage in *Ronin*, *Lost Highway* and *Rendez-vous*. I knew manchild hero James Hunt had one, as did Frank Sinatra and Telly Savalas. Brigitte Bardot had an estate version. Fangio embarrassed a racing car on track with one hand on the wheel in his.

So when Justin Lazic, who'd sold me the fresh engine for my W123, mentioned he

had a six-nine and asked whether I'd like to borrow it for a few weeks, my answer was yes, yes and yes again. Please.

But as Justin and I approached the SEL in its underground car park lair, I had mixed feelings. Would it be a disappointment? After all, its headline horsepower figure – 286bhp – isn't exactly huge these days.

I needn't have worried. Dissecting our way out of west London, heading towards the freedom of the motorway, I lost count of the perplexed-looking faces of Range Rover owners left standing at the lights by this rusty old Merc.

The key figure is the torque – 405lb ft, delivered at 3000rpm. Acceleration isn't a punch, it's an unstoppable surge akin to water breaking through a dam – the Hoover dam. There are no flat spots in the torque curve, no kickdowns (unless the driver's being a hooligan), just pure, analogue heave. And it's deeply addictive.

So much so that any journey soon involved a mental recalculation of just how much food I had left for the month – it doesn't take much provocation for the cast-iron M100 V8 to imbibe in the manner of an undergraduate during Happy Hour. An empty, straight road? Just how many chicken breasts do I have left in the freezer?

More pertinent food for thought is just how accomplished the SEL is – it's difficult to think of a car that does everything so

well, and so quickly. It's stupendously fast, luxurious and deeply refined. At whatever speed, any passenger and I could calmly discuss everything from the rigours of my W123's likely sunroof rubber repair to the wonderful, Apache gunship-style whirring noise the six-nine makes when pushing on.

Day-to-day commuting was a challenge because it takes a long time for the engine to fully warm up – using that to excuse why I was late to the office each day elicited only bemusement after a week. Then there were the sizeable slurps of 98-RON that the SEL took when I just had to take the long way home. That's what temptation does to you.

In the end, my bruised wallet breathed a sigh of relief when I handed the keys back to Justin, but I soon missed the six-nine. I desperately want one. As for the fuel consumption? Well, I need to go on a diet...



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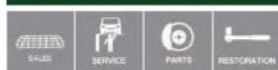
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The interior isn't perfect but the marks, scuffs and minor creases all add to the aged charm



Once warmed up properly the inline six-cylinder engine performs beautifully

1958 Aston Martin DB MkIII £260,000

This car's survived six decades without anybody feeling the need to comprehensively restore it, says **Richard Gunn**

THE HIGH PRICES of DB-series Aston Martins means many have been expensively rebuilt. So it's fantastic to see one that's survived close to 60 years with only minor renovations in all that time.

Registered in July 1958, this Pacific Blue DB MkIII has seen some club racing, hence the Le Mans-style fuel filler cap, competition clutch and uprated dampers. All this features in a comprehensive if disorganised history file. The paperwork dates from the earliest days of the car, and it seems like every bill and correspondence has been kept. The original logbook is there, as well as lots of early letters between the first owner and Aston Martin, plus invoices, service records and MoTs. There is a gap in the history between 1974 and 1984, when it is believed the car was stored. The current owner got it in 2005 and maintained it mechanically – the engine was rebuilt in 2010 – but he kept the exterior original.

As such, he body shows some signs of age; it's presentable on the whole but there are paint issues including bubbling and cracking around both front wheelarches. The nose is stonechipped and the finish is dull and flat on the nearside bonnet top, with a small network of cracks there too. Another crack is apparent in the roof above the driver's door. The chrome is tarnished in places, but this is only apparent up close.

The Avon Turbospeed 165/95 16 89H tyres have lots of tread left.

The engine was rebuilt in 2010 and is still very tidy, with its bank of triple SU carburettors topped off by shiny modern K&N cone air filters. All fluids were at healthy levels, and the area under the brake fluid reservoir is free from corrosion.

The interior appears completely original. It's well patinated but in a warm and inviting way. Some recolouring of scuff marks on the driver's side bolster might be in order, while the occasional rear seats have a split in them. The grey carpets have some marks and the headlining is discoloured and stained in spots. By the driver's footwell, the card lining is a little frayed in its top corner.

There were no starting issues from cold, although the DB MkIII gives its best once fully warmed up. The idle does seem a little low, though. When cruising, the oil pressure gauge reads a healthy 60 to 70psi.

This MkIII pulls well but doesn't pamper the driver, with heavy steering and clutch, but the gearbox is easy to use. Overdrive didn't seem to be functioning, however. The brakes are excellent. The fuel gauge and rev counter show fluctuating readings, but the temperature gauge stayed in the normal zone throughout our test-drive.

This Aston has some age-related issues but it's a solid car that drives well.

CHOOSE YOUR DB2

► The Aston Martin DB2 is launched in 1950 as the replacement for the previous 2-Litre Sports (retrospectively known as the DB1). Unlike its four-cylinder predecessor, the new car uses a Lagonda six-cylinder engine of 2580cc producing 105bhp, or 120bhp in Vantage spec.

► The DB2 is developed into the DB2/4 during 1953, the extra digit denoting it can accommodate four occupants with its 2+2 seating arrangement. Power is up to 125bhp, then 140bhp when the 2922cc engine is introduced. Windscreen is now a one-piece curved item and a hatchback with larger glass area is introduced on fixed-head coupés (drophead variants are also available). A MkII in 1955 sees minor changes such as higher roof, small tailfins and a modified bonnet.

► The DB2/4 MkIII – usually known as simply DB MkIII – appears in 1957. Power from revised and stronger engine is now 162bhp and front disc brakes are fitted. The trademark Aston Martin grille shape, still in use today, makes its first appearance. Production ends in 1959.

SPECIFICATION

1958 Aston Martin DB MkIII

Price £260,000

Contact Desmond J Smail, Olney, Buckinghamshire (djsmail.co.uk, 01234 240636)

Engine 2922cc, inline six-cylinder, DOHC

Power 162bhp@5500rpm

Torque 180lb ft@4000rpm

Performance Top speed: 120mph; 0-60mph: 9.3sec

Fuel consumption: 18mpg

Length: 4369mm **Width:** 1651mm

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Seats are deeply supportive; manual gearbox shifts smoothly through the ratios



Vast 4.8-litre V12 delivers its 340bhp smoothly, with clean fluids and no leaks

1979 Ferrari 400GT

£44,995

Recently repatriated from the continent, this 400GT provides a fluid driving experience, says **Ross Alkureishi**

WE'RE USED TO left-hookers coming to the UK, but it's rarer for a right-hand-drive car to go to mainland Europe.

The vendor recently sourced this car in the south of France and brought it back to the UK. The history file includes the original invoice for £23,862 and a stack of service and parts bills, including a recent one from Ferrari specialist Foskers. Its work included a new clutch and tuning the engine, at a cost of just more than £2500.

400GTs are prone to rust, but its time in the Mediterranean climate kept the bodywork in good condition. There are some stone chips on the bonnet, a couple of small cracks on the front valance and a couple of chips on the offside door but all are minor.

On the rear panel a badge has been removed at some point, and this has lifted some black paint off. The nearside chrome trim strip is a little loose to the rear.

It sports fresh stainless steel backboxes, although not the period-correct and difficult-to-source Ansa items. Under the bonnet there are no signs of leaks, just a normal oily coating on the six Weber 38DCOE carbs. The radiator and oil cooler appear sound, although there's a small weep from the brake master cylinder.

The carpets and Ferrari overmats are quite heavily coated in dust and while the former would benefit from a deep clean, the

latter need replacing. The tan leather seats are nicely patinated – though there's a small flaw in one red stripe on the driver's squab – and remain firm and fully supportive. All electrics function as they should.

With 65,297 miles on the clock it drives beautifully. This 400GT feels a lot more fluid than other lower-mileage examples I've sampled and the manual ZF gearbox transforms the experience. It definitely lends it a sportier disposition than its auto-boxed cruiser sibling.

The power steering is light and helps ensure that manoeuvring the near-two-tonne beast is a cinch. The new clutch engages smoothly and the canted gearlever shifts with a satisfyingly positive action and little recalcitrance.

Oil pressure remained healthy throughout our test. The oil temperature gauge doesn't work, but water temperature sat in the 'normal' zone. The braking prowess more than matches up to the acceleration on offer.

It's worth checking when the timing chain was last changed – there's no indication in the history file – but there's no doubt that a test-drive will have you purring at how it performs. This is a fairly well-used example of a consummate GT, and those angular looks have now reached a level of maturity that's pleasing to the eye.

If you're looking for an example to drive then this could be for you.

CHOOSE YOUR 400GT

► Introduced in 1972, the 365 GT4 2+2 is the third generation of Maranello four-seaters. Based on a six-inch extended GTC/4 chassis it features sharp Pininfarina pop-up headlamp styling, allied to the quad-cam V12 that traces its lineage back to the 275 GTB/4. At nearly two tonnes it's a heavy old beast but 320bhp helps it to 60mph in 7.1 seconds.

► Engine is bored out to 4823cc for 1976, power rises to 340bhp and model is renamed the 400GT. It now has quad taillights, rather than its predecessor's sextuplet. This is the first Ferrari to be offered with an automatic gearbox, the GM400 Hydra-matic, alongside the standard manual box. It's a fast, luxurious and a consummate GT but also expensive to maintain and run – 10mpg if you're lucky. Bosch fuel injection arrives in '79, and accordingly it becomes the 400i.

► The 5.0-litre 412 replaces it in 1985, recognisable by its body-coloured bumpers and different alloy wheels. The interior is also even more luxurious than before. It's produced until 1989.

SPECIFICATION

1979 Ferrari 400GT

Price £44,995

Contact Justin Banks, Tunbridge Wells, Kent (justinbanks.com, 01622 851841)

Engine 4823cc V12, dohc per bank

Power 340bhp @ 6000rpm

Torque 311lb ft @ 4600rpm

Performance Top speed: 152mph; 0-60mph: 7.0sec

Fuel consumption 10mpg

Length 4801mm

Width 1798mm

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Stunning colours; Blu Le Mans, Crema hide and blue stitching; highly desirable manual gearbox example; ready to drive and enjoy.



Ferrari F430 Spider FI £88,000

Just 12,600 miles; Full Service History all stamped; Nero with black hide; Capristo exhaust, Giallo calipers, Scuderia shields.



Ferrari 365 GTB4 Daytona £POA

Wonderful example of Ferrari's iconic GT car; early pop-up headlight model in Rosso Chiaro with Nero; beautifully restored.



Ferrari 328 GTS £115,000

A wonderful classic Ferrari; Rosso Corsa with stunning Crema hide; just 22,400 miles; original UK RHD car in fantastic condition.



Ferrari Testarossa £155,000

A fantastic low-mileage car with desirable single-bolt wheels; Rosso Corsa / Crema; 20,400 miles; all original books and 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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1970 Aston Martin DB6 MkII finished in Aston Racing Green with tan hide interior. This is a fabulous car that started life as a fuel injected car but as with most of these cars it has been converted to Vantage specification with correct "C" type head and cams. 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 fitted with automatic transmission, air conditioning and 5 spoke Volante alloy wheels, the car drives exceptionally well. It 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**



1958 Aston Martin DB MkIII finished in Regal red with cream hide interior. It has been owned for the past 30 years by an AMOC member and during his ownership it has been fully restored. It is a matching numbers car fitted with overdrive and used regularly for motoring events. **Please enquire for more details.**



1995 Aston Martin DB7 i6 Coupe finished in Chiltern Green with contrasting Forest Green and Parchment hide interior. Originally supplied by HWM Aston Martin and offered with full service history. Current mileage is 74,000 and kept in the South of France for the past 10 years. In beautiful condition throughout **£26,950**



1955 Aston Martin DB2/4 finished in Royal Blue with cream hide interior. Sold by us to the present Dutch owner in 2005, the car has been regularly maintained and used for motoring events in Europe. It has been kept in excellent condition and any inspection is welcomed. **Please enquire for further details. £195,000**



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 **£27,950**



1962 Jaguar E type 3.8 FHC race car. This was a freshly built car by Wren Classics in 2014 and raced only once since. It comes with current Period HTP papers for GTS group 7 allowing it to race in numerous high profile events. Race engine by Peter Landers of Sigma engineering, fresh gearbox with straight cut gears with Denis Welch internals. On the button and ready to race **£165,000**



1966 Jaguar E type 4.2 FHC finished in opalescent pale blue with contrasting Navy hide interior. This is an original RHD, UK supplied car on its original registration number. It was comprehensively restored in 1991 by XK Engineering and remains in superb condition throughout. We have very minor cosmetic improvements to make but the car can be seen at any time **£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**



1963 Jaguar 3.8 MkII LHD automatic finished in Old English White with contrasting red hide interior. This is an original black plate California supplied car that was the subject of a full restoration some 10 years ago and has remained in very nice order. It is fitted with power steering and chrome wire wheels and is a delight to drive. Sensibly priced at **£48,950**



1965 Jaguar MkII 3.8 finished in Jaguar Midnight blue with grey hide interior from Suffolk & Turley. Completely restored by Scott-Moncrieff 20 years ago and still in perfect condition throughout. Sitting on Chrome wire wheels, the car has slimmer Coombes style rear arches and Coombes specification upgrades to the engine. Both bodywork and interior are quite exceptional and the car is a joy to drive. Sensible priced at **£59,950**



1963 Chevrolet Corvette Stingray finished in Deep Ocean Blue with contrasting red leather interior. This is a very quick example that has a high output fresh motor and has in recent times been used as a competition car in British and European events. With the car there is a useful spares package that includes a modern race competition race seat, a triangulated roll cage and a spare set of competition alloy wheels and tyres. **More details on request**



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 **£75,000**



1961 Ferrari 308 GTSi (LHD) finished in black with contrasting burgundy hide interior. The car is in perfect condition having had just 3 owners from new, the last being the President of the Ferrari Owners Club of Houston. It has a warranted recorded mileage of just 16,107 which is backed up by the service history. With Ferrari prices currently still climbing, this car will make a very safe investment in the long term. **Please enquire**



This is a beautiful example finished in Walnut Metallic with Dark Brown Interior and previously owned by a Bentley Driver's Club Committee member. Fitted with most available options and comes with a large history file with main agents and reputable specialists and with all original handbooks. These cars, if kept in this condition represent quite exceptional value. Very realistically priced at **£15,950**



1955 Austin Healey 100/4 BN2 finished in opalescent Silver Blue with contrasting dark blue hide interior. One of only 1100 RHD cars produced and the property of Jaguar Cars for 17 years. Built at Longbridge and over recent years has been the subject of a total restoration. Just Stunning to the eye and huge fun to drive. **£69,950**



1976 Rolls Royce Silver Shadow finished in walnut with tan hide interior. This is a stunning example with a complete service history spanning 4 service booklets backed up by a file full of invoices. It is a beautiful driving car and needs no further description. Probably under valued at only **£14,950**

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Only minor imperfections to the interior; wheel isn't original but replicates race car



It wouldn't take more than few evenings' work to make the engine bay concours-spec

1973 BMW 3.0 CSL

£83,695

One of the 500 CSLs built for the UK market, this older restoration is holding up very well, says **Russ Smith**

FJORD BLUE HAS TO BE the best colour for a CSL – it suits the lines so well and people can't seem to stop staring at it.

So it wants to be good and despite having been resprayed over 20 years ago, this car doesn't disappoint. The prep was done well as no flaws show up in the straight panels – good to see as the aluminium-skinned panels are easily dinged. All we could fault the body on was the rear edge of the bonnet sitting slightly proud. Evidence in the partial history file shows regular rustproofing has been done since restoration.

There is some light spotting in the chrome on the quarterlight surrounds, and it's flaking a bit on the rear light bezels, but the rest of the brightwork is superb. The only other external flaw is the nearside front indicator lens, which has been glued back together after a breakage. All four Alpina alloys have been refurbished – there's a bill for it in the history file – and wear matching near-new Yokohama 195/70 R14s.

Inside, the initial impression is good – you have to look closely to find fault, and even then be a bit picky. Like the material being a bit loose and baggy on the lower half of the driver's seat backrest; a simple job for a trimmer to rectify. There are a few marks on the thin chrome strips on the door cards, and some black paint chipped away around the heater controls. The gearknob is obviously original, but still at the stage

where you'd call it patinated rather than worn, and while there's no stereo fitted there are Blaupunkt speakers in the doors. Carpets have survived well and are being preserved by three sets of overmats in the front. The steering wheel is a new Momo prototipo, but as this replicates those used in racing CSLs we're not going to quibble.

On the road it feels well sorted, with a turbine-smooth engine, slick gearshift and dead-straight stopping from the recently overhauled brakes. There are no clonks from the surprising but correctly compliant suspension. Three of the electric windows operate – at a reasonable speed – but the offside rear one currently doesn't work.

Water temp sat at just above the quarter mark. That's doubtless helped by what looks like a fairly new radiator, and both oil and water were clear and up to level. We could see no leaks from the engine, but the engine bay, though generally well presented, could easily be improved by replacing a few corroded clips and brackets. The corrosion-prone strut top areas are straight and bubble-free and look to have been painted at the same time as the rest of the car.

All in all, this is a lovely example of a CSL that drives just as it should. None of the minor flaws we've noted would put us off the car as they are easily sorted for minimal outlay – but could be used to chip a thousand or so off the asking price.

CHOOSE YOUR CS

- In 1968 the 2800 CS is launched as a long-nosed version of the 2000 CS coupé with a 170bhp 2.8-litre straight-six.
- That lasts until 1971, when it's replaced by the 3.0 CS. The bodysell remains the same but the engine is stretched to 2985cc for an extra 10bhp and 15lb ft more torque. Handling is improved and rear brakes are upgraded to discs.
- In 1972 the CS is joined by the fuel-injected 3.0 CSI. This adds another 20bhp and 5mph to the top speed. A few luxuries are added inside.
- Also in 1972, the homologation-special 3.0 CSL joins the gang. The engine capacity is stretched slightly to 3003cc to put the car in an over-3000cc racing class. Output is declared as the same 200bhp as the CSI, but it has always been suspected that this was on the conservative side. Weight is saved by aluminium door skins, bonnet and boot, plus lightweight bucket seats. In UK trim with steel bumpers it comes in about 140lb (64kg) lighter than a CSI. Chrome arch lips cover inch-wider alloys.

SPECIFICATION

1993 BMW 3.0 CSL

Price £83,695

Contact KGF Classic Cars, Peterborough (kgfclassiccars.co.uk, 01733 425140)

Engine 3003cc, inline-six, SOHC

Power 200bhp @ 5500rpm

Torque 200lb ft @ 4300rpm

Performance

Top speed: 133mph;

0-60mph: 7.3sec

Fuel consumption: 18mpg

Length: 4658mm

Width: 1676mm

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Interior presents well, but the steering wheel's horn button needs replacing



Modifications mean the 5.3-litre V8 produces an estimated 75bhp more than standard

1979 Chevrolet Corvette T-Rooftop Coupe £14,995

This refreshed C3 has a plethora of performance upgrades and would be a top daily runner, reports **Ross Alkureishi**

THIS FEISTY CORVETTE has had the same owner for 23 years, and Claremont Corvette proprietor Tom Falconer has recently been using it as his daily driver. It's well known to the firm and Falconer cites the uprated performance as a strong point.

Under the bonnet there's some surface corrosion on supporting brackets and it looks well used, but there are no leaks from the engine itself. The L82 V8 has had some serious upgrade work carried out including Edelbrock aluminium exhaust manifolds, long-duration camshaft, roller rockers and a new Holley carburettor. Gases exit via a custom dual exhaust system – manifolds are covered in heat wrap but it's coming loose in places. The net result is an estimated power output of 300bhp, compared to the standard car's 225bhp. There's extensive paperwork covering its life since it was imported to the UK in 1994, but none before. It was off the road in a heated garage for 18 years after it was imported.

Originally brown, it has been resprayed Porsche Guards Red and the finish is striking. The bodywork sports the optional larger RPO D80 spoilers and at first sight appears blemish-free. Closer inspection reveals a few chips – including on the offside wing near the door and on the lower nearside front spoiler – but these have been touched in well. There's a small black graze

on the front bumper. Open the doors and you can see that the new colour has been sprayed directly over the existing paint coat, with a little overspray here and there. It'll never win any show prizes but the overall exterior effect is good.

The light beige cabin is holding up nicely, supporting the car's claimed 57,707 mileage and. The seats are rip-free and carpets clean, protected by a set of Claremont Corvette-branded mats. The leather steering wheel is a bit worn and the centre horn button is cracked and could do with replacement.

All four General XP2000 255/60 R15 tyres have plenty of tread left and while the steel wheels show surface corrosion, the centre caps are in good order. Underneath, the chassis appears to be solid, and the exhaust system looks recent. The engine starts first time and quickly gets up to temperature. These Chevy V8s run best hot, and the gauge sat at 200°F throughout.

Power output is impressive and it pulls well from low down right through the rev range, with shifts on the auto 'box' smooth and free from worrying clonks. The power-assisted steering feels light but that's how they are, and it's free from play. The brakes bite well, pulling the car up without drama.

With its fresh paint, a nice interior and grunt aplenty this C3 is priced realistically and should entertain its next owner.

CHOOSE YOUR C3 CORVETTE

► Third-generation (C3) Corvette Stingray launched in 1968 with styling influenced by 1965 Mako Shark II show car. Available as Coupe and Convertible, though former is a Targa with removable roof panels (and rear window). OHV V8 available in 5343cc small-block and 6977cc big-block forms, with power ranging from 300–435bhp.

► Chrome front bumper replaced by body-coloured polyurethane item in '73 and rear window now fixed. Steel beams in doors improve side impact protection. Power now ranges from 180–275bhp.

► Big-block dropped for '75, which is last year for convertibles. First appearance for emissions-reducing catalytic converters.

► Facelift for 1978 with a fastback-style glass roofline. Special two-tone Light Silver over Charcoal paint scheme is instant bestseller.

► Shovel-nose bumper for 1980 incorporates front spoiler, rear redesigned to house a spoiler too.

► One engine choice for final year (1984), the L-83 'crossfire' fuel-injected unit, good for 200bhp.

SPECIFICATION

1979 C3 Corvette T-Rooftop Coupe

Price £14,995

Contact Claremont Corvette, Snodland, Kent (01634 244444, claremont.corvette.co.uk).

Engine 5343cc V8 ohv, four-barrel Holley carb

Power 300bhp @ 4000rpm (est)

Torque n/a

Performance Top speed 118mph, 0–60mph 6.5sec (est)

Fuel consumption: 17mpg (est)

Length: 4704mm **Width:** 1753mm

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JAGUAR E-TYPE S1 3.8 F.H.C

1964. Finished in Carmen red with biscuit interior, U.K R.H.D model with matching numbers, excellent history file, chrome wire wheels, superb condition. **£82,995**



JAGUAR E-TYPE S1 1/2 ROADSTER

1968, Finished in dark blue with tan interior and a blue mohair hood, original U.K R.H.D model with matching numbers, chrome wire wheels, outstanding example. **£99,995**



JAGUAR E-TYPE S1 1/2 2+2

1968. Finished in light blue with black interior, original U.K R.H.D model, last owner 30 years, excellent history file, automatic, power steering, chrome wire wheels, outstanding example. **£38,995**



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**



JAGUAR E-TYPE S2 ROADSTER LHD

1969. Finished in regency red with black interior, U.K registered, chrome wire wheels, outstanding condition. **£54,995**



JAGUAR XK 150 D.H.C.

1959 Original U.K R.H.D model for total restoration.
Please call for further details.
£34,995



JAGUAR MKV 3.5 LTR SALOON

1949 Finished in black over burgundy with grey leather interior, large history file, original buff logbook and handbook, heritage certificate, superb condition. **£29,995**



MGA 1600 COUPE

1960, Finished in old English white with black leather interior, original U.K R.H.D model, walnut dashboard, very good usable example of this model that is becoming very collectable. **£14,995**



JAGUAR 240 MK2

1969. Finished in cream with red interior, power steering, chrome wire wheels, last owner 33 years, excellent example with good history file. **£13,995**



NORTON DOMINATOR 99 WIDELINE 600cc

1959, Finished in black and silver, matching engine and frame number, superb example. **£5,995**



AUSTIN MINI COOPER MK2

1969. Finished in white with a black roof and black interior, good history file including the original handbook, lots of old MoTs and bills, superb example. **£12,995**



MATCHLESS 250 G2 CSR

1965, Finished in red and chrome, matching numbers, original logbook e.t.c very good condition. **£2,995**

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HERITAGE

2003 ASTON MARTIN DB7 ZAGATO

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Introduced in 2003 the DB7 Zagato rekindled the relationship between Aston Martin and Italian coachbuilder Zagato, the very special coupe was built as a strictly limited production run of only 99 cars, only available in the UK, Europe and South East Asia.

The superb example is finished in Chiltern Green with Olive Green analine hides and walnut veneers. Just 3 previous owners and has covered just 7,000 miles from new. Supplied in excellent condition throughout, as befits the low mileage and with our usual high standards of preparation including a fresh service, MOT and 12 months warranty. Accompanying the car are the full range of Zagato accessories including the branded leather jacket, branded custom car cover, individual DB7 Zagato book, 'dinky toy', protective interior covers, battery conditioner and a Zagato relevant cherished UK registration number.

With the DB7 Zagato gaining an awareness and appreciation beyond the Aston Martin enthusiast community, this car represents a rare opportunity to acquire one of the very best of a historically significant and highly collectible model.



1978 ASTON MARTIN V8 VANTAGE

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1964 LAGONDA RAPIDE

£225,000



1995 ASTON MARTIN VIRAGE LE – 'LYNX'

£POA



1991 ASTON MARTIN VIRAGE

£99,950



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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 TX1 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 mot's 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 HiFi 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 Winderor, finished in mottled black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass divider, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strika Marshall 12 inch headlamps, opening windows. 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 Queen's Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, medals, 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



Jaguar S Type 3.4 1968 finished in the sharpest colour combination of gleaming midnight blue with as new parchment hide interior, overmats, stereo, sunroof, manual transmission with overdrive, power steering, new sparkling chrome wire wheels and tyres, spare unused, complete with all tools, only 500 miles since total restoration. 3 owners from new last owner 22 years, original handbook many old mot's bills and history, entered in many shows concours winner will know car garaged from new, there cannot be better just magnificent and a fine investment £36,750



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 whitewide 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 life time 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 new 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 hear 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 70 years and never seen a more genuine example of this car, a chance in a life time 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 brunsgrün 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..... £87,500



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 unmoisted 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 £10,000 spent over the years to keep this garaged kept sports car. As 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 Lamin 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 consul, 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



The last E Type sold in the UK

Jaguar E type 1975 Roadster V12 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



Rolls Royce 2025 1934 Coachbuilt by Park Ward, finished in maroon 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



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.



Mercedes SL 400 brand new 65 plate diamond white with black trim every extra£69,750



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 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



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, RR monogram, 20 inch alloy wheels, extended leather, piano black veneer, television tuner, chrome visible exhausts, interior black carpets. Only 6000 miles one owner FSH£135,750



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



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 overruns, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example£49,750



Jaguar sports modelled on the 1936 SS100 built by the famous Leitch 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 mobile soft top and leather hide hood bag. Twin spots, V12 ventilated brakes, stainless side exhaust, without veneer dash and door casings, seat belts, finished in red with black hide interior with red piping, one owner between 1967 to 1992, rapidly increasing in value, free investment, a chance to own and enjoy this very rare sports car at a very reasonable price at today's market.£43,750



Mercedes 560 SL Sports Left hand drive, 1988. Finished in the most delightful unmarked colour in metallic colour cooled bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first and last, cruise control, abs, power windows, light up vanity mirror, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS alloys, complete with all tools, £1,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb 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 mirror, 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 overruns, 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 MoTs. 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



Mercedes Sports 300SL 1989 one of the last of this classic model, finished in unmarked gleaming nautic blue, with full cream hide interior, rear seats, headrests, hard and soft tops, stereo system, power windows, tinted glass, power steering, auto, power ariel, only one careful lady owner from new, with full history included in the original service booklet, plus invoices, and MOTs. Recent service. Garaged from new. Eleven months MOT£17,750



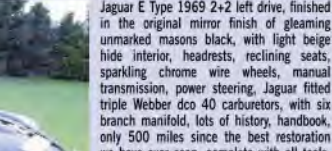
London Taxi TX 1 diesel 1998, finished in night fire red (maroon) with superb interior, Glass divider, rear fold down seats, Stereo, air conditioning, wheel chair access, automatic, power steering, drives superb.....£3,950



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 MoTs, 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



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



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



1978 Aston Martin V8 'S' manual. £POA

Finished in Blue with magnolia trim, large history file including engine rebuild in the 90's, and handling kit, BBS wheel with Pirelli tires and vantage front spoiler.

1964 Aston Martin DB5 to vantage spec. £POA

Restored with body and panel by 'Spraytec' Oselli 4.2 litre engine. Finished in Aston racing green with new beige trim. Air conditioning. Large history file.



1984 Aston Martin V8 Volante left hand drive automatic. £POA

Finished in Navy blue with magnolia piped burgundy and blue mohair hood, very little use with only 56000km (34,000 miles) fitted with BBS wheels.



1972 Aston Martin DB8 V8. £POA

Currently having a 'body off' restoration by Oselli. This is a rare manual gearbox car with a rebuilt Oselli engine to our 6 litre specification with 'Vantage' carburettors and exhaust system. Currently the car is in restoration and can be offered as right or left hand drive at this time, as such price will be dependant upon specification.



1954 Aston Martin DB2/4. £POA

Currently under final preparation in our own workshops. Bare metal re spray and detailed engine bay just completed. New chrome wire wheels and electronic power steering. Chassis number LML/664 is finished to a near concours condition.





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1967 JAGUAR E-TYPE 4.2 SERIES 1 ROADSTER.

UK example, Finished in BRG with Suede Green Hide and Dark Green Mohair Hood. 9,000 Miles since Marque Specialist Total Restoration. Sensible Upgrades include: Balanced and Blueprinted Engine, High Torque Starter, Electronic Ignition, Close Ratio Gearbox, 3:05 Diff, Big Bore Exhaust with Tubular Manifolds, Alloy Radiator, 6" Chrome Wire Wheels, 4 Pot Calipers, Halogen Headlights, Heated Front Screen, Battery Cut Off Switch, Reclining Seats, 15" Motalita Steering Wheel, Concealed High Quality Sound System with Amplifier and Electric Ariel. We supplied to the last owner and have maintained since. A sensational example.
Comes with cherished Registration - YHN 251.

RHD - £155,000



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



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



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



1958 LAND ROVER SERIES 2 88" TRUCK CAB WITH TILT.

Marine Blue with Black Trim. Total Ground Up Restoration on New Galvanised Chassis, To the Highest of Standards. Upgraded with Overdrive, Gas Flowed Unleaded Head, Heated Front Screen, Alternator, Parabolic Springs, Head Cloth, Rear Side Seats, Tow Pack, 650 x 16 Tyres, Twin Side Steps, Smiths Heater, Wing Mirrors, Etc. It would be hard if not impossible to find a better example.

RHD - £24,995



1957 TRIUMPH TR3 ALLOY BODIED RALLY CAR.

UK example. Dark Blue with Silver Works W/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, Prologix 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 Malts. You could not build today for less than 90K. Complete with large History File and FVA Papers.

RHD - £39,995



1956 AUSTIN HEALEY 100/4 BN2 M SPEC.

Reno Red with Black Hide. Fitted with an original 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



1967 MORRIS 1000 TRAVELLER

Rose Taupe with Red Trim. One Owner until 1986 and only 3 since. 43,000 warranted miles with a total service history. The file includes original purchase invoice, service book and a detailed record of every mile covered ! Restored by Charles Ware to an exacting standard. Full photographic record. Upgraded with Servo Brakes, unleaded head, concealed radio / CD Player, extra Instruments, seat belts etc. An outstanding example.

RHD - £11,995



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



1980 AUSTIN MINI VAN 95L 1000cc.

Sand Beige with Black Trim. A very well restored, low ownership example with mildly uprated engine. Cooper S Wheels Etc. They are getting harder and harder to find and are rapidly appreciating.

RHD - £9,995



1995 MERCEDES BENZ SL 320.

Imperial Red with Beige Hide. A local car. 54,000 Miles. Full Service History, 13 Services, Every Bill and MOT from new. Equipped with Heated Electric Seats, Electric Windows, Hood and Mirrors, Toad Alarm System, Cruise Control, AMG Alloy Wheels, Head Lamp, Wash Wipe, Audio System Etc. Impeccable condition and rapidly appreciating.

RHD - £12,995



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

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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2007 Rolls-Royce Phantom



1961 Rolls-Royce Silver Cloud II Drophead LHD
 with Radford modifications



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1963 Alfa Romeo Giulia 1600 SS RHD



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1996 Ferrari F512M LHD
 2 Available



1968 Mercedes Benz 300SE Convertible
 53,000 miles RHD



1975 Mercedes Benz 600 Pullman 6 Door RHD



1965 Mercedes Benz 220SE 5.0 Coupe RHD

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1953 TA21 DHC by Tickford



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by Charlesworth*



1966 TF21 Saloon by Park Ward

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1964 TE21 Saloon by Park Ward; 1965 TE21 Saloon by Park Ward
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Continental Fastback by H.J. Mulliner



1939 Rolls-Royce Wraith
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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**



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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**



1975 Mercedes 230/4. Auto with power steering. Finished in its original immaculate pale yellow with black MB tex trim, this one family owned Mercedes was purchased from Robinsons Mercedes Benz in Norwich and serviced by them + one other specialist from new and now only covered 64000 miles. Very rare find, totally original, unmolested, one family owned car **£13,995**



1989 MERCEDES 300TE ESTATE AUTOMATIC. Finished in alpine white with dark blue trim. Very high spec car including sun roof, air conditioning, elec windows, central locking, alloy wheels, etc. and only covered 85000 miles with service history. Very hard to find low mileage Mercedes Estate cars. **£7,995**



1964 MERCEDES 190 FINTAIL. Owned by an Embassy for its first 6 months then by a London gentleman for 47yrs and only used for holidays and family outings. The car was passed on to his grandson the third and last owner of the car. It was then entered by the grandson into the Saloon to Cape Town rally which it completed with no problems. The car has a extensive history file and must be one of the most original unmolested examples in existence today. You would find it very hard to find a better and more original example **£17,995**



1967 SUNBEAM ALPINE SERIES 5 1725CC. Fully Restored 10 yrs ago and not used since, now been re-commissioned and ready for the summer ahead. Comes with hard and soft tops **£10,995**



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**



1995 JAGUAR XJS 4.0 CELEBRATION. Last of the XJS series with the AJ16 engine. This immaculate example is finished in Jaguar turquoise with sandstone leather and brown piping, 85000 miles, service history, stunning looking car and going up in value **£11,995**

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1988 PORSCHE 911 3.2 CARRERA COUPE G50 - RHD
Guards Red. Grey pinstripe cloth interior. Sunroof, Rear Seats, Spoiler. Service record. Faultless condition. Only 74,400 miles.



2007 PORSCHE 997 3.6 GT3 RS GENERATION 1 - RHD
Black GT3 interior orange accents. Upgrades: Carbon Ceramic Brakes. Bi-Xenon headlights. 19" Alloys. Only 24,100 miles.



1983 PORSCHE 911 CLASSIC 3.0 SC SPORT TARGA - RHD
Guards Red. Brown part leather interior.. Upgrades: Rear Wiper, Recoil Bumpers, Sports Shock Absorbers. Only 8,100 miles.



1997 PORSCHE 993 CARRERA 2 COUPE TIPTRONIC 'S' - LHD
Metallic Polar. Grey leather interior. Upgrades: Air Conditioning, Rear Window Wiper, Top Tinted Windscreen. Only 15,600 miles.



PORSCHE 993 CLASSIC 3.6 TURBO - RHD
Metallic Arena. Black Full leather interior. Upgrades include: Tinted Windscreen, Automatic Speed Control. FWD. Only 47,700 miles.



1997 PORSCHE 993 CARRERA 4S - LHD
Metallic Arctic. Black full leather interior. Upgrades: Electric Sun Roof, Air Conditioning, Third Brake Light, Rear Wiper. 8,396 miles



1997 PORSCHE 993 CARRERA 4 - RHD
Basalt Black. Grey leather interior. Upgrades: Air conditioning, Hard back sport seats, Ex.Hexagon Chairman's Car. 23,500 miles.



1958 PORSCHE 356A SPEEDSTER 1.6 DAMEN (TYPE 616/1)
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Aston Martin V8 SIII Saloon Man RHD
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1935 ROLLS-ROYCE 20/25 SPORTS SALOON WITH COACHWORK BY LANCEFIELD probably one of, if not the best, I have ever had the pleasure of owning in my 50 years dealing in the Marque. Having just undergone a total engine refurbishment through our workshops in order to bring her mechanically up to the rest of her exquisite condition. Beautiful unblemished coachwork with

unmarked fluted Grey leather interior, wonderful detailed Walnut woodwork. Full length sunroof, le Marr hubcaps. The first person to see this car will have to own her.

★ £44,500 ★



A VERY SPECIAL CAR 1954 ROLLS-ROYCE SILVER WRAITH BY JAMES YOUNG Previously owned by Ann Croft the widow of David Croft co writer of many well known BBC TV series'. Such as Dad's Army and Are Being Served. Ann Croft booked acts to appear on Ready Steady Go, these included Mick Jagger, the Beatles and Dusty Springfield that were chauffeured around London in this car. Being the 1954 London Motor show car. And its history file verifying its mileage of only 39,480. Sent back to

Rolls-Royce to be totally redone in its present colour scheme of Old English White with Cream leather interior. The cleanest body one could ever find on a Silver Wraith. Electric division, cocktail cabinet, coffee tables and foot stools.

★ £33,500 ★



POSSIBLY ONE OF THE NICEST TR3A'S ON THE MARKET - 1958 TRIUMPH TR3A Having undergone a total rebuild right down to last nut and bolt at the cost of over £20,000 in 2010 with no expense spared. She is finished in Midnight Blue with Black mohair hood, hood bag, tonneau cover and side screens, with contrasting beige interior piped in Blue with Blue carpets. Chrome wire wheels, over drive, full photographic evidence of restoration. Looks and drives an absolute dream.

★ £49,950 ★



A GENTLEMANS 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 411's 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 the famous Avon safety wheels. Being powered by the 6556cc Chrysler V8 engine, with her limited slip diff and self levelling suspension makes her a very modern car to drive, a very sort after classic.

★ £11,950 ★



ORIGINAL LEFT HAND DRIVE - MGC GT. With Overdrive 1969 this beautiful 3 litre MGC GT was supplied new to Florida and re imported into the UK in 1990. She has now just undergone a total major body restoration, with all new chrome, new wire wheels and new tyres. With all photographic evidence and bills available. And of course also a total major mechanical overhaul. Being finished in Tartan Red with Black leather interior, now ready for extensive touring of the Continent. Any inspection invited.

★ £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.

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1935 TALBOT AX65 bodied by Darracq. Commonly and previously known as the Talbot 14/45. This fantastic, powerful, spacious, 4 door family saloon, being a local car to us and known by us has a superb body and mechanics and a beautiful totally original tan leather interior. With its highly advanced pre select gearbox is finished in Masons Black and Ivory. Full size sunroof. All original period fittings.

★ £64,500 ★



1934 ROLLS-ROYCE PHANTOM II Six Light Limousine with Division and coachwork by Barker. Delivered new to Lord Leverhulme the founder of Lever Brothers. The Great Gatsby Era all over again. Her interior being finished beautiful lush Maroon West of England cloth to the rear with occasional seats and cocktail cabinet. Red leather interior to the chauffeurs' compartment. Twin side mounts with wheel mounted mirrors, a rear luggage rack, P100 headlamps, twin fog lamps and horns, a very imposing car indeed. Just undergone a major

mechanical overhaul including a complete new exhaust system. Lovely sound body, perfect chrome, a very eye catching example and sensibly priced

★ £194,500 ★



1924 ROLLS-ROYCE SILVER GHOST. THREE POSITION ALL WEATHER OPEN TOURER with original coachwork by Barker, with all matching numbers and 4 wheel brakes. This very rare example, being able to be fully closed, Sedan-de-Ville or full open tourer, is in magnificent condition throughout. Having recently undergone a major and total refurbishment, both cosmetically and mechanically with full photographic evidence available. Finished in Sage Green & Black with Beige West of England cloth to the rear, Green leather to the chauffeur's compartment. Fully lined Beige Double duck hood. Full set of original chassis sheets and now is ready to drive around the world definitely a one off and a sheer investment.

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Bentley SIII. Radford conversion. 1965. Royal Blue coachwork. Beautiful, original unrestored grey leather upholstery. 4 Speed Automatic, Power Steering, Electric Windows, Safety Belts front and rear and two stage Electric Rear Shock Absorbers adjustable from the driver's seat. Chauffeur's Mat and Radford Conversion allowing the rear seat to fold down to accommodate long objects. This Bentley (one of the last built) was originally supplied in 1965 to Hunt and Hunt who were a firm of solicitors. The second owner, Vickers Armstrong (Armaments manufacturers) purchased the car in 1969. The last owner who was an engineer, purchased the car in 1973 and had cherished, kept and maintained this car to a high standard until his recent demise. Supplied with a history file containing correspondence from the three owners, various invoices, 35 expired MOTs, handbook and original green logbook. Lovely condition and drives superbly **£36,995**



Jaguar XJS V12 HE Coupe 1985. Finished in metallic cobalt blue with biscuit hide upholstery. Jaguar main dealer fitted Jaguar Sport Suspension, Automatic, Power Steering, Air Conditioning, Original Starfish Alloys, Electric Windows, Remote Central Locking etc. This incredible car has only covered a genuine 27,289 miles from new. Having been cosseted all its life and maintained to the highest order, this car has never been restored and is in outstanding condition in every aspect. Supplied with a huge history file containing a plethora of invoices many of which are Jaguar main dealer, 27 MOTs (every single year since the car was 3 years old.) Original Wallet containing all books and stamped service book, spare keys, remote fob and unused tool kit. This 30 year old Extremely Low Mileage Time Warp Jaguar has an unused spare wheel, unused ashtrays and lighter and drives as good as the day it left the factory..... **£14,995**



Ford Anglia 1961. Finished in its original colour of Regency Grey. Complemented by its original, perfect unrestored red interior. This very special car had had one careful lady owner up until 2008 and was in unrestored, rust free excellent condition, having only covered a genuine 36,000 miles from new. The next owner carried out a painstaking cosmetic and mechanical improvement and upgrades. The car was stripped and repainted to Show standard in its original colour of Regency Grey. The interior is as new and is totally original. The main changes were fitting a fully rebuilt Pre Crossflow 1500 GT engine with Twin Choke Weber carburetor (correct for period) coupled to a Corsair Bullet Box. The differential was changed and rebuilt to take the extra power. The brakes were upgraded to discs and Lotus wheels were fitted. This Anglia was so well preserved that all the chrome work was like new and did not require replating, and the car wears its original number plates from 1961. The results of this work are outstanding. The car looks like a totally original standard Anglia except for the wheels. The car accelerates very well, handles and brakes superbly and feels as if this car was built by Ford from new. The paintwork in the boot area is factory original and is in unbelievable condition. Supplied with the original engine. Having been used sparingly since the work was carried out, the genuine mileage from new is now 37,908. Must be the best condition, driving and looking Anglia you could find **£14,995**



Daimler V8 1963. Perfect original black coachwork complemented by a perfect original red leather interior. Automatic, original radio, Britax seat belts etc. This unique Daimler has only had three owners from new, the last owner for 36 years and has only covered a genuine 35,000 miles from new. Supplied with original tool kit, original wallet containing all handbooks, radiomobile instruction manual, original buff logbook (still on original Reg No.) and the original service book which has been stamped 27 times. Being in unrestored timewarp condition, this car is gun-barrel straight with perfect panel fit. Exceptional in every aspect, this car drives superbly. **£27,995**



Ford Mustang 289 V8 Coupe Notch Back, 1966 Finished in Powder Blue with Blue/White Pony Interior. Automatic, Power Steering, American Racing Alloys shod with new Whitewall Tyres. This superb rust free example has recently been recommissioned, works including full service, New leads and plugs, fitting of new fuel tank. Complete brake overhaul, new tyres, New Pony upholstery, New Headlining plus much more. Beautiful straight body work and underside. Drives very well..... **£16,995**



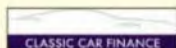
Ford Consul Mk 1 1954. Finished in black with red upholstery. This stunning example was purchased by its long term custodian in 1955. (Original purchase invoice, HP agreement and insurance certificate from 1955 supplied in the vast history folder). He kept the car until 2003 by which time the car had covered 57,850 miles from new. The car was in very good original condition. It was then purchased by the last owner who spent £30,000 having a last nut and bolt restoration to top show condition carried out. This work entailed a complete colour change from beige to black, complete retrim, all the brightwork was replated by The London Chroming Company and all the mechanics were recommissioned. Supplied with a huge history file containing the original Consul instruction book, original buff log book, 1955 HP agreement, a large amount of invoices, MOTs and correspondence before the car was restored in 2004 plus all the invoices and a photographic record of the 2004 restoration and servicing invoices since then. The car has now only covered a genuine 58,436 miles from new and is in top show condition and drives like new..... **£14,995**



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ALVIS TD 21 DROPHEAD COUPE 1960: Opalescent Silver Blue with Navy Blue hide interior. Navy Blue mohair soft-top and hood bag. Silver wire wheels. Modern 4 speed automatic gearbox. Electric P.A.S. Comprehensively restored a few years ago by Holloway Engineering. Previously supplied by ourselves and an AOC Concours prize winner.....**£95,000**



JAGUAR XK 140 DROPHEAD COUPE 1954: Navy Blue with Beige interior. Black mohair soft-top. Chromium wire wheels. Manual gearbox. CooperCraft front brake disc conversion. An original USA supplied LHD car which has recently returned to the UK and been converted to RHD. Driving very well and in good useable condition whilst offering scope for some upgrades and general improvements to the interior trim. Very good value at....**£89,995**



JAGUAR XJ8 3.2 (X-308) 2000: Mistral Blue with Ivory hide interior. 16" Eclipse alloy wheels. Demonstrator plus one private owner from new. 28,000 miles only from new. Full history. Air conditioning, wood & leather steering wheel and other usual refinements.**£8,995**



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**



MERCEDES-BENZ 230TE (W123) 1983: Silver Blue with Navy Blue interior. Two owners. 25,000 miles only from new. Full history. Chromium roof rails. Painted hub caps. 5-speed manual gearbox. P.A.S. Steel sliding sunshine roof.**£15,995**



DAIMLER V8 2 1/2 Ltr 1967: Pearl Grey with London Tan hide interior. 48,000 miles only from new. Extensive service history. Automatic gearbox. Exceptionally original.....**£24,995**

ALVIS TF 21 COUPE 1966: Opalescent Maroon with Beige hide interior. Silver wire wheels. 5-speed ZF gearbox/P.A.S. An unusual opportunity to acquire an example of the legendary triple-carb. TF 21, the last Alvis production model. Previously supplied by ourselves.....**£39,995**

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 Ltr EXECUTIVE (X-308) 2001: Pacific Blue with Ivory hide interior. Starburst alloy wheels. One lady owner. 41,000 miles only from new. Air conditioning and other usual Executive refinements. Reg. no. S18 VAL available at modest extra cost..**£8,995**

JAGUAR XK 'R' 5 Ltr SUPERCHARGED 2011: Vapour Grey with Oyster hide interior. 20" Nevis alloy wheels. Two owners. 12,000 miles only from new. Full service history and serviced recently. Immaculate throughout.....**£38,500**

MERCEDES-BENZ 280SL 'PAGODA' 1970: Classic White with Black hide interior. Black hard-top and wheels trims. Manual gearbox. P.A.S. Original RHD, very rare and desirable as a manual gearbox. Extensively renovated.....**£95,000**

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 SL55 AMG 2002: Tanzanite with Charcoal hide interior. Panoramic roof, alloy wheels, Sat-Nav etc. Only 30,000 miles from new with full service history. These are now exceptionally rare and collectable**£25,995**

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1935 BENTLEY 3.5 LITRE PARK WARD in finished in Maroon with Black hide interior and new Black Wilton carpets. Comes with history file to include many past MOT certificates, invoices for works carried out by Bentley specialists as well as copies of the original build sheets. The car has benefited from new cylinder head, stainless steel exhaust and new spring gators. All the tyres are in very good order, the chrome remains in perfect condition and car retains original tools as well as very smart Black wire wheels. This car runs and drives very well and is presented in excellent original condition inside and out.....**£59,950**



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**



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**



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**



1959 ROLLS ROYCE SILVER CLOUD 2. Sand over Sable with tan interior. One family's ownership from new. Extensive service history. Original handbook full tool kit. Just 66900 miles from new. Beautifully maintained and remains in stunning original condition.....**£59,900**



1960 BENTLEY S2. Shell Grey over Tudor Grey with light Grey interior and Dark Blue carpets and lamb's wool over rugs. 99000 miles with only 2 registered keepers from new, many invoices for works carried out. Presented in excellent and very original condition throughout.....**£37,500**



1963 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**



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**



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**



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**



1977 ROLLS ROYCE SILVER SHADOW II in Silver Sand with a brown everflex roof. Full brown leather interior with picnic tables in rear of both front seats. 94300 miles with fully specialist stamped service book, some invoices and MOT's. An excellent example.....**£14,950**



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**



1982 ROLLS ROYCE CORNICHE CONVERTIBLE in Royal Blue. 85000 miles. 1st class condition throughout. Light tan interior with dark Blue carpets. Stunning example and has to be one of the finest on the market today.....**£58,950**



1985 ROLLS ROYCE SILVER SPIRIT. Ice Green with Green hide interior and oatmeal cloth headlining. 85480 miles with service history. A tidy and original example.....**£8,750**



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**



1990 BENTLEY TURBO R finished in dark blue with a magnolia interior piped blue having matching Wilton carpets and lamb's wool over rugs. 58,000 miles some invoices and past MOT certificates. A totally rust free example with low mileage in a very desirable colour.....**£9,750**



1993 ROLLS ROYCE SILVER SPIRIT III Racing Green with Parchment hide interior piped Green with Green carpets and Over rugs. Fully stamped service record. 46600 miles. presented in first class condition throughout.....**£18,450**



1996 BENTLEY BROOKLANDS SWB LPT. Black Garnet with Magnolia hide interior piped in Red with Red carpets. 70,000 miles with full service history. known to us for over 5 years Replacement of Cylinder head gaskets. 3,000 miles ago. Extremely smart example is presented in 1st class condition throughout and offered with full service history.....**£15,750**



2012 BENTLEY CONTINENTAL GT 6.0 W12 MULLINER DRIVING SPECIFICATION. Anthracite, Portland and Beluga hide grey lamb's wool over rugs, carbon ceramic brakes. Naim audio system. Presented in perfect condition, this one owner car has been chauffeur driven from new and has covered a mere 10,000 miles.....**£89,500**

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1949 Jaguar XK120 Aluminium Roadster
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1965 Bentley S3 Continental DHC
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NINE LONG-TERM-OWNER CARS



1934 MG-PA ROADSTER

Beautiful in British Racing Green and red leather, this is a car which we sold 25 years ago and have now gotten back from the estate of that owner. Looks and runs great. \$47,000



1937 BENTLEY 4-1/4 CLOSE-COUPLED, RAZOR-EDGE SALOON

The 1937 Earl's Court Bentley show car w/fabulous razor-edge styling, polished aluminium fascia, etc. Just had \$70,000 mechanical overhaul. \$195,000.



1948 JAGUAR MK IV 3-POSITION CONVERTIBLE

This rare 3.5-litre, U.S. delivery version sold new to its owner of 42 years, then sold to its last owner of 23 years—and with only 16,306 original miles—was restored to show standards. Complete with documents, records, manuals, tools and Heritage Certificate TOTAL MILEAGE: 19,257. \$175,000



1955 MERCEDES-BENZ 190SL ROADSTER

One local owner for the past 41 years and 20,000 miles. Beautifully restored in black with tan leather (original 300SL-style early seats), matching cloth top and fully rebuilt original engine. 77,684 miles. \$138,000.



1963 CORVETTE FACTORY FUEL-INJECTED 2-TOP ROADSTER

An amazingly correct and original car following 30+ museum years and then completely sorted upon departure. Ermine White, excellent all original red interior, 4-speed, power windows, etc. 26,317 miles. \$95,000.



1970 JAGUAR XKE 2-SEATER COUPE

A California one owner car which we sold 6 years ago and just received back in trade. Beautiful in original Regency Red with flawless black leather. Factory a/c, power steering, original AM-FM, 4-speed trans., chrome wire wheels. Heritage Certificate! \$73,000.



1965 PORSCHE 356 C COUPE

A beautiful rust-free car with 1 owner for 25 years. A Stoddard restoration in original Signal Red, black leatherette interior and chrome wheels with a new correct, date coded engine. Porsche Certificate of Authenticity. \$78,000.



1962 AUSTIN HEALEY 3000 MK II ROADSTER

For one year, Austin Healey upgraded horsepower on the 3000 roadster with a 3-carburetor set-up. We have a very correct example of one of those, a California "black plate" car. Colorado Red with red leather. A very correct, beautifully restored, rust-free car which drives fabulously well. \$59,000.



1967 ROLLS-ROYCE JAMES YOUNG "SCT-100" LONG WHEELBASE SILVER CLOUD II SALOON

LCB-69. Just 27 of these were built. Ours has full history since being ordered and built for Mrs. J.K. Lilly of Indiana. Factory sunroof to the front, factory air conditioning to the rear, Mason's Black over Cobalt Blue, blue-grey leather. RHD. Exquisite! 72,239 miles. \$125,000.

OTHER GREAT CARS



1962 STUDEBAKER GRAN TURISMO HAWK

Brooks Stevens redesigned the long-running Raymond Lowey-designed Hawks with a fabulous car, the "GT." These cars were rare with the 289 cu.in. "V-8" engine with a 4-barrel carburetor, twin exhaust and a 4-speed floor shift, but we have a rust-free example. Striking white with beautiful original blue interior, full complement of gauges, rear antenna, etc. \$29,500.



1939 CHEVROLET MASTER 85 COUPE

A magnificent restoration in burgundy with tan interior. Original 6-cylinder engine/3-speed manual transmission. Very correct and as-original throughout \$29,500



MERCEDES-BENZ 560SLs

(3) in stock. 1986 Garnet/Palomino leather; 1987 Red/light grey leather; 1987 Anthracite/Palomino leather. All excellent rust-free cars with both tops and full provenance.



1951 FORD COUNTRY SQUIRE WOODIE WAGON

Fully restored in correct Culver Blue with Buckskin three-seat interior and Birds Eye Maple woodwork by Rick Mack. Multiple show winner with mild period performance upgrades. 3-speed +O.D. transmission. \$95,000.



1962 CORVETTE FUEL-INJECTED TWO-TOP CONVERTIBLE

A beautifully-preserved California and Florida car with correct date-coded engine, original fuel-injection and 4-speed. White body and hard top, black interior and convertible top. 60,827 miles. \$89,500.



1949 MG-YT TOURER

The "YT" offers room for four in a classically-designed MG convertible. One of just 904 ever built, our car came to us in a group of four very interesting cars from an estate collection. It is correctly restored in white with tan interior, top and boot and features a factory fold-down windscreen, vintage MG "double scuttle" fascia, banjo steering wheel and instantly recognizable MG grill. \$42,500.

43 GREAT CARS IN INVENTORY

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1954 TRIUMPH TR2
£36,000

This small Mouth TR2 is an increasingly rare car and is fitted with Factory Overdrive on original 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.



1958 MGA 1500 ROADSTER
£39,995

This is an outstanding example of one of our favourite sportscars. The quality of the restoration is one of the highest we have ever seen, whilst the engine bay is a testament to the care and attention and of course man hours that has been put into achieving such a stunning car. Finished in Glacier Blue with grey leather interior and fitted with enamel wire wheels.



1954 MG TF 1500
£29,995

This rare original UK supplied RHD example is the 19th from the last of the TF's produced. From the large history file we can see that this car has been cosseted over the years and the Heritage Certificate shows it is still in colours as it left the factory, BRG & green hide interior, fitted with wire wheels and black mohair weather equipment. A fine example of the most desirable of all the TF's.



1937 MG SA DHC BY TICKFORD
£85,000

Restored by the marques leading restorer Peter Ratcliffe of SVW at a cost of some £56,000. Featured in MG Enthusiast magazine. Finished in Coffee and Cream with oatmeal leather and dark Chocolate-brown mohair hood. A rare chance to acquire one of MG's finest.



1973 TRIUMPH SPITFIRE MKIV
£17,500

The attention to detail on this car reflects the quality of the restoration and the huge amount of money that has been spent. Finished in Sapphire blue with contrasting light blue interior, fitted with wire wheels and overdrive. Truly stunning example of this affordable classic.



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.



**1966 AUSTIN HEALEY 3000 MK3
PHASE2 BJ8 £59,995**

This original right hand drive 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.



1964 MGB ROADSTER
£22,500

This early pull handle example has been restored to a high standard and displays excellent panel fit and door gaps, an extensive photographic record indicates the level of work carried out in addition to the invoices of around £21,000. Finished in Factory black with red leather with black piping interior and fitted with wire wheels.



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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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 **£133,750**



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. **£69,750**



2005/05 Bentley Continental GT. Finished in Diamond Black with Saffron interior. 19 inch split rims. Stunning condition throughout. Full Service History. Unrepeatable value at only **£30,950**



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 **£55,950**



2004/04 Bentley Arnage R. Finished in Peacock Blue with electric sunroof. 19 inch alloys and Cotswold interior with Flying B's to waistrails. Picnic tables, vanity mirrors and 2 tone steering wheel. 2 owners, only 55,000 miles with FSH. Immaculate throughout **£34,950**



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. **£37,950**



2003/03 Bentley Arnage R. Finished in Moroccan Blue with Arnage T alloys. Cotswold interior with Midnight Blue carpets and full Walnut veneer including steering wheel. Only 31,000 miles with FSH. Immaculate throughout and outstanding value at only **£33,950**



2003/03 Bentley Arnage T. Finished in Graphite Metallic with electric sunroof. Cotswold interior with Flying B in Beluga, with DVD screens in the rear and full Walnut veneer. Known to ourselves for last 5 years and maintained regardless of cost. A stunning example throughout. Amazing value at **£29,650**



2003/03 Bentley Arnage T Mulliner. Finished in Moroccan Blue. Silverstone interior with embossed flying B's in French Navy. DVD screens in rear of front headrests. We have known this car for the last 3 years, only 66,000 miles with FSH. Immaculate condition throughout **£31,450**



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 **£31,950**



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 **£33,950**



2001 Y Bentley Arnage Red Label. Finished in Royal Blue with Magnolia interior piped in French Navy. Electric rear seats with DVD screens mounted to the rear of the front seats. Only 67,000 miles with FSH. Immaculate condition throughout. Value at only **£26,995**



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. **£26,995**



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 **£52,950**



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 **£67,950**



1998 R Bentley Arnage Red Label Look Alike. Finished in Black Garnet with Limited Edition 18 inch wheels and parking sensors. The interior is finished in Soft Black with matching carpets. 85,000 miles, known to ourselves for last 5 years. Immaculate condition throughout **£18,950**



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. **£18,450**



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**



1992 J Silver Spirit Mk II Active Ride. Finished in Royal Blue with Parchment interior piped in French Navy with French Navy carpets. Only 44,000 miles with Full Service History. Only one owner from new and can only be described as like new throughout **£19,450**



1992 K Rolls Royce Silver Spirit Mk II Active Ride. Finished in Balmoral Green with Georgian Silver coach lines with Spruce Green interior piped in St James. Only 44,000 miles with Full Service History. A real Gem, cars in this condition are so rarely found, not to be missed at only **£16,750**



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 **£17,250**



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 **£67,950**



1978 S Rolls Royce Silver Shadow II. Finished in Walnut over Silver Sand with Cream interior piped in Walnut. Picnic tables and a rare extra of electric door mirrors. Only 47,000 miles with FSH. Known to ourselves for last 13 years and serviced to the highest standard. Recent hydraulic brake overhaul. **£25,950**

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1959 JAGUAR XK150

Reg 150X. English RHD body off chassis restoration with sumptuous red leather and mahogany trim. Superb 3.8 engine. £POA



1959 LOTUS ELITE S1

Owned for 50yrs and restored by Paul Matty 300 miles ago. Stunning. £69,995



1959 JAGUAR XK150S 3.8

Steeped in competition history and in excellent order. Could race, rally or be a fast road car. £POA



1954 JAGUAR XK120 DHC

Almost concours example and very rare. 5 speed and disc brakes. £POA



1959 TRIUMPH TR3A

Ex works press car freshly restored and uprated with registration 46HP. £POA



1956 TRIUMPH TR3

Ex Works Car. Prepared for Mille Miglia or other endurance competition events. On the button. £47,995



1947 JAGUAR MARK IV

A truly exceptional pristine car. The best we have ever seen. £POA



1954 AUSTIN HEALEY

100/6 BN4

Original RHD matching numbers car in fine order and ready to enjoy £39,995



1954 KIEFT 1500

Ex Le Mans, Sebring, Goodwood racer. A highly significant eligible for anything sports racer. Fully race prepared and on the button. £POA



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1959 JAGUAR XK140 FHC

Original RHD magnificent restoration with sensible upgrades and on the button. Old English White, red leather and beautiful wood trim. Perfect. £79,995



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1958 AUSTIN A95 WESTMINSTER
4 door Saloon, grey with green hide,
40,000 miles, g/up resto **£15,995**



1934 AUSTIN SEVEN ULSTER SPECIAL
finished in red with black trim and
mudguards, black wire wheels **£12,995**



1934 AUSTIN SEVEN RUBY
Finished in burgundy and black,
magnificent cond, full g/up resto **£9495**



1953 FORD ZEPHYR Mk 1
Convertible, rare model, full resto with
images, 1 of 20 in UK **£28,995**



1963 GOGGOMOBIL
Finished in red and cream with red trim
– prettiest micro car **£20,995**



2012 HONDA CRZ HYBRID, black,
silver trim, 1 lady owner, 12,000 miles,
style and economy, mint cond. **£9995**



HONDA STEPWAGON CAMPER
silver 8 seater/interal camping kitchen
and sleeping accom. **£6995**



1973 JAGUAR E TYPE SERIES 3 V12
2+2 Finished in blue, complete resto
2000 in excellent condition. **£48,995**



1952 JAGUAR XK120 ROADSTER
LHD ex actor Clarke Gable, full resto
1993, 7000 miles **£119,995**



1964 LOTUS ELAN S2
Finished in red, one owner, early
example, very rare. **£29,995**



1971 LOTUS SEVEN
Finished in yellow, burton race engine,
very good condition. **£13,995**



2004 MGTF Finished in tahiti blue
with black leather trim, one owner,
only 50000 miles. **£5995**



1962 MGB ROADSTER red, black
leather trim, man with o/drive, ch/
bumper. G/up resto, mint cond. **£15,995**



1974 MG Midget 1500.
Finished in white with full rebuild 10
years ago, rwa. **£5995**



1981 MG Midget in black, factory
hardtop, 25,000 ex condition, one of the
last ones made. **£7995**



1991 MINI RACG FLAME CHECKMATE
4 keepers in red, 200 miles since full
resto, superb cond. **£7995**



1956 MORRIS COWLEY SALOON
green/green leather 15000 miles, some
tlc hence price. **£4995**



2006 PORSCHE 911
Finished in blue with black leather,
49,000 miles, superb cond. **£32,995**



1952 TEMPO MATADOR PICK UP
TRUCK light blue new blue tilt. Full nut
and bolt resto, ex condition. **£18,995**



2003 '03 VAUXHALL CORSA 1.3
Limited Edition Hatch, Silver with grey
trim 72000 miles fsh. **£3995**



1972 VW BEETLE
Cal look with a '62 presence, pale green
with stone leather trim. **£9995**

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Christmas To All
Our Customers**



2000 MERCEDES-BENZ CL 55 AMG F1.

1 OF 7 RHD'S £32,500

One of only 55 built of which 7 were right hand drive. Ours is number 6 of the 55 right hand drive. Finished in unmarked Silver with special AMG interior, 22,000 miles. The same brake horse as the normal CL55 AMG but much lighter, making it faster. It has every conceivable extra you could expect plus ceramic brakes which was the first car ever to have these. A very distinguished carbon centre consul with 'F1 one of 55' embossed in it. The whole car is as new and must surely be a classic of the future. Please see website for full details. This must be a good investment for the future.



1972 MERCEDES BENZ 600 SWB - £79,500

Supplied new to America LHD Federal Specification. Unmarked Raven Black with unmarked light tan leather. Auto, PAS, hydraulic powered windows, sunroof, central locking, boot lock and hydraulic suspension (stays up for at least 2 weeks). Rear blinds, dark tinted glass to rear, air conditioning, white wall tyres. Beautiful interior woodwork. Has been part of a deceased estate worth £140 million. Serviced by John Haynes Autotechnics and Mercedes at Stuttgart. The speedo reads 106,000 miles, which represents only 2,500 miles per year. An absolute icon of the 20th century - the best we have had in the past 25 years (and we have had a few).



2005 JAGUAR XKR SUPERCHARGED LIGHTWEIGHT ALUMINIUM BODIED - SPECTACULARLY FAST! - £9,995

Automatic gearbox, 4.2 supercharged V8 engine and covered 65,000 miles. Unmarked gun metal coachwork with red leather interior and walnut trim. All the equipment you'd expect such as PAS, ABS, Cruise control central locking, sat nav, rear blind, tinted glass, 19" alloy wheels (allegedly cost £4,500), air bags and air conditioning. Electric memory seats, sunroof, windows & mirror. DVD players fitted in back of front head rests. Cat D early in its life and just passed new MOT with no advisories.



1984 FERRARI 400i BY PININFARINA
- Fantastic car, good 4 seater in Damson metallic, only 36,500 miles. V12 Ferrari's are very under valued - £29,995



1996 MERCEDES BENZ 600 SEC V12 PILLARLESS COUPE
- Virtually 1 owner, full history, 122,000 miles. Super smooth. £16,995



1963 ALFA ROMEO 2600 SPRINT - Great Condition, Very Rare. Unmarked Black, beautiful original Maroon leather trim, only 52,600 miles. £37,500

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1988 BENTLEY CONTINENTAL CONVERTIBLE by Mulliner Park Ward. White with beluga interior and piano black veneer. 39,000 miles. New black mohair hood. Chrome radiator shell and Flying B mascot. Totally immaculate throughout. **£74,950**



2000 (W) BENTLEY ARNAGE RED LABEL Dark blue with Barley interior. 57,000 miles. Satellite Navigation, Power folding mirrors, Electric rear seats, Bentley emblems on all four headrests. F.S.H. Outstanding condition. **£22,500**



1999 BENTLEY ARNAGE RED LABEL LOOK ALIKE Dark Amethyst Blue with Barley Hide. 57,000 miles. Full service history. All usual Arnage refinements. Immaculate condition throughout. Just been serviced and MOT. **£19,950**



1979 BENTLEY TII Walnut Brown with Beige leather interior. 124,000 miles. Front/rear headrests, Flying B mascot, alloy wheels, halogen headlamps. We have known vehicle for 22 years. Lots of history, excellent condition. **£19,950**



1996 BENTLEY BROOKLANDS Midnight Blue with Magnolia interior piped in blue with French Navy top roll and carpeting. 54,000 miles. F.S.H. Outstanding condition throughout. **£16,500**



1984 ROLLS-ROYCE CORNICHE Graphite Grey with Tan leather interior and Black mohair hood. Extensive work carried out over last 16 months totalling over £60,000. Outstanding condition, must be seen. **£67,500**



1960 ROLLS-ROYCE SILVER CLOUD II Champagne over deep maroon with cream leather interior. Only 299 long wheel base Cloud II were produced. Complete brake overhaul and service. Very rare car. **£55,000**



1999 ROLLS-ROYCE SILVER SERAPH Royal Blue with Barley interior. 29,000 miles. Burr walnut veneer, rear picnic tables, Electric sunroof, Heated seats. Just serviced and MOT. Immaculate condition throughout. **£42,500**



1980 ROLLS-ROYCE CAMARGUE Mistletoe with Mushroom interior. One of only 500 produced on the Spirit spec. Immaculate condition. **£39,950**



1999 ROLLS-ROYCE SILVER SERAPH. Silver Tempest with Oatmeal interior, Top Roll in Slate Grey with matching carpeting and Lambs Wool Over Rugs. 79,000 miles. **£34,500**



1979 (T) ROLLS-ROYCE SILVER SHADOW II Oxford blue with French Navy interior. 62,000 miles. Rear RR badges, Rear foot rests, Whitewall tyres. Excellent service history. Outstanding condition throughout. **£22,500**



1988 ROLLS-ROYCE SILVER SPIRIT Royal Blue with Magnolia interior. 52,000 miles. Rear Rolls-Royce badge, Avon white wall tyres. Last owner has owned vehicle since 1994. **£11,950**

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1961 ALFA ROMEO
2000 SPRINT - A.S.I.



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1963 ALFA ROMEO
GIULIA 1.6 S.S. - OMOL. A.S.I.



1929 ALFA ROMEO
1750 6C TORPEDO - A.S.I.



OMOL. A.S.I.
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1300 JUNIOR - OMOL. A.S.I.



OMOL. A.S.I.
1966 ALFA ROMEO
GIULIA SUPER - OMOL. A.S.I.



1973 ALFA ROMEO
SPIDER JUNIOR 1300



1954 ALFA ROMEO
1900 SUPER



1977 AUTOBIANCHI
A 112 ABARTH SERIE 3



1966 AUSTIN HEALEY
3000 MK 3 BJB - A.S.I.



1962 CADILLAC
COUPE' DE VILLE - OMOL. A.S.I.



1946 CITROEN 11B
TRACTION AVANT - A.S.I.



MANUAL
1961 CHEVROLET
C 1 SERIE II - A.S.I.



SERVICE BOOK
1982 FERRARI
308 GTSI - A.S.I.



SERVICE BOOK
1985 FERRARI
MONDIAL 3.0 4V CABRIOLET



SERVICE BOOK
1982 FERRARI
208 GTB TURBO A.S.I.



SERVICE BOOK
1988 FERRARI
TESTAROSSA F 110 AB E



1974 FIAT
124 SPORT SERIE I



1963 FIAT
500 D - OMOL. A.S.I.



1981 FIAT
X1/9 - A.S.I.



1965 FORD MUSTANG
289 CABRIOLET



MANUAL
1964 JAGUAR 3.8
MK2 OVERDRIVE (manual)



1957 JAGUAR
XK 150 DHC



OMOL. A.S.I.
1955 JAGUAR
XK 140 FHC SE - OMOL. A.S.I.



AUTOMATIC
1962 JAGUAR MK II
3.8 OVERDRIVE - A.S.I.



1959 LANCIA
APPIA ZAGATO GTE



OMOL. A.S.I.
1972 LANCIA FULVIA S 2
1300 S COUPE' - OMOL. A.S.I.



1972 LANCIA
FULVIA SZ 1300



PROJECT CAR
1949 LANCIA
APRILIA 1500 S2



1963 MERCEDES
220 SEB CABRIOLET



1955 MERCEDES
190 SL SERIE 1



OMOL. A.S.I.
1954 MG
TF - OMOL. A.S.I.



1962 MG
A 1600 MK II



1953 MG
TD MK II RHD - A.S.I.



1980 MORGAN
4/4 1600 - 4 SEATER - ASI



1963 PORSCHE
356 B6 S COUPE' 75CV



1980 PORSCHE
911 3.0 SC TARGA - A.S.I.



1974 SAAB
SONNET III - A.S.I.



N.W.Y.
1962 TRIUMPH
Tr3 B + OVERDRIVE - A.S.I.



1963 TRIUMPH
Tr4 SPORT OVERDRIVE



1960 TRIUMPH
Tr3 A



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Ferrari F575M Manual 2002, 33000km



Jaguar MK VII
3.4 LHD 1952



Speco Porsche 550
Spyder Replica 1955



Ferrari 308 GTBi
1981, 27000km



Porsche 356 B T5
1961



Rolls Royce
Corniche RHD 1966



BMW 2000CS
1970



Ferrari F355 GTS
1996, 62000km



Porsche 356 B T6
1963



Rolls Royce Silver
Wraith II LHD 1979



Alfa Romeo 1600
GT Junior 1974



Ferrari 550 Maranello
1997, 53000km



Porsche 911 2.0
1968

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1949 Ford F3 Pickup Truck. Subject of three year rebuild from 1997 to 2000. Just one owner from 1997 who has spent thousands restoring the truck to a first class condition. Very usable, regularly on the show circuit and probably the best in the UK..... **£24,995**



1961 Austin Healey 3000 MK1. UK car, under 50 miles since long term major rebuild. Unbelievable spec with brand new chassis, aluminium wings, doors, boot and bonnet, full engine rebuild with Denis Welch oil pump and timing chain, piper fastroad camshaft, all sump. Tulp straight cut gear set... **£79,995**



1948 Jaguar MKIV 3.5 DHC. Very rare motor car, not many surviving examples in the UK. This is an unbelievable find in totally original condition having never been restored or dismantled. Lots of patina, perfectly useable and a true time warp **£Under Evaluation**



1973 MGB GT V8. By far the very best we have seen. Full nut and bolt, Heritage Shell rebuild just completed. Show standard car with uprated suspension, brakes, various modifications and Stage 2 V8 engine. Teal Blue, painted body colour underside and Black leather..... **£36,995**



1955 MG Magnette ZA. MGB 1800cc engine, 5 speed gearbox, brake servo, Koni shocks, the best driving ZA we've had. Original number, original interior, buff logbook, original colour of Island Green **£14,995**



1950 Rover 75 Cyclops. Ultra rare, very early square dial model. 39K miles, low ownership and hugely original. Lovely older paintwork, excellent solid original body and totally original interior. A real time warp and hard to repeat. **£14,995**



1967 MGB GT. Stunning car that has had just two long terms owners since the early 1990's. Subject of bare shell rebuild, Oselli engine, overdrive, chrome wires, walnut dash, leather upholstery. Fabulous car throughout **£12,995**



1933 Austin 12/4 Harley. Excellent to drive, very usable, reliable and in delightful condition with excellent paintwork, bodywork and interior. Original registration mark, very correct and presented in top class order with detailed engine bay **£13,995**



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**



1960 Jaguar XK150 3.8SE Manual with Overdrive. UK car, low ownership, low mileage, fully rebuilt and still in original colours of Sherwood Green with Suede Green leather. Matching numbers cars, further £25k spent since major rebuild. First class. **£89,995**



1968 MGC Roadster. Mineral Blue with Dark Blue leather and chrome wire wheels. One family owned for around 30 years and receipts with the car totalling almost £30k. Excellent car with history, provenance, Overdrive, stunning paint, a superb buy **£26,995**



1958 AC Ace. Genuine Ace finished in its original colour of Dragonfly Blue. Recently MOT tested, fully serviced and in excellent useable condition. Nicely aged paintwork and interior, very collectable. **£195,000**



1974 Jaguar E-Type V12 Roadster. UK car, genuine 58k miles and finished in BKG with Biscuit trim and chrome wire wheels. Outstanding bodywork, paint, interior and hood, superb mechanically. Top class car **£99,995**



1968 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**



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**



1933 Sunbeam 25 Pillarless Coupe. Rare, desirable, wonderful to drive and in lovely useable condition. Original number, extensive history, recent major engine work and stunning older paint and beautifully aged leather. Only 2 other known worldwide with this body..... **£46,995**



1952 MG TD. Stunning example worthy of winning local shows. Gleaming Red paint, superb Black leather, excellent chrome and beautifully detailed engine bay. Restored to a high standard..... **£32,995**



1973 Triumph TR6 PI. Outstanding bodywork, exceptional panel gaps, lovely Dark Blue paintwork with Tan upholstery. Used for long distance touring and very correct. 150BHP UK car that is running perfectly. Excellent car all round. **£22,995**



1954 MG TF 1250 Finished in O.E.W with Black leather and chrome wire wheels. Genuine UK car with 5 speed manual gearbox. Ideal long distance tourer, lovely aged paintwork and driving superbly..... **£26,995**

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1982(X) BMW E21 320i Coupe Automatic. Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original factory alloys. Impeccably maintained. Fully stamped service book & all its original books & papers. UK and Southern Ireland registration. Genuinely showroom condition and one for the BMW collector. **£13,795**



1968 Mercedes W108 series 250SE Saloon with private plate. Tax exempt. Sable with Cream interior. Straight original bodywork with excellent paint and chrome. Auto with PAS. Just out of a long period of storage and being recommissioned inc. new full exhaust, new tyres, full engine service, new battery etc. Only 2 owners in the last 18 years. Just 41,000 miles indicated which is thought to be genuine. **£10,995**



2000(X) Mercedes SL320 Convertible. Brilliant Silver with Light Beige leather. Only 29,000 miles from new with 2 owners and full history. Climate control, cruise control, PAS, ABS, heated and e-seats, Sony stereo with CD multi-changer, rear seats, electric roof, factory alloys, e-windows and electric mirrors etc. Impeccable condition and with this superb condition and low mileage a certain investment. **£14,995**



1967 Plymouth 426 Hemi Satellite. Genuine Hemi car from new. Original colour Citron Gold Metallic. PAS, power brakes. Extremely rare and a show winner. Huge investment potential, watch the value double in the next few years. **£79,995**



1995(M) Bentley Turbo R. Black with Magnolia leather piped Dark Green. Usual Bentley options inc. ABS, A/C, cruise, heated and electric seats, e-w, 117,000 miles with FSH, VGC and a lot of car for the money. **£9,795**



2007(57) Mercedes CLS 320 CDI Saloon. Brilliant Silver with Black leather. My Father's own car since 2011 with only 2 previous owners. Low mileage of 52,000 with FSH. Extremely economical, returning 45 mpg at motorway speeds from the 7-speed auto. Ice-cold A/C, cruise-control, e-seats, e-w, PAS, ABS, Factory standard alloys etc. Always well maintained and pristine throughout. **£12,795**



1972(L) Jaguar E-Type S3 V12 Roadster. Black with Beige leather. Manual, PAS, chrome wire wheels, showing 53000 miles. Imported 1992 and converted to RHD. Original matching numbers engine. Plenty of history. Very nice. **£64,995**



2003 'R' Dax Tojeiro V12 Cobra. Dark Metallic Green with Tan leather. Rare V12 model fitted with manual O/D plus PAS. Only 2,400 miles, 1 private owner. Replica Halibrands, side exhausts, soft top and frame. Immaculate. **£27,995**



2003(03) Bentley Arnage T. Top of the range 450 bhp Mulliner model. Meteor Blue with Cotswold quilted leather, dual zone climate control, parking sensors, Alpine sat nav and CD stereo, tracker. Only 73,500 miles with FSH. **£24,995**



1974 Datsun 260Z Coupe 2-Seater model. Metallic Coco with correct Black interior. Genuine California with only 3 owners and showing 50,000 miles. No corrosion. Manual, factory A/C. Good investment. **£16,995**



1988(E) Mercedes 560SL. LHD. Midnight Blue with Navy Blue leather. California car from new. Auto, PAS, ABS, A/C, e-w, cruise control, original alloys. Recent import from America showing 33,000 miles but with no history. **£14,995**



2008(57) BMW 330d M Sport Convertible. Metallic Silver with Black leather. Rare 6-speed manual, ABS, PAS, electric retractable hard top, 1 owner, only 51,000 miles, climate control, cruise control, etc. Superb car. **£12,995**



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. **£90,000**



1972(K) Chevrolet Corvette Stingray Convertible. Original colour Targa Blue. 350 cu.in 5.7 litre V8 with matching engine numbers. Factory hard top, auto, factory A/C, PAS, power brakes. Substantial history folder. **£34,995**



2006(06) Mercedes CL500 Coupe. Obsidian Black with Anthracite leather. 34,500 miles from new with full history. All usual extras including dual zone climate control, PAS, ABS, cruise-control, ventilated and heated electric deluxe memory seats, alloys, glass e-sunroof, parking sensors, COMMAND with navigation system, DVD player etc. Fantastic condition. **£7,995**



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1953 Bentley R Type Continental Sports Saloon 4.9 litres

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1958 Bentley S1

1958 Bentley S1 Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file. Please call for information. Priced at £185,950



1952 Bristol 401

Finished in mediterranean blue with blue hide trim. Restored by time served Bristol Employee some years ago and has been in a private collection ever since. Would sell outright or listen to interesting part exchanges, cash either way.



1927 Morris Cowley

Doctor's Drop Head Coupe with Dickey Seat. Beautifully restored and in faultless condition throughout. Masses of history and the Morris comes complete with handbooks and MOT. Priced at £18,950



1938 Derby Bentley 4.25 litres

Razor edge coachwork by Hooper. In present ownership for almost 50 years. Wonderfully patinated and original. Requires detailing to maximise its potential.



1929 Bentley 4.5 Litre Sports Coachwork by Corsica

This highly competitive and historic 4.5 affectionately known as Bluebell has racing history going back to the 30's and produces well in excess of 300 bhp. It was built by the famous Bentley aficionado Lewis 'Mac' McKenzie and has numerous wins and trophies to its credit. A massive comprehensive history file accompanies this extremely desirable road race 4.5. Priced at £495,500



1974 Lotus Elan

Limited edition of 200, fitted with big valve engine, 5 speed gearbox and sunroof. Totally original. Has been in storage for 20 years. Is running sweetly and on the road with the benefit of a rebuilt engine. Finished in light turquoise with champagne interior. Showing 58,000 miles. Totally original having never been restored. Priced at £18,950



1967 Jaguar Mk 2 2.4

Finished in Oxford blue with black interior. An extremely straight and presentable example of this 60's Jaguar icon. Has the benefit of being fitted with overdrive. Running and driving well. Competitively priced and a must at £17,950

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1958 BENTLEY SI. Oxford Blue with Original red Leather trim. RHD matching numbers car. last owner many years. 70000 miles only. maintained to the highest of standards all of its life. One of the finest and most original examples in the UK **£45,000**



1939 BSA SCOUT, SPORTS TOURER Goodwood Green, Black Trim. Concours restoration by last owner, of many years, a Very Rare car. Total perfection **£24,950**



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!! **£74,950**



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 **£45,000**



2003 MERCEDES SL55 AMG, LHD. Silver with red leather trim, AMG alloys, massive spec. Recent tyres and service, 16000 miles only with FMBSH! As new. (very rare like this) **£40,000**



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. **£34,950**



1988 PORSCHE 911 (930 TURBO RUF SPORT) CABRIOLET. 500 BHP. GP white with Marine blue leather. Trim and blue Mohair hood. Fuchs alloys, aircond, power hood. Sports seats, 30500 miles only with full documented history. Stored in a private collection for many years. Was recently re-commissioned by a leading Porsche specialist at a cost of over £26000. A stunning and unmarked mint example **£79,950**



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**



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1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best **£65,000**



1983 PORSCHE 911 SC SPORT COUPE. Guards red with full black leather. Original Fuchs alloys, electric sunroof. Full and detailed history from new. Every invoice, MOT and service recorded. All Books, tools. One of the most and original examples available. **£38,950**



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 **£49,950**



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2000 PORSCHE 3.2 BOXSTER S. Midnight blue with Tan leather Alloys, full electric pack. 52000 miles only with FPMH. In virtual Concours Condition. Best we have seen ever!! **£69,950**



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**



1987 PORSCHE 944 TURBO. GP white with Bordeaux leather and pinstripe trim, cup alloys, sports exhaust, Electric sunroof, windows and mirrors. Superb and original example with sensible Mileage and FSH **£16,950**



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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. Upgraded brakes and suspension. Factory hard top. Mint and rust free, with heritage cert. As good as it gets!! **£69,950**



1958 BENTLEY SI. 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**



2009 COBRA 427 by Magnum Engineering. Factory built with no expense spared, this Kevlar and aluminium bodied road going race car has a bullet proof 7.1Ltr Chevy engine developing 571bhp. Engine built by Rick Wood including being run in on the Dinota cost of over £7,000. The lightweight carbon/Kevlar and aluminium body was built by the famous Aston and Ferrari body maker/restorer Bodylines of Olney. Original Magnum, computer designed, round tube, fully adjustable rose jointed space frame chassis, Tremec 5 speed gearbox, Jaguar Powerlock diff, rare American racing wheels, twin aluminium fuel tanks, black classic look leather interior, full weather equipment and painted to the highest standards in Jaguar turquoise. Over £70,000 was spent on this magnificent Cobra. For full spec sheet please contact us **£45,000**

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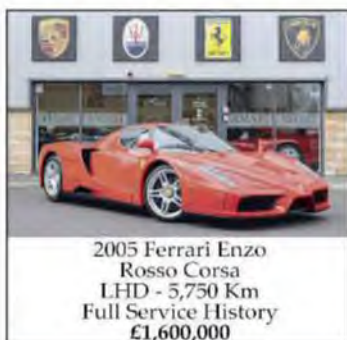
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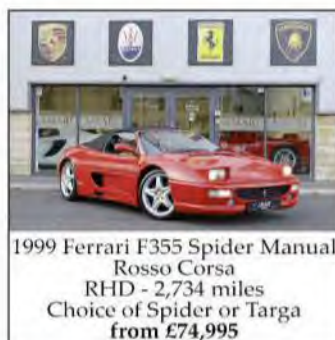
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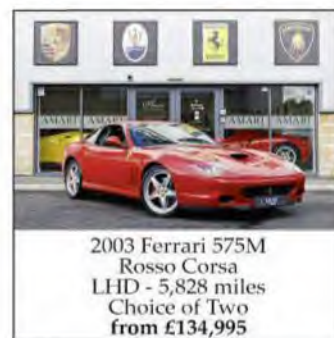
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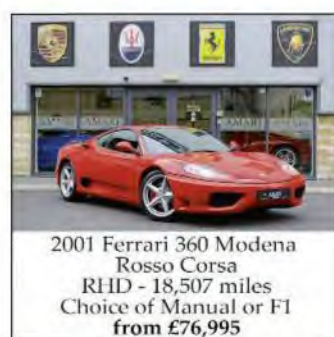
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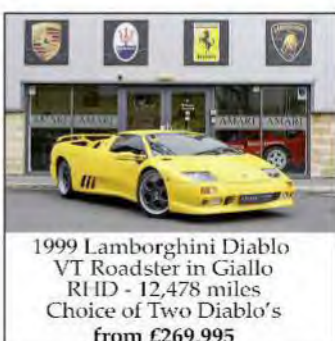
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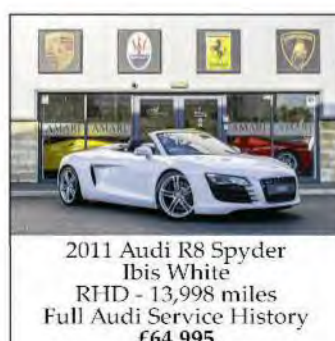
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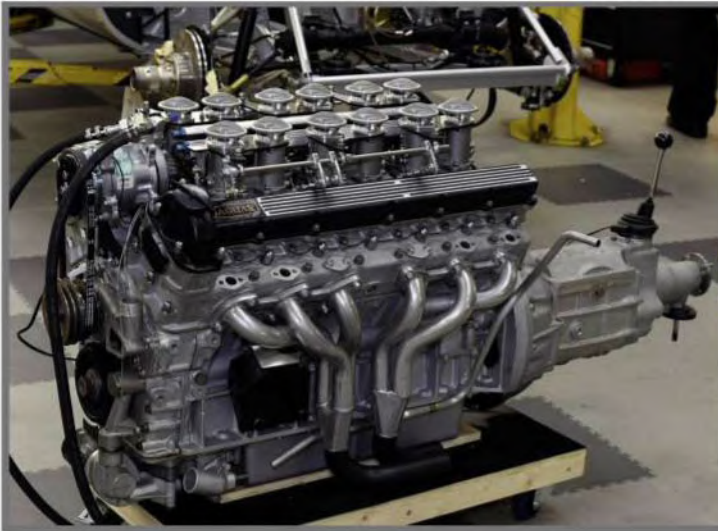
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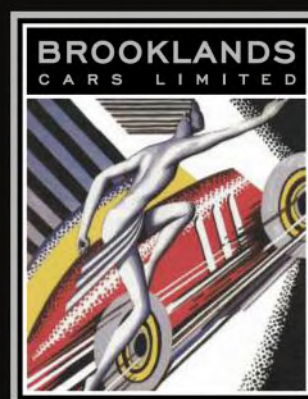
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RELIANT SCIMITAR GTE 1980 3.0L AUTO. At long last this stunning much cherished example is finally in stock. Been with the last devoted owner for the past 25 years. Burgundy with unmarked light tan upholstery, large folder of previous bills and sales information. See website for more details www.westendclassics.co.uk EPOA



VANDEN PLAS 1300 PRINCESS 1972 MANUAL. Finished in white with navy blue leather upholstery and the traditional walnut dash with all the luxury fittings. This car was the subject of a very in-depth restoration with much work carried out in Germany to a good high standard. Viewing highly recommended - more details see website www.westendclassics.co.uk EPOA



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- Ferrari Daytona : LHD 1974, 14th by the end built, one of only 7 in Verde medio, immaculate
- Ferrari F12 : 13200 km, fabulous colors combination, celebrity owner.
- Ferrari Maranello : 54000km, red with beige interior, FFSH, original paint, amazing car
- Honda NR 750 : reg in 1993, 25km, never registered, new condition
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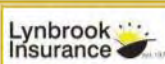
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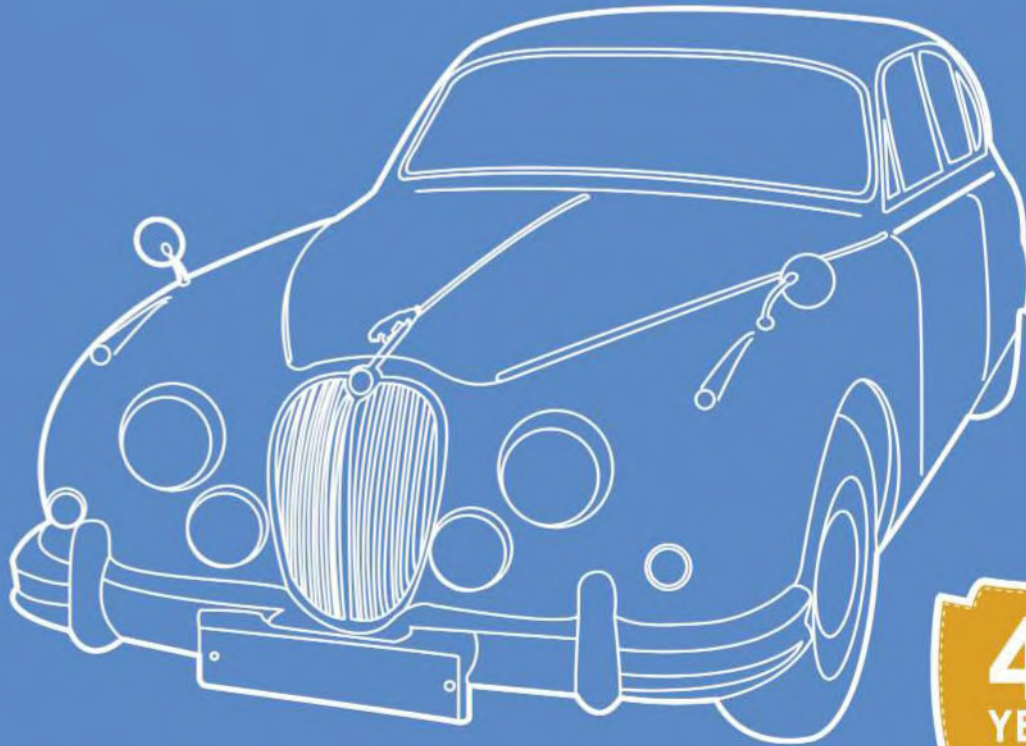
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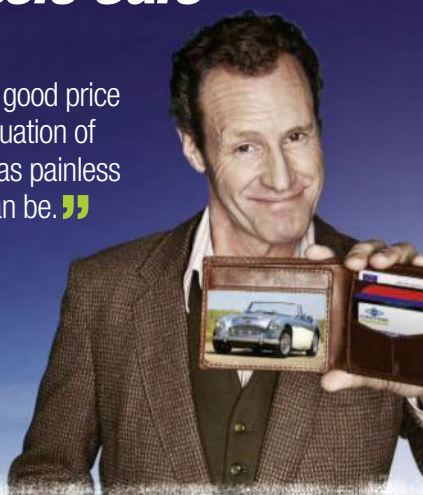
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→ CLASSIC PUNTS

Your tales of classic cars bought and sold on a whim



Charlotte's sudden Imp act



I became a petrolhead not long after passing my test; I had a modern car, but wanted something a bit older to play with, so ended up with a fleet of MkII Fiat Pandas. I had taken my Panda to the Malvern Classic Show, at which 'The One' turned up. I'd seen one of these cars on *Heartbeat* the previous week and liked it. The shiny red Hillman Imp hove into view on the field, complete with the magic For Sale sign in the window.

The seller gave me the guided tour – but it wasn't just any Imp, it was the twin-headlamp Singer Chamois MkII version. I totally fell in love. At the time I had a broken foot so I couldn't actually drive it – the seller just took me for a fast spin around the field to prove how nippy the car was.

I walked away from the field with the seller's mobile number in my purse and the money resting in my account at home. A week later I jetted off to Rome with my family, and as gorgeous as Rome is I couldn't stop thinking about the Imp... to the point that my mum noticed I wasn't even concentrating on our guided tour of The Vatican.

I decided I'd text the man to see if he still had the car, and he did. I agreed to buy it there and then, and picked it up the week later. During the week in between getting home and buying the car, several people tried their best to talk me out of buying it

– including my mum. She remembered them from the Sixties, complete with recollections of 'a man I used to know who had one and it always broke down'.

This was advice I didn't want to hear, so I ignored it. I set off with my friend to collect the car from Kingswinford in the West Midlands, only 15 miles from my home.

In return for £1000 I was given the keys and the car's whole lifetime in paperwork. And then – for the first time ever – I drove my car. My initial thoughts were 'what on earth have you bought?' The steering was incredibly heavy – I thought I'd need arms like Popeye to get home.

But even though it took me a while to get used to driving the car, I now I find it brilliant. I've since covered thousands of miles in it and it has never even threatened to let me down.

The car was given the name Sammy the Chammy as soon as I got it home for the first time – that was seven years ago. Since then we've been all over the UK, and I've made many lifelong friends in the Imp Club. Remarkably, I even met the man my mum used to know all those years ago.

I won best Chamois In Show this year at Imp Ecosse and during the 1200-mile round trip in April to Boat of Garten in the Scottish Highlands, I lost count of all the people who waved and tooted at us.

Is there any other car that gets people waving and tooting so much? I doubt it.

Charlotte Tambling

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1948 Triumph Roadster 1800
Estimate (£): 17,000 - 20,000



1978 Volkswagen Campervan
Estimate (£): 10,000 - 12,000



Datsun 1600 Sport Sp311 Fairlady
Estimate (£): 12,000 - 15,000

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PRICE GUIDE

Our quarterly guide brings you freshly updated prices for 1200-plus classics

WHAT'S IT WORTH?

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 GTs, history and provenance are as crucial as condition, so our price spread reflects that.

USING THE GUIDE

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

NEED TO SEE PRICES EVERY MONTH?
Our price guide is in every issue of our digital edition. Subscribe on p12

| Year | Concours/Dealer | Mint | Good | Rough | cc | Top speed | Price change |
|---|-----------------|---------|---------|---------|---------|-----------|--------------|
| ABARTH Abarth Club GB (01869 340289) | | | | | | | |
| Zagato 750 | 57-61 | 90,000 | 70,000 | 50,000 | 40,000 | 747 | 95 |
| 595, 595SS, 695SS | 63-71 | 40,000 | 30,000 | 20,000 | 12,500 | 595 | 80 |
| AC AC Owners' Club (01904 793563) | | | | | | | |
| 2-litre | 47-56 | 14,000 | 10,500 | 6000 | 3250 | 1991 | 83 |
| 2-litre dhc/Buckland | 49-56 | 27,500 | 22,000 | 14,000 | 9000 | 1991 | 83 |
| Ace (AC engine) | 54-63 | 175,000 | 135,000 | 95,000 | 70,000 | 1991 | 102 |
| Ace-Bristol | 56-63 | 210,000 | 165,000 | 120,000 | 80,000 | 1971 | 118 |
| Ace-Ford | 61-63 | 220,000 | 180,000 | 140,000 | 85,000 | 2553 | 120 |
| Aceca-AC | 54-63 | 90,000 | 70,000 | 47,500 | 35,000 | 1991 | 104 |
| Aceca-Bristol | 56-63 | 100,000 | 80,000 | 57,500 | 40,000 | 1971 | 128 |
| Greyhound | 59-63 | 54,000 | 40,000 | 25,000 | 16,500 | 1971 | 107 |
| Cobra Mk1/Mk1/289 | 62-69 | 750,000 | 600,000 | 475,000 | 400,000 | 4727 | 138 |
| Cobra 427 | 65-67 | 850,000 | 625,000 | 500,000 | 425,000 | 6998 | 145 |
| 428 | 67-73 | 125,000 | 85,000 | 62,500 | 42,500 | 7014 | 143 |
| 428 con | 67-73 | 145,000 | 105,000 | 80,000 | 52,500 | 7014 | 143 |
| 3000 ME | 79-84 | 14,000 | 11,000 | 7500 | 5000 | 2994 | 125 |
| Cobra MkIV | 83-89 | 100,000 | 80,000 | 60,000 | 42,500 | 4942 | 134 |
| Ace Brooklands | 93-00 | 28,000 | 24,000 | 18,000 | 12,000 | 4942 | 140 |

| | | | | | | | |
|--|-------|---------|---------|---------|---------|------|-----|
| ALFA ROMEO Alfa Romeo Owners' Club (01787 249285) | | | | | | | |
| 6C 1750 GS Zagato | 30-33 | 1.6m | 1.5m | 950,000 | 800,000 | 1754 | 95 |
| 1900C Super Sprint | 55-58 | 220,000 | 165,000 | 110,000 | 85,000 | 1975 | 112 |
| Giulietta berlina | 55-62 | 15,000 | 11,000 | 5000 | 2500 | 1290 | 90 |
| Giulietta ti | 57-64 | 22,500 | 16,000 | 7500 | 3750 | 1290 | 103 |
| Giulietta/Giulia Sprint | 55-64 | 46,000 | 37,000 | 22,500 | 15,000 | 1290 | 110 |
| Giulietta/Giulia Spider | 55-65 | 60,000 | 44,000 | 26,500 | 17,500 | 1570 | 108 |
| Giulietta, Giulia SS | 57-66 | 99,000 | 74,000 | 48,000 | 30,000 | 1570 | 120 |
| 2000 Spider | 58-62 | 60,000 | 45,000 | 22,500 | 14,000 | 1975 | 111 |
| 2600 Spider | 62-65 | 72,000 | 55,000 | 27,500 | 16,000 | 2584 | 124 |
| 2600 Sprint | 62-66 | 45,000 | 32,500 | 15,000 | 6500 | 2584 | 125 |
| SZ-1 | 80-82 | 275,000 | 240,000 | 200,000 | 160,000 | 1290 | 120 |
| TZ-1 | 63-65 | 650,000 | 550,000 | 450,000 | 375,000 | 1570 | 124 |
| Giulia Ti/Super | 62-74 | 15,000 | 10,000 | 5000 | 2250 | 1570 | 105 |
| 1750/2000 Berlina | 68-76 | 10,000 | 6500 | 3000 | 1200 | 1962 | 115 |
| Giulia Sprint GT/Veloce | 63-68 | 37,500 | 29,000 | 15,000 | 7500 | 1570 | 112 |
| Giulia GTA 1300/1600 | 65-71 | 160,000 | 130,000 | 90,000 | 70,000 | 1570 | 115 |
| GT Junior | 66-77 | 22,000 | 16,500 | 8500 | 4500 | 1570 | 115 |
| 1750/2000 GTV | 67-77 | 29,500 | 22,500 | 12,000 | 6000 | 1962 | 118 |
| 1300/1600 Junior Z | 70-75 | 30,000 | 22,500 | 11,000 | 6000 | 1290 | 110 |
| Spider Duetto | 66-67 | 26,500 | 20,000 | 11,500 | 6000 | 1570 | 113 |
| 1750 Spider Veloce | 68-70 | 27,500 | 20,000 | 11,000 | 5000 | 1779 | 115 |
| Spider 2000 S2 | 70-82 | 15,000 | 12,000 | 6000 | 2500 | 1962 | 119 |
| Spider 2000 S3 | 82-89 | 8950 | 6250 | 3000 | 1650 | 1962 | 114 |
| Spider 2000 S4 | 89-93 | 10,000 | 7200 | 4000 | 2000 | 1962 | 114 |
| Montreal | 70-77 | 60,000 | 40,000 | 25,000 | 15,000 | 2593 | 132 |
| Alfasud/Alfasud Ti | 72-83 | 4850 | 3500 | 1500 | 550 | 1286 | 103 |
| Alfasud Sprint | 76-90 | 4500 | 3200 | 1350 | 500 | 1490 | 104 |
| Alfetta sal | 72-84 | 10,000 | 7000 | 3000 | 900 | 1962 | 113 |
| GTV 2000 | 76-87 | 8500 | 5750 | 2950 | 1200 | 1962 | 118 |
| GTV6 | 81-87 | 12,000 | 8250 | 4000 | 1750 | 2492 | 130 |
| 75 sal | 86-92 | 3250 | 2250 | 900 | 500 | 2959 | 135 |
| SZ | 89-93 | 36,500 | 26,500 | 18,500 | 14,000 | 2959 | 153 |

| | | | | | | | |
|--|-------|---------|---------|---------|---------|------|-----|
| ALLARD Allard Owners' Club (01438 773428) | | | | | | | |
| K1K2/K3 | 46-54 | 110,000 | 80,000 | 55,000 | 36,500 | 3917 | 101 |
| L/M | 46-53 | 60,000 | 40,000 | 22,000 | 14,000 | 3622 | 86 |
| P | 49-52 | 29,500 | 22,000 | 12,500 | 7500 | 3622 | 90 |
| J2/J2X | 50-54 | 220,000 | 185,000 | 145,000 | 115,000 | 4375 | 130 |

| | | | | | | | |
|---|-------|---------|---------|---------|--------|------|-----|
| ALPINE-RENAULT Club Alpine-Renault (01902 895590) | | | | | | | |
| AT10 | 65-77 | 75,000 | 55,000 | 36,000 | 27,500 | 1565 | 115 |
| A310 1600 | 74-77 | 25,000 | 19,000 | 12,500 | 7500 | 1605 | 130 |
| A310 V6 | 77-86 | 30,000 | 24,000 | 15,000 | 9000 | 2664 | 137 |
| GTA | 85-91 | 8500 | 7000 | 3750 | 2250 | 2849 | 139 |
| GTA Turbo | 85-91 | 9900 | 8000 | 4650 | 2750 | 2458 | 149 |
| ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308) | | | | | | | |
| Speed 20 Tourer | 32-36 | 115,000 | 95,000 | 72,000 | 52,000 | 2762 | 90 |
| Speed 25 Tourer | 37-40 | 175,000 | 150,000 | 120,000 | 95,000 | 3571 | 85 |
| TA14 | 46-50 | 15,000 | 11,000 | 6000 | 3250 | 1892 | 72 |
| TA14 convertible | 46-50 | 32,500 | 25,000 | 14,000 | 7000 | 1892 | 72 |
| TA21/TC21/100 | 50-55 | 19,500 | 15,000 | 8500 | 4000 | 2993 | 100 |
| TA21/TC21/100 con | 50-55 | 47,500 | 35,000 | 20,000 | 10,000 | 2993 | 95 |
| TD21 | 56-63 | 30,000 | 21,000 | 12,000 | 6000 | 2993 | 104 |
| TD21 convertible | 56-63 | 63,500 | 49,000 | 32,000 | 18,500 | 2993 | 102 |
| TE/TF21 | 63-67 | 34,000 | 25,000 | 14,000 | 7500 | 2993 | 110 |
| TE/TF convertible | 63-67 | 80,000 | 60,000 | 37,500 | 22,500 | 2993 | 107 |

| | | | | | | | |
|---|-------|--------|--------|------|------|------|-----|
| ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (0121 459 0742) | | | | | | | |
| Lancaster | 46-52 | 12,000 | 9000 | 5000 | 2750 | 1991 | 70 |
| Hurricane dhc | 46-53 | 19,500 | 15,000 | 7500 | 4000 | 1991 | 70 |
| Typhoon coupé | 46-50 | 13,500 | 10,500 | 6000 | 3250 | 1991 | 70 |
| Whitley | 50-53 | 11,500 | 8500 | 4250 | 2500 | 2309 | 85 |
| Sapphire 346 | 53-59 | 12,500 | 9500 | 4750 | 1750 | 3435 | 100 |
| Sapphire 234/236 | 56-58 | 11,500 | 8500 | 4000 | 1600 | 2309 | 97 |
| Star Sapphire | 58-60 | 14,000 | 11,000 | 5500 | 2500 | 3990 | 104 |

| | | | | | | | |
|--|-------|---------|---------|---------|---------|------|-----|
| ASTON MARTIN Aston Martin Owners' Club (01865 400400) | | | | | | | |
| 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 | 475,000 | 350,000 | 250,000 | 2922 | 120 |
| DB4 | 58-63 | 450,000 | 375,000 | 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 | 6.5m | 6m | 5.5m | 5m | 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 | 120,000 | 95,000 | 55,000 | 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 | 33,000 | 27,500 | 24,500 | 21,500 | 5935 | 165 |

| | | | | | | | |
|---|-------|--------|--------|--------|--------|------|-----|
| AUDI Audi Owners' Club (07788 588449) | | | | | | | |
| 100S Coupé | 69-76 | 7750 | 5250 | 2500 | 1000 | 1871 | 112 |
| Quattro turbo | 80-89 | 15,000 | 11,000 | 5500 | 2750 | 2144 | 135 |
| Quattro 20V | 89-91 | 22,500 | 15,000 | 9000 | 5000 | 2226 | 142 |
| AUSTIN Seven OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173) | | | | | | | |
| Seven saloon | 30-34 | 12,000 | 9000 | 5250 | 2750 | 747 | 50 |
| Seven Chummy | 31-34 | 17,500 | 13,500 | 8000 | 5000 | 747 | 50 |
| Seven 65 Nippy | 33-37 | 30,000 | 22,500 | 15,000 | 10,000 | 747 | 60 |
| Seven Ruby saloon | 34-39 | 10,000 | 7500 | 4000 | 2000 | 747 | 53 |
| A125/A135 | 47-57 | 9000 | 7250 | 3750 | 1750 | 3995 | 89 |
| A40 Devon/Dorset | 47-52 | 4850 | 3800 | 1750 | 700 | 1200 | 76 |
| A70 Hamps/Heref | 48-54 | 5600 | 4400 | 2250 | 950 | 2199 | 83 |
| A90 Atlantic con | 49-50 | 24,000 | 18,000 | 9500 | 5000 | 2660 | 92 |
| A90 Atlantic coupé | 50-52 | 20,000 | 15,000 | 8500 | 3500 | 2660 | 92 |
| A40 Sports | 50-53 | 12,000 | 9000 | 4500 | 2750 | 1200 | 80 |
| A40 Somerset | 52-54 | 4500 | 3000 | 1400 | 600 | 1200 | 72 |
| A40 Somerset con | 52-54 | 7000 | 6000 | 3250 | 1600 | 1200 | 72 |
| Metropolitan opé | 54-61 | 12,500 | 9000 | 4500 | 2200 | 1489 | 78 |
| Metropolitan con | 54-60 | 15,000 | 10,000 | 5000 | 2500 | 1489 | 78 |
| A30/A35 | 51-59 | 5900 | 4000 | 2000 | 800 | 948 | 75 |
| A40, A50, A55 | 53-59 | 4250 | 2900 | 1200 | 550 | 1200 | 70 |
| A55/A60 Cambridge | 59-69 | 4000 | 2750 | 1100 | 500 | 1622 | 78 |

| | Year | Concourse/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|---|-------|----------------------|--------------|---------|---------|------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | | |
| 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 | 180,000 | 110,000 | 50,000 | 3669 | 91 | |
| Derby 4.25 PW | 36-39 | 120,000 | 80,000 | 52,500 | 32,000 | 4257 | 96 | |
| Derby 4.25 coachbuilt | 36-39 | 325,000 | 250,000 | 150,000 | 60,000 | 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/S2 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 | 87,500 | 56,000 | 39,000 | 6230 | 120 | |
| S3 MPW con | 62-65 | 190,000 | 150,000 | 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 | 86-80 | 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 | 55,000 | 40,000 | 25,000 | 6750 | 140 | |
| Continental R | 91-02 | 45,000 | 35,000 | 24,000 | 19,000 | 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 | 1.2m | 1m | 825,000 | 650,000 | 3168 | 135 | |
| Isotta 250/300 | 55-65 | 26,500 | 20,000 | 14,000 | 8000 | 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 | |
| 2000/i lux/lti | 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 | 13,500 | 10,000 | 5250 | 2400 | 1990 | 110 | |
| 2002ii | 71-75 | 13,000 | 9500 | 5000 | 2500 | 1990 | 120 | |
| 2002 turbo | 73-74 | 50,000 | 40,000 | 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 | 125,000 | 110,000 | 90,000 | 65,000 | 3153 | 138 | |
| 633/628 CSI | 76-87 | 8500 | 6000 | 2750 | 1200 | 3210 | 132 | |
| 635 CSI | 78-89 | 12,000 | 8500 | 4250 | 2000 | 3453 | 140 | |
| M635 CSI | 85-89 | 25,000 | 20,000 | 12,000 | 6000 | 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 | |
| M535i | 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 | 26,000 | 21,000 | 13,500 | 8500 | 2494 | 140 | |
| 840/850 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 | 130,000 | 110,000 | 85,000 | 65,000 | 4941 | 155 | |

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|---|-------|------|------|------|------|------|-----|--|
| 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 | |

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|---|-------|--------|--------|------|------|------|----|--|
| 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 | |

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|--|-------|---------|---------|---------|--------|------|-----|--|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | | |
| 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 | |

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|--|-------|---------|---------|---------|---------|------|-----|--|
| 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 | 38-38 | 1.25m | 1m | 750,000 | 550,000 | 3257 | 100 | |
| Type 57S Atalante cpe | 38-38 | 6m | 5.25m | 4.5m | 4m | 3257 | 115 | |
| EB110 | 92-95 | 300,000 | 250,000 | 195,000 | 150,000 | 3499 | 209 | |

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|---|-------|--------|--------|------|------|------|-----|--|
| 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 | |

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|--|-------|---------|---------|--------|--------|------|-----|--|
| CHEVROLET Classic Chevrolet Club (01376 552478); Corvette Club (01702 200881) | | | | | | | | |
| Corvette | 53-54 | 125,000 | 100,000 | 65,000 | 36,000 | 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 | 146 | |
| 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 | 5000 | 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 | |

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|----------------------------------|-------|---------|---------|---------|---------|------|-----|--|
| CISITALIA (cisitalia.net) | | | | | | | | |
| 202 coupe | 47-54 | 260,000 | 210,000 | 160,000 | 125,000 | 1089 | 105 | |

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|---|-------|---------|---------|--------|--------|------|-----|--|
| 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 | |
| 2CV | 60-90 | 7000 | 5000 | 2500 | 1250 | 602 | 71 | |
| DS19/ID19 | 56-68 | 16,000 | 12,000 | 5000 | 2000 | 1911 | 88 | |
| Safari estate | 59-75 | 17,500 | 13,000 | 6000 | 2500 | 1911 | 88 | |
| DS décapotable | 63-78 | 165,000 | 125,000 | 90,000 | 60,000 | 2175 | 100 | |
| DS20/21/23/Pallas | 68-75 | 30,000 | 20,000 | 8000 | 3500 | 2347 | 120 | |
| SM V6 | 70-75 | 57,500 | 37,500 | 22,000 | 10,000 | 2670 | 135 | |
| GS/GSA | 70-85 | 3750 | 2500 | 1000 | 450 | 1220 | 100 | |
| CX GTi/GTi turbo | 77-89 | 6000 | 4500 | 2000 | 900 | 2347 | 137 | |

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|--|-------|------|------|------|-----|-----|-----|--|
| CLAN Clan Owners' Club (01656 744741) | | | | | | | | |
| Crusader coupé | 71-74 | 5000 | 3750 | 1650 | 700 | 875 | 102 | |

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|--|-------|------|------|-----|-----|------|----|--|
| DAF DAF Owners' Club, 56 Ridgedale Rd, Bilsborrow, Chesterfield, Derbyshire S44 6TX | | | | | | | | |
| 55 Marathon coupé | 68-72 | 3500 | 2200 | 800 | 350 | 1108 | 83 | |

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| DAIMLER Daimler & Lanchester Owners' Club (01253 352076) | | |
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PRICE GUIDE

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|---------|---------|---------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| 348 Spider | 89-94 | 32,500 | 26,500 | 22,000 | 18,000 | 3405 | 170 |
| F355 GTS | 94-99 | 55,000 | 45,000 | 32,500 | 25,000 | 3496 | 185 |
| F355 Spider | 95-99 | 56,500 | 47,500 | 35,000 | 26,500 | 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 |
| 550 Maranello | 98-01 | 70,000 | 55,000 | 42,000 | 35,000 | 5474 | 199 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|--------|--------|--------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| FIAT | | | | | | | |
| 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 | 12,000 | 8000 | 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 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|---------|---------|--------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| FORD | | | | | | | |
| AVO OC (01527 54225); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mooch.net) | | | | | | | |
| Prefect | 40-53 | 5000 | 3850 | 1750 | 950 | 1172 | 88 |
| Pilot V8 | 47-51 | 12,000 | 9500 | 6000 | 3000 | 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 | 6000 | 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 | 5600 | 4000 | 1750 | 800 | 1498 | 79 |
| Consul Capri/GT | 61-64 | 8500 | 6000 | 3000 | 1200 | 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 | 5000 | 3250 | 1600 | 800 | 1298 | 83 |
| Escort Twin Cam | 68-71 | 40,000 | 32,500 | 24,000 | 17,500 | 1558 | 113 |
| Escort GT/Sport | 68-73 | 9000 | 6500 | 3000 | 1600 | 1298 | 96 |
| Escort 1300E | 73-75 | 8000 | 5500 | 2750 | 1400 | 1298 | 94 |
| Escort Mexico | 70-75 | 20,000 | 14,000 | 7500 | 4000 | 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 | 5000 | 3250 | 1500 | 800 | 1599 | 97 |
| Escort Mk1 Sport | 75-80 | 8250 | 6500 | 3500 | 1650 | 1599 | 101 |
| Escort Mk1 Mexico | 76-78 | 14,500 | 11,000 | 6250 | 3500 | 1593 | 105 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|---------|--------|--------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| Escort Mk1 RS1800 | 75-77 | 35,000 | 30,000 | 22,500 | 15,000 | 1835 | 112 |
| Escort Mk1 RS2000 | 75-80 | 15,000 | 11,500 | 6500 | 3750 | 1939 | 109 |
| Escort XR3i/XR3i | 81-86 | 4500 | 3000 | 1500 | 400 | 1597 | 116 |
| Escort RS1600i | 83-84 | 7500 | 5500 | 3000 | 1650 | 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 | 26,000 | 15,000 | 10,000 | 3091 | 125 |
| Capri 1111 1.6/2.0 | 74-82 | 6750 | 4500 | 2000 | 1000 | 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 | 12,500 | 9000 | 4500 | 3000 | 2792 | 129 |
| Consul Granada 3.0 | 72-77 | 6750 | 5000 | 2250 | 1000 | 2994 | 113 |
| Granada 3.0 Coupé | 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 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|---------|---------|---------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| FRAZER NASH | | | | | | | |
| VSCC Frazer Nash section (01285 720483) | | | | | | | |
| Le Mans Replica | 48-52 | 750,000 | 600,000 | 400,000 | 300,000 | 1971 | 115 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|------|-------|------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| GILBERT | | | | | | | |
| Gilbert Owners' Club (01926 512136) | | | | | | | |
| 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 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|--------|--------|------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| GINETTA | | | | | | | |
| Ginetta Owners' Club (01724 352801; email: membership@ginetta.org) | | | | | | | |
| G41 Q1.5 | 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 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|--------|--------|--------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| GORDON-KEEBLE | | | | | | | |
| Gordon-Keble Owners' Club (01280 701009) | | | | | | | |
| GK/T | 64-67 | 75,000 | 60,000 | 40,000 | 25,000 | 5395 | 135 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|---|---------------------|--------------|---------|--------|--------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| HEALEY | | | | | | | |
| Association of Healey Owners (01425 480243) | | | | | | | |
| Elliot salon | 46-50 | 37,500 | 32,000 | 22,500 | 11,000 | 2443 | 110 |
| Silverstone sports | 49-50 | 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 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|--------|--------|------|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |
| HEINKEL/TROJAN | | | | | | | |
| Heinkel/Trojan Club (01527 501318) | | | | | | | |
| Cabin Cruiser/200 | 56-65 | 25,000 | 19,000 | 11,500 | 8000 | 198 | 60 |

| Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|--|---------------------|--------------|------|-------|----|-----------|--------------|
| NE DENOTES NEW ENTRY TO PRICE GUIDE | | | | | | | |

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DENOTES NEW ENTRY TO
PRICE GUIDE

| | Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|---|-------|---------------------|--------------|---------|---------|------|-----------|--------------|
| 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 | 1.2m | 1.1m | 900,000 | 700,000 | 3929 | 175 | |
| Islero | 68-70 | 175,000 | 140,000 | 90,000 | 60,000 | 3929 | 160 | |
| Jarama | 70-78 | 75,000 | 56,000 | 35,000 | 20,000 | 3929 | 162 | |
| Espada I/II/III | 68-78 | 80,000 | 55,000 | 35,000 | 20,000 | 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 LP500S | 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 | |

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|--|-------|------|------|------|------|------|----|--|
| LANCHESTER | | | | | | | | |
| Daimler & Lanchester Owners' Club (07000 356285) | | | | | | | | |
| Ten (LD10) | 46-51 | 5500 | 4500 | 2000 | 1000 | 1287 | 69 | |
| Fourteen | 51-54 | 6500 | 4750 | 3000 | 1750 | 1968 | 75 | |

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|---|-------|---------|---------|---------|---------|------|-----|--|
| LANCIA | | | | | | | | |
| Lancia Motor Club (lanciamotorclub.co.uk) | | | | | | | | |
| Aprilia | 37-49 | 30,000 | 22,000 | 12,000 | 6500 | 1486 | 80 | |
| Appia 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 | 950,000 | 800,000 | 650,000 | 525,000 | 2451 | 115 | |
| Aurelia B24 conv | 57-58 | 325,000 | 250,000 | 200,000 | 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 | 70,000 | 50,000 | 32,000 | 22,000 | 2775 | 115 | |
| Flaminia convertible | 59-67 | 125,000 | 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 | 5250 | 3500 | 1500 | 850 | 1585 | 121 | |
| HF Integrale | 87-91 | 15,000 | 10,000 | 5000 | 3000 | 1995 | 134 | |
| Integrale Evo 1 | 91-93 | 26,500 | 19,500 | 12,000 | 7500 | 1995 | 135 | |
| Integrale Evo 2 | 93-95 | 30,000 | 22,500 | 15,000 | 10,000 | 1995 | 136 | |
| Thema 8.32 | 88-90 | 10,000 | 7500 | 3500 | 2000 | 2927 | 140 | |

| | | | | | | | | |
|--|-------|--------|--------|--------|------|------|----|---|
| LAND ROVER | | | | | | | | |
| Series I Club (01363 826666); SII Club, PO Box 251, Barnsley S70 5YN | | | | | | | | |
| Series I | 48-53 | 30,000 | 20,000 | 7500 | 4000 | 1595 | 60 | |
| Series I | 53-58 | 15,000 | 10,000 | 5000 | 2250 | 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 | 8000 | 5500 | 2000 | 750 | 3528 | 86 | |
| Range Rover 2dr | 70-72 | 30,000 | 18,500 | 10,000 | 6500 | 3528 | 96 | |
| Range Rover | 73-89 | 20,000 | 12,000 | 6000 | 1500 | 3528 | 96 | ▲ |

| | | | | | | | | |
|---|-------|--------|--------|--------|--------|------|-----|--|
| LEA-FRANCIS | | | | | | | | |
| Lea-Francis Owners' Club (01865 407515) | | | | | | | | |
| 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 | |

| | | | | | | | | |
|--|-------|--------|--------|--------|--------|------|-----|---|
| LOTUS | | | | | | | | |
| Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219) | | | | | | | | |
| 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 | 27,500 | 22,000 | 13,500 | 8000 | 1558 | 119 | |
| Elan S4 dhc | 68-71 | 26,000 | 20,000 | 12,500 | 7500 | 1558 | 120 | |
| Elan S3/S4 cpé | 66-71 | 24,000 | 18,000 | 11,000 | 6500 | 1558 | 123 | |
| Elan Sprint con | 71-73 | 40,000 | 32,000 | 20,000 | 13,500 | 1558 | 121 | |

NE
DENOTES NEW ENTRY TO
PRICE GUIDE

| | Year | Concours/ Dealer | Private sale | Good | Rough | cc | Top speed | Price change |
|-------------------|-------|---------------------|--------------|--------|--------|------|-----------|--------------|
| Elan Sprint Coupé | | | | | | | | |
| Elan Plus 2 | 67-74 | 18,000 | 13,000 | 6750 | 4250 | 1558 | 121 | |
| Europa S2 | 67-71 | 20,000 | 14,000 | 7500 | 3750 | 1470 | 110 | ▲ |
| Europa TC/Special | 71-75 | 23,000 | 16,500 | 8750 | 5250 | 1558 | 123 | ▲ |
| Elita, Eclat | 74-82 | 5500 | 4000 | 2000 | 800 | 2174 | 129 | |
| Esprit S1 | 76-78 | 22,500 | 16,500 | 10,000 | 7000 | 1973 | 124 | |
| Esprit S2 | 78-81 | 15,000 | 12,000 | 7500 | 5000 | 1973 | 130 | |
| Esprit Turbo | 80-87 | 16,500 | 13,000 | 8500 | 5500 | 2174 | 148 | |
| Esprit S3 | 82-87 | 13,500 | 10,500 | 7000 | 4500 | 2174 | 134 | |
| Excel | 82-88 | 7250 | 5000 | 2600 | 1000 | 2174 | 130 | |
| Esprit X180 | 87-90 | 12,000 | 9500 | 6750 | 5000 | 2174 | 135 | |
| Esprit Turbo/SE | 87-92 | 14,500 | 12,000 | 8000 | 6500 | 2174 | 156 | |
| Esprit S4 Turbo | 93-96 | 19,000 | 15,500 | 12,000 | 8500 | 2174 | 161 | |
| Carlton/Omega | 90-92 | 18,000 | 14,000 | 10,000 | 7000 | 3615 | 177 | |
| Elan SE turbo | 89-92 | 8000 | 6500 | 4250 | 1750 | 1588 | 137 | |
| Elan S2 | 94-95 | 9000 | 7500 | 5500 | 3500 | 1588 | 137 | |
| Elise S1 | 95-00 | 12,500 | 10,000 | 7500 | 6000 | 1796 | 126 | |
| Esprit V8 | 96-04 | 22,500 | 18,500 | 14,000 | 11,000 | 3506 | 175 | |
| 340R | 00-02 | 25,000 | 21,000 | 16,000 | 13,500 | 1796 | 133 | |
| Exige S1 | 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 | |
| Mantula | 84-87 | 11,500 | 9,000 | 6000 | 3500 | 3528 | 150 | |
| Mantara | 93-97 | 16,000 | 13,000 | 10,500 | 8000 | 3946 | 158 | |
| Mantis | 97-98 | 26,000 | 23,000 | 18,500 | 15,000 | 4601 | 170 | |

| MASERATI | | | | Maserati Club (01494 717701) | | | |
|----------------------|-------|---------|---------|------------------------------|---------|------|-----|
| A66/2000 Zagato cpé | 54-57 | 1.2m | 1.05m | 900,000 | 750,000 | 1986 | 131 |
| A66/2000 coupé | 54-57 | 500,000 | 450,000 | 400,000 | 350,000 | 1986 | 131 |
| 3500 GT coupé | 58-64 | 200,000 | 160,000 | 110,000 | 80,000 | 3485 | 142 |
| 3500 GT Spider | 58-64 | 600,000 | 475,000 | 400,000 | 275,000 | 3485 | 140 |
| Sebring 3.5/3.7/4.0 | 62-66 | 180,000 | 140,000 | 80,000 | 55,000 | 3485 | 138 |
| Mistral coupé | 63-70 | 120,000 | 95,000 | 57,500 | 40,000 | 3692 | 147 |
| Mistral Spyder | 64-70 | 400,000 | 320,000 | 240,000 | 165,000 | 3692 | 147 |
| Quattroporte 4.1/4.7 | 63-71 | 47,500 | 35,000 | 22,000 | 11,000 | 4136 | 130 |
| Quattroporte III | 79-90 | 13,000 | 10,000 | 5000 | 2750 | 4930 | 122 |
| Mexico | 65-72 | 75,000 | 55,000 | 32,000 | 22,000 | 4719 | 150 |
| Indy | 66-74 | 60,000 | 45,000 | 27,500 | 20,000 | 4719 | 156 |
| Ghibli 4.7 | 67-70 | 150,000 | 110,000 | 75,000 | 50,000 | 4719 | 155 |
| Ghibli Spyder | 69-71 | 500,000 | 425,000 | 325,000 | 250,000 | 4719 | 154 |
| Ghibli 4.9 SS | 70-73 | 185,000 | 140,000 | 95,000 | 62,500 | 4930 | 172 |
| Ghibli SS Spyder | 71-72 | 600,000 | 500,000 | 400,000 | 300,000 | 4930 | 170 |
| Bora 4.7/4.9 | 71-79 | 110,000 | 90,000 | 50,000 | 32,000 | 4719 | 160 |
| Merak | 72-75 | 37,500 | 25,000 | 15,000 | 8000 | 2965 | 135 |
| Merak SS | 76-83 | 47,500 | 32,500 | 18,000 | 9500 | 2965 | 147 |
| Khamsin | 74-82 | 80,000 | 65,000 | 42,500 | 27,500 | 4930 | 151 |
| Kyalami 4.1/4.9 | 76-83 | 35,000 | 25,000 | 15,000 | 9000 | 4930 | 150 |
| Biturbo 220-425 | 81-88 | 6500 | 4500 | 2200 | 1000 | 2491 | 138 |
| Biturbo Spyder | 84-91 | 9000 | 7000 | 4000 | 2000 | 2491 | 138 |
| Ghibli II | 94-97 | 13,500 | 11,000 | 5500 | 3000 | 2790 | 155 |
| 3200GT | 98-01 | 14,000 | 11,000 | 8250 | 5500 | 3217 | 180 |

PRICE GUIDE

| NE SENIORS NEW ENTRY TO PRICE GUIDE | Year | | Concours/ Dealer | | Private sale | | | cc | Top speed | Price change |
|---|-------|------------------|------------------|--------|--------------|------|-----------|----|-----------|--------------|
| | Year | Concours/ Dealer | Min | Good | Rough | cc | Top speed | | | |
| 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 | 11,500 | 8250 | 4500 | 2850 | 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 | 5250 | 3750 | 1750 | 650 | 803 | 63 | | | |
| Minor MM/SII conv. | 50-56 | 8500 | 6000 | 3000 | 1600 | 803 | 63 | | | ▲ |
| Minor SII Traveller | 63-56 | 9000 | 6250 | 2750 | 750 | 803 | 63 | | | ▲ |
| Minor 1000 | 56-70 | 5500 | 4000 | 1850 | 625 | 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 | 4000 | 2500 | 1000 | 500 | 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 | | | |
| Ascona/Manta 400 | 79-83 | 20,000 | 15,000 | 9000 | 5000 | 2410 | 125 | | | |

| PANHARD | | Panhard et Levassor Club GB (0161 483 8262) | | | | | | | | |
|-------------|-------|---|------|------|------|-----|-----|--|--|--|
| PL17 saloon | 59-64 | 5500 | 4000 | 2000 | 1000 | 845 | 75 | | | |
| 24CT coupé | 64-67 | 6500 | 5000 | 2650 | 1400 | 845 | 100 | | | |

| PANTHER | | Panther Car Club Ltd (0116 237 5284); Enthusiasts' Club (01252 540217) | | | | | | | | |
|-----------------------|-------|--|--------|--------|--------|------|-----|--|--|--|
| J72.3.8/4.2/5.3 | 72-81 | 25,000 | 20,000 | 15,000 | 10,000 | 4235 | 115 | | | |
| De Ville 4.2/5.3 | 74-85 | 40,000 | 32,000 | 22,500 | 15,000 | 5343 | 135 | | | |
| Lima/Kallista | 76-90 | 8500 | 6500 | 3500 | 2000 | 1596 | 98 | | | |
| Kallista 2.8/2.9/2.9i | 82-90 | 9750 | 7500 | 5000 | 2750 | 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 | | | |
| 404 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 | 140,000 | 115,000 | 80,000 | 60,000 | 1774 | 130 | | | |
| 205 GTi 1.6 | 84-90 | 6000 | 4500 | 2000 | 750 | 1580 | 122 | | | |
| 205 GTi cabrio | 86-92 | 4750 | 3000 | 1500 | 500 | 1580 | 120 | | | |
| 205 GTi 1.9 | 87-94 | 8000 | 5750 | 2500 | 1000 | 1905 | 126 | | | |

| PIPER | | Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk | | | | | | | | |
|-----------|-------|--|--------|--------|--------|------|-----|--|--|--|
| GT/P2 1.6 | 68-74 | 30,000 | 24,000 | 16,000 | 10,000 | 1599 | 115 | | | |

| PORSCH | | 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 | 51-56 | 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 | 150,000 | 120,000 | 80,000 | 60,000 | 1991 | 131 | | | |
| 911 2.0 | 66-67 | 85,000 | 65,000 | 40,000 | 32,000 | 1991 | 131 | | | |
| 911S 2.0 | 68-69 | 155,000 | 120,000 | 80,000 | 60,000 | 1991 | 140 | | | |
| 912 | 65-69 | 35,000 | 27,500 | 17,000 | 11,000 | 1582 | 112 | | | |
| 911/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 | 140,000 | 110,000 | 72,000 | 52,000 | 2195 | 144 | | | |

| NE SENIORS NEW ENTRY TO PRICE GUIDE | Year | | Concours/ Dealer | Private sale | | | cc | Top speed | Price change |
|---|-------|---------|---------------------|--------------|---------|-------|-----|-----------|--------------|
| | Year | | | Mint | Good | Rough | | | |
| 914-4 | 69-75 | 16,000 | 12,000 | 6000 | 3500 | 1795 | 112 | | |
| 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 | 520,000 | 420,000 | 325,000 | 275,000 | 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 | | |

| NE DENOTES NEW ENTRY TO PRICE GUIDE | Year | Concours/ Dealer | Private sale | | | | | | cc | Top speed | Price change |
|---|-------|---------------------|---|--------|--------|------|-----|--|----|-----------|--------------|
| | | | Mint | Good | Rough | | | | | | |
| SUNBEAM | | | 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's) | 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 I/II sports | 59-63 | 11,500 | 8000 | 3750 | 1600 | 1592 | 101 | | | | |
| Alpine III sports | 63-64 | 12,000 | 8250 | 4000 | 1650 | 1592 | 100 | | | | |
| Alpine IV sports | 64-65 | 11,000 | 7250 | 3400 | 1400 | 1592 | 92 | | | | |
| Alpine V sports | 65-68 | 11,500 | 8000 | 3750 | 1500 | 1725 | 100 | | | | |
| Harrington GT | 61-63 | 15,000 | 11,000 | 5500 | 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 | 7500 | 5000 | 2500 | 1100 | 1725 | 95 | | | | |
| Rapier II-IIIa con | 58-63 | 12,000 | 9000 | 4500 | 2250 | 1592 | 87 | | | | |
| Rapier/Alpine | 67-76 | 5000 | 3500 | 1500 | 700 | 1725 | 102 | | | | |
| Rapier H120 | 68-76 | 6500 | 4500 | 2000 | 1000 | 1725 | 106 | | | | |
| Imp Sport | 66-76 | 4500 | 2850 | 1300 | 650 | 875 | 90 | | | | |
| Siletto | 67-72 | 5000 | 3250 | 1600 | 750 | 875 | 90 | | | | |

| SUZUKI | | | | | | | | |
|--|-------|------|------|------|-----|-----|----|--|
| 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 | |

| SWALLOW | | | | | | | | |
|----------------------------|-------|--------|--------|--------|------|------|-----|--|
| TR Register (01235 818866) | | | | | | | | |
| Doretti | 54-55 | 30,000 | 22,500 | 16,000 | 8500 | 1991 | 102 | |

| TALBOT | | | | | | | | |
|---|-------|--------|--------|------|------|------|-----|--|
| Sunbeam Lotus Owners' Club (01423 734624) | | | | | | | | |
| Sunbeam-Lotus | 79-81 | 18,500 | 13,500 | 7500 | 4500 | 2174 | 120 | |

| TOYOTA | | | | | | | | |
|--|-------|---------|---------|---------|---------|------|-----|--|
| Toyota Enthusiasts' Club (020 8898 0740) | | | | | | | | |
| 2000GT | 67-70 | 750,000 | 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 2.0i | 82-85 | 5000 | 3250 | 1500 | 700 | 2795 | 126 | |
| MR2 | 84-90 | 4250 | 3000 | 1250 | 500 | 1587 | 124 | |
| Supra Turbo | 88-92 | 3750 | 2850 | 1300 | 550 | 2354 | 142 | |

| TRIDENT | | | | | | | | |
|----------------------------------|-------|--------|--------|--------|------|------|-----|--|
| Trident Car Club (020 8644 9029) | | | | | | | | |
| Clipper V8 | 67-78 | 35,000 | 25,000 | 12,500 | 7000 | 4727 | 140 | |
| Venturer/Tycoon | 89-78 | 10,000 | 7500 | 4000 | 2200 | 2394 | 120 | |

| TRIUMPH | | | | | | | | |
|---|-------|--------|--------|--------|--------|------|-----|--|
| 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 | 30,000 | 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 | |
| TR6 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 | 11,000 | 9500 | 5500 | 2500 | 3528 | 130 | |
| Herald saloon | 59-70 | 3500 | 2300 | 1050 | 500 | 1147 | 76 | |
| Herald coupé/conv | 59-67 | 6500 | 4000 | 1750 | 800 | 948 | 80 | |
| Herald 12/50, 13/60 | 63-71 | 4000 | 2750 | 1250 | 600 | 1296 | 84 | |
| Herald 13/60 conv | 67-71 | 6250 | 4000 | 1950 | 800 | 1296 | 85 | |
| Vitesse 1600 | 62-66 | 4850 | 3200 | 1400 | 750 | 1596 | 88 | |
| Vitesse 1600 conv | 62-66 | 7000 | 5000 | 2500 | 1200 | 1596 | 91 | |
| Vitesse 2-litre MkI | 66-68 | 5000 | 3250 | 1500 | 750 | 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 | | | | cc | Top speed | Price change |
|---|-------|---------------------|--------------|------|-------|------|-----|-----------|--------------|
| | | | Mint | Good | Rough | | | | |
| Vitesse MkII | 68-71 | 5500 | 3650 | 1750 | 850 | 1998 | 102 | | |
| Vitesse MkII conv | 68-71 | 8250 | 5950 | 2850 | 1500 | 1998 | 100 | | |
| Spirit 4 | 62-65 | 10,000 | 7000 | 3000 | 1500 | 1147 | 94 | | |
| Spirit Mk2 | 65-67 | 9000 | 6000 | 2750 | 1350 | 1147 | 94 | | |
| Spirit Mk3 | 67-70 | 7500 | 5250 | 2650 | 1250 | 1296 | 100 | | |
| Spirit MkIV | 70-74 | 6000 | 4200 | 2000 | 800 | 1296 | 92 | | |
| Spirit 1500 | 74-78 | 6500 | 4500 | 2000 | 750 | 1493 | 101 | | |
| GT6 MkI | 66-70 | 10,500 | 7500 | 3250 | 1100 | 1998 | 109 | | |
| GT6 MkII/III | 70-74 | 11,000 | 8000 | 3500 | 1250 | 1998 | 112 | | |
| 2000/2500 MkII | 63-77 | 4500 | 3000 | 1250 | 450 | 1998 | 98 | | |
| 2.5P/2500TC | 68-77 | 5000 | 3300 | 1500 | 550 | 2498 | 107 | | |
| 2500S | 75-77 | 5500 | 3750 | 1750 | 700 | 2498 | 108 | | |
| Stag | 70-77 | 16,500 | 12,000 | 5500 | 2000 | 2997 | 117 | | |
| 1300/1500 fwd | 65-73 | 3000 | 2000 | 850 | 375 | 1296 | 86 | | |
| 1300TC fwd | 65-70 | 3250 | 2200 | 925 | 425 | 1296 | 93 | | |
| Dolomite 1850 | 72-81 | 2750 | 1850 | 850 | 425 | 1854 | 100 | | |
| Dolomite Sprint | 73-81 | 7250 | 5000 | 2250 | 950 | 1998 | 117 | ▲ | |

| TUCKER | | | | | | | | |
|------------------|----|-------|---------|---------|-----|------|-----|--|
| (tuckerclub.org) | | | | | | | | |
| Torpedo | 48 | 1.05m | 950,000 | 850,000 | n/a | 5474 | 120 | |

| TURNER | | | | | | | | |
|--------------------------------|-------|--------|--------|--------|------|------|-----|--|
| 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/II/III | 59-66 | 15,000 | 12,000 | 7500 | 3500 | 1498 | 100 | |

| TVR | | | | | | | | |
|-----------------------------|-------|--------|--------|--------|--------|------|-----|--|
| TVR Car Club (01952 822126) | | | | | | | | |
| Grantura F-1800S | 57-67 | 35,000 | 27,500 | 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 S1-4 | 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 | 4500 | 3500 | 2100 | 1100 | 2792 | 128 | |
| Tasmin 280i con | 81-87 | 5250 | 4400 | 2500 | 1500 | 2792 | 126 | |
| Tasmin 350i 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 | 89-92 | 6000 | 4750 | 3250 | 1500 | 2922 | 141 | |
| V8S | 91-94 | 12,000 | 9000 | 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 | 11,500 | 9000 | 6750 | 4280 | 180 | |
| Chimaera 450/500 | 96-03 | 15,000 | 12,000 | 9000 | 7000 | 4988 | 162 | |

| VANDEN PLAS | | | | | | | | |
|--|-------|--------|------|------|------|------|-----|--|
| VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA7 5PS | | | | | | | | |
| 4-litre Princess | 57-68 | 12,500 | 9500 | 4250 | 2000 | 3995 | 89 | |
| 3-litre I/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 | 1300 | 500 | 1275 | 87 | |
| 1500/1.5/1.7 | 74-80 | 2250 | 1500 | 700 | 300 | 1748 | 90 | |

| VAUXHALL | | | | | | | |
|---|-------|--------|------|------|------|------|----|
| Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238) | | | | | | | |
| 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 | 4200 | 3000 | 1400 | 600 | 1507 | 88 |
| Velox/Cresta PB | 62-65 | 3850 | 2750 | 1400 | 700 | 2651 | 94 |
| Victor 101 FC | 64-67 | 3200 | 2200 | 850 | 400 | 1594 | 83 |
| VX4/90 FC | 64-67 | 3500 | 2500 | 1000 | 500 | 1594 | 89 |
| Cresta PC/Viscount | 65-72 | 3600 | 2600 | 1250 | 650 | 3293 | 99 |

CLASSIC CAR INSURANCE?



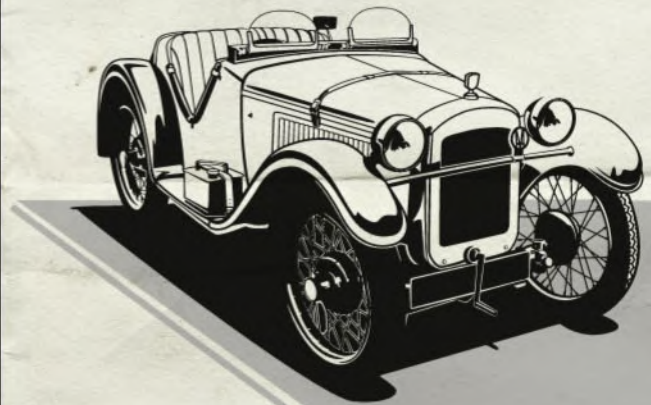
THE HARD WAY

- ☐ Ring an insurance company that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- ☐ Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- ☐ Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- ☐ The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



THE EASY WAY

- ☐ Call Hagerty. 0333 323 1383.
- ☐ Go for a relaxing drive.



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CLASSIC CAR INSURANCE

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