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Porsche 911S

'6000rpm on this coast road is simply addictive'

**PRICE
GUIDE
QUARTERLY**
331 MOVERS
REVEALED

Classic Cars

QUENTIN WILLSON'S

SMART BUYS *of* 2016

Five fab drives to snatch before prices move on up

MERCEDES SEC

ALFA SZ

ESCORT COSWORTH

MGB GT V8

AUSTIN-HEALEY 3000



PLUS

Arnolt-Bristol driven

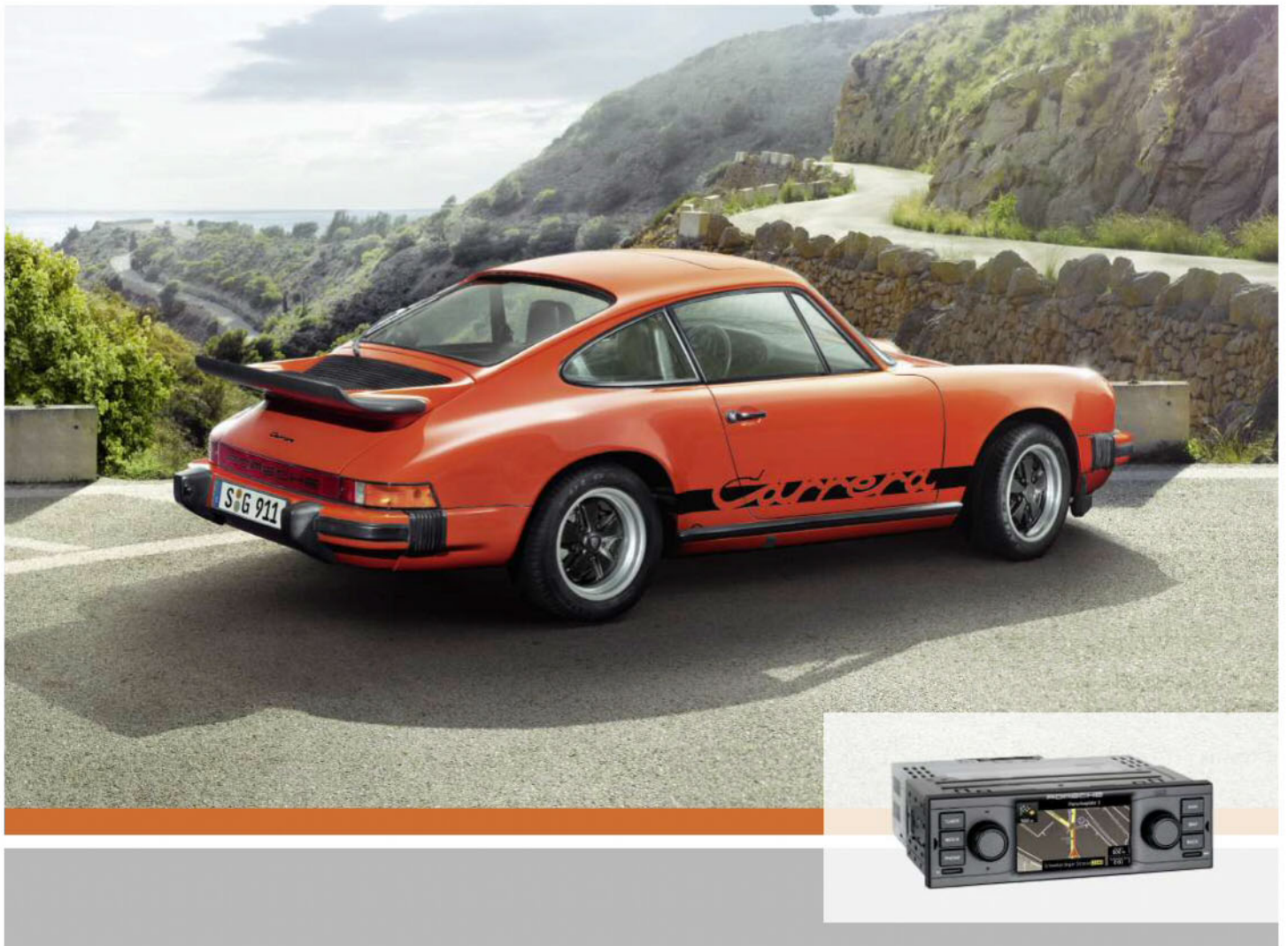
The 1955 Sebring winner?

A BMW 3.0S life

Blizzards, border controls and cows

Lambo Countach 5000S

Epic battle to restore fire damage



Porsche Classic Radio Navigation System.

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PORSCHE

*Classic Porsches up to 993 with a DIN-1 interface



Beneath the surface buzz at all of the shows that I've been to in 2016 lies an oft-repeated concern – that classic cars are being priced out of reach for ordinary enthusiasts. Certainly the £12k Aston Martin V8 that I always promised myself is now a distant memory and our quarterly Price Guide (page 204) is bulging with similar examples, but all my working life there have been cars that have laughed mockingly at my bank balance.

Fortunately the market doesn't move as one, despite what some commentators would have you believe. Fashion, fads, received wisdom, supply and demand have a helpful habit of ebbing and flowing, leaving little eddies with appealing cars trapped inside. As the five cars for our 2016 Smart Buys feature arrived at Longcross test track, the *Classic Cars* team was fidgety with excitement. A rally homologation special, a V8-powered GT from the chrome bumper era, a vast, elegant and beautifully made German coupé, an outrageous Italian design study turned loose on the road and one of the most handsome and heroic British sporting icons.

There, under leaden skies, stood five gleaming reasons to cheer the doubters, and to entertain me and my petrol-fuelled colleagues while we captured our thoughts for the big feature starting on page 48. While we each made the case for our own choices and Quentin looked for an overall winner, in truth we'd have been thrilled to take any one of them home, or to one of the outdoor events that we're looking forward to in 2016.

Phil Bell, editor

TAKE A BOW



QUENTIN WILLSON

Quentin gets to drive some pretty upscale machinery but he never tires of seeking out good-value classics for those of us on a more limited budget, p26



NEIL FRASER

'With the help of a couple of speed lights and my trusty polarising filter, fog works for soft light and drama – when it was thin enough to see through!' p6



STEWART PERRY

I tasked Stewart with finding a uniquely Aussie collection. He responded with the Bowden family cars, from ex-Pete Brock Holden Torana to BMW M1 Procar, p88



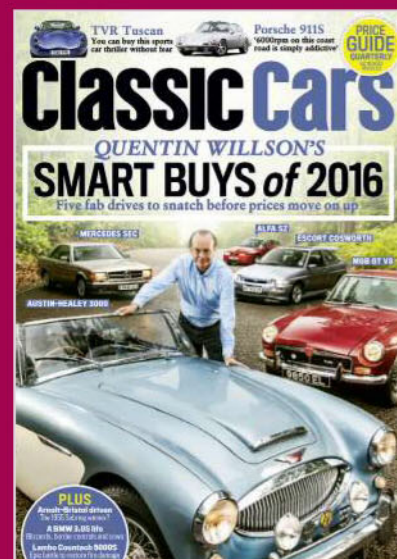
CHARLIE MAGEE

'A cover shot is a marriage of a highly technical challenge and an artistic one, arranging lots of cars and people to make the best use of space on the cover'

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‘These cars are admired because they’re interesting, different and era-defining’

48 Smart buys in 2016: Ford Escort RS Cosworth, MGB GT V8, Austin-Healey 3000, Mercedes-Benz 560 SEC, Alfa Romeo SZ



82 This BMW 3.0S has overcome unwanted bovine and border guard attentions and is still with its first owner 42 years later



62 We take to road and track in the Bertone beauty that took on the sports car establishment - and won

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→ CONTENTS

IN THIS ISSUE | MAY 2016 | ISSUE 514

↓ THE MONTH IN CARS

- 14 **London Classic Car Show** First-ever **Aston Martin V8 Vantage** takes centre stage
- 18 **PC Restoration Show** Ex-Ian Appleyard **Jaguar XK120** found after 30 years in hiding
- 20 **Race Retro** The **Renault 5 Turbo 1** that once took a bullet on the Monte Carlo rally returns
- 23 **Events planner** Road and race Morgans to star at the Bromyard Festival of Speed
- 106 **Next Month** One lucky reader gets to drive his dream **Ferrari 365 GTB/4 Daytona**

↓ THE INSIDERS

- 43 **Quentin Willson** explains why the classic car market will remain calm in the face of global upheaval
- 45 **Tom Tjaarda** on how one man realised his passion for a rare Fifties Ferrari racer - on a budget
- 47 **Simon Kidston** visits the Geneva Motor Show and soon wishes it was 1966 all over again

↓ OWNING

- 68 **COVER** **Epic Restoration** Most would think twice about rescuing any fire-damaged classic, but a **Lamborghini Countach**? Keys Motorsport looks back on its most daunting restoration
- 82 **COVER** **Life Cycle** Executive client-pleaser, scourge of Cold War border guards and occasional bovine lavatory - Hugh Cantlie's **E3 BMW 3.0S** has done it all in 42 years of single ownership
- 88 **The Collector** The Bowden family's collection of touring car racers includes a Bathurst 1000-winning **Ford Sierra RS500**, numerous ex-Peter Brock **Holdens** and a **BMW M1 Procar**
- 94 **Life in Cars** Saloon car racer and instructor Ray Calcutt recalls highs and lows in various **Porsche 911s**, ten years with an **Austin Eight Tourer** and a self-destructing **Lotus Elan**
- 109 **Our Cars** Ross's **Renault 5 Turbo 1** misses its 15 minutes of fame, Charlie's **Range Rover** is in for surgery, Russ turns rally navigator in a **Triumph Herald** and Sam's cross with the **Quantum's** boss

↓ DRIVING

- 6 **COVER** **The List** Carl Telford has a passion for Porsche but had never driven a 'proper' air-cooled **Porsche 911**. How does a day spent driving an early **2.0S** measure up to his lifelong dream?
- 48 **COVER** **The Big Test** We pit **Quentin Willson's** top classic buys for 2016 against each other, including the **Austin-Healey 3000**, **MGB GT V8**, **Mercedes-Benz 560 SEC**, **Alfa Romeo SZ** and **Ford Escort RS Cosworth** - and the man himself delivers his verdict on each
- 62 **COVER** **Arnolt-Bristol** Three of these curvaceous Bertone-built racers took the Sebring 12 Hours by storm in 1955. We drive the car that may have pulled off a spectacular class win
- 76 **Fifties tourers** Two stalwarts of a dying breed - the **Riley Pathfinder** and **Armstrong Siddeley Sapphire** - endured during the late-Fifties. Which is the preferred gentleman's carriage?

↓ BUYING

- 26 **Smart Buys** **Quentin Willson** says the **Bentley Arnage** is now at Mondeo money, **Ford Sierra XR4i** and **VW Corrado** values are rising and the new **Ford Mustang** is a sure future classic
- 30 **Market Watch** **Russ Smith** reveals why rocketing **Citroën SM** values are finally showing signs of slowing, and reports on growing interest in the **Porsche 944**
- 35 **Temptations** From **Minder's Ford Capri** to a genuine **Jaguar C-type** - nine classics to buy now
- 38 **Barn Finds** **Nigel Boothman** finds a spectacular classic hoard dumped in a Welsh mine, a **Jaguar XK120** that once had Alvis power and a rare RHD **Facel Vega HK500**
- 98 **COVER** **Buying Guide** Follow our seven steps to buying the best **TVR Tuscan Speed Six**
- 105 **Books and Models** A new book on **Alfredo Vignale** written by his nephew, plus the latest scale models - including a 1:18-scale **BMW M1 Procar** - reviewed by **Sam Dawson**
- 116 **Dealer adverts**
- 117 **Ads on Test** **Mercedes-Benz 190E 2.5-16** (p117), **Jaguar XK140 FHC** (p118), **Ford Galaxie V500** (p121), **Rolls-Royce Camargue** (p122)
- 179 **Advertise your classic for free**
- 204 **COVER** **Price Guide** Hundreds of movers in this month's round-up of classic car market values
- 210 **Classic Punts** One reader explains why his **Vauxhall 14 J Deluxe** has cost buttons to own



68 One family's determination to bring a fire-damaged Lamborghini Countach back to life

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THE LIST

‘Everything about it is addictive’



Carl Telford is a dedicated Porsche fan but has never actually driven what he calls a ‘real 911’. Will a day behind the wheel of an early short-wheelbase 911S satisfy this air-cooled purist?

Words SAM DAWSON Photography NEIL FRASER



THE LIST PORSCHE 911S

2.0-litre engine's torque surprised Carl - 'I especially like the way you can be cruising in fourth gear, put your foot down and it just takes off'



Carl revels in the 911's simple, delicate details

CARL TELFORD

Carl works for engine design firm Ricardo, so he appreciates cars on a mechanical level. He has a taste for pure, uncompromised driving machines, which has led to a pair of Porsche 924s – one a 2.5-litre S – a Mazda MX-5 Mk1 and a Subaru Impreza.

HIS WISHLIST

Citroën Traction Avant
Porsche 911
Mercedes 230 SL Pagoda
Maserati Mexico
Mazda Cosmo
Citroën SM
Tatra 613
Porsche 930 Turbo
Bentley Turbo R
Honda NSX

get the impression that today is one of many Porsche-themed days Carl Telford has enjoyed over the years. He has arrived early on this foggy morning to browse Paragon Porsche's wares ahead of fulfilling a long-held ambition.

'I've got a Mazda MX-5 now but had two Porsche 924s before that,' he says. 'I've just sold my second one, actually – a 924S – but I really wish I hadn't now.'

'I've never driven a proper air-cooled 911 – a major omission for anyone who loves Porsche, I know. My wife's birthday present to me this year was a factory tour at Stuttgart and the cars I found most fascinating at the Porsche museum were the 901 prototypes and the early 911s with the houndstooth seat trim. They seemed to me to have been created right on the cusp of the modern era when the wood-and-leather approach ended and motor sport began to direct the way in which cars were designed. It's also the point where Porsche as we know it today emerged.'

Then one of Paragon's drivers pulls up in front of the showroom's glass frontage in a dazzling 1968 Porsche 911 2.0S fresh from a wash and polish. This is as pure as 911s get – a short-wheelbase car with none of the aerodynamic extensions that sullied later examples and four Weber carburettors feeding the earliest displacement of Porsche's flat-six engine. As far as Porsche *aficionados* are concerned, this is Genesis.

‘Hit the throttle and there’s a smooth chromatic whizz followed by a racetrack gargle of accumulating violence’



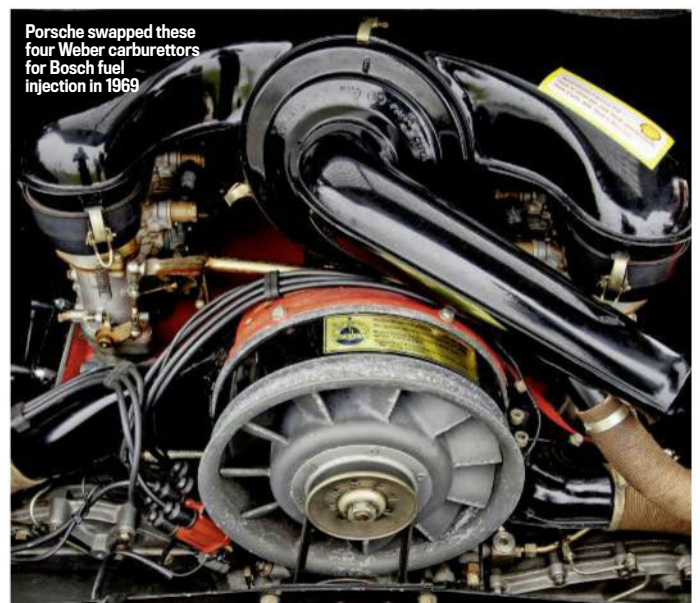
Paragon's Jamie Lipman gives Carl a brief lesson in the 911's rear-engined, short-wheelbase driving dynamics – get as much of your braking out of the way in a straight line before diving into a corner and only accelerate once the line out of it is clear – and then we head off in the direction of the Sussex Heritage Coast roads.

Carl takes to the 911 with ease almost immediately. ‘It’s such a tractable engine,’ he says. ‘I like the way it encourages you to explore its limits without being too intimidating – it’s just as happy to potter along as it is to bounce off the redline, if you’re in to that sort of thing. There’s much more torque than I was expecting and I especially like fourth gear; I can cruise in it at 40mph, but when I put my foot down, hear that wonderful wail and feel the tail hunker down, it just takes off!’

‘The gearchange takes some getting used to, though. Overall it’s a very easy car to drive but I reckon it would take me a couple of months of constant use before I could use the gearbox properly; its dogleg layout and recalcitrant action mean it’s the only aspect of the car that’s not completely slick and smooth.’

‘That said, there’s so much torque that I don’t need to use it as much as I thought I would anyway, and the pedals are ideally positioned for heel-and-toe gearchanges.’

Gaining in confidence, Carl puts Jamie’s earlier physics lesson into action as the roads get more challenging, sweeping in and out of the





Lifting off the throttle mid-corner elicits a palpable weight-shift that telegraphs exactly where the car's limits are

THE EVOLUTION



1964 901

Porsche's 356 replacement first appeared at the Frankfurt Motor Show but Peugeot threatened a lawsuit, claiming it owned the rights to any three-number model codes with a zero in the middle should the car be sold in France. The 904 became the Carrera GTS, 906 became Carrera 6 and 901 became 911. Curiously, there was no such controversy when Ferrari launched the 308.



1967 911S, R, TARGA

Porsche releases the Targa in response to calls for a successor to the 356 cabriolet. Concerns about crash safety and structural rigidity result in a roll hoop, detachable hardtop and zip-down plastic rear screen. It's joined by the 160bhp S, which has Fuchs alloy wheels and anti-roll bars. Short-lived stripped-out 911R is the first of the race-ready models.



1968 911 T & E

Porsche lengthens the 911's wheelbase by 57mm and fits six-inch-wide wheels to address oversteer-related handling concerns. Weber-carburettor-fed base model renamed 911T, while 911E features Bosch K-Jetronic fuel injection and hydropneumatic self-levelling struts. Newly injected 911S has 170bhp, Targa has glass rear windows. 2.2-litre engines follow across the range in 1970.



1972 911 2.4

The next engine expansion allows the car to run on lower-octane fuel, increasing its popularity in the US. The T, E and S models continue, but the T and E start to converge when the T gets fuel injection. E and S models get front airdams in 1973, and the 1972 addition of the external oil-filler port behind the right-hand door is deleted after it's mistaken for the fuel filler cap at petrol stations.



1972 CARRERA RS 2.7

First wide-bodied Porsche arrives in the final year of chrome bumper 911 production with wide Fuchs alloy wheels, a front airdam and rear 'ducktail' spoiler. Available in road-based Touring, track-ready Racing and halfway-house Sport trim. Simplified rubber bumper G-series 911 range replaces T, E, S and Carrera RS in 1973.



Floor-hinged pedals are ideally placed for heel-and-toeing, but Carl found the dogleg gearbox unco-operative

mainland in parallel with the outline of the chalk cliffs to our right. 'You don't need to do much for it to really go,' he says as the 911 hurtles out of another near-hairpin with the slightest prod of the throttle. 'The only 911 I've driven before now was a new Targa, not a proper air-cooled 911. This one is much, much nicer. The feedback, the tactility, the noise – it's all been lost in the new car. But this? Put it this way – I'm slowing down a bit too much before the corners just so I can put my foot down harder on the way out.

'I can really feel the weight transfer when I lift off slightly mid-corner. I know I've got to be careful, but it's good to know where the car's limits are. Also, the steering feel – I don't want to use the old go-kart cliché, but I really can feel every bump in the road.'

We pull over and I take the wheel. The first strong impression comes almost immediately through the steering wheel. Even pulling off sub-10mph parking manoeuvres in a bumpy, gravelly layby, the car reminds me of its intent, barging the wheel from side to side as it skirts potholes in a way that more comfort-orientated cars would smother with power-assistance or deliberately engineered vagueness.

The engine revs more smoothly than the sound it makes would suggest. There's a harsh, loose, unco-ordinated chatter, but press the right-hand pedal and its smooth, high-revving power delivery reminds me that it's still a flat six-cylinder engine – with all the natural balance that brings – regardless of its throbbing air-cooled

cacophany. There's a smooth chromatic whizz as soon as I hit the throttle, followed by a racetrack gargle of accumulating violence from 3000rpm. The rear seems to squat at the same rate at which the accelerator is squeezed, so the more you accelerate, the more it grips. Idiosyncratic though the 911 might seem – especially when approaching tight bends – no other layout can do this. The harder I push it, the more it tries to help.

There's no avoiding that gearchange, though; it's not helped by the strange floor-hinged clutch pedal that pinches your ankle every time you go for it, and while first and reverse gears are easy to find, the fore-aft planes of second-third and fourth-fifth are so close together that they're easily mis-slotted. The torque Carl has been eulogising about helps to overcome it, but the shift quality is not ideal.

Carl's engineer's eye crawls all over the car at our next pitstop, pulling out all the little details. 'Those Hella foglights are just beautiful,' he says. 'I'd like to nick them and use them as bedside lamps! And the interior is so elegant, so simple. Everything is just black vinyl and unpainted aluminium. There's an honesty about it too – Porsche didn't even try to hide the metal that holds the elements of the 911 badge together. I love it, I want it, and if I had the money I'd definitely have it.'

He has one last sit in the driver's seat, then suddenly has a quick rethink. 'Actually, I'd want it if it were worth a little bit less,' he says.

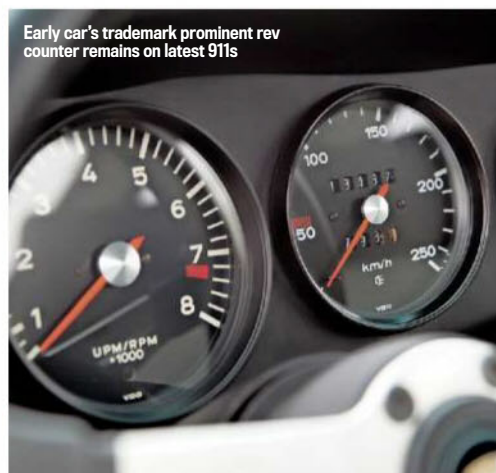
'Value and desirability are on very different and independent planes for me. The latter is obviously in the driving, but with values of these cars as they are, I'd be scared to thrash one whereas I can drive other, cheaper cars as their manufacturers intended.

'However, if they ever come down in value, I'm having an air-cooled 911 – it's as simple as that. I love the noise and that special sense that comes from having the engine slung way out back. Everything about it is addictive.

'Also, as an engineer, I take genuine pleasure in Porsche's attention to detail. On the surface the rear-mounted engine seems like a bad thing, but it was clearly engineered for traction off the line and out of bends. When you learn that, understand it, use it and appreciate the fine tolerances to which it's been finessed, you realise how incredibly thorough Porsche's engineers were, even in the early days of the 911.'

And that gearchange? 'Well, it's certainly tricky to master, but that would be a nice problem to have, wouldn't it?'

Thanks to: Paragon Porsche, Mayfield – paragongb.com



Early car's trademark prominent rev counter remains on latest 911s

1968 PORSCHE 911S

Engine 1991cc horizontally-opposed six-cylinder, sohc per bank, four Weber 40 IDS 3C carburettors **Power and torque** 160bhp @ 6600rpm; 132lb ft @ 5200rpm **Transmission** Five-speed manual, rear-wheel drive **Brakes** Ventilated discs front and rear **Suspension** Front: independent, wishbones, MacPherson struts, torsion bars, telescopic dampers, anti-roll bar. Rear: independent, semi-trailing arms, torsion bars, telescopic dampers, anti-roll bar **Steering** Rack and pinion **Weight** 1030kg **Performance** Top speed: 139mph; 0-60mph: 7.6sec **Fuel consumption** 27mpg **Cost new** £2600 **Current values** £80,000-£155,000

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 will need to be prepared for the possibility of long-distance travel and an early-morning start, but you will enjoy an unforgettable experience.

THE GANDINI-STYLED 911



Bertone Roadster's debut at the '66 Geneva Motor Show was overshadowed by the new 911 Targa

PORSCHE'S ITALIAN JOB

Few have ever dared to restyle the 911, but the car created by a young and unknown Gandini came closest to production

The Porsche 911's shape is so instantly recognisable that Porsche itself is still pilloried for deviating from it even now, more than 50 years after its launch. However, its design development could have taken a very different path had the dream of one of Porsche's most influential dealers been indulged.

Johnny von Neumann, together with fellow Austrian émigré and car importer Max Hoffman, was responsible for popularising Porsche and Ferrari in America via his dealership, Competition Motors Distributors. The 356 Speedster may have been New York-based Hoffman's idea but it was von Neumann's sun-kissed Los Angeles location and background in hot-rodding and racing that made it a West Coast phenomenon.

Porsche took a purist approach to the 911's engineering in the early Sixties, with particular concern for occupant safety and structural rigidity. So when von Neumann contacted Stuttgart in 1965 to ask when the Speedster's successor would arrive, Porsche had to admit that it had no plans in place. However, top brass agreed to give him a 911 to experiment with, with the potential for a production run of cars if it proved successful.

Much to Porsche's surprise, von Neumann sent the 911 to Bertone where a young – and then-unknown – Marcello Gandini sculpted a radical

new look for the German marque. He paid particular attention to cabin safety and structural stiffness by replacing the rear seats with a strengthened bulkhead and reinforced scuttle line. He also reworked the interior with a central instrument cluster that freed up more driver legroom.

Its shape was reminiscent of another recent rear-engined Bertone roadster – the Fiat 850 Spider – and the louvred headlight lids reappeared the following year on another Gandini classic, the Alfa Romeo Montreal.

'To make matters worse, Porsche chose Geneva to preview its new 911 Targa'

The Bertone Porsche 911 Roadster was unveiled – production-ready and on-budget – at the 1966 Geneva Motor Show with a projected showroom price of \$8000; \$2000

more than a Jaguar E-type, but less than Ferrari and Maserati rivals.

The public liked it, Porsche rather less so. It lacked obvious Porsche visual identity, failed to attract meaningful advance show orders and projected profit margins were slim. To make matters worse for von Neumann, Porsche chose the same Geneva show to preview its new 911 Targa.

The Bertone 911 managed to survive the crusher, found a Californian buyer and has since been repainted black and fitted with Mahle wheels in place of its original Campagnolos.

Porsche, on the other hand, wouldn't produce a full convertible 911 for another 20 years.



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➔ THE MONTH IN CARS

First Vantage lights up London and a bullet-hit Renault 5 wows Race Retro revellers



Grand Avenue played host to motoring glitterati spanning decades



📌 JAGUAR E-TYPE

'This was one of the earliest E-type coupés built,' said CMC's PR officer Julian Menendez. 'It was the 1961 Scottish Motor Show car and a press demonstrator. It was bought in 1976 by an English collector in Cernay, France, who hid it away and dismantled it after a couple of decades of use.'

'When he died, his widow called and said, "I have a couple of cars for you - I think one is an E-type." We had no idea it was such an important car. It's the 15th right-hand-drive coupé. It has no external bonnet catches, as only the first four coupés had those - the roadster retained external catches a little longer. When we found it there were birds nesting in it, but 2956 man-hours later it's finished.'



📌 ABARTH 1000 MONOPOSTO

Abarth chose the London show to launch its Classiche factory certification programme and brought along an unusual car from its past. This single-seater was created, not to compete in Formula racing but to break records. 'It was built to run the 500 metres!' said Abarth's Fabrizio Simoni. 'Carlo Abarth built cars to break every small-capacity speed record imaginable, to win trophies and establish credibility for his marque. Abarth couldn't trust his drivers to pilot the car precisely enough to take the 500-metre record, so he decided to do it himself. He was too heavy to get the necessary power-to-weight distribution, so he ate nothing but apples for 30 days, lost 30kg and took the record with a 15.38-second run.'



LONDON CLASSIC CAR SHOW, EXCEL

Classics take to the London stage

ASTON MARTIN V8 VANTAGE

'This was actually the first Aston Martin V8 Vantage built,' said Oselli's David Evans. 'It was built for Aston's then-co-owner George Minden in 1977. It looks like a later example thanks to the Oscar India-style rear bodywork, but this was changed by the factory in 1988 at the behest of a later owner. Originally, all its bolt-on bits were in black plastic, contrasting with the blue bodywork.'

'Together with Peter Sprague, Alan Curtis and Peter Flather, Minden bailed out Aston Martin in the Seventies and was keen to demonstrate that they were developing the cars, especially as tuners like Highvale Garage were offering reliably faster versions of the V8. The suspension was altered to cope with the extra power, but the blanked-off bonnet scoop and grille were just a visual facelift for motor shows, not for aerodynamics. Even standard V8s take all their air from the slot beneath the front bumper.'



DAIMLER DB18 BY CARLTON

'It's important for two reasons – the rarity and beauty of the Carlton coachwork, and the Winston Churchill connection,' said Tudor & Black's John Smith of its unusual Daimler drophead coupé. 'In 1939, because of the pressures of wartime, Daimler had allocation to build just 23 dropheads, but only eight were finished before the Luftwaffe bombed the Coventry plant. Four of the eight were destroyed in that raid and a fifth was damaged beyond repair and sold for scrap. Just three survived, and of those cars at least one is by Park Ward, so this one may be unique.'



BIZZARRINI 5300GT STRADA

'This is chassis number 260, a very early riveted-alloy Strada originally sold to Italian pop singer Little Donny,' said Davide de Giorgi of classic dealer Samuel Laurence. 'It also appeared in magazines of the era and a couple of Italian feature films. It was the only Strada finished in yellow.'

'After being sold in the US it returned to an enthusiast in Italy, who started restoring it. He didn't know how to repair aluminium so it remained as a stalled restoration for 30 years until we found it in 2007.'

'When the restoration was finished the car was shown to Bizzarrini himself, who approved of the work and signed the chassis-number plaque with a screwdriver.'



BENTLEY 3½-LITRE BY CORINTHIAN

This survivor from a lost era of British art-deco coachbuilding graced Frank Dale & Stepsons' stand. Corinthian, based in Kilburn Lane, only made three of these three-position drophead coupé bodies and the other two were Lagondas. The car was built for Phyllis Robins, who commissioned its design but kept it for less than four months – September to December 1935 – before selling it to a Mr J James of Stockton on Tees, who kept it throughout World War Two. In 1959 it was sold to a family in Liverpool, who still own it today. It was in regular use from 1959-65, before being stored in a state of disrepair for 20 years. A full restoration began in 2011 and the car is for sale for the first time in nearly 60 years – yours for £325,000.



LONDON CLASSIC CAR SHOW

London devours Murray's Big Mac

▲ MCLAREN F1 CELEBRATION

Formula One designer Gordon Murray opened the second running of the London Classic Car Show, which featured a six-car exhibition dedicated to his landmark supercar, the McLaren F1.

'They've amassed a very good spread of cars that tell the whole story,' said Murray. 'Prototype, short- and long-tail variants, GTR and so on, but for me the best one is the car with all its bodywork off. It's not often that people get to see beneath the skin of an F1, to see the way it's constructed.'

'This was a project borne out of disappointment, in a way. Supercars were overweight, bloated, inefficient things back then, even the EB110. Only the Ferrari F40 bucked the trend. That wasn't much of an inspiration, though – it was a barely civilised racing car, whereas the F1 was always intended to be a grand tourer with luggage space and air-conditioning, and the three-seater concept was there from the start. The

F40 by comparison was engineered like a kit car. Someone at the time asked me whether we were building a rival to the F40, and I replied, "No, because I can't find anyone who can weld that badly!"'

▲ PINNACLE OF RALLYING EXHIBITION

Ari Vatanen, 1981 World Rally Champion and four-times Dakar Rally winner, also cut the ribbon with Murray, and hosted the 'Pinnacle of Rallying' exhibition, featuring the most successful Group B cars from Audi, Peugeot, Lancia, Ford and MG.

'The Lancia 037 and Delta S4, Audi quattro and Peugeot 205 T16 were the cars that got Group B right,' said Vatanen. 'Ford and the Austin-Rover Group's entries were a case of too little, too late, but together with the championship winners they were the greatest actors on the rallying stage at that time. That said, there was no reason why Ford couldn't have won the championship

with the right drivers. The RS200 had the potential that the Metro 6R4 didn't – that was just too heavy with its V6 – but with a development programme continuing past 1986 to refine it, it could have done it.'

▲ MG METRO 6R4

Max Wakefield, owner of the ex-Tony Pond 6R4, respectfully disagrees. His newly restored car made its first public appearance since winning the 1986 British Tarmac Rally Championship with Ian Donaldson. He said, 'If you put on rose-tinted glasses, you'll find it was the most successful Group B car, as it was the only one that clubman racers bought in any numbers, and they're still winning rallies with it. My 6R4 started life as Pond's recce car, before becoming ARG's cold-weather development car, hence the extra pane of glass behind the seats. I don't know why they bothered with a hyperbaric chamber as their problem was always with overheating, not cold-starting!'



Gordon Murray (left) and Ari Vatanen opened the show



This MG Metro 6R4 was originally Tony Pond's recce car

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Bonhams



Read the full amazing story of this Countach's restoration on p68

PC RESTORATION SHOW, NEC, BIRMINGHAM

Restored Countach stars

This Lamborghini Countach 5000S was one of the highlights at the *Practical Classics* Restoration & Classic Cars show at the NEC in March. The car – featured on page 68 – was seriously damaged by fire and has been restored by Ferrari specialist Terry Keys and his sons Tom and Jamie. ‘The Weber carburettors had melted,’ said Terry, giving an idea of the carnage. ‘Molten aluminium had poured down the engine’s inlet ports.’



The front half is almost all BMW, the rear is Abbotts



XK120 sees daylight after 30 years in a Cornish shed

➔ JAGUAR XK120

This XK120 coupé, originally owned by works rally driver Ian Appleyard, emerged at the *Practical Classics* show having hidden in a shed in Liskeard, Cornwall, for more than 30 years. ‘It was only found last week,’ said Neil Fender of Fender-Broad. ‘Although Appleyard traded in cars, we know this XK120 was his private car, given to him by Jaguar, because it was registered in Coventry while Appleyard was based in Yorkshire. He was gifted this car during his time as Jaguar’s works-backed rally driver from 1948-53. It’s only had two owners – Appleyard, and the man he sold it to, a personal friend of his who moved it to Cornwall, ran it until it fell into disrepair, then interred it in his shed. Strangely, it’s on heavy-duty off-road tyres.’



Only 25 Arrows Escorts were made. This is number three

➔ ARROWS FORD ESCORT RS COSWORTH

‘The Arrows Formula One team persuaded RS sales and tuning specialist Brooklyn to make a limited run of special Ford Escort RS Cosworths, back when Ford provided its engines,’ said Chris Daley of EFD Restorations. ‘It was remapped to give an extra 40bhp, fitted with stiffer suspension with front and rear strut-bracing, Enkei wheels, the rally-style twin-headlight conversion and an all-leather interior. Just 25 were made, and on the first seven examples – this is number three – the Arrows livery was painted on, rather than using a sticker kit. This car has had one owner from new, has the leather and all accessories and has covered just 32,000 miles.’

➔ FRAZER NASH-BMW 315 BY E D ABBOTT

‘This is one of two surviving British-bodied Thirties BMWs,’ said owner David Williams of the 1936 sports saloon, complete with ‘hidden’ rear suicide-doors that can only be opened when the front doors are unlatched. The 315 is a 1.5-litre version of the six-cylinder 303 that was first built in 1933. Production of the 315 stopped in 1937.

‘I found out via Mark Garfitt at the BMW club that a classic car dealer in Belgium had a UK-registered BMW that he proposed to turn into a 328 roadster clone.

‘Mark pointed out that there were too many technical differences between the two cars, and eventually the dealer lost heart. A friend of mine was out there at the time so I persuaded him to do a deal on the car on my behalf. This would have been about five years ago.

‘It did the Exeter Trial in 1937 and 1938 – back then trials cars were less specialised and people would do them in the cars they drove to work in. It’s built on an ash frame, so there’s lots of woodworm and dry rot, but I’ve been lucky with this one because the doors are still in alignment, so it’s still a practical restoration proposition. It’s an odd mixture – forward of the windscreen it’s all of German industrial stamped manufacture including the imperial dashboard instruments, but excluding the headlights. Everything backwards of the windscreen is hand-built by Abbott.’

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This Renault 5 Turbo was taken out of the 1983 Monte Carlo Rally by a sniper's bullet

RACE RETRO, STONELEIGH

Turbo charges into Stoneleigh

▲ 1981 RENAULT 5 TURBO

The Renault 5 Turbo that crashed out of the 1983 Monte Carlo Rally in mysterious circumstances has returned to a rally stage for the first time since the Eighties.

'It probably won more rallies than any other 5 Turbo,' said restorer Kevin Jones of GTO Engineering. 'It was the first 5 Turbo imported into the UK and the first to be rallied by a British driver. John Price easily won the *Motoring News* British Rally Championship with it in 1982, so he targeted a number of European events – including the Monte Carlo rally – the following year.

'He was sponsored by a Renault dealership and had works backing, but as a privateer was seeded 60th. Unexpectedly, he overshadowed the works Renault drivers by putting in some incredible times and was gaining on the leaders when he suddenly shot off the road and down a ravine.

'When he got the car back to the UK he found a bullet hole in one of the tyres. He never found out who fired it – it could have been a disgruntled local or even a rival team.

'He sold it in 1987 to a guy who dismantled it but didn't do anything to it. We bought it eight years ago and restored it but we've only just got the engine running – all 320bhp of it.'



Grantura raced by Mary Wheeler, wife of Peter

▲ 1965 TVR GRANTURA 1800S

'This was one of the last Granturas out of the gates – December 1965 – just as the factory changed hands,' said Damon Milnes of Cheshire Classic Cars. 'It was owned by Mary Wheeler – Peter's wife – before Peter owned TVR. She raced it at UK meetings, before selling it on to the hillclimbing scene, where it became increasingly dishevelled and non-standard.

'Ford GT40 racer Dave Forsbury rescued it and got Willie Green to restore it to its original specification. Its MGB engine was the last thing that Denis Welch built.'



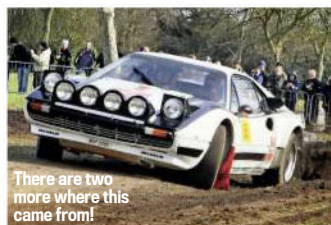
Emerson Fittipaldi owes his F1 career to this car

▲ 1969 LOTUS 59

This was Emerson Fittipaldi's first Lotus, seen for the first time since he raced it. 'It came out of storage in a Knightsbridge garage,' said Keith Messer of the 1000cc F3 Historic Racing Association. 'DK Engineering has just restored it.

'Fittipaldi came to England in the Sixties and went straight into Formula 3. He won the 1969 F3 Championship in this car in his first season. Chapman saw how good he was and brought him into F1, even though he was considered very young.

'There's no doubt that Fittipaldi owes his F1 career to this car.'



There are two more where this came from!

▲ 1977 FERRARI 308 GTB MICHELOTTO

Ferrari's mighty Group 4 rally cars could be about to become more numerous. 'When I contacted Michelotto to buy some spares I ended up with all of its remaining parts, moulds and drawings,' said GTO Engineering's Kevin Jones.

'A lot of chassis modifications need to be made to the cars – 50 per cent of the chassis tubes are replaced or modified – and the wishbones are made from titanium. This car is a semi-replica in that we built it, but entirely out of unused Michelotto parts. We've got enough left over to make two more.'

MONTÉE HISTORIQUE DES ARDILLAUX

RENAULTS RISE GENTLY IN FRANCE

The slopes of the Charente valley hosted France's first historic hillclimb of the season. The 800m course rises only 15m, but is often challengingly slippery.



1960 RENAULT DAUPHINE

Philippe Brassaud Lenoble has rebuilt his Dauphine as a 1093cc factory racing model. 'I bought the car locally two years ago,' says Lenoble. 'I stripped it to its shell, installed a 100bhp replacement engine, repainted it off-white with twin blue stripes that all factory 1093s wore and prepared it for classic rallying. With the car's power, initially I had to take it cautiously. But generally it handles well, even on rough surfaces.'



1977 SIMCA RALLY 2 SRT LILLE

As the hillclimb's organiser, Jean-Jacques Lesage made the day's first run in his late-model Simca Rally 2 SRT Lille, the Holy Grail of classic Simca rally cars. 'I acquired it in 2013,' he says. 'I had a Rally 2 in my youth and wanted the best of the range. The bodywork is all original but everything else has been restored or replaced. The 1294cc 90bhp engine was refurbished, the gearbox replaced, rear suspension uprated, and many systems have been reinforced.'



SIR KEN ADAM, 1921-2016

Sir Ken Adam, the architect and set designer who devised the cars used in Bond films and *Chitty Chitty Bang Bang* has died aged 95. Adam's radical sets characterised Sixties and Seventies films, including *Dr Strangelove*. But he's best remembered for his work on James Bond films, which included designing villains' HQs, and turning the gadgets on the Aston Martin DB5 and Lotus Esprit from writers' ideas into workable props.



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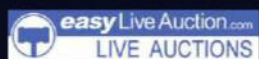
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EVENTS PLANNER

The days are getting longer: time to plan a classic summer



Cruise your classic down to the Ace Café in north London on April 12

WHAT'S COMING UP

♥ April

1-3 Jarama Classic, Madrid, Spain

peterauto.peter.fr

2 Welsh Weekend Tour, Llandrindod Wells, Powys, Wales vscc.co.uk

2 North Wales Stages Rally, Dolgellau, Wales rallynorthwales.co.uk

3 Old Warden Aerodrome Classic Rally and Autojumble, Biggleswade, Bedfordshire classicmotorshows.co.uk

3 Bromyard Speed Festival - see below

6-10 Techno Classica Essen, Essen, Germany siha.de

8-15 Route des Andes, Chile-Argentina rallystory.com

9 VSCC Scottish Trial, Biggar, Lanarkshire vscc.co.uk

9-10 Masters Historic Racing & Belcar, Zolder, Belgium circuit-zolder.be

9-10 CSCC Classic Sports Car Club Championships, Snetterton, snetterton.co.uk

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

16 VSCC Spring Rally, Churt, Surrey vscc.co.uk

16-17 Castle Combe 50th Anniversary race meeting, Wiltshire hsc.org.uk

17 Classic Drive & Ride-In Day, Lakeland Motor Museum, Newby Bridge, Cumbria lakelandmotormuseum.co.uk

18-24 Tour Auto Optic 2000, Paris-Côte d'Azur, France peterauto.peter.fr

22-24 Classic Motorsports Mitty, Road Atlanta, Georgia, USA roadatlanta.com

23 Silverstone Spring Start, Silverstone,

Northamptonshire silverstone.co.uk

24-29 Scottish Malts Trial & Tour, Loch Lomond, Scotland heroevents.eu

30 Sywell Atomic Vintage Festival, Sywell Aerodrome, Northamptonshire atomicfestival.co.uk

30-May 1 Magny-Cours Classic Days, Magny-Cours circuit, France classic-days.fr

30-May 1 Classic Sports Car Club race meeting, Silverstone, Northamptonshire silverstone.co.uk

30-May 1 Pirelli Carlisle Rally, Carlisle, Cumbria pirellicarlislerally.co.uk

30-May 1 Classic Val de Sèvre rally Deux-Sèvres, France, classicvaldesevre.fr

30-May 2 Donington Historic Festival, Donington Park, Leicestershire doningtonhistoric.com

FIVE THINGS YOU NEED TO KNOW ABOUT THE BROMYARD SPEED FESTIVAL

1. It celebrates all things Morgan

Before the famous Malvern factory existed Morgan chassis were made in Bromyard. Marking the Herefordshire town's importance in its history, Morgan will be the featured marque for this inaugural Speed Festival, with special categories for Morgans.

2. It's a street parade - at speed

A circuit will be marked out around the town centre, with each category of car led by a pace car at 'the safest maximum speed'. Surrounded by hillclimb and sprint venues, the entry list has a roster of quick cars and drivers, so don't expect them to hang about.

3. There's an autojumble

In addition to the open paddocks

and displays, there's an autojumble to help you finish off your latest project - or start a new one.

4. Entrants get a feast

If you enter your classic to be exhibited - there's still time to register - you can join the Drivers' Banquet at the Falcon Hotel ballroom on the evening of Saturday April 2.

5. It's free and starts at 10am

The Bromyard Speed Festival is free and the action takes place from 10am-4:30pm on Sunday April 3. The organisers hope to take advantage of closed-road motor sport regulations to expand into a competitive sprint in years to come. More details: bromyardspeedfestival.co.uk.



Morgans will descend on Bromyard on April 3



The Schloss Bensberg Classics concours in Germany runs from July 1-3

Photography: Fotografie Ulrik Eichentopf

THE MONTHS AHEAD

♥ May

13-15 Spa Classic, Spa-Francorchamps, Belgium
spa-francorchamps.be
13-15 Grand Prix de Monaco Historique
 Monte Carlo, Monaco acm.mc
19-22 Mille Miglia, Brescia-Rome-Brescia, Italy
1000miglia.eu
20-22 Concorso d'Eleganza Villa d'Este, Como,
 Italy concorsodeleganzavilladeste.com
21-22 Beaulieu Spring Autojumble, Beaulieu,
 Hampshire beaulieu.co.uk
28-29 Masters Historic Festival, Brands Hatch,
 Kent brandshatch.co.uk
28-29 La Vie en Bleu/La Vita Rosso
 Prescott Hillclimb, Gloucestershire
prescott-hillclimb.com

♥ June

2-5 Grand Prix de l'Age d'Or, Dijon-Prenois,
 France classicgt.co.uk
4-5 Coventry Motofest (see below), Coventry,
 Warwickshire coventrymotofest.com
7-12 Modena Cento Ore Classic, Rimini-Florence,
 Italy modenacentooreclassic.it
10-12 Cholmondeley Power and Speed Festival,
 Cholmondeley Castle, Malpas, Cheshire
cpop.co.uk
18-19 Brooklands Double Twelve, Brooklands,
 Surrey brooklandsmuseum.com
23-26 Goodwood Festival of Speed, Goodwood
 House, Sussex grc.goodwood.com
25-26 Grand Prix de Tours, Chinon, France
grandprixdetours.com

♥ July

1-3 Schloss Bensberg Classics, Bensberg,
 Germany sbc2016.de
1-3 Legends of Brands Hatch Superprix
 (see below), Brands Hatch, Kent
brandshatch.co.uk
8-10 Le Mans Classic, Le Mans, France
lemansclassic.com
9-10 Chateau Impney Hillclimb (see below),
 Droitwich, Worcestershire chateauimpney.com
15-17 Dragstalgia, Santa Pod, Northamptonshire
santapod.co.uk
21-23 Eifel Rallye Festival, Daun, Germany
eifel-rallye-festival.de
29-31 Silverstone Classic, Silverstone,
 Northamptonshire silverstoneclassic.com

RECOMMENDED



Coventry Motofest

June 4-5 In its second year in 2016, the Coventry Motofest is probably Britain's biggest free-to-visit classic car show. Appropriately held at the spiritual heart of the British motor industry, the Motofest sees one direction of the famous ring-road closed off and turned into a sprint track. This year the Motofest is held in partnership with Donington Park, home to the Wheatcroft Collection of Grand Prix cars, so expect classic Formula One cars screaming round the inner city. Radio Plus brings an element of music festival to the proceedings too. Check out coventrymotofest.com for more.



Legends of Brands Hatch Superprix

The Historic Sports Car Club marks its 50th anniversary in 2016, and has chosen to celebrate by reviving one of British motorsport's greatest spectacles – the Brands Hatch Race of Champions, a once-annual race in which champions from various series battled it out in Formula 5000 cars. The spirit of the BOAC 1000km race will be rekindled with a visit from the new Pre-'80 Endurance Series too. It's guaranteed to be a classic year for the Brands Hatch Superprix. Go to brandshatch.co.uk to take advantage of early-bird ticket prices and free parking deals.



Chateau Impney Hillclimb

One of the stand-out inaugural events of 2015, the Chateau Impney Hillclimb returns for 2016. Last year's event sprang several surprises on seasoned historic racing drivers with its combination of challenging corners including the infamous 'roundabout' that saw some of the less wily cars slithering off the tarmac, and as 2015's success attracts more competitors, expect to see it happening again. A picturesque venue, an auction and a car-show of a car park all combine to cement Impney's place on the calendar. Check out chateauimpneyhillclimb.com for full details and tickets.

Superprix photography: AP/PA Images

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➔ WILLSON'S SMART BUYS

Quentin enthuses about a 400bhp Bentley, the Ford XR4i and 'one of the best cars VW ever made', the Corrado VR6



'Bentley Arnage is a serious lump of luxo-value'

The Bentley Arnage has matured nicely. More traditional than a pair of

triple-welted brogues, a V8 engine with a bloodline going back to 1959 and the status as the last Bentley to be born of British parentage make the Arnage more than worthy of classic status. Oh, and it's also a stupendous lump of serious luxo-value. Twenty grand will still buy a sub-50,000-mile spanker that feels infinitely more refined and better made than any T2, Brooklands or Turbo R.

Planned by Vickers in the Nineties, the Arnage collided with the messy VW/BMW Rolls-Royce take-over politics of 1998. It was initially fitted with BMW's 4.4 litre twin-turbo V8, but once VW bought Bentley they quickly re-engineered the venerable 6.7-litre RR unit, squeezed out 400bhp and dubbed it the Red Label. Don't dismiss the Cosworth-tuned BMW Green Label cars though, as they're cheaper to run, easier on fuel and only marginally slower.

A slightly over-light steering set-up compromises the Arnage's hard-charging character but in confident hands can feel just as quick and wieldy as a Turbo R, with a 150mph top speed and 0-60 dash in 6.3 seconds. But the big difference is in the Volkswagen build quality, immediately evidenced by the superb body control and deeply serene ride. Lush leather, shimmering wood and heavily chromed controls are constantly beguiling and the Arnage now looks every inch the establishment elder statesman. Best colours are Beluga Black or Peacock Blue and dark interiors wear best.



A private seller in Warwickshire has a 2000 Red Label in Tempest Silver with 55,000 miles and full history for £19,500 while independent RR/Bentley specialist Balmoral has another 1999 Red Label with just 27,000 miles for £24,950 – keen prices for cars that started life at close to £160k.

And let's not forget the smouldering Arnage T or ultra-rare Rolls-Royce Silver Seraph – prices across the whole range are beginning to strengthen. Avoid the 100k-plus monster milers and focus instead on the lightly used examples that are still out there at tempting money. Bought well, any tiny-mileage Arnage or Seraph will hold its value and be a disarming daily-driver that's elegant enough to grace the gravelled drive of any stately home.

'Immaculate, minimal-mile Ford Sierra XR4is will be heading to £20k soon'

With Eighties hot Ford values still exploding we should look at the unregarded '83 to '85 Sierra XR4i. The DVLA only has 164 registered compared to 928 RS Cosworth Sierras, making the XR4i a very rare fast Ford. And they're anything but dull.

The Granada 2.8 V6 pulls strongly with 0-60 in 8.0 seconds and at the 1983 press launch one road-tester saw 137mph. With TV ads shot in California and a *Chariots of Fire* soundtrack this was a big deal for Ford. New list was £9170 but £1000 discounts were the norm because buyer resistance to the controversial Sierra silhouette, a three-door-only spec, biplane rear wing and fiddly three-quarter rear window treatment meant that in its first critical year only 4508 XR4is were sold in the UK. But there are signs of

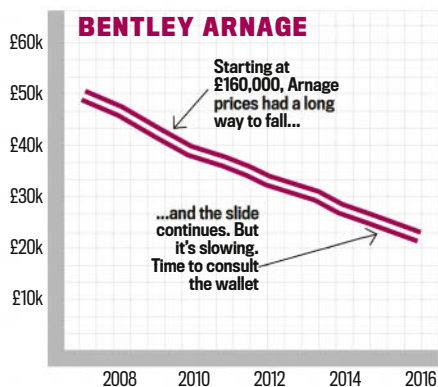
growing interest, with Streben Ltd of Stoke-on-Trent offering a one-owner 60k black '84 for £10,000 while a private seller in Sussex has a Caspian Blue Y-plater with a plausible 29,000 miles for £6995.

With such low survival numbers, snapping up one of the few remaining mint XR4is now would be a shrewd move before enthusiasts and dealers Hoover them all up. The later and less dramatic XR4x4 doesn't have the same purity and innocence of the early cars and if you come across any '83 XR4is with registration prefixes J VX, G JN or J NO they're likely Ford press office launch cars and highly desirable.

The Cologne V6 is strong and long-lived, PAS is essential and options like aircon, heated seats and trip computer add value. Factory-spec original cars are the most wanted and I won't be surprised to see immaculate and original minimal milers heading towards £20k soon. But the perennial problem with all these mass-produced Eighties icons is that we neglected and discarded them in huge numbers. I once sold a perfect 22k-mile Glacier White XR4i on an A-plate for just £3250 – and that was over book money. How times have changed.

'The market has yet to recognise the potential of the VW Corrado VR6'

I remember the 2.9 Corrado as one of the best-handling VWs of the Nineties. The first 150mph Volkswagen ever, it had a 0-60 time of 6.4 seconds and the coupé felt all-conquering and enormously cool. Road-testers said it was good enough to wear a Porsche badge. A Dusky Mauve Storm edition with black leather rendered all hot

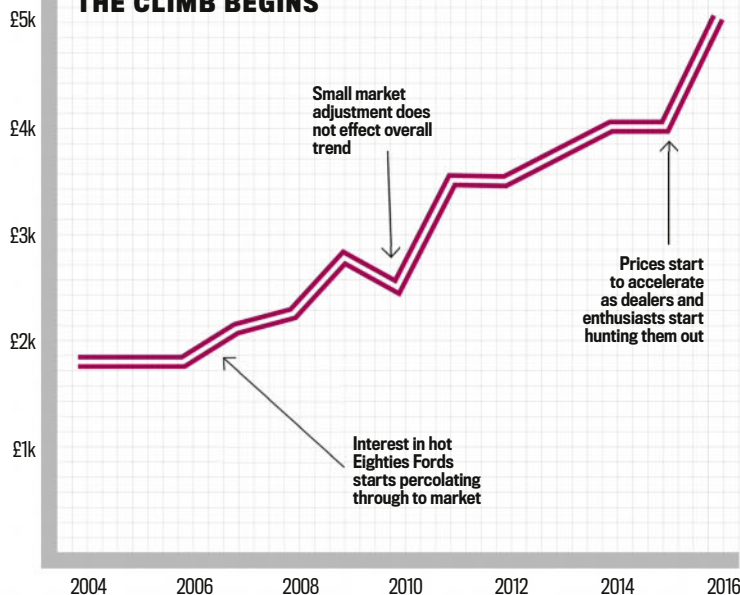


Bentley Arnage prices have dropped £30k in eight years

If you're after a car with authority, class, presence and 400bhp, look no further. Arnages can now be had for less than £20,000



FORD SIERRA XR4i THE CLIMB BEGINS



After years doing very little, XR4i prices are now on the launchpad awaiting take-off



The Sierra silhouette hampered demand until 2014 when dealers seemed to reappraise the XR4i

TRADING HIGH

Early Porsches like this 356 Speedster can still hit the big numbers at auction



YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1959	AC Ace-Bristol	Artcurial/Feb 5	247,569	55,261	28.7
1956	Alfa Romeo Giulietta Sprint	Artcurial/Feb 5	34,843	7,920	29.4
1965	Alfa Romeo Giulia Sprint GTA	Artcurial/Feb 5	339,262	185,416	120.5
1959	Armstrong Siddeley Star Sapphire	H&H/Feb 24	10,640	2,140	25.2
1974	Aston Martin V8 S3	Bonhams/Feb 4	97,373	36,123	59.0
1961	Austin Mini Countryman	Artcurial/Feb 5	46,763	8,301	21.6
1959	Bentley S1 saloon	RM/Feb 3	45,230	6770	17.6
1971	BMW 2002 Cabriolet	Artcurial/Feb 5	47,680	16,911	55.0
1989	BMW E30 M3 'Cecotto'	Silverstone/Feb 27	42,750	7,750	22.1
1972	Citroën 2CV AKS 400	H&H/Feb 24	8,176	1,176	16.8
1974	Datsun 260Z 'Super Samurai'	Silverstone/Feb 27	55,125	10,125	22.5
1957	Facel Vega FV4	Artcurial/Feb 5	174,215	28,061	19.2
1986	Ferrari Testarossa Spider	Artcurial/Feb 5	930,831	238,523	34.5
1955	Ford Thames E83W van	Charterhouse/Feb 14	10,640	2,140	25.2
1987	Ford Capri 280 Brooklands	Silverstone/Feb 27	54,000	9,000	20.0
1971	Ford Escort Mexico	Silverstone/Feb 28	24,188	6,188	34.4
1972	Ford Escort Mexico	Silverstone/Feb 28	43,875	14,875	51.3
1988	Ford Escort XR3i	Barons/Feb 23	13,420	2,420	22.0
1964	Jaguar Mk2 3.8 MO/D	Silverstone/Feb 27	29,250	4,250	17.0
1988	Jaguar XJ-S V12 convertible	Barons/Feb 23	8,580	1,580	22.6
1963	Maserati Sebring	Artcurial/Feb 5	252,154	59,846	31.1
1967	Maserati Sebring	Bonhams/Feb 4	176,110	38,285	27.8
1955	Mercedes-Benz 300 B Cabriolet D	Artcurial/Feb 5	137,538	22,153	19.2
1961	Mercedes-Benz 190 SL	Artcurial/Feb 5	68,769	22,615	49.0
1985	Mercedes-Benz 280 TE (W123)	Silverstone/Feb 27	18,225	5,725	45.8
1990	Mercedes-Benz 190E 2.5-16 Evo II	Silverstone/Feb 27	292,500	132,500	82.8
1968	Morgan 4/4	Silverstone/Feb 27	34,875	6,875	24.6
1968	Morris Minor Traveller	Artcurial/Feb 5	12,837	3606	39.1
1937	Peugeot 201 M Cabriolet	Artcurial/Feb 5	25,674	4,136	19.2
1955	Porsche 356 pre-A Speedster	RM/Feb 3	262,769	32,000	13.9
1970	Porsche 911E	Artcurial/Feb 5	71,520	9982	16.2
1986	Porsche 911 3.2 Carrera Sport	Silverstone/Feb 28	34,875	4,875	16.3
1986	Porsche 944 Turbo	Barons/Feb 23	12,450	3,450	38.3
1991	Porsche 911 (964) Turbo	Silverstone/Feb 27	61,875	11,875	23.8
1951	Simca 8 Sport	Artcurial/Feb 5	50,430	11,968	31.1
1972	Vauxhall Victor FE	Charterhouse/Feb 14	5,376	876	16.3

TRADING LOW

Not all Ferraris are hitting estimates. Lambo Countach LP400 missed out too



YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1959	Abarth 2200 Coupé	RM/Feb 3	90,462	48,000	34.7
1967	Alfa Romeo 2600 Sprint	Bonhams/Feb 4	14,089	5,053	26.4
1956	Austin-Healey 100M Le Mans	RM/Feb 3	86,154	36,923	30.0
1974	BMW 2002 Turbo	Bonhams/Feb 4	39,637	6,305	13.7
1963	Buick Riviera	RM/Feb 3	17,230	5847	25.3
1967	Citroën DS21 Pallas	Bonhams/Feb 4	21,133	9495	31.0
1966	Ferrari 275 GTB	Bonhams/Feb 4	1,593,382	320,860	16.8
1976	Ferrari 308 GTB grp	Bonhams/Feb 4	107,765	30,060	21.8
1979	Ferrari 308 GTB	RM/Feb 3	86,154	21,538	20.0
1952	Ford Comète	Artcurial/Feb 5	38,419	7,735	16.8
1955	Ford Consul Mk1	H&H/Feb 24	2,912	588	16.8
1955	Jaguar XK140 SE fhc	RM/Feb 3	43,077	10,769	20.0
1954	Kaiser-Darrin Roadster	RM/Feb 3	51,692	24,961	32.4
1975	Lamborghini Countach LP400	Artcurial/Feb 5	825,230	97,847	10.6
1991	Lotus Elan SE Turbo	H&H/Feb 24	4,144	856	17.1
1970	Maserati Ghibli SS	Bonhams/Feb 4	180,513	49,196	21.4
1973	Maserati Bora 4.7	Bonhams/Feb 4	140,934	27,519	16.3
1954	MG TF1250	Bonhams/Feb 4	17,692	5,385	23.3
1971	MGB GT	H&H/Feb 24	4,592	1,408	23.5
1987	Rolls-Royce Silver Spur	Bonhams/Feb 4	8,982	2,503	21.8

While rivals now look tacky, the Corrado VR6 oozes class



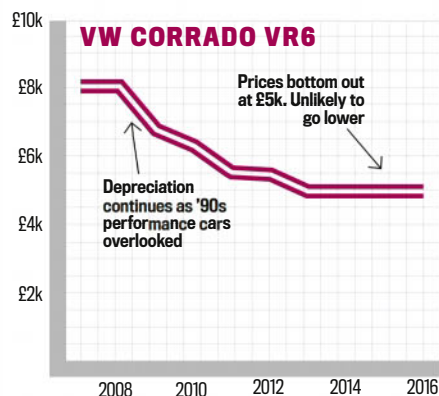
hatches instantly passé. Restrained and handsome, they're now a rare sight and because of VW's adamant build quality most survivors have racked up lunar mileages. But Jones Motor Co in Wales has a 51,000-mile '94 in the fabled metallic purple for a very reasonable £7990.

The silky V6 engine is a gem that gets faster the more miles it travels, interiors are hardy and Storms come with heated leather seats and Solitude rims. VW struggled to make any money out of the Corrado and despite waiting lists and furlongs of praise from the press, they dropped it in 1995.

Find a last-of-the-line '95 Storm (only 500 were built in Classic Green or Mystic Blue) and you'll have the most desirable Corrado spec and one of the best cars VW has ever made – even a Golf R32 struggles to entertain you so completely. And while so many Nineties performance coupés have dated fiercely (think Ford Probe and Toyota Supra) the Corrado still looks elegant.

There's always been strong devotional interest from VW fans but the general market has yet to recognise the potential of the V6 Corrado. Perhaps that's why there's a '95 on eBay with just two owners, 79,000 miles and full VW dealer history with a Buy It Now price of only £4500.

Because of limited promotion it didn't sell well. British buyers bought around 3600 but only 2000 are still registered on the DVLA mainframe with just 1100 of those taxed and on the road. The number of genuinely low-mileage, unmolested VR6s must be down to fewer than 100, and mint Storm survivors will be in single figures. Find one of these and you'll own a spectacularly rare and special Nineties performance coupé that will never, ever depreciate. Start hunting now.



If this graph could talk it would shout 'Buy a Corrado VR6 now!'

CLASSIC ON THE CUSP

2016 Ford Mustang V8

Yes, it's brand spanking new, but this Ford is a guaranteed future classic



Cost new **£33,995** ✓ Value now **£46,000**

I will make no apologies. The latest Mustang is a full-on classic. The first Pony car ever to have a steering wheel on the right is outrageous fun, value and oozes muscle car mischief. £34,000 buys the 5.0-litre V8 that can crack 60mph in 4.8 seconds and run to 155mph. Throw in independent rear suspension, adjustable steering resistance, a locking front wheel function for drag racing starts plus a limited-slip diff, and the 2016 Mustang looks an unbelievable package for the price. And that's before you revel in the symphonic 410bhp V8 soundtrack.

And unlike every Mustang since that momentous launch day in April 1964, this one is the closest to that original winning formula that saw 20,000 orders taken in just 24 hours. Both the convertible and fastback (there's no notchback coupé) have drawn heritage styling cues with classic Mustang front grille and sequential rear lights. The landmark packaging of long bonnet, short boot is still there too and if you opt for GT spec there's the same circular badge in the middle of the back panel – just like a '65 version.

And it's no pale facsimile of the original either because when you wind the V8 up it cackles demonically. There's endless urge, a crisp six-speed box and the sort of road manners that Sixties Mustang owners can only dream

of. That's the biggest surprise – this Mustang handles.

Ford must have put a very strong padlock on the design room doors because all the fun-stoppers clearly had nothing

'There's a waiting list and new cars are fetching over list price – just like they did in 1964'

whatsoever to do with this car's planning. Only wild-eyed designers would include an electronic Line Lock Function, which applies the brakes to the front wheels so you can sit stationary, happily spinning the rear tyres

wreathed in smoke. And you can switch the traction control off to ensure cinematic power-sliding exits from junctions. Blue-chip car companies aren't supposed to include bad behaviour buttons on their options list. And the man usually responsible for inserting vibration and crudeness into Mustangs was kept out of design meetings too, because the chassis feels slick and sophisticated.

Of course there's a waiting list and the first Mustangs are fetching over list – exactly what happened in 1964. I've seen dealers asking £13k more than list for the V8 cars that make up 70 per cent of all orders. My advice is to wait until prices calm and bag a convertible. As a thunderous four-seater drop-top the new Mustang is an outrageous alternative to predictable Audi and BMW rivals. Twenty mpg and zero subtlety are the only barriers to entry. Neither of which bothers me – I've just ordered one.

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Photo: Stirling Moss Collection

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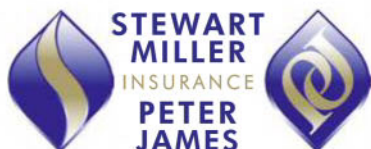
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➔ MARKET WATCH

Russ Smith on why an encouraging start to the year should be viewed with caution, how Porsche 944 values are soaring and why the market may have peaked for Citroën's SM



MARKET MOVES

The first proper round of 2016 UK sales has now happened, and things look pretty good. Silverstone Auctions, H&H and

Brightwells hit sales rates of 67 per cent, 75 per cent and 81 per cent respectively, and within that Silverstone achieved a lot of big-number sales, aided by lots of super-low-mileage cars that the market loves.

Brightwells' sell-through was remarkable by any standards; even more so when you note that of the vehicles not offered at no reserve, over half sold for above their top estimate. So are things still booming? Not when you dig deeper into the figures. I'd say those estimates were in the realms of gentle to realistic – they must have worked hard to temper sellers' expectations and then

delivered pleasing prices. Few of those estimate-beating numbers will be troubling the price guide compilers – they're all pretty much bang-on market expectations. And that's what we all hoped for – a levelling-off of values without triggering a panic.

PORSCHE 944

Whisper it, but the Porsche 944 is at last showing signs of life. They're great cars, but durability and weight of numbers have left them pegged as simply good old sports coupés to be driven more than preserved and cherished. That's changing, led by the seriously quick Turbo and stylish but softer Cabriolet. The former have rocketed into five-figure territory for anything worth having, with the latter not far behind. The effect is trickling down to 'cooking' models too, with most selling above estimate.

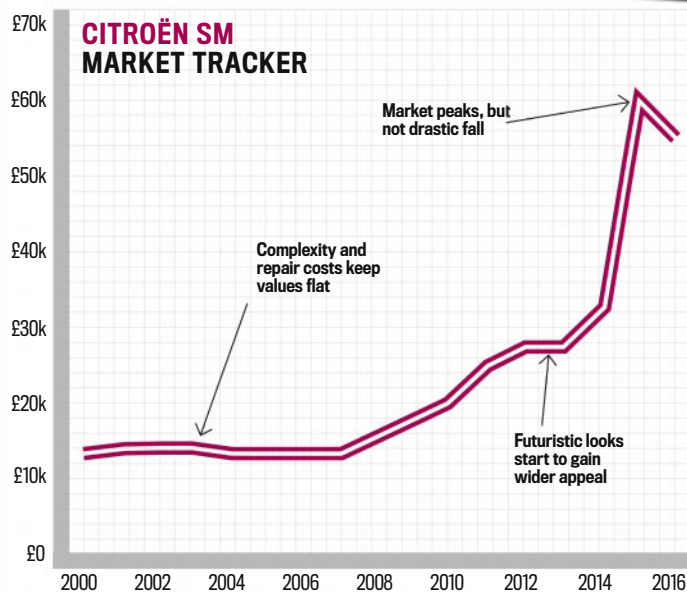
CITROËN SM

One of the darlings of the classic car boom, the futuristic SM quadrupled in value over seven years. That's been good for them, as previously it took those seriously dedicated to the cause to pay for their specialist and occasionally expensive upkeep. But those rising prices have made it worthwhile spending proper money on them, and quite a few have emerged from storage and been tweaked back to good health. There have been a lot more around at shows and sales, and results show people have lost their fear of buying SMs.

But signs are that the market has not only peaked but slid a little way down the slope on the other side – no surprise because they did rise very quickly in 2014/15. This looks like adjustment to a sensible level – and perhaps a good time to buy.



Nothing looks or drives quite like an SM – and that's led to a huge rise in prices



SM market has started to trickle back, but only slightly – it's still worth restoring one

ANALYSIS PORSCHE 944

Overlooked for years, the 944 is starting to get the love it deserves. Get in now, we say



YEAR	MODEL	Which sale	Estimate	Sold for	% diff.
1986	Porsche 944 Lux	ACA/22.8.15	3250	3675	13.1
1986	Porsche 944	SWVA/29.1.16	2875	3456	20.2
1986	Porsche 944S	ACA/7.11.15	2500	1750	-30.0
1986	Porsche 944 Turbo	Barons/23.2.16	8000	12,450	55.5
1986	Porsche 944 Turbo	ACA/4.4.15	6000	12,810	113.5
1986	Porsche 944 Turbo 1hd	ACA/23.1.16	4500	3816	-15.2
1987	Porsche 944 Turbo	ACA/7.11.15	12,000	11,130	-7.3
1988	Porsche 944 Lux	ACA/22.8.15	4000	4725	18.1
1989	Porsche 944 S2	Brightwells/2.3.16	5500	6720	22.2
1990	Porsche 944 S2 Cabriolet	Central/28.2.16	8000	7150	-10.6
1990	Porsche 944 S2 Cabriolet	H&H/9.12.15	9000	10,640	18.2
1991	Porsche 944 S2 Cabriolet	CCA/5.12.15	12,000	12,650	5.4
1991	Porsche 944 S2 Cabriolet	Brightwells/25.11.15	5500	7168	30.3
1991	Porsche 944 S2 Cabriolet	ACA/13.6.15	6000	5040	-16.0
1991	Porsche 944 S2 Cabriolet	H&H/29.7.15	7000	6720	-4.0
1991	Porsche 944 S2 Cabriolet	S'tone/25.10.15	27,500	27,560	0.2
1992	Porsche 944 S2 Cabriolet	Historics/6.6.15	6750	8400	24.4

1990 Mercedes-Benz 190E 2.5-16 Evo II 💎 £292,500

SILVERSTONE, FEBRUARY 27. Demand still looks strong for modern legends, especially those with a DTM connection or Evo in their name. This Merc Cossie, one of just 502 built, ticked both boxes and boasted just 1723 miles. A 24,000-miler sold for £100k last year, so Silverstone's £160k top estimate looked fair, but several collectors really wanted this car and the price ran away. It's hard to see other Evo IIs getting near.



1987 Ford Capri 280 Brooklands 💎 £54,000

SILVERSTONE, FEBRUARY 27. Well, Anglia Car Auctions' £37,630 record price for a MkIII Capri (detailed last month) didn't last long. But this might. Can anyone top a 280 Brooklands – always a collectors' piece – with an almost ridiculous 936 miles on the clock? Totally original, of course, it has spent most of its life in temperature-controlled storage and is likely to continue in a similar manner. Such cars are best left for the market to value, but the pre-sale high estimate of £45k wasn't far off.



1989 Alfa Romeo Spider S3 💎 £6554

H&H, FEBRUARY 24. With its black plastic/rubber add-ons and left-hand-drive-only configuration, the Series 3 has always been the pariah of the Spider's long production run. So it was unusual and nice to see one getting some respect. But this was probably the one that deserved it most. Converted to right-hand drive by Lombarda when new, it presented well with fairly fresh paint, all welding done, plus a rare and desirable hardtop. That makes the £5000-£6000 estimate look a little mean. Well bought.



1978 BMW-Isetta 300 💎 £7952

BRIGHTWELLS, MARCH 2. This was one of the UK-built Isetta bubble-cars, assembled in a former railway works in Brighton. That was one plus. Others came in the form of much recent recommissioning and cosmetic work – and a believed true 33,600 miles on the clock. It all seemed to justify the £12,000-£15,000 estimate, but the microcar market is still tumbling from its 2013 peak. Last year the bid offered (and accepted) here would only have bought a restoration project, but not any more.



Alvis Speed 25 saloon 💎 £39,200

BRIGHTWELLS, MARCH 2. Appearing in last issue's Barn Finds section did no harm to this 1939 Charlesworth-bodied project car. And the £15,000-£20,000 estimate even had our editor checking his bank balance. He concluded that it was going to sell for more than that anyway, and was proved right, though none of us had it pegged at more than £30k. The amount paid has us wondering whether its next appearance will be wearing a sports body, which would be a bit of a shame.



1972 Ford Escort Mexico 💎 £43,875

SILVERSTONE, FEBRUARY 27. It's almost a relief to report on a car that hasn't done a really low mileage, though this Mexico has covered only 500 miles since restoration. That was done with a genuine unused Type 49 heavy-duty shell, sourced in 2000. The resulting straight lines and detailed restoration mean this is about as good as an Escort gets – serious collector quality. But at this price, way above the £27-£29k estimate and the kind of money you'd want an Escort Twin Cam for, it really ought to be.



MARKET WATCH

Phra Palat Sittiwat with the Panther J72 at the centre of the allegations



Thai Buddhist monks in classic car controversy

Thailand has been rocked by a scandal involving Buddhist monks buying expensive classic cars and avoiding costly import duty on them. It comes amid accusations of embezzlement of monastery funds and money-laundering.

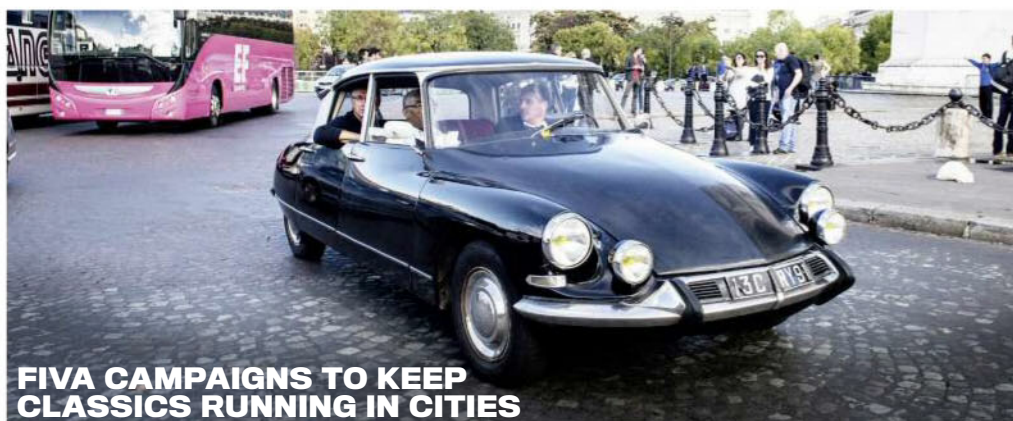
Ordained monks are meant to shun all material possessions in order to follow their spiritual path but it has been revealed that a Thai minority have been following rather more vice-laden paths.

According to the Department of Special Investigation (DSI), Phra Palat Sittiwat, abbot of Wat Pai Lorm – a popular Thai tourist trail temple – has failed to submit documents that would clear him of suspicion that the importation of his Panther J72 from America and its subsequent assembly and registration is irregular.

Imported luxury vehicles are subject to a higher tax rate in Thailand than those assembled locally and the DSI says the abbot paid the lower rate.

The department also stated that it is investigating other cases, including that of Somdej Chuang, chairman of Thailand's Buddhist supreme council. Chuang owns a 1953 Mercedes-Benz 300b valued at £200,000, which the DSI also believes was imported in pieces to avoid duty.

The DSI believes another monk, Wiraphol Sukphol, is on the run in America having accumulated an estimated £32m of assets and bought 22 Mercedes.



FIVA CAMPAIGNS TO KEEP CLASSICS RUNNING IN CITIES

Recent announcements from the Fédération Internationale des Véhicules Anciens (FIVA) regarding historic car exemption from proposed Low Emissions Zones (LEZs) have prompted reactive statements in some of the classic car press. The reality, however, appears rather less sensationalist.

FIVA says it is lobbying for a consistent Europe-wide policy

on historic vehicle exemption in LEZs on the basis of their negligible contribution to urban air pollution and has attempted to separate historic vehicles from merely old vehicles. FIVA president Patrick Rollet said, 'By historic vehicle we mean a mechanically propelled road vehicle at least 30 years old, preserved and maintained in a historically correct condition.'

The final part of Rollet's statement has been interpreted by some as an attack on modified cars but FIVA's existing Turin Charter clearly states, 'Any changes and modifications to a vehicle which occurred during its ordinary lifespan and altering its condition as originally delivered are testimonials of the vehicle's history and should be preserved as such.'

IN BRIEF



SL WITH A DIFFERENCE

The SL Shop has announced its re-engineered take on the R107 Mercedes-Benz 300 SL – the SportLine. Founder Sam Bailey says, 'The car drives and handles unlike any other R107. It's lively, agile and wants to be driven.' Upgrades range from a 255bhp version of the 3.0-litre straight-six engine (that's more power than a 500 SL) to modern fuel injection, uprated suspension and brakes and wider wheels. It looks otherwise standard and retains the 107's character. Full details at 107sportline.com.



CULSHAW'S CLASSIC SELL-OFF

Impressionist and long-standing fan of old Fords, Jon Culshaw – most recently of *Dead Ringers* fame – is thinning out his collection. Two of his cars will be offered at Anglia Car Auctions' April 9 sale. The first is a Granada 3.0 Ghia Mk1 that Jon has owned for nearly ten years and was previously on the fleet of our sister magazine *Practical Classics*. The other is one of the last Cortina Mk1s made – a rare 1.3L now upgraded with a leather interior. More details at angliacarauctions.co.uk.



CAPRI HITS A HIGH NOTE, BUT PORSCHE'S FALTER

Silverstone Auctions got a surprising result for a 1973 Ford Capri RS3100 at its otherwise unremarkable *Practical Classics* Restoration and Classic Car Show sale. In unmodified show condition – but with 85,000 miles showing – it made £49,500 against a pre-sale estimate of £30,000-£35,000.

Porsches proved hard to shift in the same sale, with four of the nine offered sold near their lower estimates. See silverstoneauctions.com for full results.

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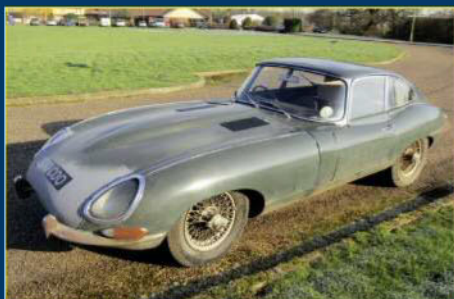
**1971 FORD CAPRI 3000E
BROADSPEED**

GUIDE PRICE:
£25,000 - 30,000



**1969 MERCEDES BENZ 280SL
PAGODA**

GUIDE PRICE:
£100,000 - 120,000



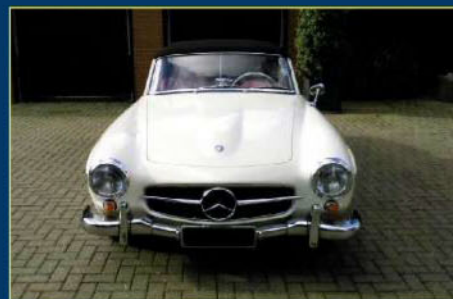
**1963 JAGUAR E-TYPE
SERIES I 3.8 FHC**

GUIDE PRICE:
£30,000 - 40,000



**1991 PEUGEOT 205
GTi 1.9**

GUIDE PRICE:
£18,000 - 22,000



**1960 MERCEDES BENZ
190SL ROADSTER**

GUIDE PRICE:
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*All cover is subject to insurers terms and conditions, which is available upon request. ***Premium example based on: 1978 Jaguar Series 2. Value: £3500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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TEMPTATIONS

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

♥ 1972 ASTON MARTIN DBS V8

For sale at Bonhams, May 21, bonhams.com/cars

Why buy it? Recent painstaking restoration to its factory original specification - apart from the Aston Martin-sanctioned engine upgrade to 5.6 litres and 342bhp (up from 5.3 litres/325bhp).

You'll struggle to find a better one.

Price estimate £110,000-£140,000



♦ 1967 TOYOTA CORONA 1600S

For sale at Barons, April 6, barons-auctions.com

Why buy it? Rare example of an early Toyota coupé described as being in very good condition and with no corrosion anywhere. Said also to have done fewer than 40,000 miles. Guaranteed to stand out at any show. **Price estimate** £6500-£8000



♦ 1966 RILEY KESTREL 1100

For sale at South West Vehicle Auctions, April 29, swva.co.uk

Why buy it? It's a virtually new 50-year-old car.

This Riley has covered only 728 miles in the hands of just two owners. **Price estimate** £9000-£10,000



♥ 1974 LAMBORGHINI URRACO P250

For sale at Tom Hartley, Derbyshire, tomhartley.com

Why buy it? One of only 50 UK right-hand drive Urracos and in exceptional condition, having covered only 23,000 miles from new. Extensive history file and appears in Arnstein Landsem's *The Book of the Lamborghini Urraco*. **Asking price** £99,950



♦ 1959 MGA 1500 COUPÉ

For sale at Anglia Car Auctions, April 9, angliacarauctions.co.uk

Why buy it? Decent-quality car offered at a very sensible estimate. It does need a little finishing off but has had the engine and other mechanical items rebuilt and the interior retrimmed. Paintwork needs minor attention. **Price estimate** £10,000-£12,000



🏁 1952 JAGUAR C-TYPE

For sale at Bonhams, May 13, bonhams.com/cars

Why buy it? Chassis 047 finished ninth at Le Mans in 1953 and was also raced in Spa and Nürburgring endurance events. Well patinated and preserved, it has remained in the same family's ownership since 1963.

Price estimate £3.1m-£3.9m



🏁 1977 FORD CAPRI 2.0S

For sale at H&H Classic Auctions, April 20, handh.co.uk

Why buy it? This is the actual car from the *Minder* TV series, as driven by Dennis Waterman in the opening credits, and recently restored. But you may have to bid a record sum for a Capri to own it.

Price estimate £65,000-£85,000

UPCOMING SALES

♥ April

Wed 6 Barons Auctions' Spring Classic sale, Sandown Park, Esher, Surrey.

barons-auctions.com

Sat 9 Anglia Car Auctions' classic sale, King's Lynn Norfolk. angliacarauctions.co.uk

Sat 9 Coys' Techno Classica Essen sale, Essen, Germany. coys.co.uk

Wed 13 Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet, Somerset.

Charterhouse-auction.com

Wed 20 H&H Classics, Imperial War Museum, Duxford, Cambs. handh.co.uk

Fri 29 South West Vehicle Auctions' classic sale, Parkstone, Poole, Dorset. swvva.co.uk

Sat 30 Barons Auctions' International Ford Show sale, Sandown Park, Esher, Surrey. barons-auctions.com

♥ May

Wed 11 Brightwells, Easters Court, Leominster, Herefordshire. brightwells.com

Fri 13 Bonhams' Les Grandes Marques, Monte Carlo, Monaco. bonhams.com/cars

Sat 16 Coys, Legende et Passion, Espace Fontvieille, Monaco. coys.co.uk

Sat 14 RM Auctions, Le Sporting, Monte Carlo, Monaco. rmauctions.com

Sat 21 Bonhams' Aston Martin Works Service sale, Newport Pagnell, Buckinghamshire.

bonhams.com/cars

Sat 21 Silverstone Auctions, Wing Building, Silverstone Circuit, Northants.

silverstoneauctions.com

♥ June

Thu 2 Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester, Dorset. dvca.co.uk



🏁 1973 DAIMLER SOVEREIGN (XJ6)

For sale at Anglia Car Auctions, April 9, angliacarauctions.co.uk

Why buy it? This is a rarity - a manual XJ6 Series 1 that's done 47,000 miles, has never needed welding and whose original rust-free panels have been bare-metal painted. **Price estimate** £10,000-£15,000



🏁 1988 FERRARI 328 GTS

For sale at Foskers, Kent, foskers.com

Why buy it? It's an original right-hand-drive UK car that's covered just 22,400 miles from new. With good history and a wonderful unmarked interior, it also ticks the box of having had a recent cambelt service.

Asking price £115,000

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➔ BARN FINDS

Nigel Boothman discovers scores of classics in an abandoned Welsh mine and a Jaguar that once had Alvis power

★ STAR FIND



FORD CORTINA estate barely recognisable in the pile of wrecked cars tipped into this Welsh cave for decades by the local council. More cars lie submerged beneath the water's surface



Ford Cortina MkII

One of the most unusual and dramatic finds we've ever seen came to us from readers Sion Ellis and Barry Eveleigh – an abandoned mine once used by a local council for dumping old cars. They made the discovery near Dolgellau in Snowdonia, but Sion is keeping the exact location of the site a secret – it's a dangerous place on private land, so visits are discouraged.

'The council used to own the mine,' says Ellis. 'Scrap cars were regularly wheeled up to the entrance at the top of the cavern during the Sixties, Seventies and early Eighties and simply tipped in. Some of the older people around here claim that they remember members of the public dumping cars there too.'

The practice was increasingly frowned upon for environmental reasons as the mine began to fill up and so the council back-

filled the entrance. The site was then largely forgotten but the entrance at the top has since opened up just enough to admit a narrow shaft of light; and Ellis recently stumbled upon another way into the mine.

'You can squeeze in through a little side-entrance and then wade through to a cathedral-sized opening,' he says. 'There are cars piled right up to the old entrance from well down into the water, which is very clear – I once went back with a dinghy and could see a Ford Escort MkI with a 40-gallon oil drum embedded in the rear window when I shone a torch down into it.'

Also visible are a blue Ford Cortina estate MkII, a Ford Capri MkI, a Mini Van and the tail ends of a much-crushed Rover P6 and a Triumph 2000 – among many others. All are battered, rusty and impossible to recover, so it's lucky we have Barry's superb photograph to illustrate this rather surprising use of council resources.

Tantalisingly, Ellis says other mines in the area were used in a similar way, but most were better sealed and so far nothing more has come to light.

Jaguar XK120 Roadster, Iso Rivolta, Facel Vega HK500

The Silverstone Auctions sale at the *Practical Classics* Restoration & Classic Car Show included several project cars, including three barn finds that would make challenging restorations.

This 1951 Jaguar XK120 Roadster – estimated at £34-£38k – was turned into a race car in 1959 by its second owner, who swapped the original XK engine for a pre-war 4.3-litre ohv Alvis straight-six unit. The racing-spec dry sump system's oil tank is still fitted to the car but a subsequent owner replaced the Alvis engine with a 1952 XK unit before putting the car into long-term storage.

Main photo by Barry Eveleigh



JAGUAR XK120's body and chassis are claimed to be rust-free, so even a £70k restoration looks financially viable



Racing career has had little effect on Jaguar's complete and original-looking interior



1952 XK engine has replaced the old Alvis straight-six previously fitted to go racing



FACEL VEGA's rarity (it's a UK-supplied rhd car) and high spec likely to offset restoration costs



ISO RIVOLTA Lack of auction reserve is tempting, but next owner still has plenty of work to do

WORTH RESTORING

1951 JAGUAR XK120 ROADSTER

Resto estimate: £70,000

'All panels and chassis appear corrosion free,' is a surprising thing to read in an auction description of a 65-year-old barn-find Jaguar, but this one does seem to have survived well. Consistent shut lines suggest it's dodged accident damage too and the unusual race history almost makes up for the lack of an original engine.

You could spend £150k restoring an XK with a major Jaguar specialist, but with such a sound starting point perhaps its next owner won't need to. Parts supply is easy, so we'd spend the money on rebuilding the driveline and perfecting the paint and trim. Oh, and leave that old dry-sump tank in place.

With the best restored XK120s fetching £130k there is the potential for covering the restoration costs - and more - but the next owner must decide between concours-baiting attention to detail and cost-effective enjoyment.

We'd focus on getting some enjoyment from it.

A 1967 Iso Rivolta GT - offered at no reserve - looked exactly like the abandoned project it proved to be. Work on the car stalled ten years ago with most of the paint removed and the windscreen held in place with masking tape. A little rusty rather than rotten, the car probably looks more daunting than it really is, but there are still thousands of hours of restoration work lying ahead of it.

The 1959 Facel Vega HK500 was estimated at £45-£55k and could well be the opposite of the Rivolta - more daunting than it looks. A rare UK-supplied right-hand-drive example with power disc brakes, power-assisted steering and electric windows, it was locked away for 35 years before being unearthed last year.

Facel Vegas are notorious for suffering terribly from rust and this one appears to be no exception. We suspect deep pockets will be needed to rescue it.

Wolseley 15/50

If you've ever wondered why classic cars are still emerging from barns and garages as long-stored restoration projects, then the Wolseley 15/50 recently bought by John Gilmour may provide the answer.

It was our sister magazine *Practical Classics*' cover star back in October 1990 but has since suffered a decline in fortunes. Its owner at the time, Malcolm Durnford, sold it in 1992, after which it passed through the hands of several owners who allowed it to deteriorate. It spent years off the road before changing hands again as a restoration project.

John has restored another 15/50 and reckons this one is in need of a lot of attention. He says, 'It's in a friend's garage at the moment because I've run out of space, so I'm considering selling it.'

So now you know. We'll forward any enquiries about the car on to John.



RELIANT SCIMITAR languishing in a supermarket car park last passed an MoT in December 2009 at just over 54,000 miles. It appears complete and the glassfibre body looks undamaged



WOLSELEY 15/50 a long way from its magazine cover-star days



JAGUAR's lofty perch hasn't saved it from the rattle-can mob



CHEVROLET Camaro's wings eaten by the UK climate

Reliant Scimitar, Jaguar XJ-S

Following our own Nathan Chadwick's recent contribution to Barn Finds with a selection of disused classics he'd spotted while wandering through London, two readers have felt inspired to do the same. Braden Rissel stumbled upon one of Reliant's hard-to-kill sports estates. He says, 'I found this faded 1971 Scimitar GTE in a supermarket car park in Whetstone not far from Nathan's discovery in Bounds Green. Judging by the mould on it, the height of the weeds blocking it in and the 2011 tax disc, a few years must have passed since it was last driven on London's streets. It doesn't look all that bad and appeared to be near-complete.'

'I always have to fight the urge to save any old cars I see abandoned in this sort of condition but, much like stray dogs, you just can't keep them all. I had to content myself with a few quick snapshots of the Scimitar before walking away – and probably saving my marriage.'

South of the River Thames, antiques dealer Tom Derbyshire was hunting for bargains in Peckham when he spotted something old and full of character parked in a rather precarious position. He says, 'This Jaguar XJ-S is sitting on top of an old shipping container on the Old Kent Road. It's difficult to imagine quite how it got there, but I doubt it will be coming down again any time soon.'

Chevrolet Camaro

If there were a prize for the rustiest find of the month it would surely go to this rotten-looking Chevrolet Camaro found in Hayes, Middlesex by car-spotter extraordinaire, Nigel Tipping.

It's clearly been there for years and the drooping headlining suggests the interior is unlikely to be much better than the exterior.

Despite the W-suffix registration number, we reckon this is actually a 1974 Sport Coupé – the base model, though still powered by a 350ci (5.7-litre) V8 and equipped with variable-ratio power-assisted steering.

Judging by the enormously frilly rear wings, we'd say its sporting days are over.

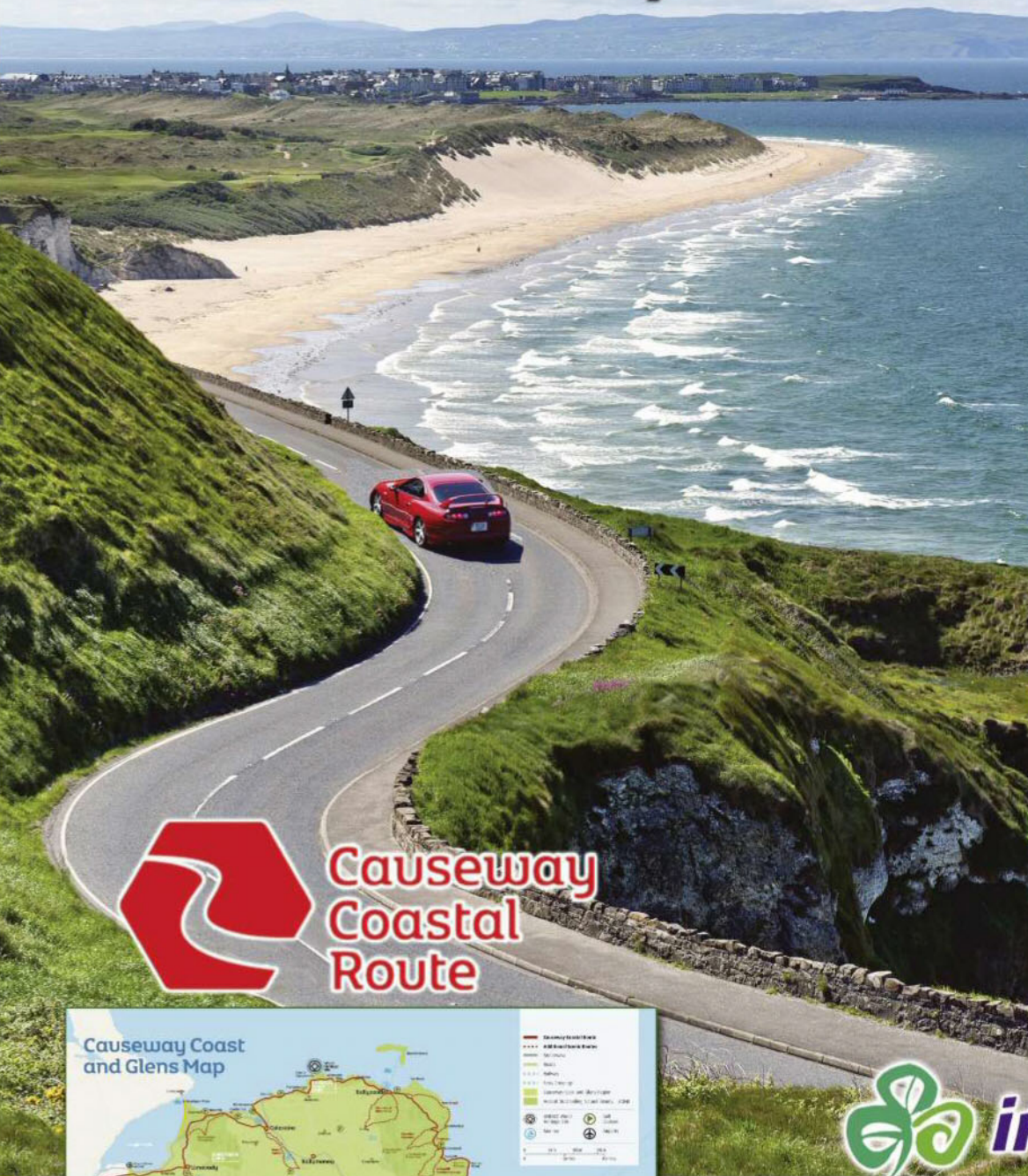
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➔ QUENTIN WILLSON

While other markets nosedive, consistent demand means classics will remain buoyant



The pundits are telling us to curb our expectations about 2016. Oil prices are still on a rollercoaster, Europe's not out of

intensive care, UK growth is stuttering, the upcoming EU referendum has given Sterling the jitters, London property prices are down and even China doesn't know how China is doing. There are dark mutterings we may slither back into a global recession.

One thing's certain – we won't see the bustle and hype of 2015 again for a while. But clever buyers know the old car market isn't nearly as volatile as others – compared to the 72 per cent collapse in the price of crude oil for example, old cars are angels.

Unlike other commodities, the supply of fine classics is finite. Many are irreplaceable and have an intrinsic value below which they're unlikely to fall. Lots have had tons of money spent on restorations so also have a tangible value.

And the market's liquidity makes it more attractive than others – you can bale in and out very quickly. Last year £1bn of collector cars were sold at auction and probably several billions more by private treaty. That's a big asset churn that inspires market activity. You don't have to wait long to turn your investment back into cash.

So far this year, things haven't been at all bad. Arizona was down 15 per cent and Artcurial's Paris sale ran at the lower estimates, but Silverstone drew £300k for a Merc 190 Evo II, £208k for a '58 Aston Martin DB2, £54k for a Capri Brooklands, £52k for an Escort Cosworth and £70k for a Honda NSX. These were all proper low-mileage or long-ownership cars, proving that the market is still hot for quality.

The affection for moderns isn't a fad and a new level of interest in Nineties cars is

'Compared to the 72 per cent collapse in the price of crude oil, old cars are angels'

expanding the market. Dealers and finance houses say enquiry levels for special classics are still strong but values for average Ferraris and Porsches have softened. Sale rates lower down the food chain are running at 70 per cent and stuff is selling. H&H drew £11k for a 20,000-mile '83 Daimler Sovereign Series 3, Anglia sold a 60k 1969 Jag 420G for £13k and SWVA dispatched a '54 Bristol 403 for £42k and a 22,000-mile Sierra RS Cosworth for £45k.

There's clearly still confidence and money available for the right cars and we seem to

be doing well compared to the financial, manufacturing and retail sectors.

If Q1 is anything to go by there's every reason for business to tickle along quite nicely. Yes, prices have plateau'd and some sellers need to lower their expectations but our market looks more robust and reliable than many others. And the UK's several billions of economic activity around old cars isn't going to go away any time soon.

So don't get spooked by all the gloomy surveys about falling global growth, because ours is a unique market that's the strongest it's been in its 50-year history. And here are the most important things – the world's positive sentiment for classic cars still continues undimmed, and demand for old cars is still tugging at a limited supply. And as the blokes in the red braces at the Canary Wharf trading desks always remind us, demand is the market force that has the greatest influence of all.

Keep calm and carry on polishing.

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.



Keep polishing, gents; high demand and limited supply should ensure that fine classics will hold their value in 2016

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➔ TOM TJAARDA

If your dream car is beyond your means, here's a solution— build your own version



The Synthesis one-off prototype that I produced during the late Sixties in Turin is a suitable subject for a column all of its own, but this month I

want to focus on my co-conspirator in that Lancia Flavia-based project, Peter Giacobbi, and how he got to build his dream car.

Peter went on to become an engineer for DeLorean, which had a similar concept to our Synthesis – interesting to look at but underpowered. After that, Peter retired to California and raced his Alfa 1300 Giulietta Spiders for a number of years. His love of cars had been inspired by the 1957 Ferrari 250 Testa Rossa, which he considered the most beautiful racing car of all time.

Unfortunately for him, only 34 were made and had become so pricey that Peter had only one option – build his own version.

As luck would have it, a chance encounter led him to a remote little bodyshop in the Lake Como region of Italy. In the corner of the shop was a hand-built aluminium body that had been collecting dust for 50 years – it was a crude replica of his favourite Ferrari made by persons unknown, but Peter decided he had to have it.

The deal was completed and the body shipped off to Giacobbi's home workshop in California. This was just the beginning

of many years of searching for Ferrari parts, hard labour and testing to finish the project.

Peter couldn't find an original 3.0-litre Testa Rossa engine so a Ferrari 4.5-litre was used as a substitute. Drawings of the original chassis were used as a guide to fabricate a similar structure, albeit a bit more robust to cope with the added weight.

A selection of Ferrari parts was adapted to suit the new chassis, including the front suspension from a 330 GT and independent rear suspension from a 400i. Bits and pieces

'The car represents Peter's love for Ferrari and the emotion that the original created in the early Sixties'

that couldn't be found were hand-made from stock and given a similar appearance to the original parts. The aluminium body had lap welds that had to be ground off then butt-welded in the style of Fantuzzi, who had made the original body for the '57 250 Testa Rossa Spider.

The engine's compression ratio was raised to 10:1 with super-tight tolerances for smooth running and was on a test bed for months, with the Weber 40 DCN carburettors being tuned to suit. The appearance of the engine was modified

to look like the original 3.0-litre Testa Rossa unit, but as well as looking like his dream car, Peter also wanted to experience what his boyhood heroes of that era – like Phil Hill and Olivier Gendebien – had to do to win races. That's why there is no power steering or ABS brakes to make driving this 1040kg car easier. He uses it in classic race events and says a lot of muscle is needed to keep it on track.

The car will forever remain in its natural aluminium body work finish, so it's obvious that it is not an original or a replica. It simply represents Peter's love for Ferrari and the emotion that the original created in the early Sixties. One day someone came over to look at the car, eventually telling Peter that it was a fake. But they soon became friends and after Peter told him the story behind his car, the gentleman revealed that he owned an original '57 Testa Rossa. Not only that, he also ended up donating many original parts to Peter's car.

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

Peter Giacobbi and his tribute to the 1957 Ferrari 250 Testa Rossa, achieved via a body shop near Lake Como and a lot of hard work



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➔ SIMON KIDSTON

A visit to Geneva has Simon wishing a time machine could take him back to 1966



Fifty years ago this week the doors opened to the 36th Geneva Motor Show, held in an odd assortment of concrete exhibition buildings and circus tents

erected in the public park near my office in the heart of the city. Black-and-white period newsreel footage shows prim Swiss visitors in dark suits and hats, accompanied by elegant ladies with expressions mixing polite appreciation with indulgent disapproval, and decor consisting of the odd pot plant, cheap tables and chairs, and ashtrays galore.

'This year's Geneva Show was one of the best for a very long time,' reported David Phipps of the venerable US title *Autoweek*, summing it up as a 'coruscating exhibition'.

Visitors didn't know it, but they were witnessing automotive history. Anyone who was present when the covers were pulled off the new Lamborghini Miura will remember being there. For millionaires who demanded greater comfort, Rolls-Royce would gladly sell you a handsome new two-door version of their Silver Shadow, at £10,000 almost twice the price of Ferrari's latest 330 GTC.

A sybaritic compromise between boiling in the Miura and wallowing in the Rolls also made its debut that day in Geneva – 'The Pininfarina Ferrari California was one of the handsomest cars at the show, exotic

door handle treatment and all,' opined Phipps. The jury's still out on this one; just 14 buyers decided they needed a 4.9-metre, 2+2 convertible that handled like a Riva speedboat and cost even more.

Elsewhere, Alfa Romeo's 'voluptuous new 1600 Spider' was to be the start of a long dynasty, even though it didn't yet have its Duetto moniker (famously chosen via a newspaper competition, the winner getting a free car) and despite the press observing it 'unfortunately still has a live rear axle'.

'DB11? Good-looking, but a sea change? Probably not. Bentley Bentayga? Er, may I be excused, please?'

Special-bodied Jaguars clothed by Bertone, Frua and Italsuisse got short shrift from the press, the last dismissed as 'looking as if designed for jalopy racing'.

Fast-forward to the present day and I'm striding through the electronic security barriers of the 86th Geneva Motor Show. The cavernous halls of the Palexpo complex – to which the show moved in the Eighties – are alive with dazzling bright lights and endlessly pumping music, monumental manufacturer displays and glamorous rental-hostesses at every turn. But it all

begs the obvious question – what's the show's centrepiece car?

Two days later I'm still trying to guess which will be the classics of tomorrow; the models that will one day inspire historians to write books about them, owners to establish clubs and pub enthusiasts to argue over which is best. Aston DB11? Good-looking, but a sea change? Probably not. Porsche 911R? Dealers are already getting calls from excited customers eager to secure a place on the list, but the offerings on Ruf's nearby stand feel more authentic. The Lamborghini Centenario is no Miura and Ferrari's 365 GTC/4 looks like a facelifted FF, not its Seventies namesake. Bentley Bentayga? Er, may I be excused, please?

It's a tough one, which I debate over lunch with Jackie Stewart – he was here in '66 – and *Autoweek*'s latter-day correspondent. None of us can agree, except that it'll be the Scot's turn to pay when we reconvene in 2066 to find out who was right.

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.



Kidston at Geneva, 2016: will the Bugatti Chiron be viewed a classic in 2066?

Quentin Willson's SMARTBU



BUYERS of 2016

Words QUENTIN WILLSON,
PHIL BELL, RUSS SMITH, SAM DAWSON,
ADAM TOWLER, NATHAN CHADWICK
Photography CHARLIE MAGEE



No bargains left? The Austin-Healey 3000, MGB V8, Alfa SZ, Mercedes 560 SEC and Ford Escort Cosworth show there's top value out there

This happens a lot these days. We sit down, analyse live sales data and pick out the classics that we think are behind the market. Then, in the time it takes to rush our revelations into print, the market has caught up. And even in 2016, with a general softening of the market, it's happening again. The five cars we've tipped here have gone up, because only a few months ago these cars all looked on the cheap side.

Our choices have reacted quickly to shifting market sentiment. MGB GT V8s have a Seventies cool, interest in fast Fords has pulled up Escort Cosworths, the vogue for Nineties Mercs has raised SEC prices, Healeys are Brit-Cool and the Alfa is seen as hot and zany. These are rapid shifts caused by fresh perceptions of fashion from different buyers coming into the market. They're not going up because of investor activity; enthusiasts admire them because they're interesting, different and each defines a specific era. We still think they're relative bargains and set to improve in value. Just don't leave buying any of this lot for too long.



MGB GT V8

SAM DAWSON NEWS EDITOR

The 1.8-litre MGB GT won me over years ago on a drive around the Lake District in the snow.

In a landscape alien to most cosseted classic cars, its modest power and compact dimensions made the mountainous surroundings feel like the Alps, and its combination of tactile steering, front wishbones and a squarely planted rear axle made it drive more like a miniature Jensen Interceptor or Aston Martin DB6 than an aged roadster with an image about as glamorous as *The Archers*. The fact that the V8 version is 'just' a familiar BGT at heart keeps its values rooted in the real world. However, with

that compact, woofling V8 up front and the telltale 8 Cyl wording at the base of the Smiths rev counter, it promises to achieve the GT dream, rather than merely aspire to it.

Slide in and the cockpit's familiarity, if you're used to MGBs, means it's easy to accustom yourself to it. Fire up the 3.5-litre Rover V8 and a combination of quietly thudding offbeat and heat-soak washes through the footwells, a world away from snorting four-cylinders and draughty vinyl hoods.

The B-series engine was always torquey for a 1.8-litre four-cylinder, but the V8 is on another plane altogether. Lift the clutch in first gear and although there's no sudden jolt of twisting force, there is a steady, surprisingly consistent surge. Astons pull away like that. Best of all, this 1973 model has overdrive on third and fourth gears.



A small indicator of the power on offer



Lightweight V8 is fun and surprisingly frugal



Handy overdrive gearbox is pricey to fix



'Act swiftly because all the temptingly priced examples of MGB GT V8s will soon be gone'
QUENTIN WILLSON

QUENTIN ON THE MGB GT V8

I've always had a soft spot for BL's V8 MGB. Four have passed through my hands and I remember each with fond affection.

Quick, rumbly and with neat handling, they come in fetching Morris Marina colours with a quaint parts-bin cabin ambience. It would have sold much better if British Leyland had marketed the V8 properly, done a convertible and LHD version for the US and not treated the project with such insane indifference. The alloy Buick 3.5 is the perfect weight for the front end, the overdrive box gives nearly 120mph and you can persuade the rear tyres to smoke. And apart from the usual MGB

rust they're reliable and handy in modern traffic. I drove the original 1973 *Autocar* road-test MGB V8 the other day and was surprised at how much it made me smile.

Sensible-mileage chrome-bumper V8s are now around £20k and real minters £32k. And they've gone up by 25% since we planned this feature. I see value in the rubber-bumper cars, though; there's a very original '76 90k-miler in white for sale in Wales for £15,995. Those black polyurethane appendages are part of the MGB story and we're warming to them. Do act swiftly because all the temptingly priced examples of the 2591 built will soon be gone.



In overdriven third it'll do the A-road waft – yes, waft, in an MGB; its damping was always smooth enough – but flick it out of overdrive and it jerks down instantly into potent, corner-exiting mid-range thrust almost like you've flicked a modern paddleshift.

Torque defines the GT V8's character. Having to change gear less often is just one of the ways in which this manifests itself. Whereas an ordinary MGB feels like an E-type with 20 per cent of its potential knocked off at all times, the V8 suggests it'll actually be comparable, simply because you don't feel the need to consciously row it along all the time. Only wind noise upwards of 45mph and tyre slither on wet roads remind you of its humble origins and have you backing off the throttle. That said, the engine doesn't affect the traditionally pliant MGB handling, unlike the MGC, simply because the all-alloy Rover V8 is actually lighter than the old iron B-series.

'They do go rusty in the traditional areas,' says owner Ted Law. 'Under wheelarches and down the sills. Also, certain parts unique to the V8 are now quite rare because MG only made 2600 V8s. It makes sense to buy a restored example rather than a rusty project.'

Rarity – and ease of engine-swaps – makes provenance a crucial issue on a BGT V8, as it might be on some more exotic cars. 'Check the engine and chassis numbers match,' warns Law. 'A Heritage certificate from BMIHT will show what it should have.'

Perhaps the most positive surprise the V8 MG springs is in running it. 'It costs the same to run as a four-cylinder MGB,' says Law. 'Most parts are available through the usual sources – the MG Owners' Club, Moss, British Motor Heritage and so on – and the Rover V8 is as well-known and easy to live with as a B-series. Ironically, because the B-series is thirsty for a four-cylinder and the Rover is frugal for a V8, they use the exact-same amount of fuel.'

They're short on foibles too. 'It's no more difficult to look after than the four-cylinder car,' says Jonathan Kimber, technical adviser with the MG Owners' Club. 'That said, the original V8 gearbox is very expensive to rebuild. It's not an Achilles heel as such, but second gear takes a pounding from all the torque and can wear out. Depending on how badly the gearbox is damaged, rebuild costs can top £2000, so most restorers replace it with a modern five-speeder. The engine isn't difficult. Only the installation makes it awkward to change things – exhaust manifolds in particular – but that's got more to do with the size of your fingers!'

Engine parts are getting scarce now, with cylinder blocks and crankshafts not available new, but a basic reconditioning of a standard 3.5-litre carb-fed Rover V8 is £1500 at Abbey Sportscars – the same as a reconditioned B-series four-cylinder from the MGOC.

Long association with the popular (and numerous) 1.8 four-cylinder version has arguably held the GT V8 back a bit. However, see it for what it is – a Pininfarina-tweaked, classically proportioned V8-powered grand tourer, one of just 2600, and the £20k you'll pay for a tidy example suddenly looks like incredible value.

1973 MGB GT V8

Engine 3528cc V8, ohv, two SU HIF6 carburettors **Power and torque** 137bhp @ 5000rpm; 193lb ft @ 2900rpm **Transmission** Four-speed manual with overdrive on third and fourth, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, wishbones, coil springs, lever-arm dampers, anti-roll bar. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers **Brakes** Discs front, drums rear **Weight** 1101kg (2427lb) **Performance** Top speed: 124mph; 0-60mph: 7.7sec **Fuel consumption** 22mpg **Cost new** £2310 **Values now** £4500-£32,000



MERCEDES 560 SEC

NATHAN CHADWICK SENIOR SUB-ED

A glinting three-pointed star. Refined looks, a sumptuous interior with all the toys and a torque converter automatic. This is surely the luxury barge among this particular collection of automotive temptations.

Think again. Marque enthusiasts will have spotted precisely what this car is from 50 paces. Those with a penchant for Eighties über-performance will see '560 SEC' and feel their heart rate increase. This is a muscle car remixed by Germans.

It's imposing in the brutal yet restrained way that Mercedes nailed in the Seventies and Eighties, but there are no overblown wings and

spoilers to spoil the Bruno Sacco-penned lines. It implies aggression, rather than shouting about it.

There's nothing particularly vocal about the interior either, but the plush leather hide, solid and silky-shifting instruments and plethora of electronic toys make me feel like the successful plutocrat the car was designed for. It's a gizmo tour de force.

Ah, force. While general wafting barely troubles the 5.5-litre engine, there lives within it more force than an overly developed Jedi. Slip the gearbox into sport mode, stick the shifter into '2' and I make sure I blink before sinking my sole into the footwell. Flutter your eyelids when this car's fully lit and you could be in another postcode by the time your retinas have refocused. It's a full-on kick to the back that Detroit's muscle car maestros would be proud of.



SEC shares no exterior panels with the saloon



The 295bhp moves 1750kg briskly



Comfort meets solidity



'This is a superbly refined luxu-missile that pulls and pulls in eerie silence'
QUENTIN WILLSON

QUENTIN ON THE 560 SEC

The full-fat SEC Benz has been flatlining for years but now all Eighties and Nineties Mercs are up we're seeing interest in really good 560s. An '89 with 18k miles recently sold for £50k – a new benchmark.

You can still find lowish mileage cars for less than £20k and if you don't mind a Japanese import (it must be RHD with history though) there are still opportunities out there. But given the 560's standard kit, FI driver heritage and cool-as-ice sophistication we should all wonder why we've ignored them for so long. Good for 155mph and 0-60mph in 6.7 seconds this was one of the truly great cars of its era. We're tipping the 560 SEC as the next big V8 Merc like the 6.3 and 6.9 saloons and expect steady moves

in 2016. A stint behind the wheel shows you why – this is a superbly refined luxu-missile that pulls and pulls in eerie silence and smooths out every crumple in the tarmac. Gorgeous cabins, sensuous pillarless lines and unyielding quality mark this out as an enormously special and handsome Mercedes.

Our 150k-mile test car still felt taut and at £6k seemed alluringly cheap but seeking out something with half the mileage would be a better bet.

Be wary of monster-mileage 560s as they can hide expensive trouble and buyer resistance will limit their future prospects. With a budget of £20k you could drive home a 60k-miler – a decision you won't regret.



Unlike the products of Motor City, however, the 560 SEC handles with much more delicacy than you'd imagine. The wheel twirls with ease and there's a fair degree of body roll should you get frisky in the corners, but you have far more communication with the front wheels than you might imagine. Now that I'm in tune with the car's bulk, I can hustle it along with vigour.

Because it's a Mercedes, the SEC can take this treatment with nonchalant ease. Properly maintained, the engine will carry on for eternity, but make sure you buy a good one in the first place. Worn valve guide seals are betrayed by blue smoke and can cost up to £500 to repair. Check that the timing chain and tensioners have been replaced at 100,000 miles, because it's difficult to find parts now, and expensive when you do. Misfires are common – this could be down to distributor caps and leads, or air leaks from injector seals.

The bigger concern will be rust. Mud finds its way behind the lower edges of the front wings, rots out the lower corners under the indicators and through the chrome bumper trims. You can expect to pay £40 each for chrome bumper trims from Mercman (mercman.net) in the unlikely event he has them. Charles Priaulx-Wells of the SEC-Shop (sec-shop.com, 07970 553 071) says the chassis turrets also rust.

'Take a look in the boot underneath the bottom of the rear screen; these areas are prone to leakages and rusting,' says Charles. 'If the boot is wet and there's condensation on the underside of the bootlid, start worrying.' The rear screens delaminate at the bottom corners where water collects if they're left for too long. It then drips down inside the boot and rots the rear wheelarches from the inside – it can also turn the boot floor frilly. A replacement boot panel (under the rear screen) costs up to £1400 including parts and

labour. 'Boot and screens seals have trebled in price recently. Secondhand screens are impossible to find and a new one from Mercedes is £700,' says Charles.

Despite all this, maintaining a good one should be relatively straightforward. Mercedes-Benz is better than most manufacturers for aiding its past repertoire, with most parts still available direct from main dealers.

It's that slickness of ownership that holds such appeal for the owner of this particular SEC. 'It's smooth – really smooth,' says Jon Skinner. 'You'd never call it a sports car, but it's big and comfy. I've owned it for a year, and it's been sitting in a barn for half that time – and it started straight off the bat. Not many cars can do that.'

It really is a car that can do everything. Everyday tractability, cossetting refinement and truly sumptuous comfort – oh and the childlike thrill of burying the throttle in Sport mode. 'I love the massive torque and oomph it has,' Jon says with a grin.

You will too – so seize one while you still can.

1987 MERCEDES-BENZ 560 SEC

Engine 5547cc, V8, SOHC, Bosch KE-Jetronic fuel injection **Power** 295bhp @ 5000rpm, 335lb ft @ 3750rpm **Transmission** Four-speed automatic, rear-wheel drive **Steering** Recirculating ball, hydraulic power assistance **Suspension** Front: independent, coil springs, telescopic dampers with twin control arms, upper and lower torsion bars, semi-trailing arms, anti-roll bar. Rear: independent, semi-trailing arms, anti-roll bar, coil springs, telescopic dampers (self-levelling) **Brakes** Vented discs front and rear, servo assistance, ABS **Weight** 1750kg **Performance** Top speed: 155mph; 0-60mph: 6.7sec **Fuel consumption** 14-20mpg **Cost new** £52,185 **Values now** £3750-£50,000



AUSTIN-HEALEY 3000 MkII

PHIL BELL EDITOR

Folklore has the Austin-Healey pegged as a big, macho brute of a car, one that demands the same characteristics of the driver. As I pace around this 1962 BJ7 it's hard to reconcile that image. At a whiff over four metres by one point five it takes up very little tarmac compared to the porky machines that we drive today.

It does have a powerful stance, the mass of the car swelling towards the front as if its 3.0-litre motor has taken a huge breath, ready for action. Its shape is described by a few perfectly judged curves, the work of ex-Rootes body engineer Gerry Coker. It nearly

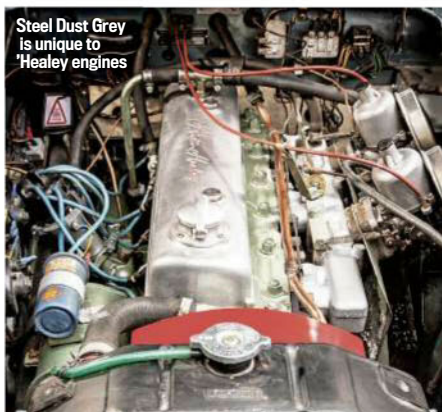
didn't happen – Donald and son Geoff Healey rejected the design and wouldn't have displayed it at the 1952 Earls Court Show if it weren't for the intervention of chief engineer Roger Menadue.

Roger and Gerry's legacy is one of the defining shapes of a British motor industry in its pomp, one with the charisma to mesmerise eyes and minds too young to remember its era.

Once I've woven my six-foot frame between low roof, 17in steering wheel and leather seat I'm getting the impression of compactness. The Austin-Healey 3000 Sports Convertible (or BJ7) comes with the benefit of a proper fold-down roof with – wait for it – wind-up windows in place of the previous self-build tent and sidescreens. It also offers its gearlever from the top of the transmission tunnel for the first time, allowing a handy 0.75 inches



MkII brought improvements but kept the spirit



Steel Dust Grey is unique to Healey engines



Five minutes and you'll feel like a rally hero



'2016 could be the year
when the 'Healey
3000 goes into its long-
awaited second orbit'
QUENTIN WILLSON

QUENTIN ON THE AUSTIN-HEALEY

In 2009 a reasonable Austin-Healey 3000 was £22k and by 2015 they'd doubled to £45k. Sounds a decent jump but actually it's very tame compared to the mental rises in E-types, XKs, Porsches and Ferraris in the same period. Somehow the 'Healey got forgotten, overshadowed by sexier classics.

But we've noticed an upsurge in the last year with the very finest MkIIIs now being advertised at £90k. Decently restored MkIIIs are closer to £50k but we reckon there's still value in the MkII models. Go for the '62 BJ7 MkIIa and you'll get a curved screen, wind-up windows and 2+2 seats. BMC built 43,000 big 'Healeys but only 5000 stayed in Britain and the real gems are the 1961 MkIIs – the tri-carb BN7s – with

just 355 built. While everyone's looking for MkIIIs, go out and find a RHD UK-supplied MkII and you'll have a rare and collectable 'Healey with lots of future potential. Modern upgrades make them much more driveable, while improvements to dampers, steering and cooling work wonders. Properly sorted they can crack 120mph and the overdrive option means 25mpg.

There's a revival in affection for the 'Healey's old-school Britishness that taps into the current surge in nationalism and anti-EU sentiment. We think 2016 could be the year when the 'Healey 3000 goes into its long-awaited second orbit. Move quickly and you still might bag a good MkII in the early forties price range. Be a good buy, that.



of extra footroom next to a narrower transmission tunnel. It was all part of a package of improvements trying to keep a ten-year-old design relevant. Of course its Fifties character is central to the appeal, so I savour the upright seat and a slim-rimmed wheel close enough to hug, take a careful moment to engage non-synchromesh first gear and allow that big, simple overhead-valve straight-six to heave just 1162kg forwards.

There's so much pull from 3000-4000rpm that I've little need to wring out the engine. With its bassy blare and stiff but precise gearchanges the 'Healey is soon in confident stride. Push hard into corners and its gentle understeer transitions smoothly into neutral attitude or oversteer, helped by Michelin 165 SR15s that relinquish their grip smoothly. Tarmac imperfections send a judderette through the structure, and mid-corner bumps can make the firmly leaf-sprung live axle wiggle but this labrador of a sports car feels playful rather than unruly.

Rob Fenton put this car on his mortgage when he moved house 31 years ago. 'I wanted a British sports car, something that was beautiful, fun to drive and a bit of a muscle car. Apart from some body restoration about ten years ago I've had to do so little to it. It's so simple and easy to maintain, and the engineering is incredible – the wheel bearings are the size of dinner plates!

'The biggest problem is overheating caused by the cooling system silting up, cured by a recored radiator and six-blade fan. Taping the exhaust with insulating wrap reduced the heat in the passenger footwell and after breaking the exhaust twice I've learnt to go very slowly over speed bumps.'

With the enduring appeal of the Big Healeys and the ideal combination of early style with civilising improvements it's

surprising how the MkIIs remain such good value while the market has been chasing up Triumph TR5s to the left and Jaguar E-types to the right. Projects start at £14k and smart, usable examples can be found for £30-£40k. Chris Everard of JME Healeys picks out some of the largest potential costs. 'Hot oil pressure at 2000rpm should be above 35psi, ideally 40-50psi. A full engine rebuild, involving crack testing, a leakdown test and sealing the water galleries runs to £12k, but it should then be good for 70,000 miles, and a gearbox rebuild can be £1100-£2640.

'When inspecting a car the first thing that my eyes fall to are the door gaps and swage lines. If they're out, I dig deeper.' He points out that they were appalling when new, but these days we expect better. If the body needs restoring, budget £14.5k plus materials. An interior retrim is £5500 and restoring the hood frame and replacing the fabric costs £2400-£3000.

The Big Healey's combination of dashing Fifties style, entertaining dynamics, easy ownership and halo of motor sport heroics make it one of the defining classics. That it's been largely passed over by market fashion is one of the greatest gifts to us all.

1962 AUSTIN-HEALEY 3000 MkII

Engine 2912cc inline six-cylinder, ohv, two SU HS6 carburettors **Power and torque** 130bhp @ 4750rpm; 167lb ft @ 3000rpm **Transmission** Four-speed manual, rear-wheel drive **Suspension** Front: independent, wishbones, coil springs, lever-arm dampers, anti-roll bar. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers, anti-roll bar **Steering** Cam and peg **Brakes** Discs front; drums rear **Weight** 1162kg **Performance** Top speed: 117mph; 0-60mph: 10.3sec **Fuel consumption** 19mpg **Cost new** £1190 7s 9d **Values now** £14-£55k



ESCORT COSWORTH

ADAM TOWLER CONTRIBUTOR

There is nothing subtle about the Cossie, and with good reason. This is a car born with a purpose above and beyond merely generating profit – it was a machine built to win.

In the early Nineties Ford needed a nimbler car to win rallies, and the result was the Escort RS Cosworth – although this car isn't really an Escort at all. It's a cut 'n' shut Sierra RS Cosworth floorplan – its engine mounted longitudinally, not transversely.

Such effort and expense on the part of a major manufacturer is inconceivable today, but these were different times in motor sport. Today, that gives the Escort Cosworth a cachet – it's part of the last

great era of homologation specials, and the Escort is perhaps the brawnier of them all. Therefore, in many ways it's hard to fathom why the Escort RS Cosworth is appearing in this feature at all. After all, as the ultimate motor sport-led RS Ford, it should surely already be scaling the dizzy financial heights like its predecessor, the Sierra RS500 Cosworth.

Even after all these years, the prospect of driving an Escort Cosworth has me distant and distracted at the breakfast table, the stomach contorting with a flip as the hour approaches. And as I approach the car, that breakfast-churning glee becomes stronger. Finally I'm here, and the huge bodykit makes it look intimidating. But once inside, it feels like a small car, and the upright dashboard with its shallow top clearly date it compared to modern hatchbacks,



A simple badge to make Nineties teenagers swoon



Small-turbo engine is easier to use than earlier cars



Chunky interior gets straight to the point



QUENTIN ON THE COSWORTH

We've always been a bit beastly to the Escort Cossie. Too Essex, too vulgar, we said. But with Eighties RS Turbos and Sierra Cosworths breaking records plus a growing interest in Nineties moderns, prices and perceptions are changing. We saw Escort Cossies at £22k and thought they looked cheap but since then good ones have added another £8k to their values and tiny-milers are now in £50k territory.

But there's still a slight disconnect in the market and normal used car dealers can still price them on the low side – like Motorhub in Yorkshire who have a factory-spec, unmodified 56,000-mile Auralis Blue example for £22k. With only 7145 built between '93 and '98, 140mph and four-wheel drive they're rare

and very quick. The first 2500 were homologation specials and the '94-on cars are more driveable with less lag from the Garrett T25 Turbo.

Clarkson and I used to hoon around in his and I remember it as riotous, raucous and very loud. But if you're planning on investing in a keeper I'd go for an unmodified, stock-spec one with no stories, no past damage, long history and as few owners as possible. Tweaking them squeezes out lots more horsepower (and noise) but future interest is going to be around perfect, original examples. You'll need to be smartish buying one of these too but you've got a small window to find a really fresh low-miler at under £30,000. The very best will be moving up before long.



'You've got a small window to find a really fresh low-miler at under £30,000'
QUENTIN WILLSON

with their distant windscreens and stout, steeply angled A-pillars. The driver sits relatively high and the view out the back is dominated by that biplane wing.

Twist the key and the YB engine starts promptly without much drama. It's never been the most musical or refined of four-pots, but its tuning potential is the stuff of legend. Chris Brown's fabulous Auralis Blue example is one of the later small turbo models, built by Ford once the homologation quota had been fulfilled, and though less tuneable than the earlier cars it's much more responsive for road driving in its standard form.

Performance is brisk, with a lovely seam of turbocharged torque available once the turbo is blowing. But it's the chassis that rewards the most on a standard car such as this. A quick steering rack exaggerates the sense of agility to the point where it feels as though the car is pivoting almost beneath the driver's seat. It falls short of being nervous, partly because of the four-wheel-drive system – naturally a full-time set-up, not the on-demand systems favoured by most modern road cars – and the awesome traction it brings, but also because you sense natural balance once in a corner.

The Escort Cosworth never did manage to win the world rally championship, and although interest in it as a road car ran at fever pitch, the car crime epidemic was its undoing by the mid-Nineties. Only now is appreciation for the car beginning to spread beyond the die-hard RS community.

Your toughest challenge will be buying one in the first place. Doing your homework is paramount and it's essential to speak to the RS Owners' Club. So many were stolen, written off, or broken and then rebuilt from parts, that even today buying a genuine car is a minefield. Dave Lee is the Escort Cosworth registrar at the RS

Owners' Club. 'Escorts didn't suffer the same drop in values as Sierras did, but they didn't go up either when other Cosworths did, until now. The big turbo cars are made a little bit better and don't seem to rot as much as later cars.

'Standard or only lightly modified is the way to go now. People who had tuned cars in the past are coming back to them now and buying a small turbo model, and it's those later cars that tend to be the low-mileage ones.

'The really good cars change hands often without being advertised. You can still find them for £10,000 but you're wasting your time, really. Decent ones start at £20,000 privately, and beyond that it's all about the individual car's condition. For an exceptional example you can almost name your price. I know of sub-10k-miles cars that have sold for £60,000.'

'It's like driving on rails – it's so surefooted,' says owner Chris. 'I get about 25-26mpg, and servicing costs are minimal – usually £100 a year. The only issue is parts supply – some things aren't available and there's the "RS tax" on what is.' With prices rising almost daily, the time to buy this Fast Ford legend is now.

1995 FORD ESCORT RS COSWORTH

Engine 1993cc inline four-cylinder, DOHC, Marelli-Weber IAW P8 electronic fuel injection **Power and torque** 224bhp @ 6250rpm; 220lb ft @ 3500rpm **Transmission** Five-speed manual, four-wheel drive **Steering** Rack and pinion **Suspension** Front: MacPherson struts, track control arms, anti-roll bars. Rear: independent by semi-trailing arms, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs all round **Weight** 1320kg **Performance** Top speed: 140mph; 0-60mph: 6.1sec **Fuel consumption** 26mpg **Cost new** £27,000 **Values now:** £15,000-£50,000



'Alfa's drastic plastic Zagato is finally being seen as one of the bravest car designs ever'
QUENTIN WILLSON



ALFA ROMEO SZ

RUSS SMITH ASSISTANT EDITOR

It's often joked that all classic Alfas are red; with the SZ it's true, apart from the black one Andrea Zagato had built for himself. The other potential downside – from a UK perspective, at least – is that none were built in right-hand drive.

So why am I recommending a red (with grey roof) left-hooker? Because unless you object to either of those factors, the SZ is brilliant in so many ways, and looks unlike anything else.

Time has been kind to its brutal, cubist lines. Rather than a monster (it was dubbed *Il Mostro* at launch), the Sprint Zagato simply looks dramatic today; a shape you cannot take your eyes

off. It looks best from the rear three-quarter view and had this magazine's design team salivating over the photos. The print-outs even garnered an enthusiastic huddle around the office printer from even those on non-motoring magazines. Nothing looks like an Alfa Romeo SZ, and it's likely nothing else will in future.

Only 1020 SZs were built, along with about 250 of the convertible RZ model, which even in total makes them rarer than Ferrari F40s. A further addition to their 'buy now' collectable status is that from last year the first of them became eligible for personal import to the US under its 25-year rule. Prices quickly jumped by ten per cent, and the best can fetch \$100k once over there, so expect some kind of exodus until supply and demand evens out. But such trade can only push prices one way.



Limited production, and about three-quarters are left



It may only pack 207bhp but it sounds truly glorious



Interior ergonomics are good, in a distinctly un-Alfa way



QUENTIN ON THE ALFA SZ

Last September Bonhams sold a delivery-mileage Alfa SZ for only £67,200 and we all thought it was surprisingly reasonable for what was probably the best surviving example of only 1020 SZs ever built. The car was 'as new' and had covered a tiny 349km.

Since then interest has galvanised and all SZs are in demand as enthusiasts realise that this is a massively distinctive and underpriced modern. We've also taken to those shocking lines and it doesn't look nearly as ill-tempered as it did in 1989. Alfa needed something sensational to invigorate its ailing brand so gave the SZ – based on the V6 75 floorplan – cubist lines, resin panels, alloy roof and carbon fibre spoiler.

But it went a lot better than it looked and testers pulled 1.4g on corners and reported scary levels of grip. Like any Alfa there are issues – paint micro-blistering, duff electrics, electrolysis with the alloy roof and so on. Pricing is fuzzy at the moment and there are several mid-mileage cars around for £50k, but Joe Macari in London has an ultra-rare RZ convertible version in yellow with 34,000km for £55k.

For the rarest production Alfa ever, that's strong value. Alfa's drastic plastic Zagato is finally being seen both as a significant moment in Alfa's history and one of the bravest car designs ever. With only 682 SZs and 198 RZs known to survive, they're also really exclusive. They're well worth coveting.



Adrian Jardine of SZ specialist Alfa Aid Ltd is the Alfa Club's SZ registrar, and a great ambassador for the car. It's his SZ we're driving today. 'I've owned this one for six months but have had about 15 over the years – I buy one, don't use it enough, sell it then miss it, and round we go again.

'Aside from the looks they have such great handling – that's the car's unique selling point and is largely down to its 50/50 weight distribution. Its only driving flaw is that it doesn't stop well for a car with this kind of performance. I usually fit uprated pads to improve bite and reduce fade.

'They're generally easy to live with, as long as you buy the right one in the first place. Most have been well looked after but there are a few horror stories out there. Problems can be hidden because there are a variety of composite and glassfibre panels built on to a steel Alfa 75 frame. It's actually rare to encounter serious rust because most cars have been garaged, but you still need to check areas such as the bulkhead below the windscreen. If it rusts here, water will leak into the fusebox so you must fix it before the electrics go haywire. This is a screen-out job, and the screen will almost certainly break.

'Also look for bubbles where the alloy roof joins its steel frame, and at the bottom of the C-pillars. Some items like headlamp glasses are getting scarce, but most stuff can still be sourced and we've started remanufacturing bonnets and bumpers.'

Anything Zagato is in demand at the moment, and it built the SZ. It's often wrongly assumed that it designed it too, but those radical lines were actually penned at Fiat Centro Stilo by Robert Opron, best known for that fellow icon of otherness the Citroën SM, with detail work by Antonio Castellana.

But it didn't hurt to have the famous styling house as part of the car's name and with its 'Z' logo on the sides. It helped justify the premium price Alfa Romeo asked for it back in 1989. And it does so once again – values have risen about 33 per cent in the past two years and, with the US factor, show little sign of let-up.

But the SZ is about a lot more than investment; the driving experience makes this the kind of car you can love owning whichever way its price is going. The power's not outstanding – this is a cruiser not a bruiser – but there's more than enough grunt to back up those looks, and it does have that glorious rasping Alfa V6 engine note that I want as a track on my iPod.

The steering is super-smooth, with loads of feedback – why can't all cars feel as delightful and communicative as this – and a height and reach adjustable wheel deals with any concern about Italian short legs/long arms driving positions. This car feels so easy to drive quickly. It stays poised and confidence-inspiring at speed through damp corners thanks to totally neutral handling and sharp turn-in, and the cabin mixes luxury trim with the seats' sporting embrace. It's hard not to love the SZ. And the colour red.

1991 ALFA ROMEO SZ

Engine 2959cc alloy V6, sohc per bank, Bosch ML4.1 Motronic fuel injection
Power 207bhp @ 6200rpm; 181lb ft @ 4500rpm **Transmission** Five-speed manual transaxle, rear-wheel drive **Suspension** Front: independent by double wishbones, coil springs, anti-roll bar, telescopic dampers. Rear: semi-independent by de Dion axle, transverse link, coil springs, anti-roll bar, telescopic dampers **Steering** Rack-and-pinion, power-assisted **Brakes** Vented discs front and rear, servo-assisted **Weight** 1280kg (2819lb)
Performance Top speed: 146mph; 0–60mph: 7.0sec **Fuel consumption** 20mpg **Cost new** £42,573 (1992) **Values now** £14,000–£36,500



'These Eighties Merc coupés have real street presence'

VERDICT

For me there's a clear winner here and it's the Mercedes-Benz 560 SEC, simply because of its stunning range of abilities. This is a no-compromise classic that could drive to Paris in lush comfort, impress onlookers, worry Porsches, haul the family and always start on the first turn of the key.

Quieter, smoother and better built than all our other choices, the SEC is also the best-looking by a hefty margin. I also think that these Eighties Merc coupés have real street presence and, like the W107 SLs, will gain a strong future following. I love the 560's epic powerplant – the 295bhp M117 5.547cc V8 is one of MB's best engines and feels wonderfully wicked and profligate.

And how many other classics offer ABS, twin airbags, heated memory electric seats, parking heater, automatic skid control and a rear privacy blind? Exactly. And if the market does start to really plateau in 2016 the SEC hasn't been hyped and is coming out of the

bottom of its price curve so values definitely won't collapse. My choice may appear lazy and sybaritic but the SEC is also the only one of our five that could genuinely be pressed into service as a hassle-free, turn-key daily driver.

The 560 SEC perfectly sums up the burgeoning appeal of moderns – classics that you don't have to suffer to own but still radiate all the right non-conformist and classy messages. Mine would be black with black hide.

155mph? Bring it on.

Thanks to: the owners, Ted Law, Jonathan Kimber, Chris Bentley, Mercman (mercman.net), Charles Priaulx-Wells (sec-shop.com), MG Owners' Club (mgocspares.co.uk), Austin-Healey Club (austin-healey-club.co.uk), JME Healeys (jmehealeys.co.uk), Alfa Aid (alfaaaid.co.uk), Alfa Romeo OC, Abbey Sports Cars (v8tuner.co.uk)

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Flight DECK

A three-car team of Arnolt-Bristols took on the sports car establishment in the 1955 Sebring 12 Hours race. We get a taste of the action

Words PHIL BELL Photography DIRK DE JAGER



Car 58's brake problems allowed the Rothschild/Kunz Morgan Plus 4 to push it down to fourth in class and deny the Arnolt-Bristols a top-three lock-out



Panks/Erickson Arnolt-Bristol powers on to an eventual class win

A ferocious airstream is channeling between two Bertone-sculpted wings, kicking up over a meagre few inches of aero screen and attacking my head, stinging my face and tugging vigorously at my hair and goggles. I think Lieven Goeman might be asking me what I think of his 1954 Arnolt-Bristol Bolide, but his words are torn away into our slipstream as we hurtle along this free-flowing stretch of Belgian autoroute. The thrill of driving this elemental piece of technology at speed prompts a delirious grin in reply.

As I dodge around clusters of high-speed commuters, my brain flits between the excitement of now and a growing sense of connection to the team that drove car number 60 to a sports two-litre class win in the 1955 Sebring 12 Hours.

The pairing of John Panks and Ernie Erickson was part of a three-car team entered by the Arnolt team. Team owner Stanley 'Wacky' Arnolt and co-driver Bob Goldich brought car 59 home second in class and only the Morgan of Rothschild and Kunz kept the Arnolt-Bristol of René Dreyfus and Robert Grier, wearing number 58, out of third. Yes, *that* René Dreyfus. The ever-persuasive Arnolt somehow managed to charm the 50 year-old French former F1 star-turned New York restaurateur out of motor racing retirement to become team manager for the weekend.

It was a chaotic year in which 20 of the 80 qualifiers were denied permission to start in an attempt to weed out some of the less expert drivers. Six of them joined the race anyway! Later in the race Jean Rédélé overturned his Renault 4CV, and with no marshals on the scene to warn other drivers Bob Said wrecked the attending ambulance with his Ecurie Yankee Ferrari 500 Mondial during a last-minute swerve to avoid the stretcher bearers.

As I turn in to Flanders International Business Airport and park up, I hope there will be no ambulances or wide-eyed medical orderlies to avoid on these runways, the nearest location that Lieven could find to the car's natural racing habitat. The car seems drawn towards the near-100-year-old corrugated steel hangars crouching ominously to my left.

'The six-cylinder Bristol engine explodes into life, the lumpy, chugging throb from the side exhaust overlaid with busy valvegear thrash'

As I watch a momentary wash of sunlight sheen softly off the white paintwork and warm up the Cadillac Cobalt Blue stripes, I'm struck by how the Italian looks – a hint of the radical Bertone BAT 5 show car that shook the world in 1953 – really are just skin-deep on this car. The Bristol 404-derived chassis and American market focus mean that I'm stretched out in a generous cockpit with a comfortable ratio between pedal distance and steering reach.

Time to peel back some more layers of its character. I twist the tiny ignition key clockwise, push the starter button and the six-cylinder Bristol engine explodes back into life, the lumpy, chugging throb from the side exhaust overlaid with busy valvegear thrash.

The lengthy gearlever sprouting up from the transmission tunnel doesn't look promising, but slips lightly into ratio when I palm the gearknob towards first. Still feeling my way into the drive, I squeeze lightly on the throttle and ease up the clutch, only to be punished by the aggressive camshaft profiles that turn the normally sweet-natured engine into a fluffing, spitting beast that stumbles the car forwards with cantankerous reluctance. So I recalibrate my driving style, digging generously into the throttle travel to properly open up those three Solex 32BI carburettors before stepping more smartly off the clutch. This time the Bolide snaps sharply away from rest, the thudding exhaust note smearing out into a high-pitched war cry as the tachometer needle swoops past 3000rpm.

Fingertip guidance is enough to move the gearlever through its long journey across the gate to second but it must be done with patience for it to slot home cleanly. Perhaps the clutch needs adjustment to achieve the normally slick change. It's the same up into third before I can release the clutch and jump back on the power, exhaust blatter turning to blare as I reach for the full 130bhp at 5500rpm. This 1971cc engine is one of life's great pleasures – sweet-revving, gutsy and cleverly engineered beyond its BMW 326 origins by Rudolf Schleicher, and further evolved by those aircraft-minded chaps at Bristol. He concocted the induction arrangement that had the overhead inlet valve rockers driven conventionally from the camshaft by vertical pushrods, while the exhaust valve rockers used transverse pushrods reaching across the aluminium

cylinder head. It allowed space for hemispherical combustion chambers and, in this Bristol Sports 1 version of the engine, nice big 39mm inlet valves and 33mm outlets to really get the gases flowing.

So in this 962kg machine it's obvious that it was powerful enough to take on everything from the Morgans to the Siatas of the day. The runway helps me to appreciate how those Bristol chassis would have coped with the Sebring circuit 50 years ago. Spearing towards a tight right-hander I have to push hard on the brake pedal; there's little travel and it feels slightly dead. I press harder still and the nose dips a little, speed falls and I can feel the big brake shoes grabbing at the inside of the drums, so I back off a smidge to avoid a lock-up.

I guide the slim steering wheel to the apex and feel the Arnolt roll smoothly against its front transverse leaf spring and rear torsion bars. A mid-corner bump sends a kick and waggle through the massive horseshoe-shaped box section chassis to the hip-hugging seat, then the car immediately returns to tracking true. All the while the rack-and-pinion set-up responds instantly to tiny corrections.

Back on the straight, a concrete expansion joint sends a jolt through the suspension and a big but brief shimmy through the wheel. It's as if it has its own language – a mash-up of British, Italian and American, now being spoken here in Belgium.

For all the busy flow of information coursing through the wheel, the pedals, the air about my face and the seat, the car feels balanced

as it carves through corners without any noticeable intent to push out either the front or rear Dunlops. It's a car that I quickly trust to do as asked without any threat of betrayal. It doesn't even feel like it would punish me if I made a hash of things, though smooth, precise inputs elicit the best rewards.

The Arnolt-Bristol's user-friendliness would have helped its drivers on that warm, dry day in March 1955. While Mike Hawthorn's Jaguar D-type led the big guns – including Phil Hill and Piero Taruffi in Ferrari 750 Monzas and Stirling Moss in an Austin-Healey 100S – the Arnolt-Bristols were pedalled by a largely amateur crew. Englishman John Panks was moonlighting from his day job as managing director of Rootes USA and had some experience, including a 1.5-litre class win at Edenvale in Canada at the wheel of a Sunbeam Talbot during his previous Rootes posting.

Ernie Erickson came with a wealth of experience, particularly in the Midwest where he earned the nickname 'King of Wilmore' after his lap record at the Wilmore Hills circuit. But at Sebring he stepped afresh into the Arnolt-Bristol from his familiar Jaguar C-type.

The three-car team led its class for much of the race until lighting and brake problems for Dreyfus and Robert Grier allowed the Morgan Plus 4 of Mike Rothschild and Harold Kunz to split the pack. Brake fade and shoe wear would be a persistent blight for the Arnolt-Bristols, requiring regular pit stops for replacement.

As the chill of night descended the Hill/Shelby Ferrari was struggling to keep up with the leading D-type of Hawthorn/Walters, their smoky Monza adding fading brakes to the challenge. But come the final hour the determined Shelby, arm still in a cast from a prior accident, was still chasing down Walters. When rockets signalled the 10pm finish, he was one of 49 finishers from 80 starters. A race that started in some chaos managed to finish with uncertainty and protests over who had actually won. In the end Hawthorn and Walters were declared outright winners by 25.4 seconds.

The Arnolt-Bristol team filled two of the two-litre podium slots once more at Sebring in 1956, but this time class victory went to the Ferrari 750 Monza of Porfirio Rubirosa and Jim Pauley. The team returned with three cars plus a reserve for 1957, but tragedy struck early in the race after Bob Goldich took over car 39 from Stanley Arnolt. Wacky had warned of a problem with grabbing brakes, but Goldich was blinded by the sun while trying to make up lost time, swerved and overturned with fatal consequences.

Arnolt returned to Sebring in 1959 with a sole entry co-driven by Max Goldman and Ralph Durbin for a fourth-in-class finish. The following year was a bolder effort with three new cars including two with aluminium bodywork. The team was rewarded with first in the two-litre class for Goldman and Durbin plus a fourth,



Flat-surfaced dash is specific to no-frills Bolidé



BS1 MkII Bristol straight-six derived from the F2 engine

OWNING THE ARNOLT-BRISTOL



Lieven Goeman wanted something more powerful than his Porsche 356. 'I found out about this wonderful Arnolt-

Bristol race car that had won the Cartier Concours at Goodwood.'

After just 100km of motoring he realised that it needed work. Then he received the call from the restorer. 'They said, "It's not a car, it's filler" and when I visited it was horrible – a patchwork of welds and old accident repairs. And a cardboard box full of filler – it was as thick as my hand in places.'

Since then he's clocked up hundreds of kilometres on rallies. 'I feel extremely confident in the car and it's very easy to maintain. If I need parts for the Bristol engine, they arrive a couple of days later.'

Frustratingly there's no known record of the Arnolt-Bristol chassis numbers for Sebring but Lieven's convinced that chassis 3072 was the 1955 class winner. 'Tom Trotman told me he bought the Sebring '55 car [in 1988] in a horrible state, with no engine but with its knock-offs. It had been raced with a Triumph and later a Chevy engine. We know that 3009 is 59 and number 58 has been lost. So 3072 has to be number 60.' He also thinks that it competed in the inaugural race at Lime Rock in 1957 where an Arnolt-Bristol was driven to seventh by Leo Rizzo.

According to historians John Simmons and Peter McGough, 3072 was sold new to Rootes Motors in New York in 1956. Could an ex-race car have been sold on as new? It wouldn't have been the first time.



‘The Bolide snaps sharply away, the thudding exhaust note smearing out into a high-pitched war cry as the tachometer sweeps past 3000rpm’



Neutral handling made the Arnolt-Bristol a race-friendly weapon



but the same cars locked out the Grand Touring 2000 class podium for their Sebring swansong in 1961.

Combine that with a string of class wins and strong finishes in SCCA races and you have to credit Arnolt with remarkable success for such a small-scale manufacturer. The chassis number sequence suggests that 142 cars were built and the notice of arrivals data says 134, but Bristol boss Tony Crook reckoned it was actually fewer than 100. You'd have expected more given how well received the car was, but Arnolt had lost interest. Crook believed that he simply tired of the everyday hassles of motor manufacturing, having enjoyed the glory of creating his own car.

Benjamin Franklin's quote, 'If you want something done, ask a busy person,' seemed perfect for the prolific Arnolt. Having built his fortune manufacturing marine engines for wartime use, his fertile mind soon diversified into furniture, camping trailers, pilot ejector-seat mechanisms, cars and more. With distribution and import rights for all manner of British marques including Aston Martin, Bentley and MG in the American Midwest, it seemed inevitable that his thoughts would have turned to creating a car under his own name. A meeting with Nuccio Bertone on his 1952 Turin show stand revealed a thin order book for the talented Italian coachbuilder, thanks to crushing 35 per cent government duties. So Arnolt poured in some money, established himself as vice president and set about generating some business. A deal to buy 100 coupé and 100 cabriolet versions of Bertone's-special bodied MG TD was a good start but Arnolt soon had bigger ideas.

Cue a meeting with Bristol export sales manager James Watt at the 1953 International Motor Show in New York. The \$6750 Bristol 401 was proving a hard sell so Arnolt's solution was to build a lightweight sports car on a British chassis clothed in simple, inexpensive bodywork. The Bristol 404 coupé, based on a 403 chassis shortened by 18 inches, was surely the ideal starting point on which Bertone's Franco Scaglione could work his magic.

The chassis used the CR9 gearbox and 11-inch drums from the 403 saloon but needed minimal changes apart from the steering column rake and new fuel tank. The BS1 engine was modified with

lightened valvegear, a hotter camshaft and a higher, 9:1 compression ratio, 39mm inlet valves, higher-flow oil filter and a Vokes air filter.

Complete chassis were sent to Turin by train to be bodied by Bertone before being shipped to Arnolt's base in Warsaw, Indiana.

The \$3995 Bolide comfortably snuck under Arnolt's original \$4500 target, while the DeLuxe, with a full screen, hood, sidescreens and bumpers cost \$4995. For \$5995 you could have bought one of four, possibly six lushly-trimmed coupés.

Sports Cars Illustrated typified the press reaction. 'The Arnolt-Bristol is one of the finest high-performance sports cars I've ever driven.' Surely this was the start of something big.

I clamber out of the Bolide for the last time and wonder why it didn't make more of a dent in sports car history. For all of its clever fusion of British, Italian and American thinking, the relatively weighty Arnolt-Bristol could only ever mix it with sub-two-litre rivals, rarely dominating them outside of Sebring's endurance arena where toughness and driver-friendliness meant they could outlast more highly stressed machines.

But those achievements on the Florida circuit stand tall. Driving Lieven's car today reveals how complete the Arnolt-Bristol was, a precision tool with a hardened steel tip. Remarkable, when you discover that it went from concept to car in just six months.

Thanks to: Ann D'Aubioul, Flanders International Airport; Kenneth Andrén, John Simmons and Michael Arnolt of the Arnolt-Bristol Registry, Bristol Owners' Club

1954 ARNOLT-BRISTOL BOLIDE

Engine 1971cc inline six-cylinder, ohv, three Solex 32BI carburettors
Power and torque 130bhp @ 5500rpm; 128lb ft @ 5000rpm **Transmission** Four-speed manual BW CR9, rear-wheel drive **Suspension** Front: upper wishbones, transverse leaf spring, anti-roll bar, telescopic dampers. Rear: triangular differential location bracket, torsion bars, telescopic dampers **Steering** Rack and pinion **Brakes** 11in (403) hydraulic drums front and rear **Length** 167in (14ft 3.5in) **Width** 68in (5ft 8in) **Weight inc fuel** 962kg (2120lb) **Performance** 0-60mph: 8.6sec; top speed: 125mph **Fuel consumption** 24mpg **Price new** \$3995

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1983 LAMBORGHINI COUNTACH

Sitting amid a clutch of Ferraris in Terry Keys' workshop, the Countach hogs the limelight. Terry and his sons had to rebuild the engine, repaint the chassis and re-invent



‘The carburettors had melted into the valve guides’

Terry Keys promised his sons they would one day drive his Lamborghini Countach. However, life intervened, he sold it and then it caught fire. But all was not lost. Here's how Terry fulfilled that promise

Words SAM DAWSON Photography ALEX TAPLEY



'I bought it from Colin Grant in London and had it for one year back in the Nineties,' says Keys Motorsport's Terry Keys of his Lamborghini Countach. 'My boys loved it, and I promised them that one day they could drive it, but I ended up selling it to Jamie Colwell on the south coast.'

Terry's sons, Jamie and Tom, now work alongside their father servicing and restoring Ferraris in their workshop behind Silverstone's Woodcote Corner, and remember 'Dad's Lambo' well.

'I have childhood memories of sitting in the boot and crying while he tuned the engine,' Jamie recalls. 'I didn't make you sit there!' says Terry. Aural torture aside, the car was special to the family, but space, work constraints and rising values forced the decision.

However, a few years into Colwell's ownership, disaster struck. 'He had been taking the Countach to a BMW specialist for servicing,' Terry explains. 'They didn't set up the float chambers on the six carburettors properly, there was a massive fuel surge and they caught fire while he was driving back from the garage.'

Thankfully the fire brigade arrived just in time, because although the fire had spread to the electrics, fuel lines and oil system and the heat was causing the sides of the fuel tank to warp, it hadn't buckled. Had that happened, it wouldn't have been restorable because the car would have exploded, simple as that.

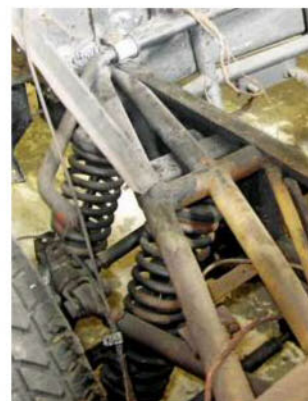
'Obviously Colwell got the money back from the insurers, but he got the car back too. He phoned me up and said, "Terry, I want you to have it. I trust you'll do a good job." And he was right – it had been a long-term dream of the boys to have the car back, but we'd have to work together to get it roadworthy again. It was sentimental rather than in any way value-driven. We had the skills, it was just going to be a case of time and effort to get it finished.'



Jamie with the bedraggled Countach. Luckily the fire brigade turned up before flames reached the cockpit



Engine looked like scrap but responded well to cleaning



All the fuel and oil lines and coolant pipes had to be made from scratch

'We had to grind molten metal and soot out of the valve guides'

'The Weber carburettors had melted,' says Terry starkly. 'Molten aluminium had poured down the engine's inlet ports, and the exhaust valve stems had broken off in the heat and fallen into the cylinder block. The glassfibre airbox was no longer there – it had evaporated.'

'It sounds like the engine was completely scrap, I know, but Lamborghini V12s are tough old blocks and it responded well to heavy-duty cleaning. We had to grind the combination of molten-reformed metal, carbon and soot out of the valve guides with boring equipment, taking care not to deform the sides. The inlet manifolds, however, had welded themselves to the ports and had to be cut off to get to the inlet tracts.'

'When I rebuilt the engine, I fitted hollow sodium-filled valves with much stronger stems than the standard items – they're prone to snapping even when they're not on fire! The airbox, obviously, had to be remoulded – new ones aren't available. We also had to remake the coolant pipes, oil and fuel lines – you can't buy any of these things either.'

'When I took the gearbox apart, I found it had suffered a common Countach problem. They have a reputation for having a very heavy clutch pedal, and

while it's not exactly light, it's made worse by a bent clutch release fork, which pinches the release pin. Often people soldier on for years with bent release forks, just assuming the clutch pedal is supposed to be like that. New release forks and bearings are £3000 from Lamborghini, which I couldn't really justify, so I straightened out the original item with heat from an acetylene torch and a metal press.

'The exhaust, though, was completely rotten. We had to cut off what was left and entrusted the creation of a bespoke replacement to Quicksilver Exhausts.'

'Fitting the engine was incredibly difficult. The combined engine/gearbox unit is taller than a human – it's nearly nine feet long – and needs to go in vertically. We couldn't get enough height on our engine crane in the workshop, so we slung a chain over a roof beam and lowered it in gradually. There was hardly any room under the car, but Jamie still had to crawl underneath to check it was going in straight.'

EXPERT TIP

'Supercar engines are engineered to very fine tolerances,' says Terry. 'You need to measure everything you're replacing to ensure it's within tolerance when you fire the engine up. On a Lamborghini V12, the crank is bulletproof but everything else can be problematic – timing chain set-up especially. It's a two-day job to set valve clearances.'



CHASSIS

‘All the dampers, suspension bushes and ball joints had melted’



‘It wasn’t corroded, thankfully, but it was very original,’ says Jamie Keys euphemistically of the Countach’s chassis. ‘All the suspension bushes, dampers and ball joints had melted and the petrol tank was rippled. Just unbolting everything, cleaning it up and replacing it isn’t a straightforward job on a Countach. All the nuts and bolts have a very fine castellated crown with a pattern unique to Lamborghini, and they’d all seized.

‘It ended up being a lot of hard graft, stripping the whole thing back to bare metal, etch-priming it and rust-protecting it with two-pack chassis paint and Dinitrol. In the factory, Lamborghini saw fit to protect it with just a single layer of black paint, which practically falls off in your hands. We chose the two-pack paint after studying photos of chassis when they were new, to make sure it looked right.

‘Amazingly, we managed to keep the original bolts. I ground the hardened carbon deposits off them, being careful not to upset the castellations, then they were re-passivated – an electroplating process where they are dipped in an acid bath before being finished in gold.

‘When I took the brakes apart, I found they were actually BMW calipers with the BMW lettering ground off – they must have had someone at the factory whose job that was. The fire had spread to the brake lines so all the rubber pipes, liners and seals had melted and needed replacing. On the rear suspension, the bespoke rose-joints needed changing. It’s a set-up straight from a Le Mans racer, but it’s complicated by the fact that no two Countachs are quite the same...’



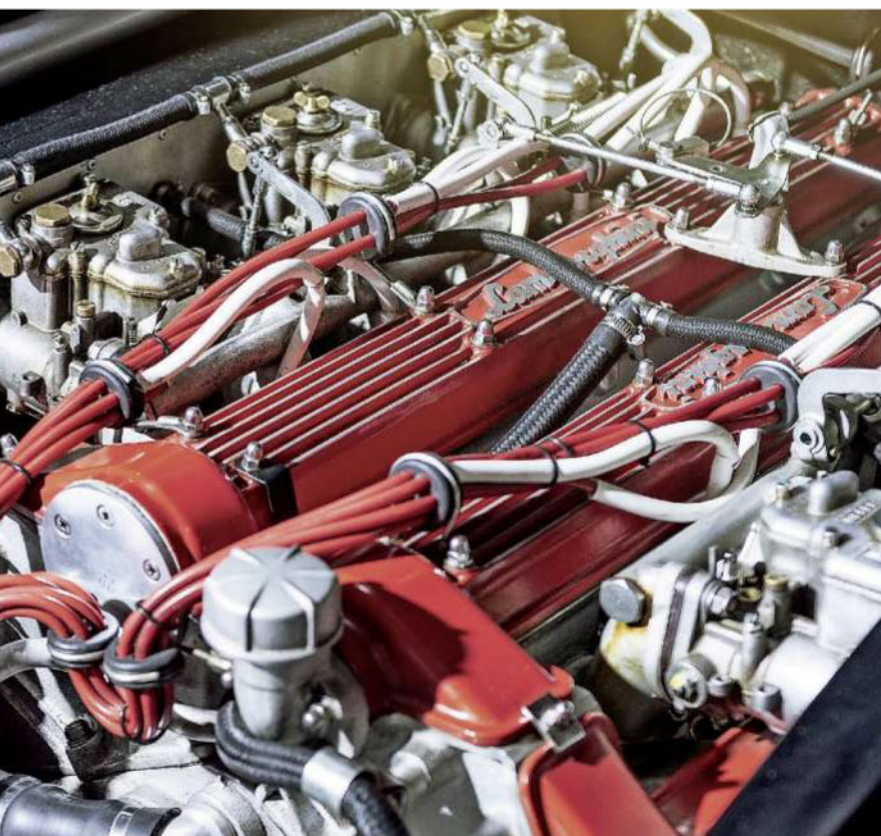
Just setting the valve clearances of the Lamborghini V12 was a two-day job



A quart being squeezed into a pint pot. Fitting the engine was incredibly difficult



Unbolting the chassis and suspension was a nightmare – every nut and bolt was seized



Jamie shows *Classic Cars* the new springs. Back and front were the wrong way round on the pre-fire car

EXPERT TIP

‘Check for looseness in the chassis legs of cars with rose-jointed suspension,’ says Jamie. ‘Rose-joints knock, and within a few thousand miles of punishment they can work loose, trap water and rust from the inside. Have a lot of shims to hand for camber adjustment – it’s just a case of being thorough, but everything on a Countach needs to be set up shim-by-shim. By contrast a Ferrari is designed to be adjustable and easier to live with.’

INTERIOR

‘By being careful, we managed to save the original interior’



Thankfully the flames never penetrated the cockpit – had this happened the case for restoration might have been more marginal – but the intense heat from behind the bulkhead, coupled with regular use prior to the fire, had left the original banana yellow leather seats discoloured, and there was smoke damage to the cloth rooflining.

‘We carefully stripped out every leather squab and meticulously cleaned it,’ said Tom Keys. ‘By being extremely careful we managed to save the original interior rather than having to remake anything. We used spirit wipes to gently scrub the seats, door cards and so on back to bare, uncoloured leather, then built it back up layer-by-layer consistently to avoid cracking later on.’

‘We sourced the correct banana yellow hue by finding a section of leather in the passenger-side footwell that hadn’t discoloured, and colour-matching dye to it. Lamborghini keeps no records regarding its interior colours, so it was a case of trial-and-error. Surprisingly, the fabric headlining responded well to a good clean.’

EXPERT TIP

‘Luxury car leather tends to get sporadically reconnolised by different restorers in different places over time,’ says Tom. ‘This results in uneven interpretations of colour and consistency built up over the years, resulting in a messy-looking leather seat regardless of how much money’s been spent. To get a consistent finish you have to take the whole panel back to bare leather.’

ELECTRICS

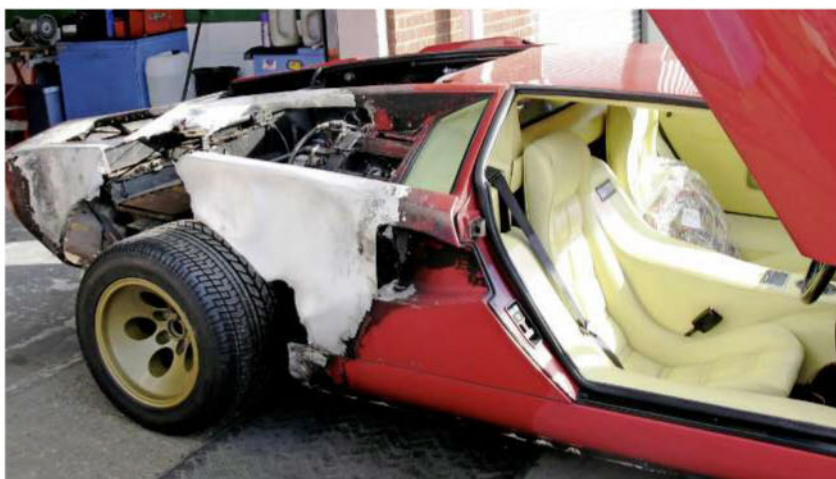
‘Nothing was salvageable from the main wiring loom’

‘This was a very nasty job,’ Tom groans. ‘The main wiring loom had borne the brunt of the inferno and nothing was salvageable. What was left had to be cut from the bodywork because it had melted to it, and a new one fabricated.’

‘We used original Lamborghini connectors, but it’s difficult to get the wire lengths right. Heat is a major issue on Lamborghinis – you need to route the wiring out of harm’s way, especially away from the exhaust manifolds. Lamborghini didn’t think about this – the original loom feeds the amplifier coil pack in such a way that the wiring chafes against the radiator pipe. We re-sited it on top of the inner wheelarch, relocating the fuses to the top of the fans for accessibility too. We managed to keep the original Dimplex ignition box, though. Incredibly it wasn’t damaged – the fire had shorted the rev-limiter but other than that it was unscathed. Most are replaced with an American MSD unit during restoration but we wanted to stay original.’

EXPERT TIP

‘Just be patient!’ says an exasperated Tom. ‘But relocate multipin plugs behind the bulkheads away from heat sources, and relocate the trips for charging systems somewhere accessible, so the electrics can quickly be isolated if there’s a problem.’



Fire spared the cockpit but the heat discoloured the leather. Spirit wipes were used to scrub it before recolouring



Lamborghini keeps no records of its interior colours so Tom matched it to an unspoiled patch in the footwell



Fixing the electrics was a nightmare – the entire loom had to be recreated from scratch



After restoring the Countach, Terry, Jamie and Tom racked up 400 miles during a holiday trip



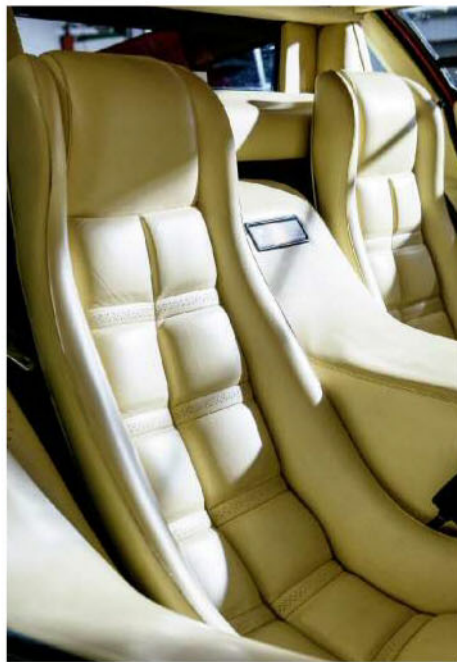
Car taken back to bare metal because of rust, then repainted



Lights were bonded in and all the glue had to be picked out



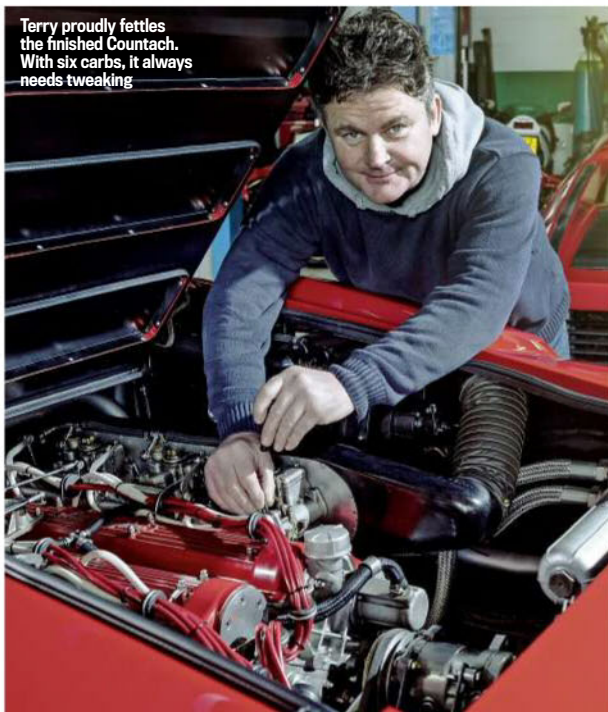
New rear wing was hand-beaten out of an aluminium sheet. An unused right-hand rear wheelarch extension was found on eBay in the US



Colour consistency is superb because entire cockpit was stripped



Terry proudly fettles the finished Countach. With six carbs, it always needs tweaking



BODYWORK AND PAINT

'The rear louvre panels were badly burnt but salvageable'



'Aluminium burns!' laughs Tom. 'All the aluminium on the right-hand rear wing had just gone. The rear louvre panels were badly burnt but just about salvageable.'

James Sidwell in Coventry cut out the remains of that rear wing and panel-beat a replacement.

'The radiator, which is mounted underneath that shoulder air-scoop, had been damaged in the blaze and the glassfibre rear wing had gone. A glassfibre specialist removed the passenger-side engine-bay glassfibre moulding, which was still just about intact, took a scan using a CAD programme, and created a mirror-image glassfibre panel mould for the driver's side by reversing the shape via computer.

'Obviously the whole car needed repainting. Great care had to be taken as Lamborghini bonded all glass panels in – light clusters as well as windows – so to keep them original we had to remove all the body sealant by hand with craft knives. You have to cut the old stuff away without damaging the adjoining glassfibre wings, because they're irreplaceable.

'We managed to source the last known unused right-hand rear wheelarch extension in America. We actually had to fly out there ourselves in order to bring it back securely, because we couldn't risk it being damaged in transit. Also, the private seller didn't want to ship it to the UK and asked for a lot of money when we requested it. We had to go over to ensure it was what he said it was and not something from a replica – it did seem odd that a private seller would have such a thing, and would be selling it on eBay!'

EXPERT TIP

'Don't underestimate how badly an aluminium car can corrode when wrapped around a steel tubular spaceframe,' Tom reminds us. 'They take as much preparatory work as steel, and aluminium is very thin and easily dented over time, so even expensive cars can be full of filled dents as reprofiling aluminium is a very involved process. Electrolytic corrosion builds and the construction hides it well too, especially on Countachs around the rear wheelarches, which pick up a lot of stonechips and act as natural water traps. It wasn't a car made for English weather, and it's very difficult to clean properly.'

Even the Countach's tyres were troublesome. They took six months to arrive because Pirelli only makes them intermittently



THE RESULTS

'We took it on holiday last year up to the Lake District'

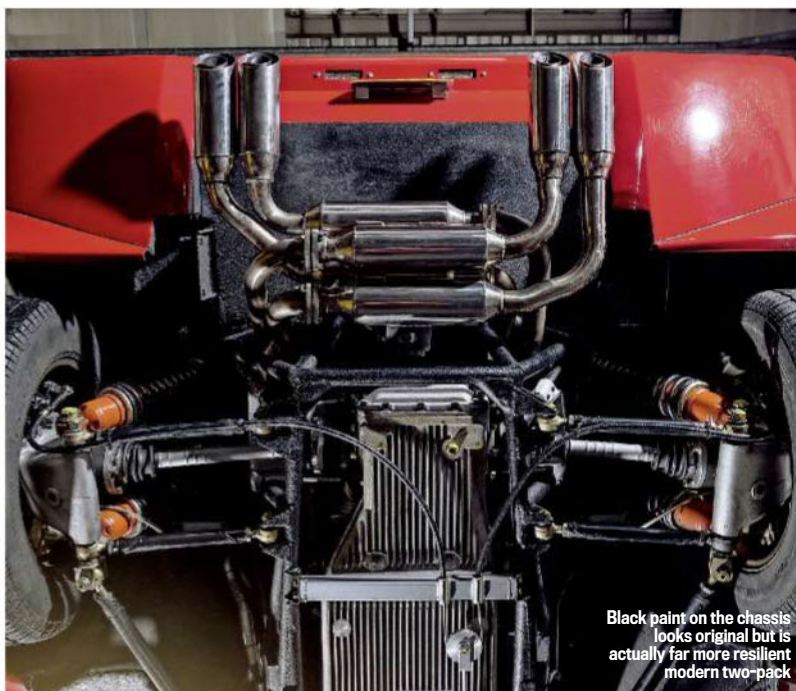


'It's part of the family now,' says Terry. 'Restoring it has fulfilled my promise to the boys, and they drive it to car shows now.' When the car made its post-restoration debut in the July 2014 issue of *Classic Cars*, Jamie drove it down from Silverstone to Chobham in Surrey to star in the *Gone In 6 Seconds* cover feature.

'We took it on holiday last year, up to the Lake District along with a Ferrari F40,' says Terry. 'It was a relentless weekend blast around Ambleside and Coniston, covering 400 miles in total. It gets used well for a Countach, and nothing's needed doing other than oil changes and lots of polishing.'

'It's easy to keep in tune once it's set up. With six carburettors there's always something you could do to make it perfect, but that's half the fun of living with it. It's easy to drive at speed, and while it's never going to be a good city car, it's not too punishing to use on ordinary roads either. Well, unless the clutch release bearing fork bends again.'

Thanks to: Keys Motorsport (ferrari-servicing.com)



Black paint on the chassis looks original but is actually far more resilient modern two-pack

NEXT MONTH

A first-generation 1971 Nissan Skyline GTR is rescued from seeing out its days as a tired club racer on the coast of Japan. Shipped over to Durham, its restoration begins...












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FIT FOR A GENTLEMAN

The Riley Pathfinder and Armstrong Siddeley Sapphire 234 were both aimed at well-heeled men who wished to drive while wearing the correct hat, but went about it in very different ways

Words ANDREW ROBERTS Photography GUS GREGORY



As the upper-middle-class touring car edged towards a comfortable retirement in the mid-Fifties, two marques continued to produce such conveyances, making bold attempts to appeal to slightly newer money without offending their traditional customer bases. The Riley Pathfinder and the Armstrong Siddeley Sapphire 234 were both expensive, costing well over £1000, and both were powered by big four-cylinder engines.

They also have equal top speeds, but it's the manner in which they get to the ton that sets them apart. You can imagine a Pathfinder owner attempting to overtake a Ford Zephyr-Zodiac with the *sotto voce* remark of 'spiv', but the more sprightly Armstrong Siddeley would simply dart right past it.

Pressing the starter button provokes the Home Service sound of the Pathfinder's twin-cam, whose blend of smoothness and torque was never quite equalled in the minds of many Riley enthusiasts. For a powerplant with only four cylinders, it sounds utterly refined and the discreet note provides a definite link with previous Rileys – but here comparisons with older models cease. Any motorist who was used to the RM's split

windshield, ornate gold-on-white dials and narrow scuttle would have found the Pathfinder extremely contemporary, with enough headroom for five or six occupants to comfortably wear Homburg hats.

In 1956 a gentleman of sporting inclinations might have well sought out the new Armstrong Siddeley. If the Riley Pathfinder is a near definitive Fifties headmaster's car, the 234 is the ideal transport for a BEA captain just home from piloting a Vickers Viscount from Rome. The Armstrong is not so much a grand tourer as a four-door sports car – indeed, wire wheels were an optional extra – and one which illustrates how ambitious the company still was, even in the twilight of its car production.

Riley's advertising claimed that in the Pathfinder you would be aware of 'remarkable roadholding qualities; stability with surging power. Fast cruising in luxurious comfort; fast cornering in perfect safety'. But although it is far from unpleasant to drive, this is no sports saloon. One reason is that Riley dispensed with rack-and-pinion steering in favour of a low-geared worm-and-roller system that is heavy even by Fifties standards and requires a great deal of turning at low speeds to change direction to the mildest degree. The potential for brisk performance is also limited by the gearlever,



situated on the floor to the right of the driver. As a whole, the box feels more precise than many three- or four-speed column shifts of that era, but rapid upward shifts into second are still occasionally awkward.

Perhaps the real forté of the Riley Pathfinder as a five/six-seater saloon of quality and dignity is the comfortable transportation of dignitaries along the trunk roads of pre-motorway Britain. The overdrive, as our test car's proud owner Mike Laflin notes, 'has a nice feel to it, like the kickdown for an automatic box'.

It is no insult to say that I find the overall sensation of Pathfinder motoring akin to driving a Wolseley of the same era. There is no C-series transmission whine, so familiar from countless low-budget British crime films, but the Pathfinder seems closer to a 6/90 than to previous Rileys – and in the early Fifties this was one of its principal marketing challenges. The Pathfinder may have been one of the first new cars to emerge after the British Motor Corporation was formed from the Austin-Nuffield merger, but its origins date back to 1949 when Gerald Palmer was tasked with planning an integrated model line-up that would replace the MG Y saloon, the Wolseley 4/50 and 6/80 plus the Riley RM.

'The Pathfinder's forté is the comfortable transportation of dignitaries along trunk roads'

Badge engineering was established practice for Morris, MG and Wolseley products, but prior to the Pathfinder's 1953 launch it had never occurred with a Riley.

In 1954 the Wolseley 6/90 was launched, combining a modified version of the Pathfinder's body with a BMC C-series 2.6-litre engine. Although in certain quarters the marque was tarnished by association with lesser Nuffield products, Riley definitely ranked above Wolseley in the great British social hierarchy – the latter was all suburban tennis club whereas the former was quietly aristocratic – and the co-development of the Pathfinder and 6/90 allowed certain economies of scale.

Rack-and-pinion steering was not available because there was no space for it below the Wolseley's engine. More controversially, both cars had a rear suspension that was plagued with issues, not least one of Panhard rods leaving their mountings. Our test car is one of the last coil sprung models prior to BMC adopting a simpler leaf-sprung system in 1956.

In contrast, the Armstrong Siddeley has light, accurate steering and a short, stubby gearlever – mercifully centrally mounted – that can easily glide through the all-synchromesh gearbox. The sensation of lightness is accentuated by power-assisted brakes that bring the 234 to a halt with an ease that would befit a car costing twice as much.

Aesthetics are personal matters, but to my eyes the 234 lacks the balance of the Riley – the central hull seems totally at odds with its nose and tail. The Armstrong conveys little of the Pathfinder's slightly formidable air. When viewed directly head on, the 234's low bonnet line is quite impressive, but the vestigial tail fins look incongruous and the cabin gives the sense that Armstrong Siddeley partially took stylistic inspiration from a Morris Oxford Series 3.

My first impression of our Riley test car was simply that it is an incredibly handsome car. The Pathfinder certainly had the elegance to be a fashionable town car



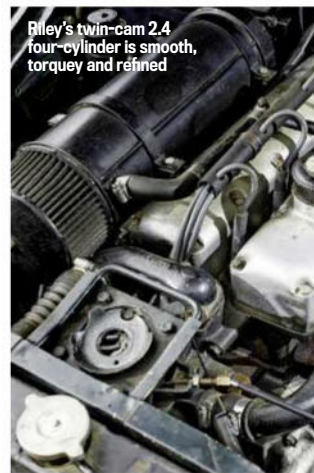
and Lionel Bart was one early celebrity owner. Palmer's coachwork for the smaller Z-series MG Magnette is justly lauded, but to me the Riley is equally elegant, if bigger. Period photographs featuring dashing chaps with caps at a jaunty angle don't really convey the sheer size of the Pathfinder but it doesn't appear at all bulky in the manner of a Humber Super Snipe or an Austin Sheerline. When Palmer created the RM 2.5-litre's successor he was inspired by the Lancia Aurelia, and the result is a British car that lacks extraneous chrome.

The Riley interior continues the theme of good taste on a fairly lavish scale, with comprehensive instrumentation arranged in a rather more ergonomic manner than on a Jaguar MkVII – an adjustable steering column is one of a number of thoughtful details. But one archaic touch was that right-hand gearchange. A few British cars such as the Bentley R-type persisted with this device into the Fifties, but although the Riley's is situated in a cutaway in the front seat there remains the persistent fear that one will dislodge the lever when entering the Pathfinder.

To a 1956-vintage driver, the 234's Sphinx bonnet mascot and radiator grille may have been familiar, as was the Sapphire prefix, but inside there is little sense of overt traditionalism. Compared with the Pathfinder the cabin appears on the cusp between businesslike and austere with its nylon/PVC trim, plain door trims and open gloveboxes. Such restraint gives the Armstrong a purposeful air with a tachometer among the dials and a switch for the Laycock-de-Normanville overdrive on the right of the steering column.

George Courtts' car is now so rare – survivors of the 234 model are believed to be in single figures – that it is a genuine surprise how substantial the 'baby Sapphire' looks. Not that it drives like a standard large Fifties British saloon, for the Armstrong neither wallows on narrow rural lanes nor lumbers through built-up areas.

Riley's twin-cam 2.4 four-cylinder is smooth, torquey and refined



Armstrong's roofline is great for hat-wearers, less so for aesthetes



FIFTIES TOURERS RILEY PATHFINDER vs ARMSTRONG SIDDELEY SAPPHIRE 234



Pathfinder is like an over-inflated MG Magnette

WHAT THEY'RE LIKE TO OWN



George Coutts has owned his Armstrong Siddeley Sapphire 234 'since 1968 – and it was pretty rare even then. It feels quite fast once it's wound up and it keeps up easily with modern traffic.' Over the years, George has fitted a new camshaft and a rear axle, and the cooling system was a challenge.

A second 234 served as a donor car, 'Over the last 40-odd years I've had few problems with spares although luckily I have needed few bodywork parts. Of course, the club is also very good in that regard. When I bought it, steel parts were riddled with corrosion.'

With the aid of a local metal worker George had to fashion replacement panels and although the doors are aluminium he found the door surrounds to be particularly vulnerable.

As for those distinctive 234 lines, 'The story is that Cyril Siddeley had his hat knocked off when he got into a prototype and immediately ordered the roof to be raised by two inches!'

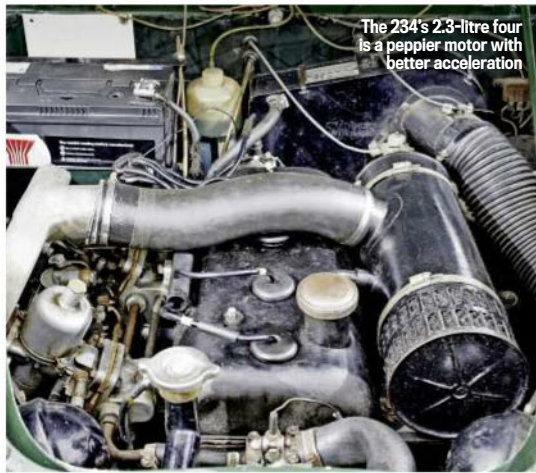


Mike Laffin is a car enthusiast of many years standing and among other vehicles he has owned, such as a Lotus Cortina MkII and MG Magnette MkIV Farina, he regards his Pathfinder as 'so comfortable, and such a smooth and pleasant vehicle to drive.' It's Mike's second Pathfinder. 'I bought my first in 1989 and I've owned this one since 2001.'

'When I got it home, I found no oil pressure at all; the filter in the sump was blocked. Apart from that, I found the Riley to be quite reliable and I do like to use her a lot'.

In Mike's experience the Riley Motor Club is very helpful when it comes to making spare parts. 'Original spares are very hard to come by – the early gearboxes particularly.' Regarding rust, Mike found the sills and front valance especially vulnerable.

'It feels splendid when I take it out and get it into overdrive-top,' he says, 'but I'm almost inevitably approached by someone wanting to know if it's an old police car.'



The 234's 2.3-litre four is a peppier motor with better acceleration



Riley has adjustable steering column but right-hand gearchange



Less lavish 234 cockpit has PVC trim and open gloveboxes

FIFTIES TOURERS RILEY PATHFINDER vs ARMSTRONG SIDDELEY SAPHIRE 234

The Riley would have commanded respect rather than excitement on Fifties roads



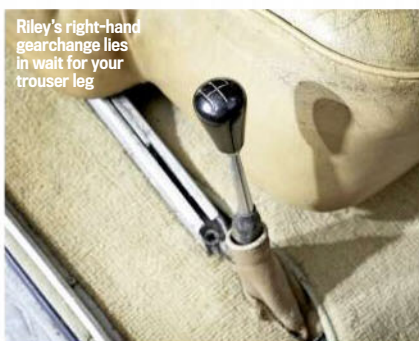
On A-roads the 234 is completely stable with an aura of quiet confidence. Its appearance and performance are totally at odds with each other; its looks were faintly dated, even six decades ago, but the dynamics make the Armstrong seem 15 years younger than its actual age.

The 234 had followed on from Armstrong Siddeley's first smaller model, the six-cylinder 236, launched in 1955 – a car intended to appeal to a young go-ahead chap of means. Under the bonnet was a modified version of the 1949 Whitley's engine offering performance best described as stately. So in 1956 the firm launched the 234, powered by a twin-carburettor 2.3-litre unit giving 35bhp more than the 236, all for a price saving of £28 10s. There was even a rev counter to denote the new version's high-performance status.

A mere 803 were sold between 1956 and 1958, but had the 234 appeared in 1955 rather than the 236, and had its roofline been a mere two inches lower, Armstrong Siddeley Motors could have severely dented sales of the MkVII Jaguar 3.4. In fact, the domed roof line was a result of the director Cyril Siddeley's requirement for a car that would enable the occupants to wear formal headgear, reflecting the fact that it was the product of a firm where, 'The top hat is always smarter than the bowler'. With the Riley, a driver tends to adopt a formal posture at the wheel, but in the 234 I am comfortably accommodated in a bucket seat where there is certainly space enough for me to don a top hat.

Both of these cars were the products of marques approaching the end of their lives. Armstrong Siddeley's car operations were too small at a time when its aviation projects demanded sizeable development budgets. In summer 1960 it ceased car production.

As for the Riley, the last Pathfinders left the showrooms in 1957, signalling the end of the first true badge-engineered car to bear the famous diamond logo. The marque disappeared in 1969, after many years of British Motor Corporation neglect. Had Palmer been allowed to develop the Pathfinder, automotive history might have been different. So, although the 234 is a sporting saloon of great distinction, the Riley is the car I'd rather take home – in part because I have a weakness for the underdogs of the motoring world but mainly for its perfect late-period Ealing Studios appeal.



Riley's right-hand gearchange lies in wait for your trouser leg



Armstrong Siddeley will spin its speedo faster than the Riley



What? No hat? This would be unthinkable when these cars were new

1956-58 ARMSTRONG SIDDELEY SAPHIRE 234

Engine 2290cc, four-cylinder ohv, twin SU carburettors **Power and torque** 120bhp @ 5000rpm; 139lb ft @ 3500rpm **Transmission** Four-speed manual **Steering** Burman recirculating ball **Suspension** Front: independent coil springs. Rear: live axle, semi-elliptic springs **Brakes** Drums front and rear **Weight** 1360kg **Performance** Top speed: 100mph; 0-60mph: 12.3sec **Fuel consumption** 17mpg **Cost new** £1411 7s **Values now** £4000-£11,500

1953-57 RILEY PATHFINDER

Engine 2443cc four-cylinder twin-cam, twin SU carburettors **Power and torque** 110bhp @ 4400rpm; 134lb ft @ 3000rpm **Transmission** Four-speed manual overdrive **Steering** Worm and roller **Suspension** Front: independent, wishbones, torsion bars. Rear: live axle, semi-elliptic springs **Brakes** Drums front and rear **Weight** 1549kg **Performance** Top speed: 100mph; 0-60mph: 17.5sec **Fuel consumption** 20mpg **Cost new** £1238 14s 2d **Values now** £2250-£8000



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Hugh's German bosses in 1974 told him to buy an expensive car that would impress clients - he chose this BMW 3.0S



THE LIFE STORY OF A BMW E3

Bought new to impress business clients, this BMW has smuggled friends across borders, been assaulted by a cow and is still with its original owner

Words ROB SCORAH Photography JOHNATHAN JACOB

1974 Hugh Cantlie buys a new E3 BMW 3.0S in Munich for £4000



Hugh Cantlie arrived in Germany in April 1974 as a quantity surveyor for British property firm MEPC. As part of his job overseeing a shopping centre project in Munich he had to make the 240-mile commute to the Frankfurt head office for meetings every week.

'My bosses told me I needed to get a car,' says Hugh, 'preferably an expensive one – something that would show clients how important we were. They wanted me to get a Jaguar, but I thought it would have forever been in the garage.'

And besides, he already had a relationship with high-class German cars from his army days. He says, 'Four of us clubbed together £35 to buy a Mercedes from the Black Watch transport sergeant while I was stationed in Germany. It was a big car and had done time on the Russian Front as a staff car so we called it Adolf. Anyway, we paid him the cash, he threw in a jerry can of fuel and off we went.'

The Mercedes made it as far as the officers' mess before the back axle fell off, so it remained parked up there and performed

all manner of shady functions. In the meantime, Hugh's experience of cars built by a rapidly recovering Germany was expanding. 'A BMW 327 cabriolet caught my eye soon after the Mercedes,' he says. 'That was a former staff car too but it was in much better condition and it served me really well – I used to go to polo matches and on summer holidays in it. Then a 328 caught my eye – I really admired the flush-fitting headlights and it drove really well.'

So it was no wonder that Hugh declined his senior management's offer of a Jaguar. Instead he visited BMW's central Munich dealership where he found a mid-blue E3 3.0-litre S saloon looking every inch the modern executive express. 'It was big and looked very upright,' he recalls. 'I loved the design and the instruments.'

The 3.0-litre sat in the middle of a line-up of models that ran from 2.5 to 3.3 litres. Hugh's car-to-be had a four-speed manual gearbox, front seatbelts, a gold velour interior and a large sunroof. It also came with a hefty asking price – £4000.

Hugh had to address one serious flaw almost immediately. 'I opened the sunroof practically the first day I took it out,' he



Hugh and his son Charles used the BMW to drive to a wedding at the Schloss Tratzberg in Austria in 1998

Hugh's second BMW - a 328 - pictured with a Hungarian friend at a horse show near Düsseldorf, 1954



Hugh's son Charles engrossed in rooftop map-reading near Passchendaele, 1976



Charles and the E3 - now proudly wearing its new British registration number - en route to a holiday in Austria, 1981



Body repairs and a repaint recaptured the BMW's youth

says, 'and my hair got all tousled. It turned out to be a design fault so I sent it back to have a wind deflector fitted.'

Grooming crisis averted, Hugh decided to drive the 100 miles or so to St Anton Am Arlberg for a spot of end-of-season skiing. He chose to go via the daunting 5718ft Flexenpass, which is famous for its galleried avalanche tunnels set into the rock. He smiles as he remembers driving into a snowstorm, confident that the BMW would see him safely through it. 'All of a sudden it began to slide,' he says, his hand snaking across the table by way of demonstration. 'A little opposite lock and less right foot calmed things down a little but conditions worsened the higher I climbed, and the lights seemed to be getting dimmer. It was snowing really hard by this point and I could hardly see where I was going, which was worrying because there were huge trucks coming the other way.

'Eventually I stopped, thinking that the battery was dying and found that the

headlights were caked with mud. I cleaned them off and they shone perfectly.'

The E3 - now named Bertha after the World War One German heavy howitzer - quickly settled into its routine of drives around Munich and Frankfurt and proved that the autobahn was its natural habitat.

Then another diversion from work - this time a shooting trip - took the pair to Hungary where, somewhere in the triangle of borders between Austria, Czechoslovakia and Hungary, thick fog began to close in.

'We drove on and on until at last we came to a checkpoint manned by armed guards (these were still the days of the Cold War), but no one seemed to know where I should go next. Even the machine-gunner came down from the watchtower and joined in the debate.'

Eventually they sent Hugh and his flashy capitalist ride off in the direction of Veszprém to the north of Lake Balaton. However, by now some 400 miles into his journey, Hugh needed to find somewhere to

stay for the night. The first hotel he encountered was hosting a raucous local farmers' shindig, but he stayed anyway - only to find full directions to where he was supposed to be going in the back pocket of his trousers the next day.

The Austrian border guards proved to be sticklers for the rules when Hugh and his friends rolled up on their way to one of their favourite lunch stops - the Golden Stag Inn near Salzburg. The BMW was a roomy four-seater but the guards pointed out that Hugh's car was actually carrying five people. They eventually relented and let Hugh through the checkpoint on condition that he wouldn't let it happen again. But of course it would - they would have to drive back the same way later that night.

On the drive back home, Hugh could think of only one option - someone would have to recross the border in Bertha's spacious carpeted boot and that someone was Hugh's friend Pamela. 'She's still a close friend,' he says. 'I think she's forgiven me!'



Visiting friends in Coupar Angus in 1979, the year after Hugh brought the BMW back to the UK



Clearly delighted with his new car - and suitably attired - while staying with friends in rural Bavaria, 1974



The aftermath of an errant cow sitting on - and manuring - the front wing near Winthoring, Bavaria, in 1975



Taking temporary shelter in a friend's Gloucestershire barn during a house move, 1982

Rather less forgiving was the chief of police Hugh encountered at a border crossing into Liechtenstein. He took exception to the BMW's exhaust note – repeated encounters with mountain passes and exposure to snow and road grit had left

‘A cow ambled into the road. I couldn’t avoid hitting it so it sat on the wing, crumpling it, then emptied its bowels on to it before getting up and wandering off’

it sounding noisy and rough. ‘He told me I couldn’t enter because the BMW’s racket would frighten the cows,’ says Hugh. ‘I pleaded to be allowed in just this once because I was on my way to an important meeting in Zurich, but one of the guards pointed out that I’d promised them I would fix the noisy exhaust – caused by a split manifold – only the previous week. I finally convinced them to let me through on condition that I went straight to a garage to get the exhaust attended to.’

When Hugh asked where he could possibly get the work done at such short notice, the guards informed him that there was a BMW garage in Vaduz. ‘I was worried that it wouldn’t be up to the job,’ Hugh says, ‘but I needn’t have worried –

the mechanics specialised in building BMW racing engines so they certainly knew their way around the road cars.’

Hugh later discovered that the garage was also a Jaguar agent. He says, ‘I asked one of the mechanics how he coped with handling such poor-quality cars and he told me that Jaguars were great designs that just weren’t put together very well. He said that they took them apart and put them back together properly so they were every bit as good as their designers had intended.

‘Then he told me that I could collect the BMW two days later, leaving Liechtenstein’s cows to graze in peace once more.’

The cows of Bavaria, on the other hand, were an entirely different matter. ‘Not long after getting the new manifold fitted I was driving home from the Golden Stag between two big maize fields when this huge cow ambled out into the road in front of me,’ he says. ‘There was no way I could avoid it – the BMW thumped it hard in the back and it sat heavily on the front wing.

‘After a moment or two, it slowly gathered itself up, emptied the contents of its bowels on to the by now rather crumpled wing and wandered off.

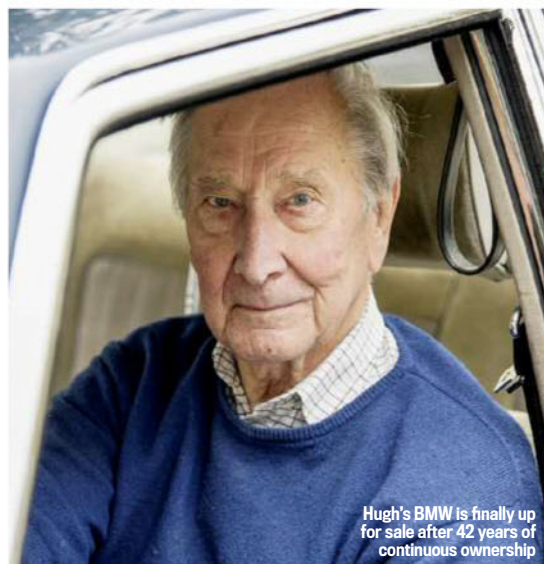
‘When I rang our company solicitor to report it, he said, “Don’t wash the crap off, whatever you do” – I presume he viewed it as evidence – so we had to drive back to Munich with it in that state. In the end we had to leave it like that for a week, so it was rather crusty by the time it went back to the factory for repair.’



BMW's dual nationality clear from its British and German international registration letter plates



3.0-litre engine didn't take kindly to London's stop-start traffic - its aluminium cylinder head had to be replaced in the early Eighties



Hugh's BMW is finally up for sale after 42 years of continuous ownership

1978 Hugh Cantlie brings the BMW 3.0S back to the UK

When the time came for Hugh to return to England in 1978 the BMW was as fit and able as the day he first drove it out of the showroom. But wasn't it time for a change? Hugh smiles and shakes his head. 'The thought never crossed my mind,' he says. 'It had served me well and faithfully, so I took it back to the UK with me.'

'At the time there were only one or two 2002s on British roads so people weren't used to seeing any kind of BMW, let alone an E3. I used her all the time I lived in London - which was probably rather silly because of the narrow streets and heavy traffic - but she was such a great car to drive. I had a very good chap to look after her who had a garage at the end of a mews in South Kensington.'

That was just as well, because life in the city soon began to take its toll on the BMW - Hugh's mechanic eventually had to replace its aluminium cylinder head after it

became what Hugh describes as 'terminally aggravated' by the endless stop-start traffic.

In 1983 Hugh decided it wasn't a good idea to drive such a big car in the capital and invested in 'a Fiat something-or-other'. Four years later he moved to the Cotswolds, where the BMW spent its winters tucked away in a barn - but not before Hugh had taken a few simple precautions. 'I always topped up the anti-freeze, disconnected the battery and put her on jacks to save the tyres,' he says.

Even so, it became clear that Bertha was in need of refurbishment so Hugh sent it to Oakey's in Oxfordshire to have rot in the lower front doors cut out, and a full respray. 'It needed rear springs and dampers too,' says Hugh, 'but that was a result of me regularly loading it with wine crates from a good vineyard in Alsace-Lorraine'.

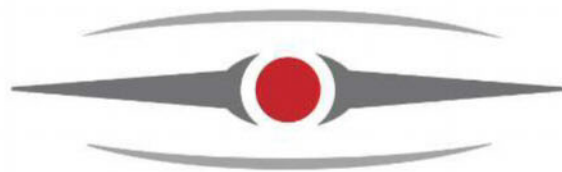
With the BMW now back to full health, Hugh still regularly drives it in an autobahn state of mind. Recently he overtook three cars on a Northumbrian dual carriageway

and was pulled over by a police car. When the officer asked if he knew what speed he had been doing, Hugh assured him that he didn't. Taking a long, hard look at the sleek Seventies BMW with the distinguished ex-guards officer behind the wheel, he asked, 'How long have you had the car?' When Hugh replied, 'Forty-two years,' the officer shook his head and said, 'Well, bugger off and don't do it again.'

After more than four decades with his beloved car, it seems unlikely that Hugh will be having any more roadside conversations with lenient police officers - he's decided the time has come for Bertha to go to a new home. If you're interested you can contact Hugh at info@cheviotbooks.co.uk.

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Clockwise from bottom left: Holden VL Commodore, Nissan Skyline R32 GTR, BMW M3 Schnitzer Evo III 2.5, BMW 635, BMW 635 Schnitzer, BMW E36 Works Super Tourer (on ramp), Ford EB Falcon GT, Ford EL Falcon GT, Ford XD Falcon, Ford XY Falcon GT, Ford Falcon XC Hardtop, Ford XD Falcon, Chevrolet Camaro Z28, Jaguar Mk1, Mercedes-Benz 300 SL Gullwing

THE COLLECTOR

'It's exactly as it raced in 1979, stonechips and all'

David Bowden and his sons Dan and Chris came back from financial disaster to build up an enviable collection of historic road and race cars

Words STEWART PERRY Photography ROSS PERRY

Standing in the doorway of the large unassuming steel shed which houses the Bowden family collection, we are chatting with Dan Bowden when his father David – the collection's founder – sweeps up in his Bentley Continental GT convertible. Moments later Dan's brother Chris joins us for our tour.

'We've had our ups and downs,' says Dan. 'We lost everything in 1986 and drove an old Daihatsu Charade for two years until dad traded an old Suzuki 4x4 he'd owned since the late Seventies against a 1971 Ford Falcon XY GT – which we've still got.'

Retired futures and commodities trader David adds, 'I always knew I'd get back on my feet. I made my mind up that from that point on I would focus on competition cars with terrific history.'

1968 Porsche 911 TR

'This is a very special car,' says David. 'It all started when Alan Hamilton, the son of the Australian Porsche distributor at that time, was told he couldn't race a 911R in the Australian Touring Car Championship because the rules outlawed its lightweight panels and Perspex windows. So he wrote to the Porsche factory and asked for a special 911R with standard body panels and glass windows. Porsche only made four of them in right-hand drive.'

'He came third in the 1968 ATCC and missed out on winning outright the following year by less than a car's length. He retired it in 1970, after which it disappeared into a private US collection.'

'I knew where it was and had been trying to buy it for a few years, but the guy didn't want to sell. Then he got in touch to say he was about to move house and no longer had the room to store the car. I offered a fair price and the Porsche finally came home to Australia.'

'It had just 12,000 miles on the clock and needed only minor restoration work to get it back to its original specification. It's mostly just as it left the factory back in 1968.'

KEEPING THEM RUNNING

'We struggle with moisture and mould in the Queensland climate,' says Dan. 'We don't use electric dehumidifiers for fear of fire, so a special anti-mould trim treatment we make ourselves and moisture-absorbing packs do the trick.'

'We have two full-time mechanics whose job it is to make sure all the cars are running at any one time. We find that a car's brakes seize when it sits for a long time so the guys drive them up and down our private roads to keep everything moving. There is a lot of battery maintenance to be done and we detail every car before it takes part in any shows or tours.'

1955 Mercedes-Benz 300 SL Gullwing

'Dad saw the first new Mercedes-Benz 300 SL to come to Australia in a local magazine article when he was 12 years old,' says Dan. 'He fell in love with it straight away.'

David's dream of owning one came true in 1998 when bought this 300 SL in Adelaide. It was only after returning home and exhuming his old copy of the magazine that he realised he had just bought the very same car that was on the cover.

'I bloody love this car,' David enthuses. 'I get in it and just feel good straight away. Mercedes really thought about things when it designed the Gullwing.'

It was first owned by Alan O'Neil, from the family who ran a large Mercedes truck distributorship in New South Wales. A staff member who lived in Germany collected it for him, drove it for a few miles and then parked it at his house for 10 months. This was so Alan could import it as a used car and avoid the punishing new vehicle duties that were in force at the time.

Both Frank Gardner and Sir Jack Brabham have driven it since it was imported and then Australian Grand Prix chairman Ian Cox took it to a class win in the first ever Targa Tasmania rally in 1991.

1971 Ford XY Falcon GT-HO Phase 3

'Ford only built three Group C Phase 3s and this is the only one left,' says David.

'This is the Daddy of them all,' Dan agrees. 'It's the first GT-HO Phase 3 ever built and won the 1973 Australian Touring Car Championship. Allan Moffat wrote off his Bathurst-winning 1971 car at Adelaide International Raceway in 1972 after a tyre blowout so he was given this prototype. It was taken from Ford Special Vehicles and repainted red.'

It was famously stolen from Bib Stillwell's Ford workshop in Adelaide in 1973 but was found mostly unharmed later the same day, albeit with an empty fuel tank.

'I inspected and authenticated it for its previous owner Bill Roper when he bought it,' David continues. 'He got in touch a year or two later to say he was selling it.'

'It was in a bit of a rough way; the paint was poor because it hadn't been prepared properly when the colour was changed, so after much agonising we repainted it.'

'It's got a big Holley Dominator carburettor on it and a Mallory twin-point distributor so it's back to how it was when it raced in 1973. It makes about 450bhp.'

1979 Holden LX Torana SS A9X hatchback

'Peter Brock and Jim Richards won the Bathurst 1000 by six laps in this very car in 1979, with Brock setting a lap record on the last lap,' Dan explains. 'It's exactly as it raced in 1979 – stone chips, sandblasted windscreen and all. That's what makes it really, really special to us.'

'This was Brock's favourite car and the only one he kept after he was done racing it. He managed to hold on to it through a marriage break-up and a corporate divorce from Holden, but he sold it to historic race car enthusiast Milton Seferis in 1993 in order to buy back his family farm. We bought it from him three years later.'

Brock did his last lap of Bathurst in this car in 2004, two years before his untimely death.

1979 BMW M1 Procar

'We saw two M1s running at the 2012 Monterey Historics at Laguna Seca,' says Chris. 'After that we just had to have one.'

'Dick Johnson said his Sierra RS500 made up to 680bhp in period, which is pretty impressive for a 2.0-litre engine'



One of only four rhd Porsche 911 TRs ever made kicks out 210bhp



David gets comfortable in the Gullwing seat once occupied by Frank Gardner and Jack Brabham



The Holden LX Torana that Aussie legend Peter Brock drove to victory in the 1979 Bathurst 1000, six laps ahead of the second-place car



BMW M1 Procar - now returned to its original 1979 Japanese Speed Star Wheels racing livery - shares garage space with a Fifties Ford Customline 'Single Spinner' (right) and ex-Allan Moffat 1970 Ford XW Falcon GT-HO Phase 2 (on ramp)



Frank Gardner trophies and memorabilia add to Bowden collection's motor sport theme



73 ATCC-winning Falcon GT-HO (left) is the first of only three Group C Phase 3 cars Ford ever made - and the sole survivor. XA GT-HO Phase 4 Falcon alongside is one of just four built



Built for less than \$100k, privateer racer Norm Beechey's Holden Monaro was the first Australian car to win the ATCC, beating million-dollar factory cars to the title



Ex-Dick Johnson Sierra RS500's 680bhp propelled it to a Bathurst 1000 win in 1989 and second in 1990 and 1992

'I got in touch with a Japanese guy who had a collection of old race cars covered in bubble-wrap stashed away in his sheds. It was like he'd mummified them. We bought a BMW M3 and Sierra Cosworth RS500 from him, but he refused to sell the M1.

'We always played it straight, told him we wanted the M1 and asked him to set a price. We got a call from him about six months later and the car was ours.

'It raced from 1979 to 1985 and was to the specification of its second life as a Group 5 racer when we got it, but we really wanted it back to its '79 livery and configuration.

'We've done a heap of work to get it running right – it's making 480bhp now.'

1970 Holden HT Monaro GTS-350

'This was the first Australian car to win the Australian Touring Car Championship and was built by racer Norm Beechey and a few guys in a shed for less than AU\$100,000,' says Dan. 'Then it beat million-dollar factory-prepared cars like Allan Moffat's Kar Kraft-built Ford Trans-Am Mustang.

'Its previous owner Gary Smith had owned it for over 20 years and fully intended to restore it. Then he fell ill in 1996 and asked if we were interested in taking on the project. We jumped at the opportunity.

'It took two years of research and four years of work to get it finished. It's full of Norm's touches including a hand throttle

on the gearshifter so he could blip the accelerator on downchanges but still have his right foot free for the brake pedal.'

1988 Ford Sierra RS500 – Dick Johnson Racing

'We were chuffed to get this Dick Johnson Racing Sierra RS500 Number 5 – one of only six,' Chris explains. 'We already had Number 4 but wanted Number 5 because it was the '89 Bathurst 1000 winner.

'Dick offered us the chance to buy the car – which also came second at Bathurst in 1990 and 1992 – in 2006. It hadn't run since 1993 so we had to pull everything apart and recommission it.

'Our mechanics really enjoyed working on it because they wanted to see how Dick managed to get the power down back in the day when other guys struggled. Dick says the car made up to 680bhp in period, which is pretty impressive for a 2.0-litre engine.

'The collection is always evolving. We have a lot of cars here and move stuff on and get other ones from time to time. For us it's a constantly developing thing, particularly cars that have raced in Australia. We aren't really looking for any more cars at the moment – looking after what we have is more than enough work!'

Thanks to David, Dan and Chris Bowden (bowdensown.com.au and ecuriebowden.com)



Hand throttle allowed Norm Beechey to blip Monaro's throttle and brake with his right foot during downshifts

ALL THE CARS

- 1951 Ford Customline 'Single Spinner'
- 1955 Mercedes-Benz 300 SL Gullwing
- 1956 Porsche 356 Quad Cam Carrera Speedster
- 1958 Jaguar Mk1 Works Racer
- 1959 Porsche 356 Coupé
- 1963 Ford Lotus Cortina Mk I. Works prepared, ex-USA Team Lotus and ex-Allan Moffat
- 1964 AC Shelby Cobra, ex-Ron Thorp
- 1968 Porsche 911 TR, ex-Alan Hamilton
- 1969 Ford Mustang Trans Am, ex-Allan Moffat
- 1970 Holden HT Monaro GTS350 'Trans Aus', ex-Norm Beechey
- 1970 Ford XW Falcon GT-HO Super Falcon, ex-Pete Geoghegan
- 1970 Ford XW Falcon GT-HO Phase 2, ex-Allan Moffat
- 1971 Ford XY Falcon GT-HO Phase 3, ex-Allan Moffat
- 1971 Ford XY Falcon GT
- 1971 Ford XY Falcon GT-HO Phase 3, ex-John French
- 1971 Porsche 911S 2.2, ex-Jackie Oliver
- 1972 Ford XA Falcon GT-HO Phase 4
- 1972 Holden Torana GTR XU-1, ex-Bob Morris
- 1973 Porsche Carrera RS
- 1977 Ford Falcon XC Hardtop, ex-Colin Bond
- 1978 Holden LX Torana A9X Hatchback, ex-Peter Brock
- 1979 Holden LX Torana A9X Hatchback, ex-Peter Brock
- 1979 BMW M1 Procar
- 1979 Chevrolet Camaro Z28, ex-Kevin Bartlett
- 1980 Ford XD Falcon, ex-Allan Moffat
- 1981 Ford XD Falcon 'Tru Blue', ex-Dick Johnson
- 1983 Mazda RX7 Mulvihill 1984 Ford XE Falcon 'Greens Tuf', ex-Dick Johnson
- 1984 Ford Mustang – 'Greens Tuf', ex-Dick Johnson
- 1985 BMW 635 CSI Schnitzer, ex-Bob Jane
- 1986 BMW 635 CSI John Player Special, ex-Jim Richards
- 1987 Holden VL Commodore Holden Dealer Team, ex-Peter Brock
- 1988 Ford Sierra Cosworth RS500, Dick Johnson Racing Number 4
- 1988 Ford Sierra Cosworth RS500, Dick Johnson Racing Number 5
- 1990 BMW M3 Schnitzer Evo III 2.5
- 1990 Nissan Skyline R32 GTR
- 1993 Ford EB Falcon GT
- 1995 BMW E36 works-built Super Tourer
- 1997 Ford EL Falcon GT

NEXT MONTH

Steve Koterba reveals a collection that includes 12 Alfa Romeos, three Ferraris – and a Fiat Uno



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1988 Group A RS500 Sierra



1986 Group A JPS 325i BMW



1987 Group A RS500 Sierra



1977 3.0 Carrera Porsche RHD



1993 964 3.8RS RHD



1976 934 Porsche



1963 Mk1 AC Cobra



1992 Group A BMW M3



In the driving seat - just where Ray Calcutt loves to be



Think the Sierra Cosworth's wing was all for show? Not so, says Ray



'I grasped every opportunity I could to drive'

Ray Calcutt nearly clinched the British Saloon Car Championship in 1966 – but his road cars were just as thrilling as his race victories

Words MIKE TAYLOR Photography ALEX TAPLEY



Ray loved his Austin Eight Tourer – he kept it for 10 years

Racing driver and instructor Ray Calcutt cut his teeth on a track-prepared Sunbeam Rapier then campaigned Sunbeam Tigers, Hillman Imps, Formula 3s and 5000s and the McLaren M18 over a career spanning 40 years. He achieved seven consecutive wins in a Fraser Imp and drove a Lenham P99 to class victory in the STP Motoring News championship. Sadly, plans to install a BRM engine and enter it at Le Mans never materialised.

'My first time behind the wheel was as a child in a toy pedal car, he says. 'I'd tear down our sloping garden and there was a sand pit at the bottom which was my run-off area. My mother was convinced I'd hurt myself but I never did. My first chance to drive for real was in 1949 at the age of 12 in an old sidevalve Ford pick-up down a private drive to a market garden. I quickly realised I had a strong interest in cars and motorbikes, and from then on I grasped every opportunity I could to drive.'

Ray joined the Metropolitan Police Force in 1953 as a cadet based at Hendon before moving on to stations in Soho, Paddington Green, Brixton and Wapping. But it was always cars that really grabbed Ray's interest and after two years in London he transferred to the Police Traffic Division, based in Maidstone. 'At the time they were using Austin A95s and A110s, which were fast and capable cars,' he says, 'especially when responding at high speed to attend a

serious traffic accident. Coincidentally a mate of mine, John Groves – who was also a police officer at Maidstone – was keen on rallying. On one occasion he borrowed a Saab 93 and asked me to drive while he navigated in an event around Romney Marsh. We did very well and finished well up the field but I was more interested in racing.'

Another friend of Ray's, Norman Winn, worked in the competitions department of Alan Fraser's Team Fraser Racing and Ray took every opportunity to drop into the workshops. 'Alan was such an important man in my life because it was he who gave me the opportunity to start racing,' he says. 'One Friday in October 1963 he invited me to join him at Brands Hatch the following day for a test drive in a Sunbeam Rapier. Five months later I entered his ex-works Le Mans Sunbeam Alpine into six races and under observation from Alan I successfully applied for my racing licence.'

Fraser was a successful rally driver in his twenties before setting up his own team, first campaigning Sunbeam Rapiers then Alpines, Tigers and Hillman Imps in races and international rallies. In 1965 – the Fraser Imp's first full year – Ray competed in 30 events resulting in eight firsts, five seconds, ten other awards and three lap records at Brands Hatch and Silverstone in the up to 1000cc class.

In 1966 he won the Ilford Films Championship and was runner up in the British Saloon Car Championship, also driving a Fraser Hillman Imp.



From policeman to racing driver - Ray's car CV is an arresting tale



Ray bought this Sunbeam Tiger in 1990 - but it needed a five-speed gearbox



Ray has happy memories of piloting this Porsche 911T down to his holiday home in Cornwall in the Seventies



Ray regrets selling a Porsche 911S like this one - 'It was very much of its type and time'

MORRIS EIGHT

'I bought my first car - a Morris Minor - in 1956 and replaced it soon after with a Rover P2 16. They were both cheap runarounds but the Rover was pretty thirsty so I started to look for something different and a bit better. My 1938 Morris Eight had hydraulic brakes which made a huge difference - the equivalent Austin Eight of the same era used mechanical brakes. A neighbour in Speldhurst had a similar Morris so I knew they were nice cars. He had lost interest in it and stored it in a lock-up garage. I paid about £60 for it in 1960 but I soon regretted selling the Rover because it had a fluid flywheel and a freewheel facility. The Morris was no long distance car so I sold it in 1962 for £100 and bought a Triumph TR2.'

AUSTIN EIGHT TOURER

'I bought the Austin Eight in 1970 for about £200 from Brighton & Hove Motor Club member Horace Appleby. It was a 1939 model with the alligator grille, sloping rear and cabriolet top, which made it a rare car. I spent a lot of time trying to find any

evidence that it had been built by a specialist coachbuilding company but found nothing.

'I liked it so much that I kept it for over ten years. It was a lovely car to drive on sunny Sundays with the top down to a point-to-point. Sadly, although the garage I had in Speldhurst was quite large it wasn't quite big enough for the Austin and a friend persuaded me to sell it to him.'

PORSCHE 911T

'My racing days had a profound effect on the cars I chose for pleasure. I'd always dreamed of owning a Porsche 911 and went for a drive in one owned by a friend. It was a defining moment in my car-owning career.

'I'd been racing at Mallory Park in 1974 and got chatting to a chap who owned a 911T which I offered to buy. I covered a lot of miles in it and loved the way it drove and handled. We had a cottage down in Cornwall at the time and it was always a pleasure to drive it down the A303 and A30 when there was very little traffic about. However, I quickly learned a lot about Porsche foibles, such as the hugely expensive heat exchangers and how rust could attack

them behind the headlights. At the time I thought it went like a rocket ship. Then I tried a friend's fuel-injected 2.4S model and could see how much quicker it was. Not surprisingly I sold the 911T four years later and bought a 2.4S.

'I bought a Targa after that but it leaked and the body flexed - it never felt anywhere near as solid on the road as the coupé.'

FORD SIERRA RS COSWORTH

'I decided to buy a Sierra RS Cosworth after chatting with racing driver Andy Rouse - BSCC champion in 1975, 1983, 1984 and 1985 - who raved about it after testing it at Donington Park. I bought my Moonstone Blue car new in 1987 for £15,950 from Tunbridge Wells Ford dealership Stormont Engineering. There was no demonstrator available so I couldn't test-drive it beforehand. The wonderful thing about it was that the acceleration was just explosive. On the rare occasions when I stretched its legs I could feel the downforce created by the huge rear spoiler. I kept it for two years before selling it through the *Sunday Times* for a small profit.'



Ray was impressed by his Morris Eight's hydraulic brakes



Ray was stunned by his Ford Sierra RS Cosworth's acceleration - and he even made a profit on the car



Ray never really warmed to his Lotus Elan - the bonnet flying up at speed didn't help matters

SUNBEAM TIGER MK1 260

'One day in 1964 I was at Alan Fraser's garage and spotted what I thought was a left-hand-drive Sunbeam Alpine. In fact, it was one of the first Sunbeam Tiger V8s off the production line. Alan said I should take it for a drive so I took off in it to explore its performance around the lanes of Kent.

'Little did I think that from driving that early left-hand drive Team Fraser Tiger in 1964 I'd be taking part in the British Saloon Car Championship two years later, lying fifth with the likes of Gawaine Baillie and Jim Clark. Then there were the laps of honour on the occasions when I won in the Fraser Imp. At Brands Hatch spectator's cars would be lined up on the south bank with their headlamps on and their horns blaring; they were very special moments.

'The Tiger always reminded me of driving Alan's fully modified Marque Tiger with its Weslake cylinder heads and the Group 3 Tiger, which was a modified road car. On one occasion in 1966 I won at Brands in the BARC club meeting driving that car.

'I bought my roadgoing Tiger in 1990 from a company near Gatwick Airport that

specialised in rebuilding them. It was a 1965 Mk1 model with the 260ci engine and it went like stink, but I quickly realised that it needed a five-speed gearbox because it was very tiring to drive on long journeys.

'It was a very special car and I kept it for seven years. I only sold it to buy a Porsche 911 3.0 SC. It was the attraction of Stuttgart yet again.'

LOTUS ELAN SE SOFT TOP

'This car was a pure nostalgia trip for me. I once worked at Brands Hatch as an instructor for the Motor Racing Stables and we used Lotus Elans as the school cars. Tony Lanfranchi and I would go out supposedly to warm the cars up and we'd end up screaming around the short Club circuit. After that I did some work for Bonhams at Goodwood and met a guy from Cambridge who wanted to sell his 1967 Lotus Elan SE. It took me straight back to my instructor days and I bought it at the end of 2003 for around £11,000.

'I know the old Lotus acronym, 'Lots Of Trouble, Usually Serious' and mine was no different. Though its issues were mainly

niggling things like the time when a catch failed and the bonnet flew open when I was on my way to a charity event at Goodwood.

'I competed in the Norwich Union rally in that car. It was a fun day out starting at Brooklands and finishing at Silverstone. It was immaculate, but somehow I was always a little disappointed with it and eventually sold it in 2005 and bought a Porsche Boxster. I was never really comfortable with that car either because I have long legs. It was one Porsche that I didn't fit in to.'

THE ONE THAT GOT AWAY

'Of all my cars the Porsche 911 2.4S was particularly special because its performance set it aside from my previous 911T and the Targa model that followed it. I knew it would appreciate in value but never dreamed that it would rise to the heights it has achieved today. It was very much a classic of its type and time; my 3.0 litre model was faster but somehow lacked the 2.4s's individuality. I really regret selling it.'

Thanks to Paragon at Five Ashes, Sussex for the 1972 911 2.4S.



7 STEPS TO BUYING THE BEST

TVR TUSCAN SPEED SIX

The Tuscan offers supercar performance for £20-£60k. Here's how to choose wisely

Words MALCOLM McKAY Photography JOHN COLLEY

OUR EXPERTS

James Agger was on the Motor Show stand selling Tuscan when they were launched, and has been selling them ever since via James Agger Autosport.

He preaches preventive maintenance and all Tuscan he sells are very thoroughly prepared.



James Birkby was responsible for most TVRs sold overseas in 1998-2004, so is very familiar with the Tuscan. He still sells them through TVR-MADS, 'When I can find a good one,' he explains.



Ian Wilson formed Track V Road with Craig Thompson in 2006 after the TVR factory closed, having worked on them for some years. A keen amateur racer, he has raced Tuscan as well as repairing them.



Peter Wheeler's reign produced the finest TVRs by far, and the Tuscan was his apogee. He said it had to be an everyday car, with luggage space for two weeks' touring for two people. Styled by Damian McTaggart, it had the AJP Speed Six 4.0-litre dry-sump all-alloy engine in a new chassis akin to a shortened Cerbera.

The styling was uncompromising, but also practical, with a boot capable of taking golf clubs and luggage, plus a removable Targa top and Perspex rear window. Steel roll hoops were built into the windscreen surround and B-pillars. There were no airbags or ABS (Wheeler believed they make drivers careless) and the minimal instrument panel moved in and out with the steering wheel, so visibility was unmarred.

Designed by independent engineer Al Melling (with John Ravenscroft and Peter Wheeler, hence AJP), the Speed Six is the most powerful normally aspirated six-cylinder engine yet, sharing many

elements with Melling's 1991 Suzuki GSX-R750M motorcycle engine.

Our photo car has reached 68,000 miles without any of the modifications that many people claim are essential to make these engines durable – it's driven often and hard, including sprinting and hillclimbing. And it's not unique – 95,000 miles without problems has been seen. But it is treated with the greatest care, always keeping revs from cold to around 2000rpm until thoroughly warm (both water and oil). Frustrating at times, but a small price to pay for faultless reliability. Quality control, something TVR was always notorious for lacking, affected matters too – some engines (and cars) were definitely put together better than others – but now the biggest factor is how well owners have looked after them.

1. Engine

The Speed Six engine is the greatest source of fear and rumour. TVR acknowledged an

‘Rebuilt engines rarely give trouble provided valve clearances are checked’



issue with the ‘finger’ cam followers – these initially had a carbide pad brazed on to the main wear point that tended to work loose at around 10,000 miles. These were replaced with heat-treated iron followers: some of these worked indefinitely, others scuffed rapidly. A third material change cured the issue, but by then warranty claims had hit TVR hard – they rebuilt most engines at least once under warranty. Rebuilt engines rarely give trouble provided valve clearances are checked/adjusted at every other service, but should be carefully inspected – a cylinder leak-down test is recommended.

There should be no blue smoke on start-up and no tendency to run lumpily at tickover or (once warm) at higher revs. Oil pressure when warm should be at least 35psi at 2000rpm. The engine can only be seen by unbolting its cover – but it’s a five-minute job (needing two people to lift it off over the back of the car) so insist on seeing the engine bay to look for damage or



Electrics are a known dodgy area, so make sure everything works

Checking the coolant level and how often it needs topping is extremely wise



neglect – check the airbox for cracks/bulges caused by backfires, indicating engine problems. High mileage need not put you off – more issues occur on low-mileage cars with seals failing and rubbers perishing. A full service history with reputable specialists is more important.

2. Cooling

Ask if the coolant needs frequent topping up; some engines suffer cylinder head gasket failure. Fans failing to come on (one comes on first, then both) leads to overheating and it is advisable to replace/recore the radiator every 10 years, along with hoses and steel pipework. External oil pipes leak and corrode if not replaced at a similar interval.

3. Interior

Interior trim can be damaged by leaks from the roof, so check for damp carpets, warped

door cards and signs of water entry especially at the front corners and top of the rear screen. Later cars had improved seals, often retro-fitted to earlier examples; the central front catch above the rear-view mirror was a vital later addition, essential for high-speed roof security. Seat bolsters get broken by heavyweight occupants.

4. Bodywork

Check the bodyshell for fit and condition on top and underneath, where grounding can be an issue. Check the main bonnet above the exhaust manifold for crazing caused by heat (removing the catalyst reduces heat there). Also check the condition and security of the windscreen, which can come unbonded; and the fit of the rear screen, which can fly out at speed if the roof is off.

Rot is beginning to affect some Tuscan chassis, which were powdercoated at the



Engine rebuilds can cost £8400

TVR factory. It's still very rare to find outrigger rot, though you should certainly check for it. Likewise for accident damage, and check adjacent to the catalytic converters where heat burns the coating away, and ask to see inside the battery box behind the battery.

MEET THE OWNERS

'I couldn't replace it – it's my ideal TVR!'



Dr Ian Forrester, Lancashire

'I bought my Tuscan in 2008 with 28,000 miles,' says Ian, whose car is photographed here. 'It had one previous owner and has covered 68,000 miles since it was built in October 2002. It's completely original, just a new clutch at 51,000 miles – which was the original. I think I've been lucky, but I do look after the car – I keep it garaged and religiously adhere to the warm-up procedure.

'It's one of the few downsides. When a small boy asks, "Can you show me the engine," I can't – and if he then asks, "Can you rev it for me," he has to wait seven minutes for it to warm up at 2000rpm!

'I love the beauty of its lines, and the power: the thrill of putting your foot down. It's a fabulous engine with instant response to the throttle: it's like being in control of a sports motorbike. The noise – especially in tunnels – is fantastic.'



Tony Catling, Buckingham

'When I first saw one in a car park I thought it was a stunning car,' says 2003 Tuscan owner Tony. 'It took me a couple of years to save up: I bought it privately in 2005 with 8000 miles on it, and the first owner taught me the warm-up procedure – I've followed it religiously ever since and have had no engine issues. It's a fantastic car, I love the power too and comparatively it's very cheap to run.

'It's up to 29,000 miles now and is serviced annually by a TVR specialist. It does eat tyres, but the Toyos are not that expensive. It's not particularly comfortable – it's a racing car on the road – and there's so much power you have to be very careful. I spend around £1000-£1200 annually on servicing and consumables, plus around £550 on tax and insurance. When you consider what it can do, and the looks, the sound and the price, there's nothing to match it.'



Peter Reid, York

'In 2008 I'd just finished sorting engine issues with my Chimaera 450, my fourth TVR in 17 years, when I came across a 2006 Tuscan convertible,' explains Peter. 'It was exactly how I would have specced a car, BMW Estoril Blue with full leather on Ferrari seats, the late dash with proper analogue dials, leather-trimmed roll bar, everything, and it was £40,000. It was the 2006 Motor Show car when TVR was owned by Nikolai Smolenski, and was retained by TVR. I just had to have it. 'At 17,000 miles it's just getting its first new brake pads; it's on Pirelli P-Zeros and has had new rears but the fronts are still fine.

'I had the lifting bonnet conversion by Surface & Design after a throttle cable failed – my wife didn't want to help lift the bonnet off again. It's only cost me around £500 a year and I couldn't replace it – it's my ideal TVR!'



Removing or upgrading catalytic converters is common but may cause issues at MoT time

5. Gearbox

The gearbox is a Borg Warner T5, a reliable unit though hard-worked in the Tuscan and hot-running because of the proximity of the catalytic converters. Check that fifth gear engages cleanly and stays in.

While some last well, many clutches have failed by 20,000 miles (usually because of the pressure plate fingers breaking rather than the friction plate wearing out); weak slave cylinder seals exacerbate clutch issues. A new clutch is £750 fitted.

6. Wheels

Wheels are prone to damage; most early Raceline 18in alloys will have been replaced with reinforced versions by now, but some low-mileage cars may still have these weak originals. 16in with 225/50 and 255/55 ZR tyres were standard, 18in with 255/35 were optional at first, later standard. There's no

spare. Check for wobble/vibration at speed. Tyres wear rapidly (though check age on low-mileage cars), but decent replacements are not horrendously expensive.

7. Electrics

Electrics were always a TVR foible zone and while most should have been sorted by now, check that everything works, especially the windows, alarm, door mirrors, pod display functions, aircon, heater fan, lights and so on. You open the door by pushing a button under the mirror – the window should drop slightly and the door unlatch. Some electronic control units are not available and have to be repaired. The battery is not easily accessible without removing the left front wheel (unless the car has had a full lifting bonnet conversion), so a set of TVR jump leads that plug into a socket there is essential.

WHICH ONE?

Production numbers are debatable, TVR claiming 2500 MkIs but enthusiasts believing the truth to be nearer 1650, plus just 160 MkIIs, c105 of them convertibles. Only around 60 left-hand-drive cars were built, from late 2002.

► **Tuscan 4.0** The Tuscan pumped out 360bhp @ 7000rpm and 310lb ft @ 5250rpm. From the start, 10-15% were ordered in 'Red Rose' form, with 380bhp @ 7000rpm, 330lb ft @ 5250rpm, larger brakes and stiffer suspension; others have since been upgraded. Expect to pay £20-£30k for a tidy example, dependent on age and mileage.

► **Tuscan S 4.0** Launched in April 2001 for an extra £10k, the 'S' claimed 195mph with 3.8sec 0-60mph thanks to 390bhp @ 7000rpm, 310lb ft; from 2003 it had 400bhp, 315lb ft. It had bigger brakes, stiffer suspension and a close-ratio gearbox. Pay 20% more than a standard model.

► **Tuscan 3.6** From 2001 the Tuscan had the 3.6-litre engine giving 350bhp and 290lb ft. Prices are slightly lower than for the 4.0, though later, lower-mileage cars are worth more.

► **Tuscan MkII** Introduced in May 2004, the MkII brought a facelift – faired-in headlights and curvaceous tail lights – plus less-sharp electric instead of mechanical power steering. The Red Rose version offered 380bhp, 310lb ft. MkIIs command 50% more than MkIs – 100% more for the S and Convertible.

► **Tuscan MkII S** The Mk2 S got improved spoilers and tweaks to the chassis.

► **Tuscan MkII Convertible** The solid targa panel lifted off to stow in the boot, while the rear hood section folded back flush, leaving twin roll hoops behind the seats for rollover protection.

► **Tuscan R to MkII T440R 4.2** At the 2000 Motor Show, TVR unveiled the 200mm-longer, wider-track, 450bhp Tuscan R 4.2-litre 2+2 road car or full-blown racer, with TVR's own six-speed sequential gearbox. It evolved into the T400 with 400bhp and a Borg Warner T5 gearbox. The 2+2 concept evolved into the Typhon with 550bhp supercharged Speed Six, of which only a few were built.

IMPROVING

There's no shortage of keen specialists offering Speed Six engine rebuilds and upgrades. Check their reputation and the warranty offered before buying. Among the most respected are TVR Power's rebuilds taking the Speed Six (3.6 or 4.0) to 4.3-litre or even 4.5-litre high-torque with a five-year, unlimited-mileage warranty. Racing Green offers its well-developed FFF (Finger Follower Free) cylinder head and performance-enhancing Syvecs engine management system that gives more power and has a healthy warranty. Engine mounts regularly fail and drop on the exhaust side; improved ones are available. De-catting or fitting uprated catalytic converters is popular, but may be an issue at MoT time.

Converting to a hinged bonnet is popular; it's best to get the Anderson connector for the jump leads moved to a clean and accessible inner wing position at the same time. Most cars' original shock absorbers are getting weak by now; Nitron are considered the best upgrade and a definite improvement over the originals.

SPECIFICATIONS

1999-2006 TVR Tuscan Speed Six

Engine 3605/3996cc twin-ohc 24-valve 6-cylinder with electronic sequential multi-point fuel injection **Power & torque** 350bhp @ 7200rpm, torque 290lb ft @ 5500rpm, to 440bhp @ 7600rpm, 350lb ft @ 6000rpm **Transmission** Borg Warner T5 five-speed manual, rear-wheel drive **Brakes** Ventilated discs 304/282mm (F/R), 322/298mm on S **Suspension** Front/rear: twin wishbones, coil springs, telescopic dampers, anti-roll bar **Steering** Power-assisted variable-rate rack and pinion **Length** 13ft 10.7in **Width** 5ft 11in **Height** 3ft 11in **Weight** 2464lb (1120kg) **Performance** Top speed: 180-195mph; 0-60mph: 4.2-3.8sec **Fuel consumption** 16-23mpg **Cost new** £39,750 (2000)

NEED TO KNOW

Engine top end rebuild £2500
Engine full refresh £5400
Engine rebuild 3.6 to 4.3 £8400
4.0 de-cat, sports silencers and eprom fitted £1200
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Lifting bonnet conversion £384-£636
Full service inc tappet adjust £720

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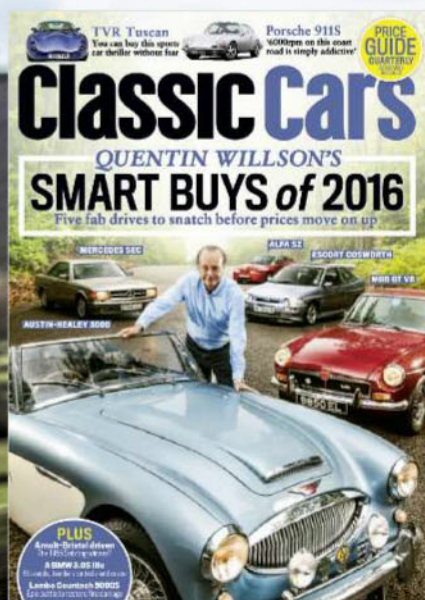
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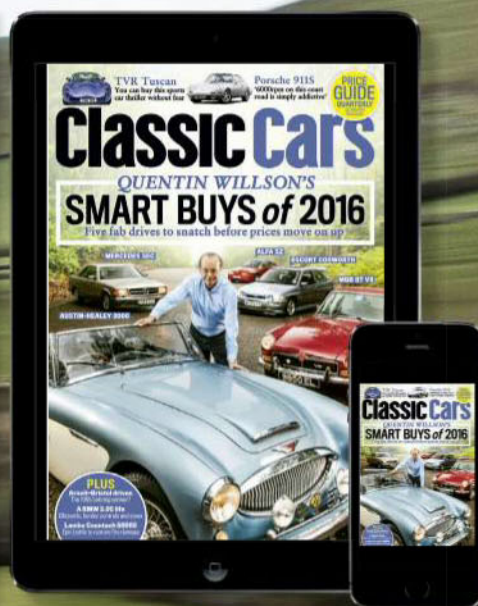
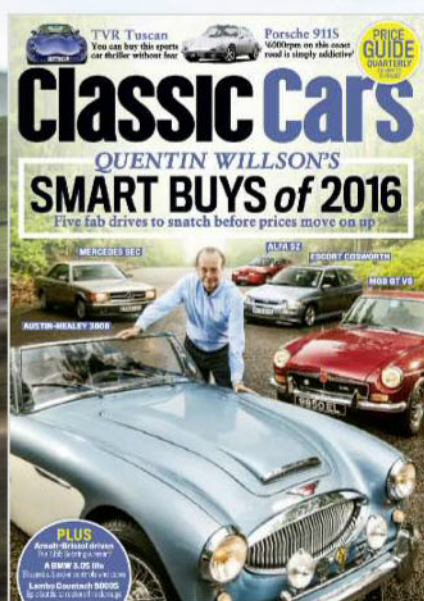
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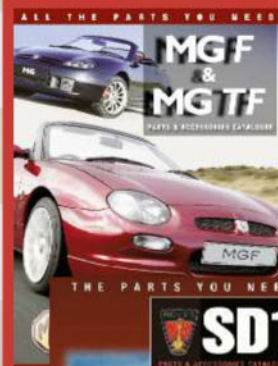


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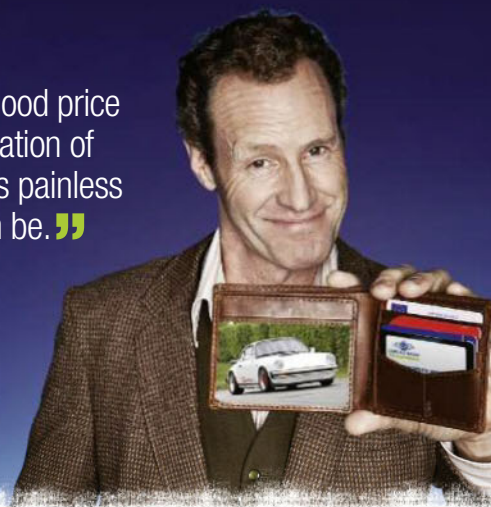
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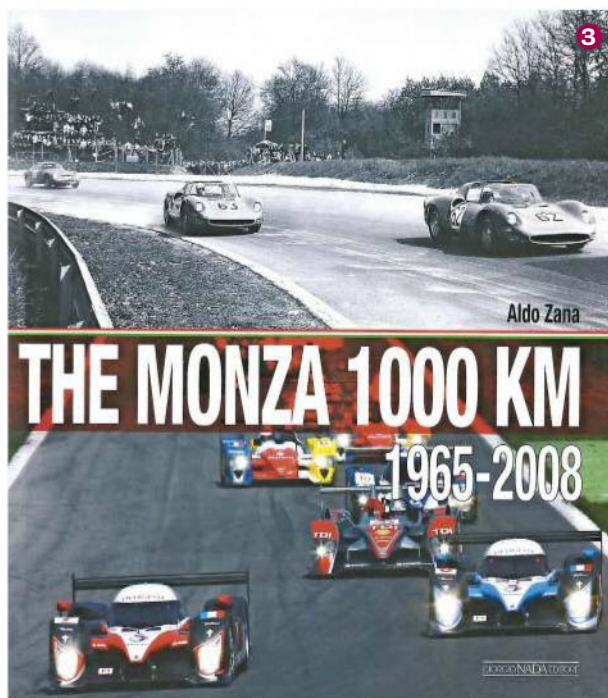
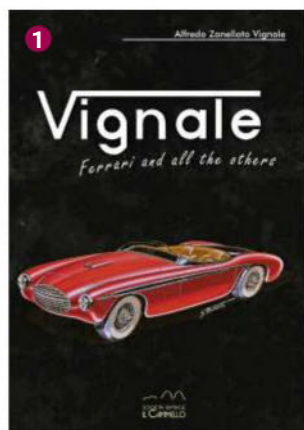
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→ BOOKS & MODELS

Sam Dawson rates this month's most engaging editions

G R E A T S T O R I E S



1. Vignale, Ferrari and all the others

By Alfredo Zanellato Vignale, £45, ilcammello.it, ISBN 978 88 96796 33 7
This wonderfully presented book is an intensely personal, emotional story of a life cut prematurely short – the first chapter concerns the author's recollection of the road accident that killed his uncle, Alfredo Vignale, and sets a bittersweet tone for the rest of the book.

Vignale is revealed as a consummate businessman and craftsman with a love of motor sport, whose life and career intertwines with the Italian postwar economic-boom tales of Cisitalia, Pininfarina, Giovanni Michelotti and, of course, Ferrari.

A lengthy, heavily illustrated chapter on Vignale and Ferrari's working relationship details the role Alfredo played in Enzo's first faltering steps towards a coherent Ferrari look and engineering approach. It would all come to an end, however, as Vignale established himself as a manufacturer but couldn't sustain the project.

A fascinating chronicle.

2. Du Dessin Au Design: Philippe Charbonneaux

By Hervé Charbonneaux, £50, veloce.co.uk, ISBN 978 1 845849 28 3
It's a picture book if you don't speak French, but *what* a picture book – Du Dessin Au Design ('Drawing On Design') is a thorough retrospective of the career of the late industrial designer Philippe Charbonneaux by his son Hervé, through the medium of Philippe's own archive of drawings and photographs.

Through the course of its dense 224 pages we see the evolution of Charbonneaux's art, and his enthusiasm for cars. What began almost as an all-consuming obsession within a vibrant, fertile mind that gave us cars as diverse as swoopy Delahayes and the pragmatic modern five-door hatchback in the form of the Renault 16.

The lasting impression is of the memoirs of a skilled romantic, rather than a generator of design icons. Du Dessin Au Design feels more like a gallery exhibition than a design catalogue.

MORE READS

Charger, Road Runner & Super Bee: 50 years of Chrysler B-body muscle

By James Manning Michels, £35, motorbooks.com

The story of the Mopar Hemi V8 in all its forms. Predictably bombastic but fun nonetheless – we now want a Dodge Charger in green as a staff car.

An Estate Car Named Desire: A Life on the Road

By Martin Gurdon, £12.99, ducknet.co.uk
One-time *Classic Cars* magazine columnist digs through his life to find out how he became so car-obsessed. Often laugh-out-loud funny.

The Journey That Never Was

By Jeanne de Ferranti, £12.99, memoirspublishing.com
An incredible travelogue – two women circumnavigate the world in 1962 by Mini Mkl. Amazingly, this tale was never reported at the time by BMC.

All these books are available from Chatters, many with discounts. To find out more, go to chatters.co.uk.

3. The Monza 1000km 1965-2008

By Aldo Zana, £80, giorgionadaeditore.it, ISBN 978 88 7911 626 8
There's a sense of tragedy hanging over this tale of one of the world's greatest endurance races. As Aldo Zana explains, at its inception the Monza 1000km was intended to replace the Mille Miglia as Italy's round of the World Sports Car Championship, and bring it into a newer, safer, more controllable era – but this being high-speed Monza, danger was never far away.

Zana's story of the race is told through period reports, recollections from the drivers and glorious photographs over the course of its 408 all-colour pages. Crucially, though, he is unafraid to be critical. Zana is unequivocal in blaming the race's decline on Bernie Ecclestone, whose interference in the championship's Group C era in the name of television coverage created a 'dictatorship of Formula One'. The end of the story comes just as sports-prototype racing enters a renaissance phase. An essential book that seeks to keep the 1000km's spirit alive.

M O D E L S U P T O £ 2 0 0



1:43-scale Maserati 3500GT Fruea Coupé

£79.99, kessmodel.it
Kess's model of Fruea's Maserati vision seems slightly ungainly at first, but the heavily chromed Mercedes-style light clusters and heavy-looking wings are the coachbuilder's fault rather than the resin modeller's. Detail is perfect, with the static tyres moulded with bulges at the bottom to suggest heft.



1:18-scale 'Embiricos' Bentley

£324.99, minichamps.de
This heavyweight 1:18 may establish a new high watermark for large-scale resin, with its subject's complex curves suiting the thin-gauged medium. The gloomy interior is correct right down to its legible instrument facings. However, at this size and price it's disappointing to see it suffering from a perennial resin-model issue – stuck-on, two-dimensional window-frame brightwork.



1:43-scale Brabham BT45B

£69.99, minichamps.de
The billowing, rippling sideskirts of this model of John Watson's 1977 car make you realise how scarily flimsy F1's ground-effect-era cars were. Resplendent in Martini livery, it's more intricately detailed than many similarly sized F1 cars, with vents and scoops that actually lead somewhere, and the Alfa Romeo flat-12 visible underneath. Best 1:43 F1 yet? You pay for it, though.



1:18-scale BMW M1 Procar

£164.99, minichamps.de
Hans Stuck's BASF-liveried Procar must be the most iconic BMW M1, and this 1:18-scale diecast really does it justice. Eighties disc-hubcaps are present and correct, as is the fully detailed and wired straight-six under the hinged rear cover. Only the interior disappoints – it is a study in coal-hole starkness, lacking the real thing's bright red highlights. A great model, though.

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→ OUR CARS

What we've been up to with our classic cars this month...



Ross's Renault let him down before the London Classic Car Show, so he borrowed this one from 4 Star Classics

Ross gets the blues for *Les Bleus*

THE STORY SO FAR



1981 Renault 5 Turbo 1
Owned by Ross Alkureishi
 and Richard Head
rossalkureishi@yahoo.com

Time owned Four months

Costs £2000 **Miles this month** 127

Previously Windscreen repaired, but it's clear that more work is needed to get it back to its best



Yet more overheating relegated the Alkureishi/Head R5 to the subs' bench

Gearing up for the Six Nations Event at the 2016 London Classic Car Show, John Law at Wapping-based JL Engineering went into overdrive to get the R5T ready in time. He flushed and bled the cooling system, fitted a new thermostat, and repaired and reinstalled the odometer. The speedometer wasn't ready in time for the show and nor were the De Carbon dampers, so he fitted a spare set of Konis.

A special French package arrived soon after via the underground Alpine network – Daniel in Le Bourget-du-Lac, to Ricard in Reims, to Pascal in Calais. And contained within was some Renault 5 gold dust: a Turbo 1 steering wheel and gearknob, Turbo bodywork decals – missing on ours following its respray – and an original Gotti space-saver spare wheel. The price? Let's

move on swiftly in case one of our respective partners reads this report.

It was all coming together beautifully. The plan was for co-owner Richard to collect me from Stansted Airport in the Turbo and then we'd drive from there to the Excel Centre venue. But there was no sign of him or the car when I landed. A subsequent text revealed that the car had overheated so I caught a train to Berkshire, where we worked on the car well into the small hours.

Alas, we barely made it a mile the following morning. Pulling into a petrol station, we re-bled the system and set off again. No good – we got another 100 metres before the temperature gauge needle assumed its by now familiar position deep in the *rouge*. Clearly, this was terminal.

Ensnconced in the cabin of a breakdown truck an hour later, we settled into a shared melancholy – it looked like Team France would be a member down.

Then I had an epiphany. I whipped out my mobile phone and rudely interrupted the breakfast of James Mann at 4 Star Classics. 'Still got that blue Turbo 1 for sale?' I asked. Then, 'Can I borrow it?' My next call was to LCCS event director Bas Bungish. 'Can you collect a car for me?' And finally Marcus Atkinson at Hagerty Insurance. 'Any chance of adding a car to our policy?' Broken down at 6am, recovered at 7am, replacement car sourced at 7.30am, insured by 8am – not bad, even if I do say so myself.

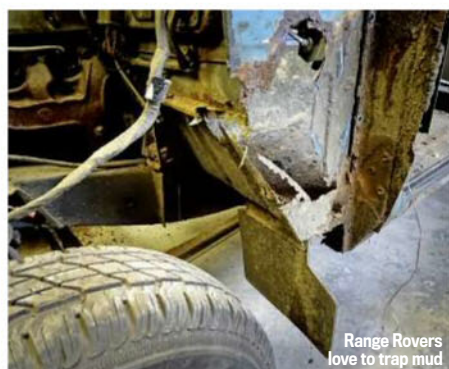
The R5T arrived in time for rehearsals and performed beautifully along the show's Grand Avenue. Mine was a fleeting one-day visit so Richard assumed driving duties for the rest of the weekend and smiled for both the French TV cameras and *Classic Cars* snapper Jonathan Jacob. Typical – I save the day and he gets all the glory!

As for Team France, we got knocked out in the quarter-finals, finishing fifth. *C'est la vie* – it's the taking part that counts.

Thanks to: 4 Star Classics (4starclassics.com), Hagerty Insurance (hagertyinsurance.co.uk)



Inner structure gleams after much work from Famous Four



Range Rovers love to trap mud



Spare rusty metal, or modern art on a budget?



Lots of new metal in the sills and at the bottom of the driver's side A-post

Range Rover smiles through the pain

THE STORY SO FAR



1973 RANGE ROVER

Owned by Charlie Magee
classic.cars@bauermedia.co.uk

Time owned 18 months

Miles this month 0 **Costs** Waiting for the bill – somewhat nervously **Previously** Went on holiday in it – beloved offspring even enjoyed a free insect safari in the rotten boot

The Range Rover's MoT test date had been looming in the diary like a grim dental appointment for weeks – the sort of consultation where you listen to the dentist tutting and contemplate all those rushed brushes and biscuits before bedtime.

I realised that this was what I would be in for if I just checked the bulbs and made sure the horn worked before taking it in to the test station; more direct action would be needed for the Range Rover to pass its MoT this time, let alone get a smiley-face sticker for being a brave soldier.

Having inspected the car's underside and prodded nervously – I wasn't brave enough to poke too hard – at bits of brown and scaly metal (and I use the word 'metal' in

its loosest possible sense), I armed myself with a set of scene-of-crime photos and arranged to meet Richard Varrall from Land Rover specialist Famous Four at the NEC Classic Motor Show last year.

Richard compared the photos of my car with the immaculate – if only partly completed – early two-door that he and his team were exhibiting and took me through the process that would banish the corrosion from my over-dunked digestive of a car. It gradually dawned on me that I was going to have to take the restoration work more seriously than I had first thought.

Adopting his best chassis-side manner, Richard explained that he has supervised this kind of work many times before and that all would be well. Even so, I still felt a little overwhelmed by the thought of how much of my car would be cut out and how much welding would be needed. Richard seems to be able to sniff out all the classic rust traps – of which there are many on a Range Rover – like a truffle hunter's dog.

I made my way up the A1 to Famous Four a couple of weeks later, this time to drop the car off. The journey was a good

opportunity to contemplate what lay ahead while still enjoying the drive – rusty as it was, it reminded me just how great these early Range Rovers are and how far ahead of their time they were.

Famous Four's inspections were rather more vigorous than mine and revealed that rust was indeed festering in all the usual places. The guys set to work, with my only proviso being that they should keep the body on the chassis if at all possible.

I was too busy with work to visit in person so Famous Four emailed me numerous photos during the process detailing how the work was progressing; they've ended up doing far more work than I was expecting to banish the corrosion and make the underbody as sound as possible.

I've resisted the temptation of having the exterior repainted – save for a few body panels – because this is a job for the future, but I did get the wheels and bumpers refurbished. This should sharpen up the Range Rover's looks a little and give it a bit of a Hollywood smile.

I think I'll be needing that smiley-face sticker myself when I see the final bill.

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THE STORY SO FAR



1966 Triumph Herald 1500

Co-piloted by Russ Smith

russ.smith@gmx.com

Time Owned Four years

Miles this month 369 **Costs** None

Previously N/A

Like so many ill-advised ideas, it started in a pub. During a catch-up with old friend Simon Goldsworthy he casually asked, 'Do you fancy navigating on a rally?' I've done a couple of mild events from the driver's seat, but never with the pencils and maps. On the other hand, he caught me at a vulnerable moment – the Alfa was still in the garage hiding from salty roads and this was a chance for some winter classic car action.

So early on the last Sunday of February I found myself in the navigator's seat of Simon's 1966 Herald 1500 Convertible



Russ's smile soon vanished when he saw the route book

heading for the Club Triumph Warwickshire Winter Rally. And no, that engine capacity isn't a misprint – he's dropped a late Spitfire motor and gearbox into it.

We were one of six cars in the novice class, but even so this was proper code-breaking rally navigation. I stared aghast at the first sheet of numbers and hieroglyphs, wondering if I could get us out of the car park, let alone to the end of the rally. Thankfully the organiser spared us enough brief explanation to get us on our way, albeit horribly off-route – twice – after only the third instruction.

As far as I can tell we only got lost once more, gathered plenty of clues, spotted what seemed like a fair number of code boards and got to the end of the fourth and final stage within the time limit.

Exhausted but somewhat relieved after 79 miles of tortuously tiny roads and frequent cries of 'What on earth does that mean?' we staggered into the Bull & Butcher at Corley Moor for a much-needed mug of tea and a pie, thinking that anything other than last place would be a good result. So we were genuinely shocked – but overjoyed – to be handed the trophy for second in class, having somehow clocked up only 10 penalties. And I didn't get car-sick.

Buoyed by the experience I thought, 'sod the salt' and drove my Alfa Spider to the *Classic Cars* office the next morning.

I'll probably pay for that later.

Sick of being bossed around

THE STORY SO FAR



1986/2000 Quantum Q2

Owned by Sam Dawson

sam.dawson@bauermedia.co.uk

Time owned Six months

Miles this month 180 **Costs** A wasted tenner

Previously Back on the road with a much slicker-shifting gearlever

Having sorted the Quantum's gearchange action, I wanted to address the steering's lack of tactility. So I found a new steering wheel – a neat-looking Seventies metal-spoked, leather-bound item originally fitted to an Escort Mk1, but which fitted the Quantum's Springalex boss kit – at Race Retro's wonderful autojumble for just £10. It was cheap because it was grubby, but I know of an easy *Blue Peter*-style solution to reviving dirty leather parts.

Get a bottle of hand-sanitiser lotion, tip half of it away, dilute the rest with clean water, then pop it into a spray-trigger bottle. Coat the leather section by section and scrub the diluted fluid in the direction of the grain with a microfibre cloth. Wipe it clean with a fresh microfibre cloth and leave it to dry. *Voilà!* Filthy autojumble find transformed in the kitchen for minimal outlay.

It's safe, too – solid soap can solidify deep in the leather grain before desiccating and causing cracks, and paper towels disintegrate and get stuck in the cross-stitching, trapping water.

With the new wheel and boss ready, I parked the Quantum dead straight (there's nothing worse than a steering wheel that's out of kilter), prised off the XR2 wheel's centre cap, ratcheted off the centre nut and...

...well, there's no other way to put it – the parts supplier cocked up. Regardless of what its guide says, this is the wrong boss for this car. It simply doesn't fit, not even nearly. The Fiesta column is hexagonal and doesn't even bear a passing resemblance to the Springalex's splined shaft. The collar is also way too wide – by more than an inch, in fact.

Someone's getting a phone call...



Autojumble wheel cleaned up nicely...



...but then Sam discovered it had the wrong boss

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• Sturdy lower shelf • Durable powder coated finish

Shown fitted with optional 3 drawer unit

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INCLUDES SINGLE LOCKABLE DRAWER

MODEL	LxWxH (mm)	EXC. VAT	WAS	NOW
CWB1000B	1000x650x880	£139.98	£179.98	£167.98
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CWB2000B	2000x650x880	£249.98	£311.98	£299.98

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Available in Red or Galvanised Finish

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• Pegboard back wall with 30 hooks supplied

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BALL BEARING ROLLER DRAWERS

CWB-R1

Clarke PREMIUM

CHESTS/CABINETS

BALL BEARING ROLLER DRAWERS

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MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	WAS	NOW
CLB600	6 Dr chest	660x305x365	£76.98	£94.79	£92.38
CLB900	9 Dr chest	660x305x475	£99.98	-	£119.98
CLB200	2 Dr step up	672x310x195	£47.98	£59.98	£57.58
CLB1005	5 Dr cabinet	685x465x795	£159.98	£203.98	£191.98
CLB1007	7 Dr cabinet	685x465x955	£189.98	£239.98	£227.98

PRICE CUT **£189.98** EXC.VAT **£227.98** INC.VAT
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1	CTC600B 6 Dr chest	600x260x340	£49.98	£63.59	£59.98
2	CTC900B 9 Dr chest	610x255x380	£59.98	£77.99	£71.98
3	CTC500B 5 Dr cabinet	675x335x770	£109.98	£143.98	£131.98
4	CTC800B 8 Dr chest/cab set	610x330x1070	£94.99	£125.99	£113.99
5	CTC700B 7 Dr cabinet	610x330x875	£119.98	£149.99	£143.98
6	CTC1300B 13 Dr chest/cab	620x330x1320	£139.98	£179.98	£167.98
7	CTC103 3 Dr step up chest	672x310x250	£47.98	£59.98	£57.58
8	CTC106 6 Dr drop front	662x305x365	£59.98	£77.99	£71.98
9	CTC109 9 Dr chest	662x305x421	£69.98	£89.99	£83.98
10	CTC105 5 Dr cabinet	685x465x790	£159.98	£203.98	£191.98
11	CTC107 7 Dr cabinet	685x465x950	£189.98	£239.98	£227.98

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MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	WAS	NOW
1	CBB206B 6 Dr Chest	710x328x365	£97.98	£119.98	£117.58
2	CBB209B 9 Dr Chest	710x315x420	£114.99	£143.98	£137.99
3	CBB210B 10 Dr Chest	710x315x475	£129.98	£167.98	£155.98
4	CBB203B 3 Dr step up	710x315x250	£67.98	£83.98	£81.58
5	CBB215B 5 Dr Cabinet	758x468x815	£194.99	£239.98	£233.99
6	CBB212B 3 Dr Cabinet	755x470x810	£169.98	-	£203.98
7	CBB217B 7 Dr Cabinet	758x468x975	£239.98	£299.98	£287.98
8	CBB213B 3 Dr Cabinet	758x481x975	£189.98	£239.98	£227.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

EXTRA LARGE EXTRA HEAVY DUTY

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GAS STRUTS Hold lid open

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WAS £323.98 INC.VAT

EXTRA LARGE DRAWER PULLS

SAVE UP TO £60

PRICE CUT **£429.00** EXC.VAT **£514.00** INC.VAT
WAS £550.00 INC.VAT

1.5M TALL

EXTRA LARGE DRAWER PULLS

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LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

MODEL **SIZE** **DESCRIPTION** **DIMS LxWxH (mm)** **EXC. VAT** **WAS** **NOW**

CBB306	36"	6 Dr Chest	910x305x47	£149.98	£191.98	£179.98	
CBB229B	41"	21 Dr chest	1045x415x486	£229.98	£299.98	£275.98	
CBB315	36"	5 Dr Cabinet	927x415x985	£279.98	£369.98	£335.98	
CBB228B	41"	8 Dr cabinet	1126x468x1000	£369.00	£478.80	£442.80	
1	CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£323.98	£311.98
2	CBB226B	41"	16 Dr cabinet	1126x468x1000	£429.00	£550.80	£514.80
3	CBB231B	56"	9 Dr chest	1460x615x490	£399.00	£502.80	£478.80
4	CBB230B	56"	13 Dr cabinet	1503x622x1011	£599.00	£778.80	£718.80

*** Except on CBB231B & CBB230B**

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• Extra heavy gauge double wall steel construction

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EXTRA LARGE DRAWER PULLS

SAVE UP TO £46

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

MODEL **DESCRIPTION** **DIMS LxWxH (mm)** **EXC. VAT** **WAS** **NOW**

1	CBB209DF 9 Dr chest	710x370x420	£127.98	£155.98	£153.58
2	CBB211DF 11 Dr Cabinet	785x490x1075	£269.98	£359.98	£323.98
3	CBB309DF 9 Dr chest	975x370x420	£159.98	£215.98	£191.98
4	CBB311DF 11 Dr Cabinet	1045x490x1075	£339.98	£454.80	£407.98

LARGE 37" CABINET

NEW **Clarke** **HEAVY DUTY BOLTLESS SHELVING**

Boltless, quick and easy assembly (only a mallet is required)

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BLUE, RED AND SILVER AVAILABLE

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265 KG PER SHELF

WIDE 40"/1220mm

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2	CBB211DF 11 Dr Cabinet	785x490x1075	£269.98	£359.98	£323.98
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Simple, fast assembly in minutes using only a hammer

EXTRA STRENGTH
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CHOICE OF 5 COLOURS
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MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
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110E	30-100	£214.98	£257.98
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
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• Easy conversion to gas with optional accessories

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*no gas only

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
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MIG 145	35/135	£149.98	£179.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke ARC WELDERS

For home, automotive and industrial applications

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£49.98	£59.98
EA165	65-160	£64.99	£77.99
115N	30-110	£64.99	£77.99
EA200	60-200	£87.99	£105.99
160N	40-150	£67.99	£81.99
190N	50-185	£94.99	£113.99
190TE	35-180	£139.98	£167.98
235TE	40-210	£149.98	£179.98

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• Lift cars safely and quickly • Tough angled steel construction

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000kg	£26.99	£32.39
CRW25	2500kg	£36.99	£44.39

Clarke PRO 7" SANDER/ POLISHER

CP185
• Includes hook and loop backing pad and hook and loop wool polishing bonnet. • 1200W motor

MODEL	TONNES	EXC.VAT	INC.VAT
CTJ2GLC*	2	£164.99	£197.99
CTJ3GLS	3	£229.00	£279.00
CTJ5GLS	5	£329.00	£394.80
CTJ10GLS	10	£489.00	£586.80

Clarke HEAVY DUTY LONG REACH JACKS

MODEL	TONNES	EXC.VAT	INC.VAT
CTJ2GLC*	2	£164.99	£197.99
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CTJ5GLS	5	£329.00	£394.80
CTJ10GLS	10	£489.00	£586.80

Clarke KWT-002 18V BRUSHLESS IMPACT WRENCH

• Heavy-Duty, lightweight design perfect for garage, on site or home use • 450Nm Max Torque • 1/2" Square Drive • 3.0Ah Li-Ion battery • **INC 2 BATTERIES**

Clarke ALUMINIUM RACING JACKS

• Quick lift • Non-marking nylon wheels • Rubber contact pad • helps protect vehicle undersides

MODEL	LIFTING CAR	EXC.VAT	INC.VAT
CTJ1200AB	1.25t	£243.99	£291.99
CTJ1800A	1.8t	£149.98	£179.98
CTJ2000A	2t	£149.98	£179.98
CTJ2500QLG*	2.5t	£139.98	£167.98

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90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
130EN	30-130	£229.98	£269.98
160EN	30-150	£254.98	£311.98

Clarke ARC ACTIVATED HEADSHIELDS

MODEL	EXC.VAT	INC.VAT
GW44	£39.98	£47.98
CWH7	£44.99	£53.99
GW55	£46.99	£56.99

• Activates instantly when Arc is struck
• Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

Clarke AXLE STANDS

• Ratchet action for quick height adjustment
• Sold in pairs

MODEL	TONS	MIN/HEIGHT	EXC.VAT	INC.VAT
CAX2TF	2	235-360mm	£10.98	£13.18
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98
CAX10TP*	10	450-750mm	£79.98	£95.98

* was £107.98 inc.VAT #per single stand

Clarke HYDRAULIC BOTTLE JACKS

• Telescopic Range

MODEL	CAP.	TONS	HEIGHT	EXC.VAT	INC.VAT
CBJ2B	2	148-276	£7.99	£11.98	£9.59
CBJ3B	3	180-350	£11.99	£14.39	£11.99
CBJ5B	5	185-355	£14.99	£17.99	£14.99
CTBJ5*	5	220-495	£49.98	£59.98	£59.98
CBJ8B	8	190-365	£17.99	£23.98	£21.59
CBJ10B	10	195-375	£21.99	£27.59	£26.39
CTBJ10*	10	210-525	£69.98	£83.98	£83.98
CBJ12B	12	200-380	£24.99	£31.19	£29.99
CTBJ12*	12	235-580	£89.98	£119.98	£107.98
CBJ15B	15	205-390	£29.98	£35.98	£35.98
CBJ20B	20	217-407	£34.99	£44.39	£41.99

Clarke 2 TONNE TROLLEY JACKS

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MODEL	TYPE	EXC.VAT	INC.VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY + Case	£24.99	£29.99
CTJ250LP*	Low Profile	£39.98	£47.98
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ200TG	Pro Garage	£74.99	£89.99

* CTJ250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke 24V CORDLESS IMPACT WRENCH

• Inc. 17, 19, 21 & 23mm chrome vanadium sockets
• 2x 24V Ni-Cd Batteries & 1 hour fast charger

OTHER MODELS	MAX TORQUE	EXC.VAT	INC.VAT
Cordless CEV1000	450Nm	£56.99	£68.99
Cordless CIR450C	450Nm	£119.98	£143.98

Clarke ARC/TIG INVERTERS

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£129.98
EXC.VAT
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MODEL	AMPS	ELECTRODE DIA.	EXC.VAT	INC.VAT
AT101	10-80	1.6-2.5mm	£129.98	£155.98
AT132	10-130	1.6-3.2mm	£159.98	£191.98
AT161	10-160	1.6-4.0mm	£199.00	£238.80

Clarke AUTOMOTIVE WHEEL DOLLY SET

• Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke BATTERY CHARGERS/ENGINE STARTERS

• Ammeter
• Multi-position charge regulator
• Overload protection on charging cycle

MODEL	MAX AMPS	CHARGE/BOOST	EXC.VAT	INC.VAT
BC130C	15/120	£61.99	£74.39	
BC190	38/180	£89.98	£107.98	
BC210C	25/200	£94.99	£113.99	
BC410E	35/400	£119.98	£143.98	
WBC180	35/180	£129.98	£155.98	
BC205H	30/200	£169.98	£203.98	
WBC240	45/240	£159.98	£191.98	
WBC400	60/350	£199.00	£238.80	

Clarke GRINDERS & STANDS

• Stands come complete with bolt mountings and feet anchor holes
• 6" & 8" AVAILABLE WITH LIGHT
• STANDS FROM ONLY £47.98 INC.VAT

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• With sanding belt "8" whetstone & 6" drystone
* was £67.19 inc.VAT

Clarke 3 TONNE JACKS

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£44.99
EXC.VAT
£53.99
INC.VAT

MODEL	TYPE	MIN-MAX MM	EXC.VAT	INC.VAT
CTJ3000UL	Quick Lift	195-520	£44.99	£53.99
CTJ300LG	Pro Instant LIFT	145-500	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

Clarke CRANES

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MODEL	DESC.	EXC.VAT	INC.VAT
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CFCT100	1 ton fold	£154.99	£185.99
CFCT1000LR	1 ton long reach	£199.98	£239.98

Clarke HIGH FREQUENCY BATTERY CHARGERS

• Energy efficient inverter, protects battery from high current damage
• Microprocessor provides appropriate charging rate
• Variable current output for quick, medium or trickle charge

MODEL	MAX CHARGE	BATTERY	EXC.VAT	INC.VAT
HFBC12	6 Amps	100Ah	£39.98	£47.98
HFBC12/24	20 Amps	200Ah	£69.98	£83.98

Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

Keep batteries in top condition over a long period

Clarke MODEL STAGES BATTERY CHARGERS

MODEL	MAX CHARGE	EXC.VAT	INC.VAT
CB03-12	3 12V lead acid	£29.98	£35.98
CB09-6/12	9 Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9 Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

Clarke 12V BATTERY CHARGERS

For lead acid batteries
*Automatic charger - maintains optimal charging condition

MODEL	MAX CHARGE	EXC.VAT	INC.VAT
LA4	4	£14.99	£17.99
LA6	6	£16.99	£20.39
AC80*	8	£27.98	£33.58

Clarke TAP & DIE SETS

• High quality tungsten steel
• Supplied in metal storage case (except 16pc)

MODEL	MAX CHARGE	EXC.VAT	INC.VAT
LA4	4	£14.99	£17.99
LA6	6	£16.99	£20.39
AC80*	8	£27.98	£33.58

Clarke 5 PIECE AIR TOOL KIT

KIT1100
• Gravity Fed Spray Gun
• Air Wash Gun
• Tyre Inflator
• Air Blow Gun
• 5 Metre Air Reel Hose

FROM ONLY
£19.98
EXC.VAT
£23.98
INC.VAT

Clarke TOOL CHEST AND TOOLS

SAVE OVER £61 OFF OUR NORMAL PRICE
PRICE CUT ALL THIS ONLY
£249.98
EXC.VAT
£299.98
INC.VAT

• This great value set includes CT0900B 9 drawer chest & CT0500B 5 drawer cabinet
• Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

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BIG 2HP 7.5CFM
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MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
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7/150	2HP	7	24ltr	£89.98	£107.98
11/250	2.5HP	9.5	24ltr	£109.98	£131.98
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11/510	2.5HP	9.5	50ltr	£139.98	£167.98

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SE16C100*	14	3	100	£399.00	£478.80
SE16C150-14	14	3	150	£429.00	£514.80
SE16C200-14	14	3	200	£499.00	£598.80
SE18*	18	4	200	£549.00	£658.80
SE26*	23	5.5	200	£679.00	£814.80
SE29+*	28	23	270	£969.00	£1162.80
SE36*	30	7.5	270	£979.00	£1174.80
SE37+*	36	24	270	£1099.00	£1318.80
SE46*	40	10	270	£1449.00	£1738.80

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* was £263.98 inc.VAT * was £323.98 inc.VAT

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CIG1020	6.1 x 3 x 2.4M	£279.00	£334.80
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Devil 660 SS*	15	£99.98	£131.98	£119.98
Devil 900	24.9	£129.98	—	£155.98
Devil 860SS*	31	£149.98	—	£179.98
Devil 1600	36.6	£159.98	—	£191.98
Devil 2100	49.8	£249.98	—	£299.98
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MODEL	VOLTAGE	HEAT OUTPUT KW	EXC.	WAS	NOW
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DEVIL 7003	230V	3	£54.99	£65.99	
DEVIL 6005	400V	2.5-5	£74.99	£89.99	
DEVIL 7005	400V	5	£79.98	£95.98	
DEVIL 6009	400V	4.5-9	£119.00	£142.80	
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CAT117	13 piece 1/2" Impact Wrench Kit	£32.99	£39.99
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* was £27.59 inc.VAT # was £29.99 inc.VAT

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XR80	20.5kW	£229.98	£275.98
XR110	29.3kW	£279.98	£335.98
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XR210	61.5kW	£369.98	£443.98

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MODEL	CAPACITY	EXC.VAT	INC.VAT
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CES560	560kg	£84.99	£101.99
CES680*	680kg	£119.98	£143.98

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PLS195

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MODEL	BAR/PSI	HP	EXC.	INC.
Tiger1800 110/1595	2.6	£199.00	£238.80	
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Tiger3000 200/2900	6.5	£329.98	£395.98	
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MODEL	SPEEDS	EXC.	INC.
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CDP152B	450 / 12	£119.98	£143.98
CDP202B	450 / 16	£159.98	£193.98
CDP130F	370 / 12	£169.98	£203.98
CDP352F	550 / 16	£199.98	£239.98
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CDP502F1100	12 / 24	£449.00	£538.80

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• JET8000 & 9000 include hose reel • Detergent applicator for extra cleaning power

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
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JS1900	2000w	1957psi	£79.98	£95.98
JS1800	2400w	2610psi	£139.98	£167.98
JS1900	2600w	2900psi	£159.98	£191.98

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CHECK FRAME TYPE WHEN ORDERING

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G1200	1.1	—	£149.98	£179.98
G2500	2.4	6.5	£189.98	£227.98
G3050	2.8	7	£239.98	£287.98
G3050S	3	8	£269.00	£322.80
G4050ES	4.5	11	£479.00	£574.80
G5100ES	5.5	13	£569.00	£682.80

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SSC1000

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CH4000B	Double	400	6M	£99.98	£119.98

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CS10BRK

Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors

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MODEL	CAPACITY	EXC.VAT	INC.VAT
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CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

Clarke PARTS WASHERS

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MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
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CW20	22.5Ltrs	Floor	£144.99	£173.99
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Clarke ANGLE GRINDERS

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CAG800B

NEW

MODEL	DISC (MM)	MOTOR	EXC.VAT	INC.VAT
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CON1050R	115	1050W	£27.99	£33.99
CON115*	115	1010W	£31.99	£38.99
CAG2350C	230	2350W	£49.98	£59.98
CON2600	230	2600W	£69.98	£83.98

* was £41.99 inc.VAT

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**1962 JAGUAR E TYPE SI 3.8
ROADSTER. £139,000**

Original RHD well sorted and great driving car. Matching numbers. Older restoration but still gleaming. Fitted with five speed gearbox. Ivory paint with light tan leather and chrome wire wheels.



**1966 SUNBEAM ALPINE MKV
£19,995**

This car was restored over 14 years ago to a high standard. We have known this car since 2002 and it has proved reliable and fun. It completed a trip to Monaco without major drama in the hands of the previous owner. Mediterranean blue with black interior and sporting a black soft-top..



**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.



**1966 MG 1100 SALOON
£6,995**

A family owner throughout its 50 year life. During that time it has completed some 51,000 miles and whilst it has not been completely restored we can see from the history file that it has been well looked after with any work needed being done including a recent engine rebuild. Finished in Light blue over white with complimenting light blue interior. These 1960's saloons are becoming very scarce.



**1953 MG TD
£32,500**

The subject of a full restoration by Indy Car champion and restorer Val Parnelli Jones to a very high standard in a well detailed engine bay. Finished in Wimbledon White with Burgundy Connolly hide interior



**1933 MG L TYPE TO K3 SPECS
£135,000**

Transformed by Peter Gregory into this very effective road registered racing machine. Cowlled radiator, pointed tail, with balanced, tuned, and supercharged engine. All the stuff you would have if you were putting an order in today. This is a highly potent machine that has recently been fettled and sorted ready for the next season.
Great history file including recent bills.



**1966 AUSTIN HEALEY 3000 MK3
£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.



**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 4 seater drophead coupes..



**1954 TRIUMPH TR2
£36,000**

This small mouth TR2 is an increasingly rare car and is fitted with Factory Overdrive and is fitted with period steel wheels. A chassis up restoration over 6 years has resulted in the fine quality car we offer today, demonstrated by a nicely detailed engine bay. Finished in quintessentially British colours of British Racing Green with tan leather interior.

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Leather seats in the front look used but not worn. The rear seats look untouched



Motor had a top-end rebuild recently and is rattle-free. It starts easily and revs sweetly

1990 Mercedes-Benz 190E 2.5-16 £15,500

The Mercedes that thinks it's an M3 but for half the cost. And this one has a manual box, reports **Paul Hardiman**

This Mercedes was extensively restored around 2008 with new metal in the rear wheelarches, new front wings and fresh paint. Structurally it remains solid beneath and has no bubbles in the body panels. The Almandine respray is holding up well, with no significant chips or scratches to fuss over and the plastics are all in good shape.

The wheels have been upgraded to AMG-type 16in alloys in place of the standard 15in Fuchs Gullydeckels and the tyres – 205/50 R16s all round – comprise 2014-dated Falkens at the front and older Events at the rear. All have decent tread. The unmatching 16in spare wheel wears a Yokohama tyre.

Some of the suspension bushes have recently been changed; a little digging in the history file shows that the engine mounts have also been renewed and the steering box rebuilt.

Inside, the leather is lightly creased but nowhere near worn and the rear seat looks unused. The carpets and dashboard are in good shape, with both the trip computer and temperature read-out still working. All four electric windows work but the nearside rear switch has been wired back to front – possibly when it was replaced – so up is down and vice versa. The trim is also slightly loose on this door. The heated seats and electric driver's seat adjustment work perfectly and the original first-aid kit

remains unopened in its compartment in the rear parcel shelf. The only area that lets the side down is the centre console veneer, which is starting to crack.

The motor is tidy, with its coolant pink and to the correct level in the header tank. It was treated to a top-end rebuild with new valves and guides not many miles ago and as a result is less rattly than many of these cars. It starts easily and shows the correct Mercedes full-scale three-bar deflection on the oil pressure gauge when warm. The temperature gauge holds steady at 80°C. The motor pulls well towards the 7000rpm redline but there is a hint of blue smoke when accelerating from rest. There's only a tiny – and normal – amount of play in the steering and the dogleg gearchange shifts easily with good synchromesh. The brakes are strong and pull up straight. However, there's a hint of differential whine that concurs with an advisory on the last MoT certificate suggesting an oil leak.

The service book was stamped up to 85,060 miles in 1999 and there are bills to substantiate further servicing and care since. It's only done 5000 miles in the past two years, with a total now reading 147,517. It comes with the original owners' manual and will have a new MoT at sale.

These Mercedes are good value compared with E30 BMW M3s, which would fetch twice as much in similar condition.

CHOOSE YOUR 190

► The 190E 2.3-16 homologation special is launched in 1984 so Mercedes can compete in DTM racing. It has a five-speed dogleg ZF manual or four-speed automatic gearbox, limited-slip differential, quicker steering, self-levelling rear suspension and – thanks to a Cosworth-designed cylinder head – 185bhp. 19,487 are built.

► The 1988-on 190E 2.5-16 adds 200cc and 10bhp, duplex timing chains and ASD locking differential. 5743 are made from July 1988–June 1993.

► Further homologation of improvements in 1989 give the 2.5-16 Evo 1 a larger bore and shorter stroke, boosting power by 9bhp to 204bhp. 502 are made from 1989–1990.

► Aggressive, wide-arch 2.5-16 Evo II arrives in 1990 with 235bhp delivered at a screaming 7200rpm, a more prominent bodykit – including a giant rear bootlid spoiler – and 17in alloy wheels. 502 are made and sell out almost immediately. Klaus Ludwig finally wins the DTM championship in the racing version of this car in 1992.

SPECIFICATION

1990 Mercedes-Benz 190E 2.5-16

Price £15,500

Contact The Motor Shed, Bicester Heritage, Oxfordshire (vintageandclassiccars.co.uk, 01869 249999/07718 764463)

Engine 2498cc inline four-cylinder dohc

Power 195bhp @ 6200rpm

Torque 174lb ft @ 4200rpm

Performance

Top speed: 146mph; 0–60mph: 7.2sec

Fuel consumption 24mpg

Length 4430mm

Width 1760mm

HAGERTY

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Good headlining, carpets and dashboard timber, but the seats are torn in places



XK engine has twin SU HD8 carburetors, original radiator and mesh air filters

1955 Jaguar XK140 FHC £52,500

This charmingly original coupé reeks of shabby chic and drives like a car that's never been apart. **Paul Hardiman**

THIS ORIGINAL right-hand-drive UK-market coupé appears never to have been restored or even significantly apart. It's been painted a couple of times and the finish shows its age, but originality is beginning to factor on more enthusiasts' radar and this certainly appears to be the real thing. A smattering of blemishes and bubbles make it the motoring equivalent of a much-loved old Barbour jacket. There's little paperwork, but it's had four owners and the recorded 89,810 miles is entirely believable.

The chassis appears good and solid with no significant rust in the structure. Doors fit and close well with factory gaps, although the left side fits better because driver's door hinges always wear more. The paint – originally Suede Green, then black over grey before being repainted green – is the weakest part of the car. There are dust marks, sub-surface cracks and blisters aplenty, the worst of them on the offside front wing. The grille chrome is lightly pitted, the bumper plating slightly blistered. The rear spats are off the car at present because the catches are a little loose.

The seat leather is likely original – torn in places, cracked and obviously re-coloured. The carpets are better and the headlining is likely newer, albeit with a couple of moth holes. Dashboard timber is gorgeous and bears a plaque from a Jaguar XK Register Rally held at Beaulieu – in September 1969.

The engine has 2in SU HD8 carburetors on the B-type cylinder head and the car has been used in the past for some sort of competition, as evidenced by the MkIX front brake discs and a photograph in the history file of it wearing numbers. Further evidence comes from a handcrafted brass oil breather/catch tank on the nearside inner wing that has obviously been there a while.

Otherwise it's very 'factory', with original mesh air filters and what looks like the original radiator – with fresh coolant because it's just been serviced. There's also a stainless steel twin-pipe exhaust, and tyres are Dunlop Grand Treks dating from 2001 when the last owner acquired the car. The unused spare sits under the boot floor, which still wears its original Hardura lining.

It starts instantly and drives beautifully. There's plenty of go and the Moss four-speed gearbox changes up to second gear beautifully. Downchanges are reasonable if you're patient. The car feels chuckable, the steering is light by XK standards and the brakes slow the car firmly but pull slightly to the right. Oil pressure is at least 50psi on tickover, and nearer 60psi at 2500rpm upwards, with temperature steady at 70-75°C.

XKs don't come along like this very often and it looks like good value for such an original right-hand-drive car. It would almost be a crime to restore it.

CHOOSE YOUR XK

- XK120 launched as a roadster in 1948, essentially to showcase the new 160bhp 3.4-litre XK twin-cam six-cylinder engine; first 242 cars have aluminium bodies, switching to steel from 1950.
- XK120 coupé debuts in 1951, drophead coupé in '53.
- XK140 from 1954 has same 3442cc engine – moved forward along with the bulkhead to open up passenger legroom – but with more power (190bhp). New car has rack-and-pinion steering, greater suspension travel and telescopic dampers. Spot one by its 'Armco' bumpers and fewer, thicker strakes in the (now cast) grille. Coupé has longer roof and doors, and shorter front wings to further aid legroom. Auto optional from 1956. SE has 210bhp.
- XK150 from 1957 still based on same chassis but looks bigger and heavier with raised wing line and wraparound windscreen. Most cars have the 210bhp SE engine, triple-carb S has a claimed 250bhp and there's a 3.8 with 220bhp – or 265bhp in S form – and disc brakes from 1960. Production ends in 1961 with the launch of the E-type.

SPECIFICATION

1955 Jaguar XK140 fixed-head coupé
Price £52,500
Contact Pendine, Bicester Heritage, Oxfordshire (07770 762751, pendine.co)
Engine 3442cc, straight six, dohc
Power 190bhp @ 5500rpm
Torque 210lb ft @ 2500rpm
Performance Top speed: 120mph; 0-60mph: 8sec
Fuel consumption 22mpg
Length 4470mm
Width 1640mm

HAGERTY

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1979 BMW M1 LHD



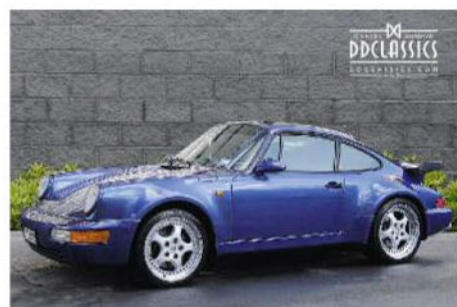
2011 Mercedes SLS AMG Coupe RHD



1975 Mercedes 600 6 Door Pullman RHD



1987 AC Cobra MK IV LHD



1992 Porsche 964 Turbo RHD



1978 Panther J72 4.2 Roadster LHD



1996 Ferrari F512 M LHD



2011 Mercedes SLS AMG Roadster RHD



1995 Jaguar XJS 4.0 RHD



1961 Rolls Royce Cloud II Drophead by
H J Mulliner LHD



2004 Volkswagen Beetle Ultima Edition LHD

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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**



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**



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1949 BENTLEY MK VI MULLINER SALOON Finished in Royal Garnet with grey hide, piped red interior. Covered 66500 miles with extensive service history and a comprehensive restoration. A very handsome and scarce coach built MK VI presented in stunning condition throughout..... **£69,000**



1964 BENTLEY S3. Finished in Claret over Light Oyster with Beige Hide Interior. Having covered just 72000 miles from new with an excellent history file with many invoices for works carried out. A very attractive and well maintained S3 in beautiful condition **£42,000**



1994 BENTLEY BROOKLANDS. Finished in Royal Ebony with Parchment hide, piped black, interior. Covered just 62,000 with full main agent and Bentley specialist service history. A very smart, low mileage Brooklands presented in outstanding condition **£16,750**



1989 BENTLEY TURBO R. Finished Vermillion with Magnolia hide piped red. Covered in 74000 miles with good service history from Bentley specialists. A very handsome example with 'laser cut' grille in excellent condition..... **£13,750**



1989 Bentley Eight Finished in Balmoral Green. Magnolia hide piped green. Covered 64,000 miles with full service history with Bentley specialists and main agents. A highly original and exceptionally maintained example in first class condition throughout..... **£14,500**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition..... **£59,900**



1957 ROLLS ROYCE SILVER CLOUD I. Finished in two tone blue with darktan hide with blue piping. Covered just 88600 with an extensive history file. Featuring electric windows all round. Registration 12 HYU included **£39,950**



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. Concourse condition **£95,000**



1987 ROLLS ROYCE SILVER SPIRIT Forest Green. Magnolia hide piped in Green with Green Wilton carpets and matching Lamb's wool over rugs including the boot. This is one of the very last carburettor Silver Spirits made. 34,000 miles with full service history..... **£15,800**



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**



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**



1988 ROLLS ROYCE SILVER SPIRIT finished in Windsor Blue with Parchment Hide piped Blue Covered 49300 Miles having had only 2 previous keepers and an excellent history file. A beautiful Silver Spirit in stunning condition **£15,950**



1978 Rolls Royce Silver Shadow II, finished in Acrylic White (Original Colour) with Dark Blue hide Interior Covered just 66195 miles from new with history File to include every MOT from new, invoices from main agent and handbook folder. Owned by the Dubai Royal family. Factory White example with low mileage in outstanding, original condition..... **£21,950**



1977 ROLLS ROYCE SILVER SHADOW II Finished in Two tone Silver Sand and Nutmeg with Brown everflex roof Brown Hide Interior with picnic tables. Covered 94300 miles with Specialist stamped service book with invoices and MOT's and original RR handbook folder. A handsome example in excellent condition..... **£17,750**



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 concourse condition throughout, this is surely the finest Dawn on the market today..... **£67,500**

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Original shabby chic Mazak trim would be easy to replace but somehow suits the car



6.4-litre V8 has a recored radiator, rebuilt carburettor and new exhaust manifolds

1963 Ford Galaxie V500 £19,950

Imported two years ago, this Ford is a vast amount of car for the money. It's great to drive too, says **Ross Alkureishi**

THIS EX-FLORIDA Ford Galaxie was imported and registered with the DVLA in late 2014. There's little documentation from its time in the States and even less from its time in this country, other than evidence that the previous owner lived in Scotland.

The acres of bodywork are in good condition overall. There is some bubbling on the nearside rear wing and otherwise solid doors but Ghost Motors will tidy these up before sale. The gold paint finish still presents very well, the long flanks are dent-free and the door swages line up perfectly. There are no signs of rot underneath and it all looks remarkably straight. Gleaming hubcaps set off Goodyear 205/75 R14 Viva 2 narrow whitewall tyres, all of which have plenty of tread left on them.

This is an early Sixties American car so there's a lot of chrome. The front and rear bumpers look smart but each has a couple of small isolated rust spots, with a couple more visible on the chrome exhaust tailpipes. The window and headlight surrounds and convertible hood bracket are reasonable but would benefit from a good polish. The front and rear grilles comprise a black background inlaid with aluminium; the front presents perfectly but many of the black areas on the rear have been buffed out over the years.

The cabin is fairly basic but the front seats are well sprung and tilt forward with

a hint of medial movement to facilitate access to the rear bench. The two-tone platinum and cream vinyl seat covers and door cards look relatively new, and the hood looks like a recent replacement so the black headlining is also good.

There's a badge missing from the glovebox lid and, as is common with cars of this age, the Mazak window winders, door pulls and steering wheel spokes have degraded. You could replace them with reproduction parts but the originals rather suit the car. The engine bay has a smart matt-black finish and Ghost Motors has recently replaced the exhaust manifolds and rebuilt the Quadrajet carburettor. The radiator has been recored and painted; all pipes and clips look fresh.

Undo a couple of clips and a dashboard toggle switch lowers the hood smoothly. The big V8 benefits from five minutes to warm through, then pulls strongly with a soothing gurgle and ticks over smoothly with the temperature gauge in the normal zone. Shifts from the Cruise-o-Matic gearbox are barely discernible and the steering's relative lack of vagueness is a pleasant surprise. The suspension bounces over bumps and wallows through corners but without any undue noises.

This Galaxie could be driven while you tidy up details; and the fact that it's not concours is reflected in the asking price.

CHOOSE YOUR GALAXIE

► All-new Galaxie is launched in 1960 as a model series in its own right rather than just the designation for top-end Fairlane 500s. Engines range from 138bhp six-cylinder to high-performance 330bhp V8. Body styles include fastback Starliner two-door hardtop coupé, four-door pillarless hardtop and soft-top Sunliner convertible.

► New FE 390 V8 for 1961 raises power to 401bhp, with '63-on FE 427 kicking out 410bhp in single four-barrel carburettor guise and 425bhp in twin-four-barrel carburettor Hi-Performance specification.

► Range-topping Galaxie 500 is released in 1962 with 500XL adding a sportier level of trim.

► 1965 revamp brings sharper styling, stacked headlights and redesigned front suspension. New small-block 289ci V8 engines now available, with the 425bhp FE 427 unit remaining top of the pile.

► Monster 1966 7.0-litre Galaxie 500's FE 428 engine kicks out 345bhp. Downward power trend continues through to the 1969 model - the all-new Thunder-Jet engines produce just 360bhp.

SPECIFICATION

1963 Ford Galaxie V500

Price £19,950

Contact Ghost Motors, Claygate Cross, Kent (ghostmotors.co.uk, 01732 887466)

Engine 6391cc V8, ohv

Power 275bhp @ 4600rpm

Torque 427lb ft @ 2800rpm

Performance

Top speed: 119mph; 0-60mph: 8.9sec

Fuel consumption 14mpg

Length 5331mm

Width 2029mm

HAGERTY

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Camargue's yacht-cum-airliner dashboard is in fine fettle. All the switches work



Engine shows all the signs of consistent care - even the Jubilee clips are rust-free

1984 Rolls-Royce Camargue £65,000

Enjoy Rolls' rare two-door tourer with the added benefit of a Harvey-Bailey handling kit, says **Rob Scora**

THE WORDS CAMARGUE and discreet don't always sit well together, but in this case aren't a bad fit. Halfway through its life this 1984 example was resprayed by a marque specialist in Goodwood Green with subtle gold coachlines. The paintwork retains a healthy, subdued gloss, with only tiny scuffs suggesting careful use. The plentiful chrome and brightwork shows no signs of pitting or discolouration and is straight and firmly attached. The wheels, although of a later style than originally fitted, are in excellent condition, corrosion-free and ride on Maxxis Marauder MA S1 tyres with plenty of tread.

Heavier cars are prone to sagging as the years advance, but this Camargue maintains tidy shutlines all round. The panels are all straight and the doors shut firmly and don't sag on opening. The big hinges are rust-free and there are no signs of flexing.

The bonnet is a huge slab. Here again, hinges, springs and mounts are strong, and the big lid lifts without groans. The quilted soundproofing underneath is in excellent condition, undamaged by heat or damp. Below is a very clean and standard engine bay. There are no signs of leaks and all components look freshly tended to. There is no rust on Jubilee clips and screws, and the oil is fresh and at the right level.

Similarly, the car's interior suggests careful ownership. The cabin sports a combination

of magnolia leather piped in green, beige carpets and green lambswool over-rugs. Everything is clean, with only a gentle patina to the leather. Notably, the piping at the edge of the seats hasn't been worn bare. The pleated leather headlining has crisp edges and sits taut. All the tiny and slightly fussy features of dashboard and door furniture work with no looseness. An NEC car phone is a nice period touch.

In all, the car has a clean, airy atmosphere and the cabin feels like a good place to experience long journeys. Start-up certainly enhances those expectations. The big V8 fires with the typical muted Rolls-Royce growl and settles into an even tickover. The transmission shifts into Drive cleanly without shunt or lag. Power take-up is progressive and the car emits no whines, clunks or smoke distress signals. Progress is Rolls-Royce smooth with enough response in the pedal to confirm that it is slightly more powerful than the Silver Shadow.

A pleasant surprise is the effectiveness of the Harvey-Bailey handling kit (fitted 15 years ago, at the same time as the respray).

The history file is impressive, showing lifelong Rolls-Royce main agent and specialist maintenance, a sheaf of invoices and all the original handbooks.

Its overall rightness recommends it as an enjoyable Rolls not to be overlooked. As one of just 529 built, it's a rare thing too.

CHOOSE YOUR CAMARGUE

► Based on the Silver Shadow platform and styled by Pininfarina, the Camargue is launched in 1975. Cosmetically at least it remains largely unchanged throughout its life. One innovative feature is the sophisticated bi-level automatic air-conditioning system, which alone cost more than a Mini. Building is initially given over to Mulliner Park Ward at its London factory. The first 65 Camargues feature the standard-issue SU carburettors; subsequent cars are equipped with Solex units and offer more power.

► Camargue receives the Silver Shadow II's rack-and-pinion power steering in February 1977.

► In 1978 production is moved to Park Sheet Metal near Coventry. From 1979, the Camargue gets the hydraulic rear suspension, filled and operated by hydraulic system mineral oil, that was originally developed for the Silver Spirit.

► The last 12 specials built specifically for the US market in 1986 feature distinctive Acrylic White paintwork with a white Everflex roof. The interior is red leather with white trim.

SPECIFICATION

1984 Rolls-Royce Camargue

Price £65,000

Contact Oldtimer, Manchester (oldtimermanchester.com, 0161 456 3836)

Engine 6750cc, V8

Power 247bhp @ 4400rpm

Torque 398lb ft @ 3750rpm

Performance Top speed: 118mph; 0-60mph: 11.3sec

Fuel consumption 14mpg

Length 5170mm

Width 1918mm

HAGERTY

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1971 Mercedes Benz 280SL
Pagoda. Beautiful Condition



1967 Ferrari 330GT
Vignale Special



1963 Jaguar E Type
To lightweight specification



1956 Bentley S1 Continental
2 door saloon by Park Ward



1949 Jaguar XK120 Aluminium
Roadster
Chassis 6700061



1936 Bentley 4.25 litre Special
by Padgett's

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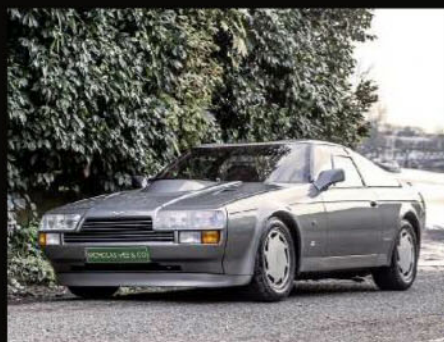
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1989 AMR1/05 GROUP C RACE £POA



1986 V8 VANTAGE ZAGATO £375,000



1978 V8 VANTAGE £235,000



1964 LAGONDA RAPIDE £225,000



2002 DB7 VANTAGE £39,950



1991 VIRAGE £99,950



HERITAGE

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1961 DB4 SERIES II (LHD) £545,000



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1968 ASTON MARTIN DB6 £325,000



1989 V8 VOLANTE ZAGATO £295,000



2006 DBRS9 RACE CAR £150,000



1970 DBS VANTAGE £POA



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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 Gleaning 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 Gleaning two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overmats to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 1988 560SL sports left hand drive, finished in smoke silver, with brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside temperature gauge, tinted glass, auto, power, expensive 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 Sedan de ville 1934, coach built by the famous Winover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concours wins in its time. Winning the Rolls Royce Owners Club concours touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment £275,500



Daimler Sovereign Hearse 2002 Eagle/ Wilcox. Probably the finest coach builder of hearses and limousines. Finished in gleaming black with beige hide interior, beater seats, flower rails, double deck, very clear viewing from outside to the inside rear deck, automatic, power steering, aircon, alloys, only one previous owner from new and only 75,000 miles, regularly serviced, drives superb and very quiet. Choice of three. Very modern looking vehicles. These cost a fortune when new. Absolute gift at only £8,750. We also have the six door limousines to match at £6,750



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 whitewall 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 stored from new, a chance in a lifetime to purchase this superb car. A fine investment which is accelerating in value. £69,750



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MOTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found..... £89,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear, with beige carpets, radio, original sliding sun roof, one 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 fifty 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 brunswick green with complimented as new deep red carpets and seats, rear seat, new matching soft top, and hard top, radio and cassette, very rare four speed transmission, only used on high days and holidays, hence only 42,000 miles from new and only two owners, garaged from new, lots of history and handbook complete with all tools, thousands spent over the years to keep this car in superb condition, personal registration number to go with car. Just stunning £87,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unblemished car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E Type, Which has mellowed to an amazing condition. This car is just remarkable..... £165,500



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..... £129,500



Aston Martin 2002 DB 7. Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior, and matching power top, Walnut veneers, overmats, touchtronic, power steering, power windows, sat nav, stereo, CD, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history, this car is just remarkable, never seen rain..... £49,750



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior and blue dash and carpets, knock off wheels and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HPL79 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 a new black hide interior with the bright aluminium dash and centre console, CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment £157,500



Mercedes Avantgarde 2007/8 280 CDI finished in graphite grey with black hide interior, front and rear headrests, only 89,000, full Mercedes service history, parking sensors, cruise control, electric seats, multifunction steering wheel adaptive lights, mood lighting, electric windows, power locks, light up vanity mirrors, alloy wheels, boot liner, climate control, air con, black walnut veneers, ruffled leather door cards, far too many extras to list, just stunning in every single way, taken in part exchange £7,750



Daimler Sovereign Six door 8 seater limousine 2002, coachbuilt by Eagle/Wilcox, finished in gleaming black coachwork with beige hide interior, automatic, power steering, air con, alloys, power seats, flower rails which are detachable, only one owner from new, drives superb and very smooth, regularly serviced, great value £6,750. We have hearses to match at £8,750



The last E Type sold in the UK

Jaguar E type 1975 Roadster V 12 finished in the rare factory colour of unmarked heather with a 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 masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas King of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example £57,750



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning £125,750. More pics on our website.



Jaguar E Type V12 Roadster 1973/4 LHD, Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show £115,500



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, manual 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



Rolls Royce Silver Shadow series 11 1978/9 model, finished in Caribbean blue with contrasting hide interior which is totally original and never been collisied and is still superb, lambswool over rugs, all Rolls Royce extras including air con, power windows, central locking, stereo system, power seats, fitted battery charger, complete with all tools, excellent service history complete with original Rolls Royce wallet, lots of bills thousands spent, many old mot's this is a superb original car with very minor paint marks, one of the best we have ever driven, always garaged, absolute gift, £8,750. More pics on our website.



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, and aeroflye, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example £115,500



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb £119,500



Rolls Royce Ghost 2011 black with brushed silver alloy bonnet driver assistance, two, panorama sun roof, adaptive headlights, comfort entry, camera system rear theatre, picnic tables, RR monograms, 20 inch alloy wheels, extended leather, piano black veneer, television tuner, chrome visible exhausts, interior black carpets. Only 7000 miles, one previous owner FSH £135,750



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 overrugs, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example £49,750



Jaguar sports modeled on the 1936 SS100 built by the famous birchford coach builders although we believe only 18 were ever built making them very rare. This car is just amazing as it drives superb, powered by the 3.8 jaguar engine and coupled by the Jaguar manual overdrive gearbox, power steering, P100 headlamps, with chrome stone guards, sparkling chrome wire wheels, chrome rear luggage rack, all weather equipment, recent mohair soft top and leather hide hood bag, Twin spots, V12 ventilated brakes, stainless side exhaust, walnut veneer dash and door cappings, seat belts, finished in red with black hide interior with red piping, one owner between 1967 to 1992 rapidly increasing in value, fine investment, a chance to own and enjoy this very rare sports car at a very reasonable price at today's market £49,750



Mercedes 560 SL Sports, Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 42,000 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 mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged £39,750



Bentley Azure 1997. Left Hand Drive. Finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overrugs, very expensive stereo system, chrome wheels, sundry glass, adjustable front headrests, airbags, anti theft device, burr walnut throughout, 32,000 miles, always garaged £55,500



Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old Mot's. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing £135,750



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset, just stunning £125,500



London Taxi TX 1 diesel 1999, finished in night fire red (maroon) with superb interior, Glass divider, rear fold down seats, Stereo, air conditioning, wheel chair access, automatic, power steering, drives superb £3,950



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mot's, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types £125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website £125,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with a new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain £145,750



Mercedes 300SL Sports 1987. Finished in this breathtaking colour of smoke silver with full cream hide interior. Headrests, hard and soft tops, automatic, power steering, tinted glass all round, walnut veneer dash, power windows, factory air conditioning, fire extinguisher, mobilizer and alarm, stereo system, cruise control, alloys, abs, over mats, complete with all tools, this SL is just stunning in every way and very original having only covered 45,000 miles from new, every mot from new, full Mercedes service history from new, with the original service book, complete with service invoices, we have never seen a better original example, garaged from new, a chance to own a very fast appreciating asset and the finest there is £39,750

Something for the summer



1979 Aston Martin V8 Volante. Finished in light blue metallic with Fawn trim piped blue and dark blue mohair hood. Huge history file and old mot certificates going back to the 1980's including re paint and hood replacement, manual gearbox conversion, engine re build etc. **£P.O.A**



1984 Aston Martin V8 Volante. Although little history with this car, the car is nicely finished in Dark Blue with a Blue Mohair hood and magnolia trim. Only 53000 km recorded on this left hand drive automatic transmission model. **£P.O.A**



1961 Aston Martin DB4 Series 3 with overdrive **£POA**



1964 Aston Martin DB5 to vantage spec. **£POA**



1969 Aston Martin DB6 Volante. **£POA**



1967 E type 4.2 litre series 1. Not a huge amount of history with this car but 4 previous owners and a heritage certificate confirms an original UK car with matching numbers. In very good order and a good driving car. **£P.O.A**



1963 Porsche 356B Karmann Coupe. Detailed restoration over 4 years by 356 specialists in 2014 finished in original colour black with red trim, 73000 miles from new matching numbers, Porsche letter of authenticity. **£p.o.a**



1977 Aston Martin Vantage (the first vantage ever produced) **£POA**

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Aston Martin Vanquish 2+2 2002



Aston Martin DB 2/4 MKIII LHD



Alvis Barson Special Straight Eight



De Tomaso Mangusta



Aston Martin V8 Saloon



Aston Martin V8 Volante Auto



Aston Martin DB5 LHD



Aston Martin DB7 Vantage Coupe
Jubilee Edition No 16 of 19



Daimler Dart SP250
1964

Aston Martin Bertone Jet 2+2
Aston Martin Zagato Shooting Brake
Aston Martin DB6 MKII Auto RHD
Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 SIII Saloon Man RHD
Aston Martin V8 Volante Auto LHD

Citroen SM 1971
Ferrari 250 GTO Restored LHD
Ferrari Testarossa LHD
Jaguar MK IV manual LHD
Jaguar XK150S LHD
Jaguar E Type S1 Roadster RHD

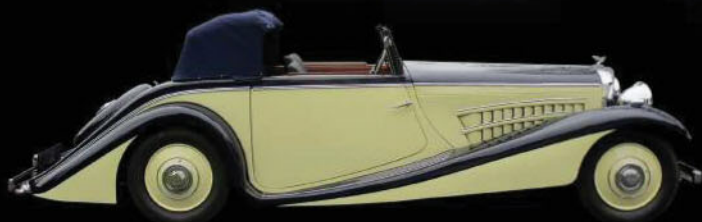
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MGA Twin Cam Coupe LHD
Porsche 365 B Cab LH
Porsche 911 T Restored LHD
Talbot Lago T26 Record RHD

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1937 Bentley 4 1/4 Litre Drophead Coupe
by Vesters & Neirinck



1955 Bentley R Type Continental Fastback
by H.J. Mulliner



1965 Rolls-Royce Silver Cloud III Sports
Saloon by Mulliner/Park Ward

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You could not replicate for less than £60K!

RHD - £38,995



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



1957 TRIUMPH TR3 ALLOY BODIED RALLY CAR.

UK example. Dark Blue with Silver Works H/Top. Tan Trim. Initially Restored and Upgraded by Revington at a cost in excess of £60,000. Recent expenditure with TR Enterprises and others of in excess of £11,000. Stage 3 Engine on Twin Webers, Narrow Pulley Ass., Alternator, Comp. Rad. with Header Tank, CR all Synchro G/box. Prologix OJ drive, Dual Circuit Balance Bar Brake System, Upgraded Shocks, LSD, Roll Cage, Bucket Seats, CWV, 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 Alloy Westlake Head, 4 Wheel Disc Brakes, Upgraded Anti Roll Bar, 72 Spoke Chrome Wire Wheels, Brake Servo, 100 "S" 140 MPH Speedo, Derrington Steering Wheel, Louvered Bonnet with Strap, Upgraded Overdrive with Gear Lever Switch, Badge Bar and Spot Lamps, High Ratio Steering Box, 3:9 Diff, Derrington Manifold Works High Capacity Sump, Spin On Oil Filter Conversion, Twin Overtaking Mirrors, Tonneau Cover Etc Etc. Restored by Marque Specialist for his own collection to a standard seldom achieved. In my opinion the ultimate Healey.

RHD - £79,995



1970 LAND ROVER SERIES 2A 88".

Pastel Green, Black Interior & Beige Canvas Tilt. One of the finest rebuilds that you will see. Stunning through out. Engine conversion by Steve Parker 200 TDi spec. giving approx. twice the power and twice the economy with modern power train reliability. New Richards Galvanised Chassis & everything rebuilt or replaced. New Tub Floor, New Wings, Doors, Tailgate, Powder Coated B'head, Engine, Gear Box and Steering Box overhauled. Steering Damper Conversion fitted, Steve Parker Radiator and Exhaust Kit, New Fuel Tank, Poly Bushed, New Wiring Loom, Recon'd Gauges, SS Fasteners through out, Etc. If it is 'the' very best that you are looking for with real attention to detail, then look no further. Would cost at least twice the asking price to replicate.

RHD - £21,995



1966 HAWK 289 FIA SERIES COBRA RECREATION.

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



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



MINI 1275 SPECIAL.

Speedwell Blue with White Cap. Restored and Upgraded to an exacting standard by Ex Leyland Engineer. Stage 3 Engine, Adjustable Suspension, Removeable Front Clip, Minilite Style Wheels, Bucket Seat, Group 4 Arches, Twin Fillers, Oil Cooler, Air Horns, Heated Rear Window, Front screen Heater, Kenlow Fan, Mota Lita Steering Wheel, Battery Cut Off, Fire Extinguisher, Etc. Etc. Bills on file in excess of £7,000 in parts alone. A unique example.

RHD - £12,995



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



1997 BMW Z3 2.8 CONVERTIBLE.

Cosmos Black with Black /& Tan Red Hide. One Owner. 24,000 Miles only from new. Supplied by Bridgegate, Derby Extensive, Main Dealer service history inc. Original Purchase Invoice dated 30/08/1997 and every MOT. Specification includes: Heated Front Seats, Round Spoke Alloys. Electric windows and mirrors. CD player etc. In outstanding condition. Incredible value for money. Private registration is included.. One to hide away for the future.

RHD - £6,995



1979 MGB 1.8 ROADSTER.

Night Fire Red with Black Hide and Maroon Mohair Hood. Equipped with Overdrive, Minilite Style Alloy wheels, Music system with CD and Electric Ariel, Gas Flowed Unleaded Head, Big Bore Stainless Steel Exhaust, Colour Coded Bumpers, Walnut dash, Motalita Steering Wheel Etc. Professionally restored to an extremely high standard. Excellent Value.

RHD - £8,995

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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1968, Finished in Carmen red with black interior. This totally original example has covered just 59,000 miles from new, fully documented with just four owners, the first being the famous racing driver Don Parker. The car is a total time warp only having been painted once since new, and will soon feature in Jaguar World. A true collectors piece. **£POA**



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1969, Finished in regency red with black interior, U.K registered, chrome wire wheels, outstanding condition. **£54,995**



JAGUAR E-TYPE S1 1/2 F.H.C

1968, Finished in opalescent dark maroon with beige interior, chrome wire wheels, original U.K R.H.D model, This car is currently undergoing refurbishment and will be available to view in April. Please call for further details.
£POA



JAGUAR XK150S 3.8 F.H.C

1960, Finished in red with red interior, original U.K R.H.D model with matching numbers and overdrive. This rare 3.8S model has been with the last owner for the past 25 years and boasts a good history file with copies of the original buff logbook, and photographic evidence of a full bare metal respray. A very smart sound investment. **£99,995**



TRIUMPH TR3

1957, Finished in red with black piped white interior, last owner 33 years, original U.K R.H.D model with overdrive, wire wheels, very nice example. **£22,995**



JAGUAR XK150S 3.4 F.H.C

1959, Finished in British racing green with red leather interior. This original U.K R.H.D matching numbers with overdrive 150S was supplied new to a well known Jaguar collector Bryan Corsa, which is supported by the heritage certificate in the history file. This car has been with its last owner for over 40 years and is now showing just 24,000 miles, which is believed to be correct. Totally unmolested example that must be seen to be appreciated. **£89,995**

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1997 MERCEDES 420SL finished in ivory pearl with light beige leather. Lots of invoices and old MOTs to confirm the 104K miles. Very well looked after and cared for car and the very desirable smooth 420 engine. **BUY NOW THEY WILL BE MORE EXPENSIVE BY THE SPRING.....£15,995**



1978 MGB GT. Finished in immaculate snapdragon yellow with black leather seats and trim. Large history file including an invoice for £2500 from Oselli for engine work. Hard to find a better one for **£5,995**



1997 BENTLEY TURBO R. Finished in Royal Ebony with Grey hide, only 3 owners from new, 89,000 miles with 18 Rolls Royce service stamps **£15,995**



1983 MERCEDES 230E. finished in its original and immaculate sand beige with light beige trim. Only 64000 miles with a complete set of old MOTs and service history. Been a Norfolk car all its life and has the desirable automatic transmission power steering and central locking. ORIGINAL UNMOLESTED IMMACULATE CAR **£8,995**



1973 VANDEN PLAS 1300 PRINCESS AUTO. Finished in its original teal blue with tan Connolly hide and Wilton carpets. Only 14000 miles from new and in time warp original condition. From the same small collection as the Rolls Royce since 1981 when it was last driven on the road. Now recommissioned and ready to SHOW **£12,495**



ROLLS ROYCE SILVER SPIRIT. Finished in unmarked and immaculate royal blue with unmarked surf blue hide piped dark blue Dark blue carpets and lambs wool over rugs. ONLY 14000 miles from new service history and 25 old MOTs confirm the VERY LOW MILEAGE THE BEST YOU WILL FIND **£21,995**



JAGUAR XJR. 93,000 miles very good service history. Finished in British racing green with black leather Very good example Value for money at..... **£4,495**



1991 MERCEDES 200E AUTO finished in immaculate Diamond blue with light grey check interior. Specification includes electric sun roof, electric windows, central locking front and rear head restraints, Only 58000 miles from new with a very comprehensive service history. Very hard to find in this condition..... **£6,995**



1968 JAGUAR 240 MANUAL WITH OVERDRIVE. Finished in dark blue with superb contrasting red upholstery and carpets. Refurbished immaculate wood veneers to dash and door capping. The car was fully restored several years ago and had very little use since. VERY WELL SORTED INVESTMENT CAR. **£16,995**



1966 HILLMAN MINX. Finished in polar white with black trim in remarkable condition and only 54000 miles recorded. Last on the road in 1988 now fully recommissioned and ready for this summer shows NOT MANY LEFT LIKE THIS ONE **£5,994**



1995 JAGUAR XJS 4.0 CELEBRATION. Finished in immaculate Kingfisher blue with unmarked doeskin hide piped beige. Only 28000 miles from new with full service history. Must be one of the best LOW MILEAGE TOTALLY ORIGINAL XJS CELEBRATIONS on the market today only a limited number produced SURE INVESTMENT. REG NUMBER INCLUDED **£24,995**



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★ £36,950 ★



1972 CITROEN MASERATI. 3 Litre LHD. One owner for the past 40 years. This fine Franco Italian Gran Turismo has its original heritage certificate with all matching numbers probably one of the finest examples on the market. Has recently undergone a total overhaul consisting of new hydraulic pumps, ignition, brake pads, battery, alternator, air conditioning, four Brand new Michelin tyres, the list is endless, all bills available. Being way ahead of its time, being front wheel drive producing 140 mph. Self leveling suspension, self centering power steering and hydraulic brakes.

★ £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.

★ £9,950 ★



SUCH LUXURY FOR SO LITTLE. Drive from Lands End to John O' Groats effortlessly in sheer comfort and feel like a King in this 1995 Rolls Royce Silver Spirit III. Automatic, power steering, air conditioning, electric memory heated seats. Fitted CD & stereo system. Finished in Peacock Blue with Magnolia hide interior piped in Blue with matching Blue carpets. Fitted sheepskin rugs. Headrests all round. Long MOT. In her 20 years she has only covered 140,000 miles from new, with service history and now just serviced.

★ £19,950 ★



AN ICONIC AMERICAN CLASSIC. 1960 CHEVROLET BEL AIR SEDAN LEFT HAND DRIVE. In absolutely stunning condition, being powered by the larger 4.6 V8 engine with power glide automatic transmission, power steering, air conditioning being brand new and working beautifully, American Ridler alloy classic sports wheels with White band tyres. Finished in Pencil Grey over Snow White with matching interior. Lots of gleaming chrome, really needs to be seen to be appreciated and fantastic value for money.

★ £49,500 ★



A VERY RARE ORIGINAL LEFT HAND DRIVE 1983 ROLLS-ROYCE CORNICHE CONVERTIBLE with coachwork by H.J. Mulliner. Supplied new to the USA and converted to electronic fuel injection at enormous cost complete with its own electronic tuning kit. Having had an absolute fortune spent on this car consisting of a bare metal re spray, new suspension spheres, new steering rack, and all new tyres with all bills available. With an extensive report by Rolls Royce specialists plus a full set of original build sheets. Her coachwork being finished in Burgundy with new fully lined Beige double duck hood, matching leather interior, burr Walnut woodwork, sheepskin rugs and fully fitted cocktail cabinets with hip flasks and glasses. A stunning example, perfect for the South of France.

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2012/62 Bentley Mulsanne. Finished in unmarked Beluga Black with Fine Ivory coachline. 21 inch, 15 spoke alloys. Linen interior, secondary hide in Beluga with Piano Black veneers. Embossed B's to waist rails, picnic tables. Rear blinds to doors and rear screen, vanity mirrors. Only 27,250 miles, Full History. Outstanding value at only **£129,999**



2008/08 Bentley Continental GT Mulliner. Finished in Diamond Black with 20 inch alloys, with Beluga interior and Piano Black veneers. 59,000 miles with FSH and totally unmarked throughout. Known to ourselves. Outstanding value at **£46,950**



2006/06 Bentley Arnage T Mulliner. Finished in Silver Storm with Soft Black interior, with Linen stitching and embossed Flying B's. Piano Black veneers with turned alloy dash and waistrails. Fully electric rear seats. Only 54,000 miles with Full Service History. Immaculate condition throughout **£41,750**



2006/06 Bentley Flying Spur. Finished in Moonbeam Silver with electric sunroof and 19 inch alloys. Portland interior with the 5 seat design and privacy glass. Heated and cooling seats front and rear. Only 62,000 miles with FSH. Immaculate condition throughout **£31,950**



2005 model/54 Bentley Arnage T Mulliner. Finished in Silver Storm with Chrome radiator grille. Electric sunroof & quarter badges. The interior is finished in Nautic Blue with Silver stitching, with Flying B's embossed in Silver and Walnut veneers with alloy turned inlays. Only 40,000 miles with FSH. Immaculate condition throughout. Incredible value **£39,999**



2004/04 Bentley Arnage T Mulliner. Finished in Beluga with Beluga interior with contrasting stitching and embossed Flying B's. Only 23,000 miles with Full Service History. Immaculate condition throughout. **£35,250**



2004/54 Bentley Continental GT. Finished in Sapphire Blue with 19 inch split rim alloys. Saffron interior with Walnut veneers and door inlays, with secondary hide in Nautic Blue. Fitted with up to date Bluetooth. Only 43,000 miles with Full Service History. Known to ourselves for last 3 years. Immaculate condition **£33,950**



2003/03 Bentley Arnage R. Finished in Fountain Blue with Cotswold interior and Walnut veneers, with DVD screens to the rear and electric rear seats. Only 57,000 miles with FSH. Immaculate condition throughout. Value at only **£30,750**



2001 Y Bentley Arnage Red Label. Finished in Silver Pearl with Beluga interior piped in White and Mulberry carpets. Fitted with electric rear seats, front and rear parking sensors, electric folding mirrors and SatNav. Known to ourselves since 2008. Only 77,000 miles with FSH and in immaculate condition throughout. **£24,995**



2000 W Rolls Royce Silver Seraph. Finished in Black Sapphire with Cream fine lines. Electric sunroof. Magnolia interior with French Navy piping and French Navy carpets piped in Magnolia. Fully electric rear seats and vanity mirrors. Only 52,000 miles with FSH. Known to ourselves for last 6 years. Immaculate condition throughout **£49,999**



1999 T Bentley Azure. This very rare car is finished in Silver Pearl with Soft Black interior, with Walnut veneers and Black carpets. Only 52,000 miles with FSH. 2 owners since 4 months old. Pristine condition throughout. A very rare car, must be seen **£66,950**



1999 T Bentley Continental R Wide Bodied Mulliner. With Mulliner wing vents and Continental T alloys. Finished in Silver Tempest with St James interior and Beluga carpets piped in St James. One owner from new, 16,700 miles. This very rare car has been kept in de-humidified storage whilst living in a private collection. This outstanding vehicle is offered for sale at **£105,950**



1998 R Bentley Brooklands R Mulliner LWB. 57/100 produced. This very rare car is finished in Atlantic Blue Mica with Soft Tan and Cotswold leather to the Mulliner seating. French Navy carpets and over rugs, and Walnut veneers. Only 3 owners from new with only 61,000 miles. FSH and an extensive history file. This car is truly stunning throughout and must be seen **£27,450**



1998 R Bentley Arnage Red Label Look Alike. Finished in Peacock Blue with electric sunroof and 18 inch chromed Limited Edition alloys. Magnolia interior piped in French Navy with matching carpets. DVD screens to the rear, SatNav and parking sensors. Only 41,000 miles, known to ourselves for many years. Immaculate condition **£19,750**



1998 R Rolls Royce Silver Seraph. Finished in Royal Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. Rear vanity mirrors, fully electric rear seats and rear screens fitted. 72,000 miles with FSH. Immaculate condition throughout **£37,950**



1996 N Rolls Royce Silver Spirit MK IV. Finished in Peacock Blue with Cotswold interior piped in French Navy and French Navy carpets piped in Cotswold. DVD screens to the rear. Only 78,000 miles with history. Outstanding condition. Value at only **£24,950**



1995 N Bentley Azure. Finished in Acrylic White with a Black hood, 17 inch alloys and a chrome radiator. Soft Black interior with Piano Black veneers and Black carpets. Only 28,000 miles with FSH. Known to ourselves for many years. Last owner for 15 years. Immaculate condition throughout **£62,950**



1994 M Silver Spur MK III. Finished in Ming Blue with a Light Tan interior. A very classic colour scheme. Known to ourselves for many years and is in outstanding condition throughout. Full Service History. Outstanding value at **£14,750**



1994 L Bentley Continental R. Finished in Traditional Racing Green, with racing mesh grilles. Parchment interior with Spruce carpeting. Only 83,000 miles with FSH. Known to ourselves for many years. Totally immaculate condition throughout and outstanding value at only **£36,750**



1994 L Rolls Royce Silver Spur III. Finished in Silica with quarter badges and whitewall tyres. The interior is in Soft Tan with electric rear seats and picnic tables. Only 21,900 miles and in immaculate condition throughout. Must be seen **£23,950**



1991 J Rolls Royce Silver Spirit Mk II Active Ride. Finished in Brooklands Green with Parchment interior piped in Spruce Green with Spruce Green carpets piped in Magnolia. Known to ourselves for last 10 years. Only 67,000 miles with FSH. Immaculate condition throughout **£16,950**



1989 F Rolls Royce Silver Spirit ABS EFL. Finished in Balmoral Green with Magnolia interior piped in Spruce Green, with Spruce Green carpets and Lambswool rugs to match. This beautiful car has only covered 57,000 miles, with history. Superb condition throughout **£13,750**



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**



1964 Rolls Royce Silver Cloud III. Finished in Blue over Shell Grey with amazing bodywork. Always stored and very rarely used in inclement weather. The Silverstone interior is like a 3 year old car. This beautiful car has been maintained regardless of cost, with history detailing the £60,000 spent over the last 26 years. An investment at **£78,950**

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LAMBORGHINI ISLERO 'S' COUPE 1969: Silver with Burgundy hide interior. Alloy wheels. 40,000 miles recorded, believed correct. The subject of a comprehensive restoration in the 1980's and pampered since. Factory fitted air conditioning and 5-speed gearbox. One of only 5 UK supplied RHD examples **£299,950**



DAIMLER V8 4Ltr (X-308) 1998: Madeira Red with Oatmeal hide interior. 16" Crown alloy wheels. One owner. 16,500 miles only from new! Air conditioning, electric sunshine roof and other usual refinements of this 'Top-of-the Range' model. **£14,995**



JENSEN INTERCEPTOR IV CONVERTIBLE 1990: Brienz Blue with Magnolia hide interior and a Navy blue mohair soft-top and hood bag. Navy blue carpets. 44,000 miles only from new. These Series 4 cars have a 5.9Ltr engine and are beautifully specified throughout. Air conditioning, electric 'Recaro' seats, wooden dashboard etc **£59,995**



PORSCHE 911T COUPE 1969: Ossi Blue with Black hide interior. Original factory fitted Fuchs alloy wheels, 5-speed gearbox & Weber carburettor. LHD US supplied car. 'B' Series model. Excellent throughout **£79,995**



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. Original RHD. Known to us for many years **£89,950**

JAGUAR XJ8 3.2Ltr (X-308) 2000: Sapphire Blue with Oatmeal hide interior. 16" Starburst alloy wheels. 83,000 miles recorded. As taken in part-exchange. **£3,995**

ROVER P4 '110' 1963: Charcoal Grey over Steel Blue with red hide interior. Correct '110' style hub caps. Manual/Overdrive. Four owners. 60,000 miles only from new. Original log book. Correct period radio. Really smart and a very good driving example **£13,995**

MERCEDES-BENZ CL 500 (W140) 1998: Azurite Blue with Tan hide interior. 18" Alloy wheels. 115,000 miles from new with. Full service history, most recently by Haynes Motor Technics. Air conditioning, electric sunshine roof and other usual refinements **£6,995**

MERCEDES BENZ CLK 230 AVANTGARDE KOMPRESSOR 2002: Brilliant Silver with two-tone Orion grey hide interior. Alloy wheels. One owner. 66,000 miles only from new. Full service history. Park-tronic. Immaculate throughout having been garaged since new. Reg. no. S7 RWN included **£4,850**

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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. \$49,000



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.



1950 MGTD ROADSTER

A fabulously correct and original example in truly fine condition. Black/red leather, black top and curtains. rare with MG "Midge" mascot. \$29,000



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.



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.



1954 SUNBEAM-TALBOT ALPINE SPECIAL ROADSTER

Of the fewer than 100 "Special roadster" Alpine rallye cars built, there were just 42 built with left-hand drive. Our car has a very interesting history with a full restoration commissioned by its owner of many decades and completed in 2007. 43,276 total miles. \$95,000



1939 FORD "85" FORDOR V-8 SEDAN

An astoundingly original car which has won an AACA Originality Award. The paint is thin in some spots but the leather and chrome are excellent. The car drives flawlessly with fewer than 15,000 miles. \$24,500



1971 ALFA ROMEO GT 1750 COUPE

A numbers-matching car, restored in red with black leather. Owned by one local Alfa enthusiast for the past 15 years, the car looks great and drives just as well. 58,872 miles. \$46,500



1953 MG-TD/C MK II ROADSTER

A great-driving, fully restored original and rare TD/C in white with black leather and chrome wire wheels. Complete with very rare and original fascia plug-in trouble lamp, tools and manual. \$38,000



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.



1986 MASERATI QUATTROPORTE

Amazingly well-kept car from a local two Maserati family. Beautiful black body with fabulously luxurious original saddle glove leather and Briarwood interior trim--in near-new condition. 37,109 miles. \$24,500



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. \$95,000.

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1950 JAGUAR MK V SALOON

A beautiful and fully restored 3.5 litre, U.S. delivery, sunroof saloon. Dove Grey/Saddle leather and polished walnut interior. Near-flawless body, excellent interior, drives fabulously well.



1959 CHEVROLET EL CAMINO.

Outrageous in black with tan interior. Beautiful condition inside and out and drives great. Original V-8 and automatic transmission.



1986 AC AUTOKRAFT COBRA

Unmarked blood red aluminum body, beautiful black leather, top and curtains. Fascinating history and just 7,202 miles.

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2005 Aston Martin DB9 Volante finished in Obsidian Black with black hide interior. It is a beautiful example with a complete service history and finished to a very high specification which includes Paddleshift transmission, satellite navigation, air conditioning, sports wheels and Powerfold mirrors. Offered at a competitive price of **£45,950**



2000 Aston Martin DB7 Vantage Coupe finished in Solent Silver with Pacific blue and Parchment hide interior. The car has covered only 30,000 from new and comes with a complete Aston Martin service history and is in superb condition throughout. The spec includes automatic transmission, air conditioning, Satellite navigation, 18" alloys and a 6 stack CD player. DB7 Vantages as good as this are now becoming rare and are an appreciating asset if kept in this condition. Very realistically priced at **£34,950**



1978 Aston Martin V8 OI finished in Aegean blue with contrasting oatmeal hide interior. Undoubtedly one of the best available with the benefit of a full engine rebuild and upgrade at Aston Engineering only 7000 miles ago. It has just been the subject of a back to metal repair so the exterior is perfect and is well complimented by a superb interior with freshly veneered dash and door cappings. The car is superb to drive and will undoubtedly continue to appreciate. **£129,950**



1970 Aston Martin DB6 MkII FI finished in Aston Racing Green with tan hide interior. This is an original factory fuel injected car with correct "C" type head and original Vantage cams. With the advancement of technology regarding fuel injection systems since the car was built, we are now in the process of refitting the injection system which will result in a very quick DB6. Fitted with 5 speed manual transmission and power assisted steering it is perfect for numerous Aston Martin events and continental touring. Bound to continue to appreciate. **£395,000**



1990 Aston Martin Virage Coupe. A rare opportunity to acquire a beautiful example that has been serviced from new by Aston Martin Main agents and respected specialists. Finished in Buckingham Green with tan hide and just renewed wood veneers and fitted with automatic transmission, air conditioning and 5 spoke Volante alloy wheels. The car drives exceptionally well and has covered just 53,000 miles and comes with a very detailed history file. **£55,000**



1961 Aston Martin DB4 series IV finished in Kingfisher blue with tan hide interior. This car is a real pleasure to drive and has been the subject of a total restoration in the mid 90's and has remained in superb condition ever since. It sits on excellent chrome wire wheels and comes with a considerable history file containing numerous invoices and a copy of the original build sheet. A seriously sound investment at **£495,000**



1963 Jaguar 3.8 E type Lightweight finished in British Racing Green and built about 20 years ago by Phil Stott to a very high standard. Sigma engineering engine producing in excess of 300 BHP and highly placed in the Spa 6 Hours on two occasions. Prepared for 2016 season and competitively priced at **£139,950**



1963 Austin Healey 3000 MkII finished in Colorado Red and fully prepared by Denis Welch Motor Sport and a front runner in the Healey Championship. The car has a freshly rebuilt competition engine by Denis Welch and a full specification of this Alloy bodied Healey is available on request. Very competitively priced at **£79,950**



1962 Jaguar E type 3.8 FHC race car. This is a freshly built car by Wren Classics raced only once since completion in 2015. It comes with current HTPP papers for GTS group7 allowing it to race in numerous high profile events. Engine by Peter Landers o Sigma Engineering, fresh straight cut gear box by Dennis Welch. On the button and completely ready for 2016 season **£149,950**



1965 Jaguar 3.8 Mk II finished in Deep Ocean blue with grey hide interior and restored to a very high standard about 20 years ago. It has covered a mere 8,000 miles since and remains in near perfect condition. It has an upgraded engine on 2" SU's to Combes specification with a stainless steel exhaust and chrome wire wheels. It is a beautiful example sensibly priced at **£59,950**



1962 Jaguar 3.8 MkII by Vicarage Engineering. This is a truly splendid and fully upgraded example finished in Primrose Yellow with contrasting green hide interior and beautifully veneered dash & door cappings. Specification includes air conditioning, power assisted steering, satellite navigation, CWW, modern automatic transmission and upgraded brakes. Stunning Motor Car well below the build cost at **£79,950**



1962 Jaguar 3.4 MkII finished in Gunmetal grey with contrasting red hide interior. This is a very well kept example sitting on chrome wire wheels with the benefit of a manual 4 speed gearbox with an overdrive. The car has been the subject of regular maintenance and is excellent value for money in today's market. Very sensibly priced at **£27,950**



1965 Ford Mustang 289 Notchback finished in Racing green and fully prepared and sorted for historic racing. Whilst the current spec is beyond FIA, it can be raced in numerous race series and would easily convert back to FIA spec. This is one of the best prepared race cars we have had the pleasure of being able to offer and is race ready for 2016. Huge history file. A real bargain for one in this condition at **£69,950**



1955 Austin Healey 100/4 BN2 finished in traditional pale metallic blue with dark blue hide interior. This car has been the subject of a total restoration and is in superb condition throughout. The work has been executed to a very high standard and any inspection is welcomed. Very realistically priced at **£69,950**



1963 Corvette Stingray finished in Deep Ocean blue and prepared for Historic racing. It comes with FIA papers and is eligible for numerous high profile events but is road registered and comes with its original interior and competition seats for racing. Realistically priced at **£65,000**



1981 Ferrari 308 GTSi (LHD) finished in Black with contrasting red hide interior and having covered just 16,000 miles from new. It has had just 3 owners and comes with a considerable service record and is now very realistically priced at **£69,950**



2005 Porsche 997 Carrera "S" 2, 3.8 finished in Estoril Blue with dark blue hide and fitted with 6 speed manual transmission, sports exhaust sports steering wheel and electric seats. This is a fabulous example that has covered 49,000 miles and comes with a complete service history. It had an engine replacement by Porsche at 29,000 miles, hence only 20,000 miles on the current engine. Excellent value at only **£26,950**



1989 Mercedes 500 SEC finished in Silver Sand with contrasting Chocolate brown hide interior. It is in very nice condition throughout and the interior is exceptional. It comes with a considerable history file and is priced to sell at **£8,950**

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1982(X) BMW E21 320i Coupe Automatic. Metallic Polaris Silver with Blue Cloth. Stunning time-warrior 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. **£12,995**



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. **£11,995**



Cherished registration number
3K4 SMH. Nice letter combination with only a single digit with the prefix letter. August 1992 registration so can be fitted on any car first registered after that date.
£795



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**



1978 Mercedes 450SLC Coupe.
Metallic Dark Green with matching Light Green velour upholstery. LHD. UK and Netherlands registration papers. Automatic, PAS, electric windows, factory alloy wheels, stereo. Good original example of this rare model. **£9,995**



2010(10) Audi TT 1.8T FSI Roadster. Brilliant Black with Charcoal trim and Black electric roof. 6 speed, climate control, PAS, ABS, ESP, Audi CD stereo with i-pod adaptor, cruise-control, reverse parking sensors, heated seats, e-w, alloys. Only 57,300 miles with Audi FSH. Fast and economical, absolutely pristine throughout. **£10,495**



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**



2002 BMW M3 Convertible. Metallic Silver with Black leather. Power hood, desirable and reliable 6-speed manual gearbox, all usual refinements including climate control, electric seats, cruise control, power hood, factory M3 alloy wheels. Only 75000 miles with full service history. Superb condition throughout. **£9,995**



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. **£23,995**



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. **£15,995**



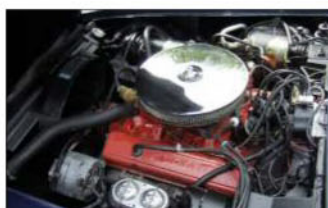
1992(K) BMW E36 318i Saloon. Diamond Black Metallic with Anthracite cloth. Switchable auto, PAS, e-sunroof, e-w, e-mirrors, factory alloys, BMW stereo. 'Time-warrior' car having covered only 29,800 miles from new, with 1 lady owner from new until 2014. Original purchase invoice. Every mile from new documented in writing and FSH from new. Pristine. **£2,795**



1955 Jaguar XK 140 DHC. Original UK RHD drophead coupe, Carmen Red with Grey leather and Black mohair hood. Original matching numbers engine. Manual with O/D and 16" CWW. Only 3,500 miles since ground-up show quality restoration documented with £70,000 of bills and photographs. **£P.O.A**



1972(K) Chevrolet Corvette Stingray Convertible.
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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



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Razor edge coachwork by Hooper. In present ownership for almost 50 years. Wonderfully patinated and original. Requires detailing to maximise its potential.



1973 GTS Ferrari Dino Spyder

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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 £15,950



1966 Jaguar 3.8 S-Type

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Tourer Torpedo 1927



Corvette C1
1954



Austin Healey 100
BN1 JAG 3.8 1955



Porsche 911-993
Targa 1996



MG L-Type 1100
6 Cyl. Magna 1933



Corvette C1
1961



Sunbeam Alpine
Harrington Le Mans 1962



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BSA Ten Saloon
1934



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1969 VW Camper. The VW is excellent on the road, it drives exceptionally well and has been used for family days out and holidays to the Lake District, Wales and Cornwall..... **£19,995**



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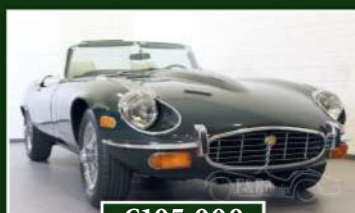
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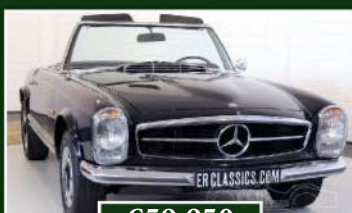
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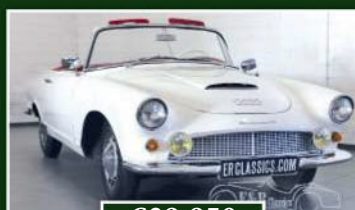
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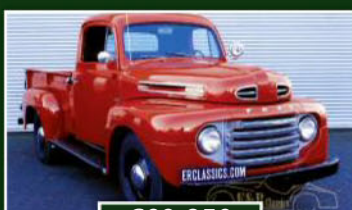
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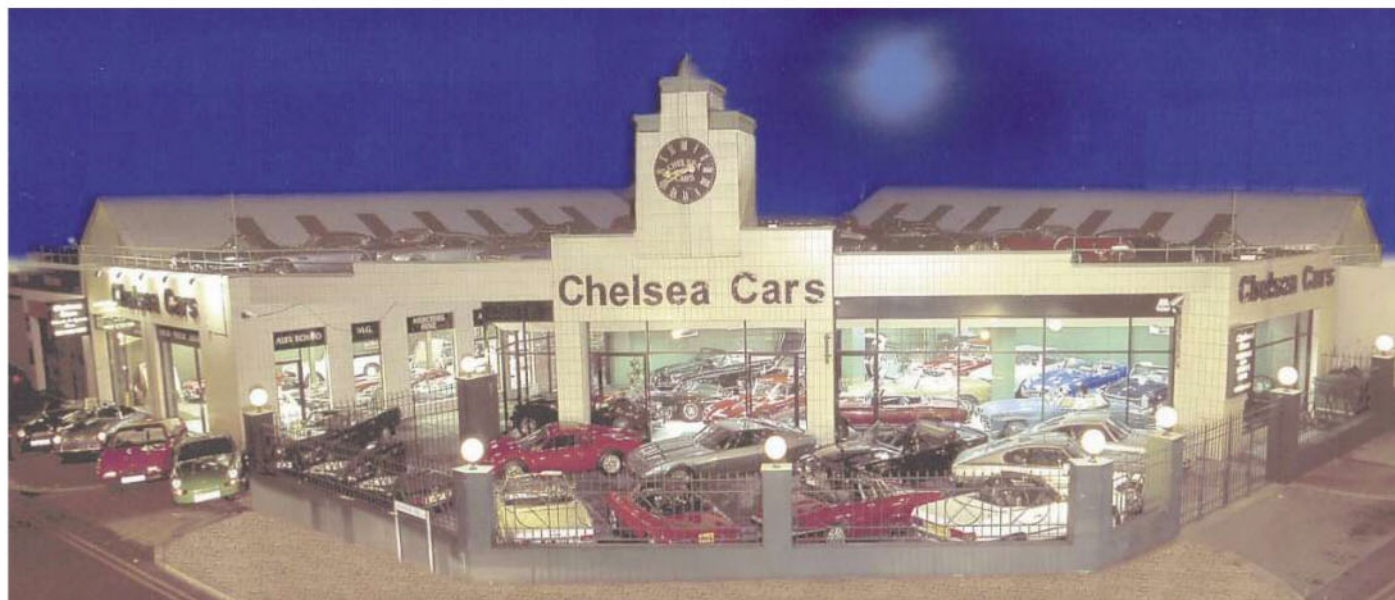


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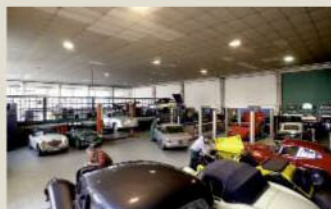
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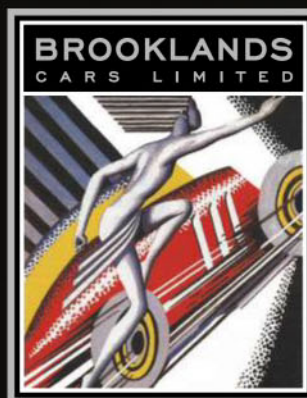
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Lamborghini Countach LP400 S Carburator, European version 1981



Jaguar XK 120 DHC, original European car so LHD, Matching numbers 1953



Jaguar E-Type 3.8 Series 1 Coupe, European version! 1962



Alfa Romeo 1750 GT Veloce Bertone Coupe, TOP RESTORED CONDITION 1971



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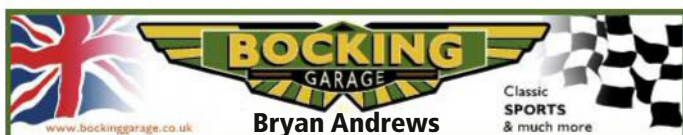
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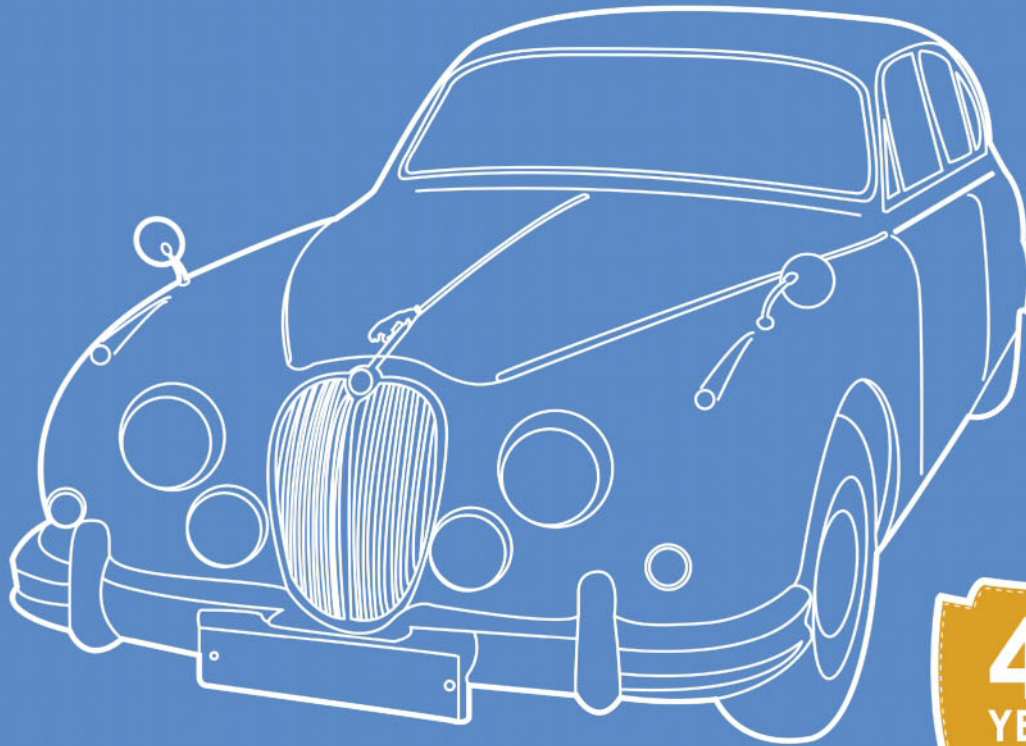
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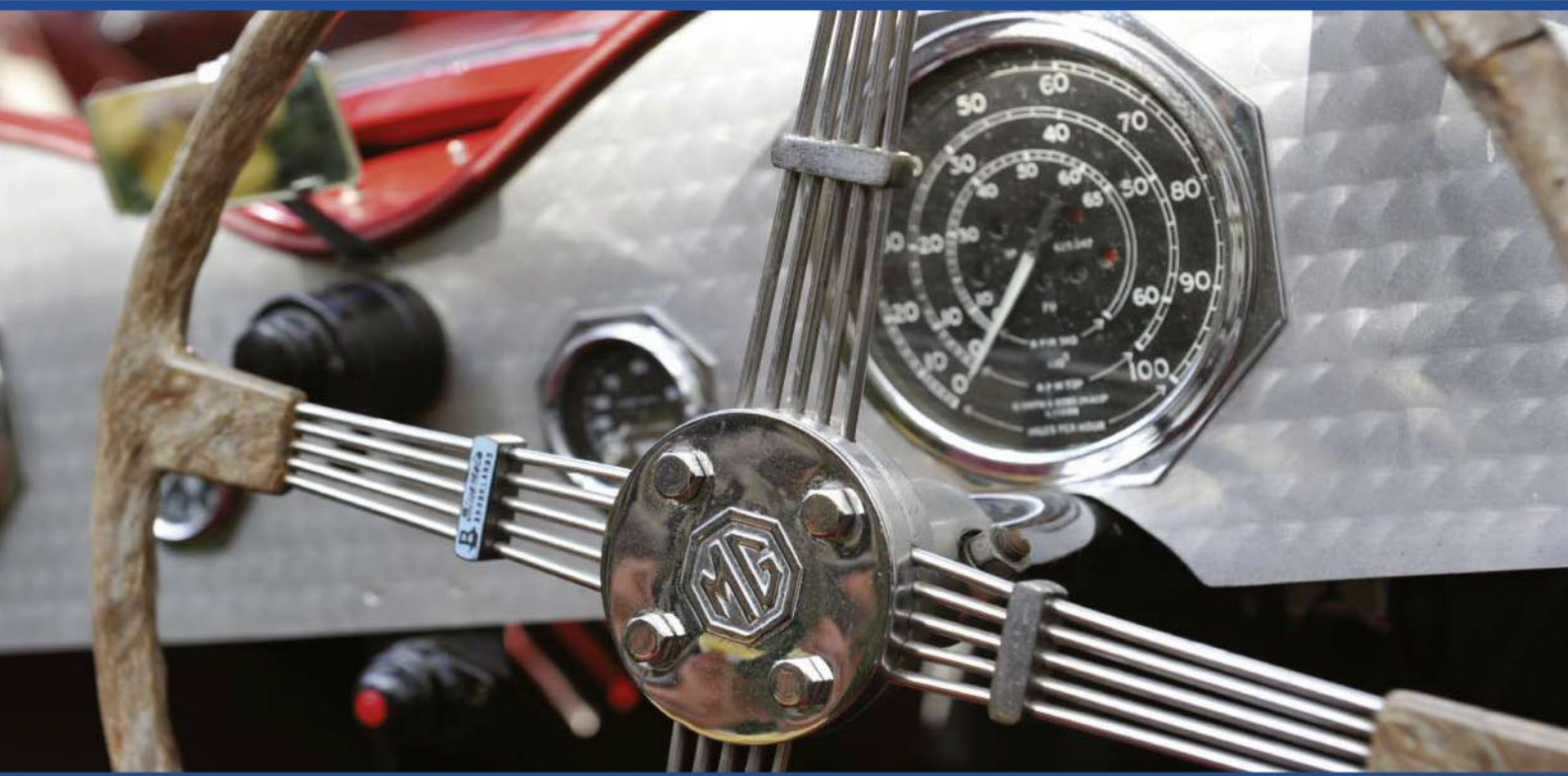
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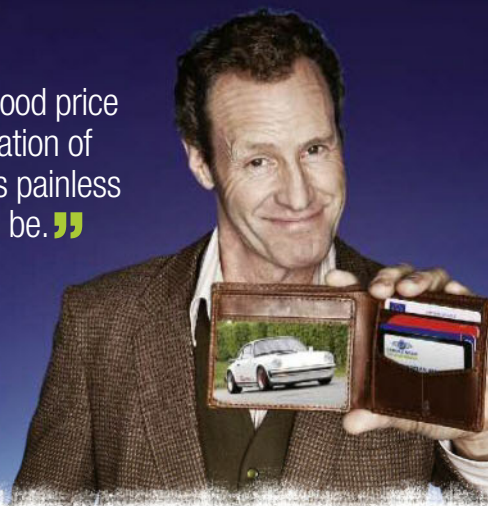
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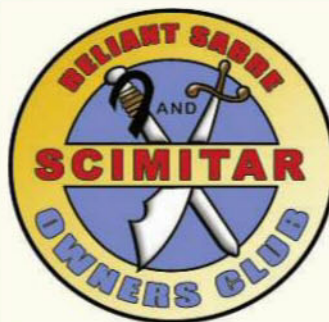
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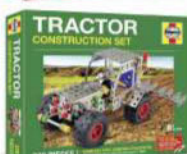
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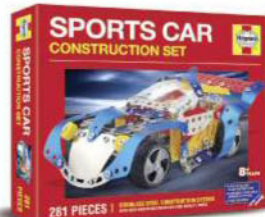
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F355 Spider	95-99	80,000	70,000	55,000	42,500	3946	183	▲
Testarossa	84-90	100,000	75,000	52,000	37,000	4942	181	▲
512 TR	91-94	130,000	100,000	65,000	50,000	4943	193	▲
F512 M	94-96	160,000	120,000	80,000	62,000	4943	194	▲
456 GT	92-98	37,500	30,000	22,500	17,500	5474	186	▲
288 GTO	84-87	1.6m	1.4m	1.2m	1m	2855	190	▲
F40	88-92	800,000	700,000	575,000	485,000	2936	201	▲
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850 Coupé	65-73	6500	5000	2400	850	903	96	▲
850 Spider	65-73	12,000	9000	4250	2000	903	96	▲
124 Special 1.2/1.4	66-73	2500	1600	750	300	1438	100	▲
124 Coupé	66-75	7000	5000	2200	800	1756	115	▲
124 Spider 1.4/1.6	66-72	14,000	10,000	4500	2000	1608	112	▲
124 Spider 1.7/2.0	72-81	10,000	7000	3000	1500	1756	108	▲
124 Spider Abarth	72-75	25,000	18,500	12,000	6500	1756	118	▲
Pininfarina Spider	82-85	12,000	8000	3750	1650	1995	104	▲
Dino Spider 2.0/2.4	67-73	107,500	80,000	52,500	32,500	2418	130	▲
Dino Coupé 2.0/2.4	67-73	35,000	26,000	16,500	10,000	1987	122	▲
1300 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	▲
130 Coupé	72-76	16,000	12,000	6500	3250	3235	114	▲
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	▲
128 3P coupé	75-78	6000	4500	2000	1000	1301	102	▲
X19	77-89	4000	3000	1400	650	1290	100	▲
Barchetta	95-02	5000	3750	2250	1000	1747	118	▲

FORD								
AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sporting Escort OC (01359 231384); Mustang CC FF (moogb.net)								
Prefect	40-53	5000	3850	1750	950	1172	68	▲
Pilot V8	47-51	12,500	10,000	6000	3500	3622	82	▲
Anglia/Popular 103E	46-59	6000	4250	2000	1100	1172	61	▲
Anglia 100E/Popular	53-62	4500	3000	1250	625	1172	71	▲
Prefect 107E	59-61	5500	4000	2000	1000	997	73	▲
Anglia 105E	59-68	5600	4000	1750	750	997	74	▲
Anglia 123E	62-68	6000	4250	2000	950	1197	82	▲
Consul MkI	50-56	6750	5000	2500	1250	1508	73	▲
Zephyr Six MkI	50-56	10,000	7000	3500	1750	2262	82	▲
Zephyr Zodiac	53-56	12,500	9500	4750	2250	2262	84	▲
Consul MkII con	52-56	16,500	12,500	6750	4000	1508	73	▲
Zephyr MkI con	52-56	25,000	20,000	12,000	6500	2262	82	▲
Consul MkII	56-62	8500	5000	2500	1250	1703	79	▲
Zephyr MkII	56-62	12,000	8000	3500	1600	2553	88	▲
Zodiac MkII	56-62	13,000	9000	4000	1800	2553	88	▲
Consul MkII con	56-62	12,000	8500	4750	2500	1703	78	▲
Zephyr MkII con	56-62	20,000	15,000	9000	5500	2553	88	▲
Zodiac MkII con	56-62	22,500	16,500	10,000	6000	2553	88	▲
Zephyr MkIII	62-66	7000	5000	2250	900	2553	95	▲
Zodiac MkIII	62-66	8000	5850	2750	1250	2553	100	▲
Zephyr 4.6 MkIV	66-72	4250	2850	1250	625	2994	100	▲
Zodiac MkIV/Exec	66-72	5250	3500	1500	750	2994	100	▲
Consul Classic	61-63	5750	4200	1850	925	1498	79	▲
Consul Capri/GT	61-64	9000	6500	3000	1350	1340	80	▲
Corsair/V4	64-70	4750	3200	1500	700	1663	90	▲
Corsair GT	64-67	5250	3500	1750	800	1996	100	▲
Corsair 2000E V4	67-70	6500	4500	2000	1000	1996	100	▲
GT40	64-68	3m	2.1m	1.6m	1.35m	4736	198	▲
Mustang coupé	64-68	20,000	15,000	9000	5000	4727	120	▲
Mustang fastback	65-68	30,000	22,500	14,000	7500	4727	120	▲
Mustang	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 MkI	62-66	6000	4250	1900	850	1498	82	▲
Cortina MkII GT	63-66	14,000	9500	5000	2650	1498	91	▲
Cortina MkIII	66-70	5000	3500	1750	800	1599	87	▲
Cortina MkII GT	66-70	8500	6000	2650	1300	1599	98	▲
Cortina 1600E	67-70	10,000	7000	3250	1500	1599	98	▲
Cortina MkIII	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 MkI 1.1/1.3	68-75	5500	3500	1750	800	1298	83	▲
Escort Twin Cam	68-71	40,000	32,500	24,000	17,500	1558	113	▲
Escort GT/Sport	68-73	9250	6750	3250	1750	1298	96	▲
Escort 1300E	73-75	8250	5750	2850	1600	1298	94	▲
Escort Mexico	70-75	22,000	16,000	8500	4500	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 MkII Ghia	75-80	5500	3750	1850	850	1599	97	▲
Escort MkII Sport	75-80	8500	6500	3500	1650	1599	101	▲
Escort MkII Mexico	76-78	16,500	12,000	6750	4000	1593	105	▲

NE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Escort MkII RS1800	75-77	37,500	30,000	22,500	15,000	1835	112	▲
Escort MkII RS2000	75-80	16,500	12,000	6500	3750	1939	109	▲
Escort XR3i/XR3i	81-86	4500	3000	1500	400	1597	116	▲
Escort RS1600i	83-84	8500	6500	3500	2000	1597	117	▲
Escort XR3i cabrio	84-90	2750	1950	950	400	1597	107	▲
Escort RS Turbo	84-90	8000	6000	3000	1250	1597	122	▲
Capri MkI 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	45,000	35,000	20,000	12,000	3091	125	▲
Capri MkII 1.6/2.0	74-82	7000	4750	2200	1100	1993	110	▲
Capri MkII 3.0	74-82	12,500	8750	4000	1750	2994	116	▲
Capri MkI 2.8i	81-87	11,000	7500	3500	1400	2792	129	▲
Capri 280 Brooklands	87-88	15,000	11,500	6000	3000	2792	129	▲
Consul Granada 3.0	72-77	6750	5000	2250	1000	2994	113	▲
Granada 3.0 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	25,000	20,000	15,000	9000	1993	144	▲

FRAZER NASH								
VSCC Frazer Nash section (01285 720483)								
Le Mans Replica	48-52	750,000	600,000	400,000	300,000	1971	115	▲

GILBERT								
Gilbert Owners' Club (01926 512136)								
GT MkI 950-1800	59-67	12,500	9000	5000	3000	1588	111	▲
Genie	66-70	9500	6750	3500	1600	2994	120	▲
Invader I/II/III	71-74	11,000	8500	4000	1750	2994	120	▲

GINETTA								
Ginetta Owners' Club (01724 352801; email: membership@ginetta.org)								
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	▲

GORDON-KEEBLE								
Gordon-Keeble Owners' Club (01280 701009)								
GK/T	64-67	80,000	65,000	42,500	27,500	5395	135	▲

HEALEY								
Association of Healey Owners (01425 480243)								
Elliott saloon	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	▲

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale					cc	Top speed	Price change
			Mint	Good	Rough	£				
LAMBORGHINI										
Lamborghini Owners Club UK (lamborghiniukclub.com)										
350 GT/400 GT Inter	64-67	500,000	400,000	300,000	225,000	3497	147			
400 GT	67-68	425,000	350,000	265,000	190,000	3929	150			
Miura P400	66-69	550,000	450,000	350,000	250,000	3929	170			
Miura 400S	69-71	750,000	650,000	525,000	400,000	3929	172			
Miura SV	71-75	1.3m	1.15m	1m	750,000	3929	175	▲		
Islero	68-70	185,000	150,000	95,000	60,000	3929	160	▲		
Jarama	70-78	75,000	56,000	35,000	20,000	3929	162			
Espada I/III	68-78	100,000	75,000	50,000	32,500	3929	154	▲		
P250 Urraco	73-74	30,000	22,500	15,000	10,000	2463	148			
P300 Urraco	75-76	35,000	27,500	20,000	12,500	2997	158	▲		
Silhouette	76-77	39,000	29,000	18,000	11,000	2997	160			
Jaipa	82-86	62,000	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	300,000	250,000	180,000	125,000	3929	164	▼		
C'tach LP5000S	82-84	190,000	155,000	115,000	80,000	4754	165			
Countach 5000qv	85-90	225,000	200,000	150,000	100,000	5167	179			
Diablo	91-99	125,000	95,000	75,000	60,000	5700	202			

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		

LANCIA Lancia Motor Club (lanciamotorclub.co.uk)									
Aprilia	37-49	27,500	21,000	12,000	6500	1486	80	▼	
Applia saloon	53-63	10,000	7000	4000	2000	1089	80		
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6500	1754	90		
Aurelia B20 GT	53-58	145,000	115,000	75,000	50,000	2451	113		
Aurelia B24 Spider	55-56	925,000	750,000	625,000	500,000	2451	115	▼	
Aurelia B24 conv	57-58	310,000	240,000	195,000	150,000	2451	108	▼	
Flaminia saloon	57-70	9000	7000	3750	1750	2458	100		
Flaminia coupé	59-67	48,000	35,000	20,000	14,000	2775	112		
Flaminia GT/GTL/3C	59-67	72,000	52,000	32,000	22,000	2775	115	▲	
Flaminia convertible	59-67	130,000	100,000	57,500	37,500	2775	110	▲	
Flaminia Sport Zag	59-67	325,000	250,000	160,000	100,000	2775	130		
Flavia saloon	61-70	5500	4000	2000	850	1488	105		
Flavia coupé 1.5/1.8	62-68	15,000	11,000	5500	2500	1800	112		
Flavia Sport Zagato	63-67	55,000	40,000	25,000	15,000	1800	120		
Flavia 2000 saloon	70-74	55,000	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	24,000	20,000	15,000	12,000	1995	128		
HF Turbo	84-90	5500	3650	1650	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 B.32	88-90	10,000	7500	3500	2000	2927	140		

LAND ROVER Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN									
Series I	48-53	36,500	24,000	12,000	5500	1595	60	▲	
Series I	53-58	20,000	14,000	6500	3000	1997	60	▲	
SII/IIA 2.2/2.6	58-71	13,000	8500	4000	1750	2625	70	▲	
SII 2.2/2.6/3.5	71-85	9500	6500	2750	1000	3528	86	▲	
Range Rover 2dr	70-72	40,000	30,000	20,000	10,000	3528	96	▲	
Range Rover	73-89	20,000	12,000	6000	1500	3528	96	▲	

LEA-FRANCIS Lea-Francis Owners' Club (01865 407515)									
14hp/14/70 saloon	46-54	10,000	7750	4000	2750	1767	75		
14hp/21+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 76219)									
Six	53-56	35,000	26,500	17,500	13,000	1172	93		
Elite	57-63	52,000	56,000	37,500	25,000	1216	113		
Seven SII	60-68	25,000	19,000	12,500	8000	1098	92		
Super Seven 1.3-1.6	61-69	30,000	24,000	16,000	10,000	1498	103		
Seven SIII 1.3/1.6	68-70	26,000	20,000	12,500	8000	1599	108		
Seven S4	69-73	15,000	11,000	6000	3250	1599	108		
Lotus Cortina MkI	63-64	49,500	39,500	26,500	18,000	1558	103		
Lotus Cortina MkII	64-66	45,000	35,000	24,500	16,500	1558	103		
Cortina II Lotus	67-70	21,000	16,000	10,500	6500	1558	102		
Elan S1 dhc	62-64	32,500	26,500	17,500	11,000	1558	119		
Elan S2-3 dhc	64-68	30,000	22,500	13,500	8000	1558	119	▲	
Elan S4 dhc	68-71	27,500	20,000	12,500	7500	1558	120	▲	
Elan S3/S4 cpé	66-71	30,000	22,000	12,000	7000	1558	123	▲	
Elan Sprint con	71-73	40,000	32,000	20,000	13,500	1558	121		

NE RENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
Elan Sprint Coupé	71-73	35,000	27,500	16,500	11,000	1558	121	▲	
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		
Elite, Edcat	74-82	5500	4000	2000	800	2174	129		
Esprit S1	76-78	30,000	25,000	18,500	12,500	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	20,000	15,000	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	225,000	175,000	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	200,000	150,000	85,000	57,500	3485	138	▲
Mistral coupé	63-70	135,000	105,000	65,000	42,000	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	15,000	10,500	5250	2750	4930	122	▲
Mexico	65-72	75,000	55,000	32,000	22,000	4719	150	
Indy	66-74	60,000	46,000	28,000	20,000	4719	156	▲
Ghibli 4.7	67-70	155,000	115,000	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	195,000	150,000	95,000	65,000	4930	172	▲
Ghibli SS Spyder	71-72	600,000	500,000	400,000	300,000	4930	170	
Bora 4.7/4.9	71-79	130,000	100,000	60,000	35,000	4719	160	▲
Merak	72-75	40,000	26,500	15,000	8000	2965	135	▲
Merak SS	76-83	49,500	34,000	18,000	9500	2965	147	▲
Khamsin	74-82	85,000	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	10,000	5500	3000	2790	155	
3200GT	98-01	13,900	10,250	7500	5000	3217	180	

PRICE GUIDE

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
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	25,000	17,500	12,000	8500	1498	85	▲
4/4 1600/CVH	68-88	20,000	15,000	10,500	7000	1597	105	▲
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	▲
Plus 8	68-72	34,000	28,500	20,000	12,500	3528	125	
Plus 8	73-86	26,500	22,000	15,000	9000	3528	125	
Plus 8 injection	84-04	32,000	26,500	16,000	9000	3528	125	

MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)							
Minor MM lowlamp	48-51	7500	5500	3000	1500	918	64	
Minor MM L-L Tourer	48-51	12,500	9000	4650	3000	918	64	▲
Oxford MO	48-54	5250	4000	1750	850	1476	72	
Six	49-54	6500	5000	2400	1000	2215	86	
Minor MM/SII	50-56	5650	4200	1850	675	803	63	▲
Minor MM/SII conv.	50-56	9500	7000	3500	1750	803	63	▲
Minor SII Traveller	53-56	9000	6250	2750	1000	803	63	▲
Minor 1000	56-70	6000	4500	1950	650	1098	77	▲
Minor 1000 conv.	56-69	12,000	8000	4000	2000	1098	77	
Minor 1000 Traveller	56-71	11,000	8000	3500	1000	1098	76	
Cowley 1200/1500	54-57	3000	2000	1000	500	1489	74	
Isis	55-58	6000	4500	2000	900	2639	90	
Oxford II-III	54-60	4750	3600	1600	850	1489	78	
Oxford V-VI	59-71	4000	2750	1100	500	1622	80	

NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)							
Prinz	58-72	5250	3500	1500	750	598	71	
Sport Prinz coupé	59-67	7000	4750	2500	1400	598	76	
Wankel spider	64-67	16,500	12,500	7000	4000	497	95	
1000	64-72	5000	3250	1400	650	996	80	▲
1200TT	67-72	17,500	12,500	7500	4500	1177	110	
Ro80	67-76	7500	5500	2250	550	995	108	

OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)							
GT	68-73	12,500	8500	4000	2000	1897	111	
Manta A coupé	70-75	6500	4250	1750	850	1897	105	
Manta GT/E	75-88	4250	3000	1400	600	1979	122	

PANHARD	Panhard et Levasseur Club GB (0161 483 8262)							
PL17 saloon	59-64	5500	4000	2000	1000	845	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	30,000	22,500	16,500	12,000	4235	115	▲
De Ville 4.2/5.3	74-85	40,000	32,000	22,500	15,000	5343	135	
Lima/Kallista	76-90	8750	6500	3650	2200	1596	98	▲
Kallista 2.8/2.9i	82-90	11,000	8250	5000	3000	2933	112	▲

PEERLESS/WARWICK	TR Register (01235 818866)							
GT	57-62	25,000	18,000	12,000	7000	1991	105	

PEUGEOT	Club Peugeot UK (020 8888 8722)							
203 saloon	48-60	9000	6500	3000	1250	1290	70	
403 saloon	55-66	6500	4650	2250	1100	1468	81	▲
403 cabrio	57-61	12,500	9000	6000	2000	1468	81	▲
204/304 saloon	65-74	3600	2400	1250	600	1288	90	▲
204/304 coupé	67-75	5000	3500	1950	950	1288	90	▲
204/304 cabrio	67-75	8500	5250	2750	1250	1288	88	▲
404 saloon	60-75	7000	5000	2500	1200	1618	90	▲
504 saloon	68-83	3500	2500	1200	550	1971	104	▲
504 cabrio	69-83	20,000	15,000	7250	4000	1971	105	▲
504 coupé	69-83	9000	6250	3500	1650	1971	107	▲
504 V6 cabrio	74-83	25,000	20,000	11,000	5000	2664	117	▲
205 T16	83-85	140,000	115,000	80,000	60,000	1774	130	▲
205 GTi 1.6	84-90	7500	5000	2250	825	1580	122	▲
205 CTI cabrio	86-92	5000	3250	1500	500	1580	120	▲
205 GTi 1.9	87-94	9500	7000	3000	1250	1905	126	▲

PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk							
GT1/P2 1.6	68-74	30,000	24,000	16,000	10,000	1599	115	

PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)							
356 pre-A	49-55	160,000	125,000	85,000	65,000	1488	90	
356 cabrio 1.3/1.5	51-55	200,000	155,000	110,000	85,000	1488	90	
356 Speedster	54-58	250,000	200,000	150,000	100,000	1488	92	
356 Convertible D	58-59	125,000	105,000	75,000	50,000	1488	92	
356A	55-59	84,000	60,000	38,000	24,000	1582	113	
356B/C	60-65	75,000	55,000	33,000	22,000	1582	113	
356A cabrio	55-59	110,000	82,500	55,000	40,000	1582	113	
356B/C cabrio	60-65	100,000	75,000	50,000	37,500	1582	113	
356 A/B Carrera	55-62	300,000	240,000	185,000	140,000	1582	113	
Carrera 2	63-65	400,000	350,000	300,000	250,000	1966	125	
911 2.0	64-65	160,000	125,000	82,500	62,000	1991	131	▲
911 2.0	66-69	86,500	62,500	40,000	32,000	1991	131	▼
911S 2.0	66-69	150,000	117,500	80,000	60,000	1991	140	▼
912	65-69	35,000	27,500	17,000	11,000	1582	112	
911L/T	67-73	65,000	48,000	29,000	20,000	2195	131	
911E	68-73	76,000	56,000	35,000	25,000	2341	138	
911S 2.2	69-71	137,500	107,500	72,000	52,000	2195	144	▼
914-4	69-75	16,000	12,000	6000	3500	1795	112	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
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	540,000	440,000	340,000	290,000	2687	149	▼
911 2.7	73-77	30,000	22,000	12,500	7500	2687	135	
911S 2.7	73-77	42,000	32,000	22,000	15,000	2687	140	▼
Carrera 2.7	73-77	115,000	90,000	60,000	35,000	2687	148	▼
911 Turbo (930) 3.0	75-77	100,000	80,000	55,000	40,000	2995	156	
Carrera 3.0	76-77	65,000	50,000	30,000	18,000	2994	146	

924	76-85	3000	2250	1000	400	1984	126	
924 Turbo	78-83	5250	4000	1800	850	1984	144	
924 Carrera GT	80-81	55,000	40,000	25,000	18,500	1984	150	▲
924S/Le Mans	85-88	6500	3650	1500	500	2479	136	▲
928S/S2	77-87	10,000	7750	4000	1750	4664	155	
928 S4	86-95	16,000	11,000	5500	2500	4957	161	
928 GT	89-92	20,000	15,000	10,000	6500	4957	168	
928 GTS	91-95	25,000	20,000	14,000	10,000	5396	171	
911 Turbo (930) 3.3	77-90	77,500	57,500	36,000	26,000	3299	160	▲
911SC	77-83	31,500	24,500	16,500	11,000	2994	149	▲
911SC cabrio	82-83	33,000	26,500	18,500	12,500	2994	145	▲
Carrera 3.2	83-89	29,500	22,500	15,000	10,000	3164	158	
Carrera cabrio	83-89	32,000	25,000	17,500	12,000	3164	155	
Carrera 3.2 Supersport	84-89	45,000	35,000	22,500	15,000	3164	158	
911 Speedster	88-89	120,000	97,500	70,000	50,000	3164	158	▼
959	87-88	650,000	575,000	500,000	400,000	2994	190	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	5250	3750	2100	650	2479	134	
944 Turbo	85-91	12,500	9000	4500	2250	2479	157	▲
944S	86-88	5750	4500	2650	1300	2479	140	
944 S2	88-92	7000	5000	3000	1450	2990	149	
944 S2 Cabrio	89-92	12,000	8000	4200	2300	2990	149	
944 Turbo Cabrio	'91	14,000	10,500	7500	6000	2479	150	
911 (964)	89-94	48,000	36,000	22,000	13,500	3600	158	▲
911 Turbo (964)	90-94	90,000	70,000	45,000	27,500	3299	167	▲
911 Carrera RS (964)	92-94	200,000	179,000	139,000	100,000	3600	162	NE
968	92-95	12,500	10,500	7500	3900	2990	150	
968 Club Sport	93-95	20,000	15,000	11,000	7000	2990	154	
911 Carrera (993)	94-97	50,000	39,000	29,000	20,000	3600	160	▲
911 Turbo 4 (993)	95-98	99,000	79,000	55,000	40,000	3600	180	▲
911 CAS/C2S (993)	95-97	79,000	60,000	45,000	30,000	3600	171	▲
911 Carrera RS (993)	94-95	250,000	220,000	185,000	135,000	3746	175	▲
911 GT2 (993)	95-96	520,000	450,000	350,000	250,000	3600	187	
Boxster 2.5	96-99	6750	5750	3500	1900	2480	149	▼
Boxster 2.7	99-04	9900	7900	4900	2850	2687	156	
Boxster 3.2S	99-04	12,000	9750	5600	3500	3179	164	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' Club (01453 548887)	
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NE DENOTES NEW ENTRY TO PRICE GUIDE			Private sale						
	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change	
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 III sports	59-63	14,000	9000	4250	1850	1592	101	▲	
Alpine III sports	63-64	14,500	9250	4500	1850	1592	100	▲	
Alpine IV sports	64-65	13,500	8250	3950	1600	1592	92	▲	
Alpine V sports	65-68	14,000	9000	4250	1750	1725	100	▲	
Harrington GT	61-63	16,000	11,500	6000	3000	1592	105	▲	
Tiger I	64-66	50,000	36,000	22,500	15,000	4261	120		
Tiger II	67-68	65,000	48,500	30,000	20,000	4727	125		
Rapier I-V	55-67	8500	6000	2750	1250	1725	95	▲	
Rapier II-IIIa con	58-63	15,000	11,000	5000	2500	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	5000	3500	1600	750	875	90	▲	
Stiletto	67-72	5500	3750	1750	850	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)							
Doretta	54-55	30,000	22,500	16,000	8500	1991	102

TALBOT Sunbeam Lotus Owners' Club (01423 734624)							
Sunbeam-Lotus	79-81	20,000	14,000	7500	4500	2174	120 ▲

TOYOTA Toyota Enthusiasts' Club (020 8898 0740)							
2000GT	67-70	700,000	600,000	500,000	400,000	1988	128 ▼
Celica GT 1.6/2.0	70-77	7500	5500	2500	1250	1588	105
Celica GT 1.6/2.0	74-77	10,000	7500	3250	1600	1968	111
Celica Supra 2.0i	82-85	5000	3250	1500	700	2795	126
MR2	84-90	4250	3000	1250	500	1587	124
Supra Turbo	88-92	4250	3000	1400	600	2954	142 ▲

TRIDENT Trident Car Club (020 8644 9029)							
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120

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	29,500	22,500	13,500	7000	2088	77
1800/2000/Renown	46-54	7500	6000	2750	1200	2088	74
Mayflower	50-53	4500	3000	1400	700	1247	65
TR2	53-55	33,500	25,000	14,500	8250	1991	107
TR3/3A 2.0/2.2	55-61	30,000	22,500	13,500	7500	1991	106
TR4	61-65	26,500	19,000	10,500	6000	2138	109
TR4A	64-67	27,500	20,000	11,000	6250	2138	110
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	11,500	9500	5500	2500	3528	130 ▲
Herald saloon	59-70	3750	2500	1200	550	1147	76 ▲
Herald coupé/conv	59-67	6750	4500	2000	1000	948	80 ▲
Herald 12/50, 13/60	63-71	4000	2750	1250	600	1296	84
Herald 13/60 conv	67-71	6250	4000	1950	900	1296	85 ▲
Vitesse 1600	62-66	4850	3200	1600	850	1596	88 ▲
Vitesse 1600 conv	62-66	7000	5000	2500	1300	1596	91 ▲
Vitesse 2-litre MkI	66-68	5000	3250	1600	800	1998	95 ▲
Vitesse MkI conv	66-68	7500	5500	2650	1300	1998	95

NE DENOTES NEW ENTRY TO PRICE GUIDE							
	Year	Concours/ Dealer	Private sale			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	1600	1998	100 ▲
Spitfire 4	62-65	10,000	7000	3000	1500	1147	94
Spitfire Mk2	65-67	9000	6000	2750	1350	1147	94
Spitfire Mk3	67-70	7500	5250	2650	1250	1296	100
Spitfire MkIV	70-74	6000	4200	2000	800	1296	92
Spitfire 1500	74-78	6500	4500	2000	750	1493	101
GT6 MkI	66-70	11,000	8000	3500	1250	1998	109 ▲
GT6 MkII/III	70-74	11,500	8500	3750	1400	1998	112 ▲
2000/2500 MkII	63-77	4500	3000	1300	550	1998	98 ▲
2.5P/2500TC	68-77	5000	3300	1600	650	2498	107 ▲
2500S	75-77	5500	3750	1850	800	2498	108 ▲
Stag	70-77	16,500	12,000	5500	2000	2997	117
1300/1500 fwd	65-73	3000	2000	850	400	1296	86 ▲
1300TC fwd	65-70	3250	2200	950	500	1296	93 ▲
Dolomite 1850	72-81	3000	1850	950	500	1854	100 ▲
Dolomite Sprint	73-81	7250	5000	2250	950	1998	117

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	32,500	25,000	15,000	9000	VAR	107 ▼
Griffith 200/400	63-65	59,000	47,500	35,000	25,000	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	10,500	7750	3750	2100	1599	105 ▲
2500M	72-77	10,000	7250	3500	2000	2498	109 ▲
3000M/Taimar	72-79	12,000	8500	4000	2250	2994	121
3000S convertible	78-79	13,000	9500	5500	3250	2994	119 ▲
Tasmin/280i inc 2+2	80-87	4750	3500	2100	1100	2792	128 ▲
Tasmin/280i con	81-87	5250	4400	2500	1500	2792	126
Tasmin/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	86-92	6000	4750	3250	1500	2922	141
V8S	91-94	12,500	9500	6500	4500	3943	150 ▲
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161
Griffith 500	93-00	19,500	16,500	12,000	8250	4988	161
Chimaera 4.0/4.3	93-98	12,500	10,000	7000	4250	3950	152
Cerbera 4.2	96-00	14,000	11,000	8750	6750	4280	180 ▼
Chimaera 450/500	96-03	15,000	12,000	9000	7000	4988	162

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	1350	650	1275	87 ▲
1500/1.5/1.7	74-80	2250	1500	700	300	1748	90

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snot 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	4300	3200	1500	600	1507	88
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94
Victor 101 FC	64-67	3350	2250	1050	525	1594	83 ▲
VX4/90 FC	64-67	3750	2650	1200	650	1594	89 ▲
Cresta PC/Viscount	65-72	3950	2700	1350	700	3293	99

NE DENOTES NEW ENTRY TO PRICE GUIDE		Year	Concours/ Dealer	Private sale					cc	Top speed	Price change
				Mint	Good	Rough					
Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95				
VX4/90 FD	69-72	3500	2200	1000	500	1975	98				
Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100				
VX4/90 FE	73-76	3750	2500	1200	600	2279	104				
Ventura FD/FE	68-76	4250	2400	950	550	3294	106				
Viva HA	63-66	3200	2100	1000	600	1057	76				
Viva HB/HC	66-79	2500	1600	600	250	1256	79				
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90				
Viva GT	68-70	5750	4250	1850	750	1975	101				
Firenza/Magnum	72-78	4250	3000	1100	550	VAR	100				
Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119				
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117				
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125				
VX220	00-05	10,500	8500	6750	4500	2198	137				
VX220 Turbo	03-05	15,000	12,500	10,000	8500	1998	151				

→ CLASSIC PUNTS

Your tales of classic cars bought and sold on a whim



Paul's best-ever impulse buy completes a fitting timewarp scene

'It's cost me 44p a year'



The best impulse buy of my life happened on 20 February 1965. It was a 1947 Vauxhall 14 J Deluxe.

I was fitting a windscreen washer kit to my dad's 1955 Vauxhall Wyvern and went to my local scrapyards at the back of Mortimer Motors in Fair Oak to get the correct jets for the car rather than use the ones supplied in the kit. I spotted the jets I wanted on an old car standing in the entrance of the yard and was about to remove them with a pair of pliers when my dad said, 'That's not a bad-looking car, is it?' I stopped what I was doing, looked at the car properly and the more I looked at it the more I had to agree with him. I decided there and then that I was going to buy it, so I went into the office to ask how much they wanted for it. The man said he was looking for £25 but I managed to get him down to £22.10s – £22.50 in new money – after a bit of negotiation.

We got it back to Star Garage in Eastleigh where I worked – now long since buried beneath a supermarket – and spent four months getting it back into roadworthy condition having freed off and renewed seized kingpins, overhauled the steering box and braking system, and done a fair bit of welding and bodywork to it.

With the work finished we took it for a road-test and I discovered how nice it

was to drive, with its smooth six-cylinder long-stroke overhead-valve engine and independent front suspension.

I passed my driving test in August of that year and decided I wanted to give the Vauxhall a good road-test. My parents were about to go on a camping holiday to north Wales so I went with them, covering hundreds of miles and even tackling the Horseshoe Pass. By the time we got home we had done just over 1000 miles, during which time the Vauxhall had behaved perfectly and used less than a pint of oil.

It was my daily driver for many years and I covered thousands of miles in it all over the country, including several family holidays.

I was given the use of a company car during the late Seventies and decided to lay the Vauxhall up simply because

I wasn't using it enough. Then in the early Eighties I decided that

I owed it to the car to make the time to restore it and get it back on the road.

Since then I've used it mainly for shows including longer events such as the Great Dorset Steam Fair. I've even taken it to a classic car show on the Isle of Wight.

So here we are – 51 years after buying the Vauxhall it still starts at the first touch of the button and remains as reliable as ever.

It's been amazing value for money too – restoration costs aside, £22.50 spread over 51 years works out at just 44p a year. That's not bad by anyone's standards!

Paul Witcombe

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