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WELCOME TO CLASSIC CARS FEBRUARY 2016 ISSUE



hen the pictures landed from our Nineties Performance Superheroes showdown my brain raced back to that precarious decade. It could so easily have been a chilly period for anyone with a love of four-wheeled thrills. We'd watched the Eighties dream come to an end with the markets for shares, houses, supercars and classic cars all falling over. Suddenly symbols of excess seemed about as cool as a drunken karaoke singer; an era of crushing responsibility beckoned.

Fortunately we were saved by the inertia of the motor industry's product pipeline, which continued to spit out exciting cars. And with the new era came a challenge to the new world order - Nissan, Toyota and Honda proved that Europe was no longer the default choice for pure performance thrills. Our big test on page 42 shows what they were up against, from the step-change evolution of Porsche's 911 to TVR's uncomplicated but devastatingly effective Griffith. If you turn to the feature with prejudice for just one of the cars, I guarantee that John's words will wobble your instincts – if you pardon the over-familiarity – and they might just change your conviction completely. At the start of my journey through the story, only big-capacity engines and lots of cylinders would do; I emerged a fan of the stripped-down Lotus Esprit GT3. Yes, with just four cylinders.

The reader dream drive in the Alpine A110, Porsche 356 Speedster twin test and even the Jaguar XJ220 restoration feature in this issue are further reminders that cylinder number and greatness aren't directly correlated. In a car world where we're drawn helplessly to ultimates, it's smart to step back and ask why. At least occasionally.

Phil Bell, editor

TAKE A BOW



IOHN SIMISTER For our Nineties

Performance Superheroes shootout he not only found a stunning group of eight cars, he also brought memories of testing them when new, p42



IONATHAN ĬACOB

The skill of a snapper on top of his game is evident in the opening shot of the restored Jag. Ion used four carefully placed lights to get the pic he wanted, p68



RUSS SMITH

We wanted to feature an Epic Restoration that faced all of the challenges of modern materials and technology. Russ found the crash-test Jag XJ220, p68



MALCOLM McKAY

He used his experience competing in and organising historic rallies and tours to bring us the definitive guide to the best coming up in 2016, p96

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O DRIVING

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Tim Fleckney has a passion for unusual French cars, so we put him in a genuine ex-works Alpine A110 rally car to see if it delivers the ultimate thrill?

Words SAM DAWSON Photography CHARLIE MAGEE







TIM FLECKNEY

Climate control engineer Tim's List has a rallying slant to it, though his interests are distinctly Franco-Italian – a Maserati Indy shares garage space with a Matra Murena. He has an 'accidental' collection of Daihatsu hot hatches and his daily driver is a Citroën BX GTi.

HIS WISHLIST

Iso Grifo
Lamborghini Espada
Lancia 037
MG Metro 6R4
Lancia Delta S4
Alpine-Renault A110
Citroën SM
Alfa Romeo Junior Zagato
Alfa Romeo SZ
Citroën CX GTi Turbo

always enjoy telling one of our readers that they've been chosen to drive one of their dream cars, but Tim Fleckney's case is more special than most. He wanted to drive an Alpine-Renault A110, but I've managed to secure a genuine ex-works car with high-profile, star-driver history and a Marc Mignotet-prepared 1447cc engine. Let's face it, this is what you see when you visualise an A110 – blue, festooned with spotlights and adverts for French products, and slithering sideways down a snowy Col with a paragon of Gallic cool in anti-glare goggles at the wheel. Anything less is a dilution of the dream.

'Most A110s are historic in some way, simply because the few made were nearly all intended for competition,' Tim enthuses over a coffee at Biggin Hill aerodrome while we wait for the car to arrive. 'But this one is an icon – a genuine ex-works rally car!'

I can scarcely believe it myself when the ex-Jean-Claude Andruet veteran of the dramatic and emotional 1969 Tour Auto jiggles over the speed humps into the car park, shafts of late-autumn sun causing its Bleu de France paint to glitter around its patriotic Elf, Marchal and Bic decals. This is the sort of car you expect to see in a museum or cordoned off behind a rope at Rétromobile, yet here it is, snapping and crackling at idle, its owner Nigel Burgess already gesturing Tim towards the driver's seat.

Matra Murena owner Tim is eager to get settled. 'I've always wanted to drive an A110 to complete the set, so to speak. I used to have a GTA Turbo but it broke down pretty much every time I



drove it. Then back in the Nineties I spent the day with a bloke from Tavistock in Devon who was selling his A310 V6. I had a fantastic time testing it on Bodmin Moor but in the end decided that it was too old for me. I really wish I'd bought it now – he wanted only £4000 for it!

'The Alpine A110 on the other hand was rare and out of reach even back then, and I'd heard it was a car you'd want to drive but not necessarily own. It'll be interesting to see if a drive in this one changes my mind.'

'You have to get in backwards,' Nigel warns as Tim lifts his legs over the seat squab and squeezes himself into the cabin. 'It's really noisy in here,' says Tim as he makes himself comfortable. The no idea how Vial and Andruet could have heard each other in here without an intercom system.'

He shifts into first gear and carefully edges away, but the competition-tuned engine clearly wants to rev and Tim is soon throwing the gearlever between third and fourth, the engine zinging its way to 4000rpm. He's a picture of total concentration, hands clamped on the steering wheel, eyes locked on the horizon. Now's not the time to interrupt him.

As we pause between driving stints, Tim reflects, 'What defines the car for me is how small it is. I know I've got a Maserati Indy, but the whole big-engined excess thing has never really appealed to me. The A110 on the other hand is so pared-down and intensified that it concentrates every sensation.

'It's completely different to my old GTA. It's built for a different purpose and feels it. It's incredibly twitchy – I wouldn't want to drive it on a loose surface. That rear engine feels like it could fling you sideways at any second, so you really have to concentrate.

'You can't drive it too gently, though. It needs to be revved and doesn't do slow. It comes alive around 3000rpm, but will pull from 1000rpm in fifth gear, which is just as well because the shift pattern is weird. First and third are so close together that you risk mis-slotting them, but selecting fifth involves practically grazing your navigator's left knee.'

It's my turn to drive, and if I'm honest I approach it with more than a little trepidation. For one thing, its driving position was designed around Jean-Claude Andruet – and he's a lot shorter than I am. With the competition-spec long-distance fuel tank taking up all the space into which the driver's seat would usually slide, I can't liberate any more legroom for myself. There's more headroom than I was expecting but my knees are splayed awkwardly around the steering wheel and my heels are crushed together in the bottom-left corner of the centrally skewed pedal box.

Speaking of which, having accelerator and brake pedals that practically overlap was doubtless ideal for Andruet's masterful tap-dancing but forces me to operate the throttle with my big toe. Depressing the accelerator leaves my right foot stuck behind the brake pedal – I'll have to think about braking very early in this car if I'm to avert disaster.





1962 A110 1000

The original A110 looks superficially similar to the previous A108, which was designed by Giovanni Michelotti, but is now based mechanically on the new Renault R8 and features four-wheel disc brakes and a 55bhp 956cc engine. An 1108cc engine is included on the options list to obtain FIA homologation papers, although none is actually built.



1963 A110 1100 TOUR **DE FRANCE**

Following promising test-drives at the Nürburgring, the 1100 model goes into production powered by a Gordini engine with a hemi cylinder head. Race and rally wins follow, including the 1963 Tour de France. Cars are also licensed for production in Brazil and Mexico and a new long-wheelbase 2+2 1100L model joins the line-up.



1965 A110 1300 Seeking to outpace the

1300cc-class Abarths. Alpine engineer Richard Bouleau modifies the 1108cc engine using Peugeot 203 pistons, sleeved bores and machined hemispherical combustion chamber cylinder heads to create a race-ready 1295cc engine. A 1447cc unit prepared by Marc Mignotet is available to special order and a five-speed gearbox becomes an option.



1966 A110 1500

Just 44 1470cc Alpines are built, using the engine Renault designed for the Lotus Europa. It has an aluminium cylinder head and two Solex carburettors, pushing out a full 90bhp. The engine block is larger than the 1300's so the radiator has to be shifted to the nose of the car, which itself is modified at the same time to accommodate four headlights.



1969 A110 1600

Gérard Larrousse wins the 1967 Rallve Bayonne-Côte Basque in a prototype 1608cc Mignotet-engined car, prompting Alpine to put it into full production and call it the A110S. Increasing success means that Alpine has effectively outgrown its old Rue Forest factory. Subsequent official adoption by Renault funds the construction of a brand-new factory in Dieppe.



1970 A110 GROUP 4 USINE

New Group 4 rules spur Alpine-Renault into creating wide-arched, high-power rally cars, including rally-ready 1300 and 1600S models, and the works teams run Mignotet-prepared 1.8-litre engines. **Production continues** until 1977 and an 1860cc turbocharged variant becomes the first turbo car to win a rally on the 1972 Critérium des Cevennes.



Despite all this, I'm soon glad I persevered – the A110's unassisted steering is the purest I've ever experienced in a road car. At one and a half turns lock-to-lock and unencumbered by the weight of an engine, it makes the likes of the Porsche 911 and Lotus Elan seem heavy and long-winded by comparison.

The ultra-reclined seating position, funnelled footwell and deep bucket seat are more redolent of single-seater aesthetics than those of a rally car. Alpine founder Jean Rédélé was looking to enter Formula One at about the time the A110 was designed, and while it's best known as a rally car, he always wanted it to be just as effective on the racetrack. And it shows.

This car is happy to potter around at low revs even in the higher gears, but get it past 3000rpm and the engine note suddenly morphs into a ragged-edged rapid-fire cackle, each spark producing a gunshot from the exhaust.

I was expecting the rear-engined A110 to handle rather like a 911, but the lightweight engine sits on the rear axle line rather than behind it, so it lacks the Porsche's pendulum effect during hard cornering. Stiff, roll-resisting suspension means it's a model of utter simplicity – the front provides steering feedback, the rear grip and propulsion. Lifting off or braking hard mid-corner is still a no-no, but you don't have to fight it. In fact, it must be one of the most compliant chassis set-ups ever devised.

However, there's a sense that it's in a state of perfect balance and that if the wheels were wider or the engine more powerful – as later

Group 4-homologated versions of the A110 were – this sense of equilibrium would be corrupted. It's no long-distance cruiser, either; this is a car best experienced in brief, intense hits – more espresso than americano – and all the better for it.

'Would you buy one?' I ask Tim. 'Not to replace my Maserati,' he says, 'but possibly the Matra. It's clearly built for competition, and that's precisely what I'd use it for. I'd love to take it on track to see what it's really capable of at full chat. If I owned a warehouse full of cars for every purpose, there would definitely be an A110 in there.'

Thanks to: Nigel Burgess, Stephen Dell, Renault Alpine Owners' Club Overleaf: 1969 Tour Auto remembered

1969 ALPINE-RENAULT A110

Engine 1447cc in-line four-cylinder, ohv, twin Weber 40 DCOE carburettors Power and torque 145bhp @ 7300rpm; 118lb ft @ 5500rpm Transmission Five-speed manual, rear-wheel drive Brakes Discs front and rear Suspension Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, semi-trailing arms, coil springs, telescopic dampers Steering Rack and pinion Weight 605kg Performance Top speed: 143mph; 0-60mph: 9.1sec Fuel consumption 21mpg Cost new £2025 Current value £85,000

WANT A DRIVE

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A PUSH TOO FAR ON THE TOUR DE FRANCE AUTO







THE ECSTASY AND AGONY OF CAR 106

This Alpine-Renault could have scored one of the marque's greatest victories, but it wasn't to be

The Fédération Française du Sport Automobile complicated matters for Alpine midway through 1969. After a five-year hiatus most considered permanent, it was announced that the epic Tour de France Auto - five-days of races, hill climbs and regularity rallying - would run again after former winner Bernard Consten persuaded Bic, Dunlop, Elf and BP to sponsor it. Unfortunately for Alpine, the competition budget for the year had already been spent, but when Alpine works co-driver Michel Vial learned that Porsche was backing Gérard Larrousse in the latest 911R, he used his own money to prepare a Mignotettuned 1440cc Alpine A110 1300, and mounted an assault on the event together with star driver Jean-Claude Andruet. Vial would drive the regularities, Andruet the circuits and hill climbs.

By the Mont Rivard stage at the end of the first day Andruet was in third, just 20 seconds behind Larrousse's leading Porsche,



but his pace slackened halfway through the Tour when his choice of wet-weather tyres backfired at Clermont-Ferrand and his pit stop dropped him to fourth in class behind a trio of Mini Coopers led by Paddy Hopkirk.

He was back on form by Col du Minier and finished second behind Larrousse. Into the final day Larrousse was facing serious competition from his Porsche team-mate Guy Chasseuil. The stage was set for a showdown at Nogaro on the Spanish border. Andruet was on course for a class win and maybe a chance to beat Larrousse.

Andruet surged ahead of Jean-François Piot's Ford Capri RS2300 but after a few laps his Alpine suffered engine failure. Then, one by one, privateer Alpine drivers closed in on the back of Andruet's car and pushed it round the circuit to ensure he completed enough laps to finish the race. Andruet jumped out of the car on the final straight and pushed it the final kilometre uphill.

Upon finally crossing the finish line, Andruet was told by officials that he'd been disqualified for 'receiving assistance'. Exhausted by the final push and three consecutive days without sleep, the inconsolable Andruet (above left) collapsed as Larrousse and Porsche took the trophy.

But the grandstands cheered for Andruet and Vial, and an incredible display of heroism and sportsmanship.



When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground, Porsche and Michelin worked shoulder to shoulder to craft, test and finally codevelop a truly exceptional high performance tyre. It's simply the latest chapter in more than fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that Michelin has been selected by Porsche as its strategic partner for tyres.

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the track tyre suitable for everyday use. Thanks to MICHELIN Total Performance you can enjoy high performance and optimal safety together in total confidence.





Early Bugatti glitters at the NEC, Brits thunder down under at the Geelong Revival





1979 DELOREAN LOTUS PILOT 20

'Lotus did DeLorean's development work and sent the last two pre-production cars to the US for emissions testing,' says owner Chris Parham. It has Perspex windows and the steel cladding was made by an American firm and differs from later cars. It has Revolution wheels - Giugiaro's specially designed GKNs weren't ready - and the interior has a lightweight plastic steering wheel and no aircon. Ironically the seats are comfier than the ones they ended up using."



♦ 1912 BUGATTI 8-VALVE

'It was horrendous,' says Bugatti Trust general manager Neale Smith of the fifth-oldest Bugatti making its UK show debut at the NEC. It had been converted into a road car with big mudguards and an oversized brass-framed windscreen, but its owner, Austrian collector Claude Teisen Simony, restored it to original condition. It's from the second year of production and is probably the only surviving 8-valve. It established Bugatti's engineering reputation but borrowed heavily from the American Miller firm. Not that Ettore would ever admit that!'







'It was fire-damaged and derelict when I first started work on it four years ago,' says boat-builder Steve Mills of his timber-clad Packard. 'This gave me the opportunity to start afresh, and it was then that I found out about Jean-Henri Labourdette, a Parisian coachbuilder who employed boat-builders to create incredible skiff bodies. I created this car after studying his drawings, although ultimately it's my own design.

'The construction techniques are very similar to those used in boatbuilding. The main frame is ash, the floor teak, the arrow on the side is sycamore and the planking is West African mahogany. Getting the proportions right was very difficult.'



CLASSIC MOTOR SHOW, BIRMINGHAM NEC

Desert Mercedes storms NEC

1932 MERCEDES-BENZ 290 TOURER

Quality cars, manufacturer backing and a new layout to better accommodate a record 69,000 visitors edged the 2015 NEC Classic Motor Show into territory more readily associated with Techno Classica Essen. And this 1932 Mercedes (pictured above right) was typical of the desirable exhibits.

'In 1987 a company in South Africa wanted to export a number of cars to the UK and needed somewhere to store them,' recalls owner Roy Shakeshaft. 'My brother has a warehouse, so they ended up there. One by one they were sold – but not this one.

I found out about it 18 years ago and bought it immediately. It had done just 3600 miles but that was because of its history. It originally belonged to the German consul-general in Tanzania.

He rarely went out in it and, a year after it was delivered, Hitler became chancellor and pulled all German diplomatic staff out of Africa. The Mercedes was left behind at the consulate. It gets used a lot more now – I've put 600 miles on it in the past 18 months alone.

'There are lots of little details that mark it out as a desert car. It has very loud horns for scaring animals out of the way and it took a long time to start because it has an autovac rather than a fuel pump. This works on back-pressure from a valve in the exhaust system but you need a spark for it to work – and it was all gunged up with dried fuel. To make matters worse the carburettor had a choke with a breathing hole in it for added ventilation in the hot climate. Unfortunately it caused the car to flood when we finally got it to start. It's currently plugged with a screw!'





NEC CLASSIC MOTOR SHOW, BIRMINGHAM

Barn-find Jaguar stand-off

○ JAGUAR XK150 3.8S & JAGUAR E-TYPE 3.8 COUPÉ

Two unique barn-find Jaguars emerged at the NEC. Jaguar Heritage's own E-type was on hand to show off the firm's new restoration services, but the 1960 XK150 pictured above was even more remarkable.

'It was only discovered 48 hours ago,' enthused Nik Rochez of Twyford Moors Classic Jaguar. 'It belonged to World War Two flying ace and aerobatic display pilot Sir Alan Cobham. It'd been in a garage since 1978 and for the past 20 years at least it was presumed lost. Staff have come over from the Jaguar stand absolutely amazed – they'd presumed it'd been destroyed. It's never been on any classic registers. I would love to keep some of the car's patina, and

restore it to be as original as possible, but I fear that the seats will have to go.

'It will be a slow restoration because it's my personal car and we'll be doing it alongside customer projects.'

Jaguar Heritage's 1962 E-type will represent a technological advance – it will be the first to be restored using new standard-sized body panels. 'It's a customer's car – when he found out we were offering this service, he sourced a car locally in France,' said Jaguar Heritage sales manager Stuart Kilvington.

'When we created the panels, we scanned as many examples as possible to get the full range of variables and produce some "mean averages", but they'll always need a bit of reworking to make them fit.'

FIBERFAB JAMAICAN

It's the only one in the UK,' said TR Register press officer Wayne Scott of the striking Jamaican. 'Fiberfab was a Californian company that made replacement glassfibre bodies for all sorts of cars – MG, Austin-Healey, Triumph, even the VW Beetle – and even though they were technically kit cars, they were beautiful designs.

'This body was found in South Carolina and restored on a 1968 TR4A chassis.

'It's one of just two right-hand-drive Jamaicans - the other is in New Zealand.

'Quite a few were used for reshelling, either to give a rusty car a new life or to repair damaged SCCA racing cars.'





ROCHDALE COOPER-BRISTOL

This unique 1953 Cooper-Bristol is freshly restored, in one piece for the first time since Neil Campbell Blair crashed it at Oulton Park in 1956.

'It's a Cooper-Bristol MkII Formula One car underneath,' said Dave Allen of the Bristol Owners' Club, who recalled its short but eventful history under three different guises. 'It was ordered new by Bobby Baird of the *Belfast Telegraph*; he sold it to Alan Brown, who raced it in the British, Italian and German Grands Prix and loaned it to John Fitch to race in France. In 1954 Alex McMillan converted it to an aluminium-bodied cycle-winged road car. That lasted just one year before this Rochdale body was fitted for sports car racing. It scored 20 first places out of 35 starts that season – a full, intensive effort.'



△ MARCOS 'FLYING SPLINTER'

It's the very first Marcos, built by Frank Costin in Dolgellau,' said Roger Young of the recently unearthed 1960 wooden-bodied special. It originally had a roof, but this was cut off to make it eligible for sports racing. 'Most people thought it'd been scrapped, but it was found in a garage in Lincolnshire – it had been there for 40 years after it had suffered a big crash while club racing.

'There's no engine in it at the moment – it had various engines fitted, depending on which class it was racing in. It will be restored, but no one knows who'll do it at the moment. It's going to be a labour of love, but it's all there and there are patterns to make replacement bits from.'



PORSCHE 904 CARRERA GTS

This 904 – chassis number 083 of 100 – was sold through Sonauto in France to a M Barbier, carrying factory-option modifications for rallying, to help it compete in the 1965 Rallye des Routes du Nord and the Coupe des Alpes. The car features shorter doors that are less flex-prone, air intakes in place of fog lights, reinforced engine mounts, enlarged oil lines and a centre-fill fuel tank.

Thunder Road

The Geelong Revival is a quarter-mile sprint along a curved course at the Victoria town's Eastern Beach. Sprints have been held here on and off since 1956 and now it's an annual event.

GEELONG REVIVAL, AUSTRALIA



ASTON MARTIN DB4

'Aussie rock star Billy Thorpe used to own this 1963 car,' enthuses Paul Freestone. 'That was before it was turned into a rally car in the Seventies. It was even driven by Sir Jack Brabham in the Classic Adelaide Tarmac Rally a few times before I got

it. I bought the car to compete in Targa Tasmania, but drove it every day for a while before we restored it. It's very comfortable, and even the radio works! After the restoration I felt it was a bit too nice to keep racing, but that's what I enjoy doing with it, so we're going back to Targa this year chasing a class win.'



ALLARD J2 CADILLAC

This 1951 car was bought new by Australian racing champion "Gelignite" Jack Murray,' explains current owner Ian McDonald. Jack earned his nickname by throwing lighted sticks of gelignite down lavatories during the Redex Round Australia Trial.

'In this car, Jack finished third in the Australian Grand Prix at Bathurst in 1952, though he was later relegated to fourth place after the chequered flag,' McDonald notes.

When Jack Murray was finished with it in about 1957, he gave it to his friend Bill Firth. It stayed in the Firth family until 2011. At once stage it was supercharged and drag-raced.

'When I heard it was for sale, I flew straight to Queensland and bought it. The Geelong Revival is the first major event the car has run in since its restoration and hopefully we'll do well.'

MARCOS MINI

The car was originally imported as a shell with glass and nothing else,' says owner Steve Schmidt. 'In the Eighties it got backed into by a ute, which broke the windscreen and A-pillar. The owner couldn't get the parts to fix it, so he parked it. It was a shell again when I bought it in 2012. I race a Mini, so I had the mechanicals at home. I had it on the road in two years.'



OTHE MONTH IN CARS



THREE-DAY TRIAL, VICTORIA, AUSTRALIA

Victorian test of engineering

his year saw the first running of the Three-Day Trial, taking in some of Victoria's most spectacular roads – with friendly navigational competition, a hill climb and a sprint along the way.

ALFA ROMEO 6C 2300 B

'This is one of three special cars built by Alfa Corse in 1938,' John Lawson says. 'And all three still exist today. It was delivered to Argentina new, through the Caru family who held the distributorship. I bought it there in the Eighties as a wreck,

shipped it to Australia and restored it. We've done 70,000 miles in it; 50,000 in connection with competition events.

'Its greatest feature is its four-wheel independent suspension. That being said, it's no slouch – I've been clocked at 130mph during one of the Targa rallies.'

FORD FALCON XB GT

'The Falcon GT has a very Dr Jekyll and Mr Hyde type personality,' notes Graeme Vaux, co-driving the car for the first time. 'The big V8 is very docile and tractable when it's loping along the highway, but

it accelerates aggressively when you let the revs build at the track.'

The 1974 XB Falcon GT proved itself to be a worthy competitor over the course of the Three-Day Trial. 'It was great, and surprisingly handy at the tight Haunted Hills Hill Climb track,' Graeme adds.





A RENAULT ALPINE A110

Orléans-based Daniel Proust is a collector of French classic cars and competed in his self-prepared 1971 A110. 'I acquired this Alpine in Moselle three years ago, when I exchanged it for a Jidé', said Daniel. 'I'm passionate about Jidés – I have another three of them! The Jidés are always closest to my heart, but the Alpine is more practical for classic rallying – it has served me well in this year's Trophée René Jouan, which I'm leading by nearly 60 points after the first five events. This series has been my focus this year. But my co-pilot Christian Lanson and I also managed to find the time to participate in the Tour de Corse Historique last month.'

Daniel's rigorous preparation of the A110 Berlinette for rallying paid off, with he and co-driver Christian Lanson finishing in fifth to take the Trophée René Jouan. The previous owner had used the car competitively. While I've had to do a little work to the late series 1600 engine, mostly I've concentrated on aerodynamics. The work has been all my own, in my workshop at home. My inspiration has been the works cars – especially the 1971 Monte Carlo Rally winner.

RALLYE D'AUTOMNE, FRANCE

Automne gold

Damp conditions made for really tricky driving on the off-road stages for the 36 historic-class competitors in the Rallye d'Automne. It involved two days and 270 miles, including seven hours of special-stage driving on 100-plus miles of rough tracks. The testing course claimed more than a third of the field, and few cars finished the rally unscathed.



Talbot Sunbeam Lotus

Created by Bordeaux-based driver Bernard Dees, this car is a tribute to the 1981 World Rally Championship works Sunbeam Lotus driven by privateer Russell Brookes. 'I started with a stock 1981 car, from which I replicated Brookes' car in every detail, with full approval from Russell himself,' said Dees. 'It was time-consuming, but it looks like his and performs like it too. The tracks were dirty, greasy and slippery, but the Sunbeam was in its element.'

The car finished 13th. 'We're already registering for 2016 events,' said Dees.

♦ 1974 Ford Escort MkI RS2000

Driver Damien Kohler owns two RS2000 Escorts, one for the track and this 1974 example for classic rallying. 'I've only owned it since 2014. With its 2.0-litre Wilcox BDG engine developing 250bhp, it easily achieves 100mph off-road – which made it a handful today,' explained Kohler. 'It's a challenge but we relish it.'

In fourth place at the end of stage six, mechanical problems forced him to retire on the next stage. 'It was unfortunate,' sighed Damien, 'but now I'll concentrate on preparing the car for next year.'





1957 Ferrari 335 S Spider Scaglietti Chassis 0674 Pierre Bardinon Collection

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EVENTS PLANNER There's plenty to savour over the coming year



2016 HIGHLIGHTS

January

27-February 3 Rallye Monte-Carlo Historique acm.mc

February

3-7 Rétromobile, Paris, France retromobile.com 18-21 The London Classic Car Show, Excel, Docklands thelondonclassiccarshow.co.uk 21-25 Winter Challenge to Monte-Carlo regularity rally heroevents.eu

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

March

5-6 Practical Classics Restoration & Classic Car Show, NEC, Birmingham necrestorationshow.com

11-13 Amelia Island Concours d'Elegance, Florida, USA ameliaconcours.org

17-20 Retro Classics Stuttgart, Germany

retro-classics.de

19-20 Goodwood 74th Members' Meeting, Goodwood Circuit, Sussex grrc.goodwood.com

April

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

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

30-May 2 Donington Historic Festival, Donington Park, Derbyshire **donington-park.co.uk**

⊘ May

19-22 Mille Miglia, Brescia-Rome-Brescia, Italy 1000miglia.eu

28-29 La Vie en Bleu & La Vita Rosso, Prescott, Gloucestershire **prescott-hillclimb.com**

June

23-26 Goodwood Festival of Speed, Goodwood House, Sussex **grrc.goodwood.com**

O July

8-10 Le Mans Classic, Circuit de la Sarthe, France lemansrace.com 29-31 Silverstone Classic, Silverstone, Northamptonshire silverstoneclassic.com

⊘August

16 Pebble Beach Concours d'Elegance, Monterey, California, USA

pebblebeachconcours.net

18-21 Monterey Motorsports Reunion, Laguna Seca, California, USA **mazdaraceway.com**

September

1-4 Salon Privé Concours d'Elegance, Blenheim Palace, Oxfordshire salonpriveconcours.com 9-11 Goodwood Revival, Goodwood Circuit, Sussex grrc.goodwood.com

♥October

21-23 Motorclassica concours d'elegance, Melbourne, Australia motorclassica.com.au

♥November

3-6 RAC Rally of the Tests, route TBC heroevents.eu

11-13 NEC Classic Motor Show, Birmingham necclassicmotorshow.com

RECOMMENDED



Practical Classics Restoration & Classic Car Show March 5-6

Classic Cars' sister title Practical Classics' NEC show is the fastest-growing classic event on the calendar – visitor numbers nearly doubled year-on-year from 2014-15 – and features the biggest indoor autojumble in Britain. We'll be there too, showcasing highlights from our Epic Restorations series. The PC team will start restoring an Austin Westminster at the show – go to necrestorationshow.com to book your tickets.



La Vie en Bleu & La Vita Rosso May 28-29

In 2016, the La Vie en Bleu hillclimb event, which usually focuses on French competition cars, will potentially double in size to incorporate La Vita Rosso. As the title suggests, this is to attract Italian cars of a similar vintage. Expect Bugatti Type 35s to battle with Alfa Romeo 6Cs, and the Venturis and Renaults in the car park to be joined by Maseratis and Fiats. It's going to be one of the year's most diverse events – go to prescott-hillclimb.com



RAC Rally of the Tests November 3-6

Although the Historic Endurance Rally Organisation's Rally of the Tests event has rekindled the spirit of the original RAC Rally for many years, for 2016 the RAC has lent its support to create a true revival event. By allowing HERO access to its extensive archives charting the pre-1962 competition, the RAC can plan the rally retreading the routes driven by early rallyists. It could become the Goodwood Revival of rallying – go to heroevents.eu to enter.

ANGLIA CAR AUCTIONS

SATURDAY 2pm
KINGS LYNN
NORFOLK

CALL US ON 01553 771881 OR VISIT angliacarauctions.co.uk

VIEWING DAY IS FRIDAY 22 JANUARY - 2PM TO 6PM



1987 FORD CAPRI 2.8 INJECTION

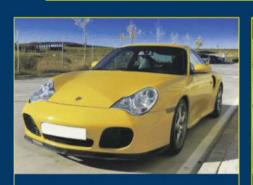
2,300 miles

GUIDE PRICE: £20,000 - 25,000



1972 LAMBORGHINI URRACO SP 250

GUIDE PRICE: £22,000 - 26,000



2000 PORSCHE 996 TURBO

GUIDE PRICE: £36,000 - 42,000



1968 FORD MUSTANG 390 GT

GUIDE PRICE: £25,000 - 27,000



1971 ALFA ROMEO GT JUNIOR

GUIDE PRICE: £13,500 - 16,000



ENTRIES INVITED



Quentin on a mighty Mercedes worth slipping into, a Fiat estate that's on the up and an alluring BMC cruiser



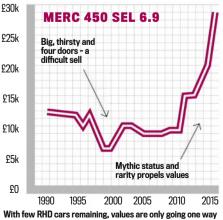
'The Mercedes-Benz 450 SEL 6.9 is a clever buy'

Any fine right-hand-drive 450 SEL 6.9 Mercedes-Benz is worth buying now

because the 286bhp super-saloon is more of a legend than we realise. Launched in 1974 at the Geneva Motor Show, motoring hacks heaped unstinting praise on it and within weeks it had beaten Jaguar's XJ12 and Rolls-Royce's Shadow to become 'The Best Car in the World'. A European Car of the Year award followed and celebrity owners included the Shah of Iran (he had two), James Hunt, Nicki Lauda, Frank Sinatra and Sophia Loren. And despite 11mpg and a global oil crisis a remarkable 7380 cars found buyers. But - and here's the thing to remember - only 703 of those 6.9s were UK RHD deliveries.

And that makes this an extremely rare car, especially since only 50 right-hookers are still recorded with the DVLA and only 20 of those are taxed and running. We all know the iconic reputation of this hot-rod Benz but its low survival rate and reasonable price mean it's a very clever buy indeed. A private seller in Ireland has a RHD silver 1979 example with 110,000 miles and 19 stamps in the book for £26k; and if you don't mind a left-hooker, LM Classics in Ghent, Belgium has a 1978 one with just 21k miles and full history for £23k. Prices are moving up and last month the London trade had a 40,000-miler for £50k.

What many don't appreciate is that the 6.9 had its own bespoke production line in Stuttgart, was the first Mercedes with hydropneumatic suspension and ABS, it boasted a dry sump engine, limited-slip diff



London Italian classic specialist Joe Macari has a lovely 1968 LHD with 60,000

and had an optional car telephone package that cost the price of a new VW Beetle. In 1974 this was the fastest and sexiest fourdoor saloon you could buy - good for 145mph and 0-60mph in seven seconds.

Decent European and US 6.9s can still be bought for less than 20 grand but the real potential is in those surviving UK cars. Find a well-fettled RHD 6.9 with optional leather, dark colour (black is favourite) and a continuous history and you won't go wrong. The complex suspension can be wildly expensive if neglected so pay the extra for a proper, well-serviced car with plenty of invoices for regular fluid and pipe/ hose changes. £25k still buys a nice 6.9, which for a Seventies icon that's actually more separate and distinctive than a Ferrari 308 GTB, sounds like a good deal to me.

'The Fiat 500 Giardiniera has more potential than a Mini'

Mint Fiat 500s hold their price well, but the pretty Giardiniera estate of 1960 to 1977 makes a wiser buy. So cute you want to give it a saucer of milk, this minuscule loadlugger has more potential to rise in value than an early Mini and is more unusual.

With four inches added to the wheelbase plus a cleverly canted engine under the boot floor, the Giardiniera retained the front of the 500's metalwork and major engine components but used many unique parts. A huge full-length sunroof stretching almost back to the rear panel, those lunatic suicide doors - plus 47mpg and a top speed of 60mph - make this one of the world's most beguiling city cars and interest is growing.

for £19k but Henrik's Classics in Belgium has a restored 1970 example for £8500.

Look harder and you'll see that prices are anything but consistent at the moment with the London Classic Car Company offering a running 1971 project in original orange for £3999 - and it's a rare right-hand-drive car. From 1968 production was transferred to Desio and they were badged Autobianchis but there's not a lot of difference in price.

Huge numbers of the 370,000 built have crumbled away thanks to the usual rustprone Italian steel of the period, so good survivors are getting hard to find. A proper restoration will cost at least £12k so anything for less than that - particularly very early Sixties cars or RHDs - is good value. And if you can find a Jolly version with canvas top and wicker seats you're looking at enormous money – up to £70,000 for the best.

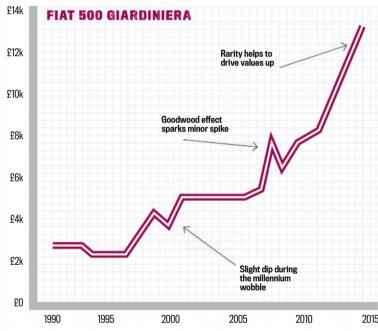
Even the utilitarian Furgoncino van version is getting highly prized and pricey with Anglia Car Auctions selling a fully restored 80,000-miler for £8400 in November last year. But if you're quick there's a LHD 1970 Autobianchi Giardiniera project on eBay right now, freshly imported from Italy and looking reasonably straight with a running engine for just £2495. Got potential, that.

'BMC VP Princess 1100/1300s are performing well'

I've told you before that there's upward movement in BMC ADO16 1100/1300s but the posh Vanden Plas versions seem to be performing particularly well. Beautifully finished with hide, timber, rear picnic tables and a dinky chrome grille, this is a smooth

The best car in the world and available for less than you might think. For now...





Early Sixties cars and right-hand-drive examples are well worth opening the purse strings for



TRADING HIGH

Despite being stored for three years and 129,000 miles on the clock, this Renault GTA V6 Turbo still burst its estimate



TRADING LOW

ACA/Nov 7

ACA/Nov 7

ACA/Nov 7

ACA/Nov 7

Historics/Nov 28

Brightwells/Nov 25

3570

24.675

35.840

8064

4725

7350

1070

4675

7840

1064

975

2350

42.8

23.4

28.0

15.2

26.0

47.0

The shortfall on this Chevrolet Corvette Stingray shows that us Brits are yet to warm to Americana

Renault GTA V6 Turbo

Singer Le Mans

Triumph TR5

Triumph 2500TC

Triumph TR6

Triumph Stag

1987

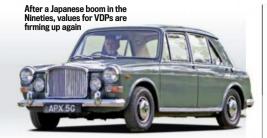
1935

1968

1972

1976

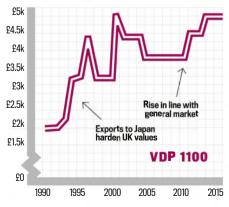




sweet-driving classic with a strong following, small bills and growing potential. When amazing tiny-milers do turn up they make strong money – like the 14,000-mile Teal Blue 1973 1300 with Kim Cairns in Norfolk for £12,495. And if that sounds a lot, don't be surprised, because even lower-mileage concours cars have sold for £20k. Survival rates for shiny unmolested cars is unusually high and back in September South Western Vehicle Auctions in Poole dispatched a 1973 warranted 15,000-miler automatic for just £6890. An original local few-owner car, it was well bought indeed.

Made from 1963 to 1974, the first VDPs were 1100s with the twin-carburettor 1300 unit arriving in 1967, along with an Automotive Products autobox. The self-shifter can be a bit jerky and because it uses the same lubrication as the engine, this needs regular oil and filter changes to keep from slipping. The auto suits the regal feel of the VDP but there's no price premium against the manual. Later Seventies 1300s are most favoured but colour exerts a huge influence on desirability. Sherwood Green and Black Tulip are the best selling hues, with Harvest Gold the worst.

In the Nineties the Japanese imported huge numbers of the little Princess, prices soared and there were even look-a-like modern versions. After the Japanese economy slowed, values tumbled but now seem to be warming up again. Ignore tired, rusty and dull-coloured examples and seek out the really special survivors – like the Connaught Green 1972 manual being advertised by an elderly private seller in Suffolk with just 21,000 documented miles at 'offers around £5500'. We should all race down and buy that one.



Prices have followed the market - but they could grow further

CLASSIC ON THE CUSP

BMW M3 E46 CSL

Stripped-out and honed to perfection, this is the best-handling BMW ever



'Forums have been

fizzing with owners

telling the world just what an epic

car this is'

Cost new **£58,000 Value now £50,000**

In 2004 BMW made just 1400 E46 CSL M3s. But the Coupé Sport Lightweight – to give its proper name – has quietly become a legend as the best-driving BMW ever. Perhaps that's why something strange is happening to prices.

Five years ago you could have bagged a used one for 30 grand, but since then they've doubled and look like they could even treble. Costing 50 per cent more than the standard E46

M3, the CSL lost 110kg in weight through extensive use of carbon fibre, polymer plastic glassfibre and even thinner glass in the back window. And while 110kg doesn't sound a lot, it meant near-perfect weight distribution and the sort of precise handling balance that few cars can match – even now. On the edge you can pilot a CSL with the sort of razor-sharp accuracy that makes you want to cheer out loud. For years BMW forums have been fizzing with testimony from owners telling the world just what an epic car this is.

And they're right. The default SMG II six-speed gearbox shifts in 0.08 seconds, the 3.2-litre motor delivers 360bhp and 60mph comes up in 4.5 seconds. Some owners have taken off the electronic limiter and seen 170mph, but the sheer purity of the CSL's responses is what will make you slack-jawed in amazement. Nothing feels heavy, gritty or lumpen and all those myriad messages

transmitted through pedals, wheel and seats feel wonderfully and perfectly honed. This is a stripped-out track racer like the fabled Porsche 968 Club Sport – only explosively better. There's even a special M

Track sport mode on the gearbox to wring out every single last microsecond of heave.

Only available in Silver Grey or Sapphire Black, just 422 CSLs were RHD so this is anything but an 'ordinary' M3. Such tiny

production numbers mean that this is a definite card-carrying classic in the making. The only trouble is that the market is beginning to wake up. There are low-mileage LHD cars with Dutch dealers at £100k and I've seen a delivery-mileage car up at £160k. But Fletchdale Specialist Cars in London has a black UK-supplied RHD 17,000-miler for £64,950 that, with prices hotting up, sounds like a very good deal. Major growth potential rests in forensically perfect CSLs with tiny mileages and unimpeachable histories from BMW dealers, but a sensible-miles and mint CSL would make a sensational road car too.

If you see one being advertised at less than £50k, get on the phone and do the deal the same day. With the rising

interest in modern classics this super-light and sensational M3 is a prime candidate for serious capital gain as well as giving you the best drive home you've ever had.



WORLD SPONSOR AND OFFICIAL TIMEKEEPER SINCE 1988 OF THE MILLE MIGLIA RACE.

Thopard

MARKET WATCH

Russ Smith muses on the implications of market congestion, a Ferrari that found favour with Enzo and Lennon, and how spotting a Morris Minor Convertible can be anything but easy



MARKET MOVES

Looking back on 2015, I think the clearest message is that there are too many players fighting for a share of the market.

That's the way of the world – something gets successful and more and more people jump in to try and bag a slice of the action, in this case both dealers and auction houses. What is also inevitable is that there will sooner or later be casualties. The number and size of sales keeps growing, and there simply aren't enough good cars to go round, which is what helps hold up the prices of the best stuff.

Top-end sales are expanding content forwards with ever-newer Ferraris and other supercars, but at the other end of the market you don't get the same buzz by swelling numbers with dealer trade-in Mercs, Jag XK8s and MGFs. Their time will come, but all too often auction-goers see the approach of those in the catalogue

FERRARI 330 GT 2+2

Despite being Enzo's personal favourite Ferrari the 330 GT 2+2 was all but shunned by collectors for decades. In the eyes of purists it committed two sins – the extra pair of seats, and being the first Ferrari model of which more than a thousand were built. Not *many* more, but the 'mass production' insult was easy to hurl.

Compared to other Ferraris it was quite slow to rise in the current boom, until the ex-John Lennon car came to market in 2013. That made £359,000 and the touch of Beatlemania seemed to open the floodgates. Prices doubled almost overnight and kept rising. They have settled back a bit recently, so the mad rush seems to be over. Best prices are paid for the single-headlamp

Series 2 models, which are easier on the eye, but the gap between the two is closing.

MORRIS MINOR 1000 (1956-71)

One of the backbones of the classic car scene, Minors are actually not that common in the auction market compared to the numbers there are out there.

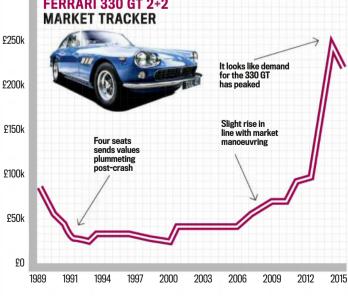
That's partly because of the price band they live in, which is why most of those that do come under the hammer are Travellers and Convertibles, both of which can fetch twice as much as saloons. Even then they tend not to live up to their estimates.

That means the canny can often sniff out an auction hall bargain, but you do have to do your homework, especially with Convertibles. There are plenty of roof-chopped saloons about, which are worth considerably less than real ragtops, but it can take a trained eye and knowledge of chassis codes to tell the difference. The 'chops' aren't always revealed in catalogues – possibly because the auctioneers haven't

been told and can't always tell the difference either.



Telling the difference between a chopped Morris saloon and a enuine convertible can be a Minor miracle



For years unloved as the ugly, four-seater Ferrari, the 330 GT 2+2 is now a firm Ferrari icon

dramatically, with bargains still to be ha

YEAR	MODEL	Which sale	Estimate	Sold for	% diff.
1956	Morris Minor Convertible	Historics/7.3.15	5000	6440	28.8
1956	Morris Minor Convertible	ACA/7.11.15	4500	4200	-6.7
1958	Morris Minor Convertible	Brightwells/25.11.15	4000	3808	-4.8
1958	Morris Minor saloon	ACA/22.8.15	2750	2310	-16.0
1961	Morris Minor Convertible project	Brightwells/23.9.15	2750	2016	-26.7
1963	Morris Minor Convertible	Historics/29.11.14	13,000	12,880	-0.9
1965	Morris Minor Traveller	Charterhouse/19.7.15	3250	3584	10.3
1965	Morris Minor Traveller	ACA/7.11.15	11,000	8925	-18.9
1967	Morris Minor Traveller	ACA/7.11.15	21,000	18,900	-10.0
1968	Morris Minor saloon	ACA/22.8.15	1500	1300	-13.3
1968	Morris Minor saloon	Brightwells/4.3.15	2500	4480	79.2
1968	Morris Minor Traveller	Brightwells/25.11.15	8500	8960	5.4
1968	Morris Minor Convertible project	H&H/29.7.15	2000	3136	56.8
1969	Morris Minor saloon	Charterhouse/16.9.15	2200	1680	-23.6
1970	Morris Minor Traveller	Bonhams/5.9.15	6000	6900	15.0
1971	Morris Minor Traveller	Charterhouse/16.9.15	7500	6944	-7.4
1971	Morris Minor Traveller	H&H/15.4.15	6000	5824	-2.9

1960 Jaguar XK150 3.8 dhc 2 £427,100

BONHAMS, DECEMBER 6. You really cannot fault the history or condition of this car. Three owners, most of its life spent in the dry state of Nevada and only 40,000 miles covered before a body-off restoration in recent years. Several concours wins since attest to the quality of the work. There may not be a better XK150 out there, and being left-hand drive gave it a wider market to appeal to. But despite all that, the price paid against a £150k top estimate – is way out of left field. Remarkably well sold.



1989 Ferrari 412 GT © £42,560

HISTORICS, NOVEMBER 28. Long neglected by the market, 400-series Ferraris are starting to make serious money – but only in the right spec. The rarer manual cars (badged GT) are worth 50-60 per cent more than autos and this really late 412 GT is one of just 24 supplied in right-hand drive to the UK market. And though not that unusual, it has just 51,000 miles on the clock. Being black-on-black and well maintained ticked more boxes. Selling for 26500 over top estimate was no surprise.



1948 Armstrong Siddeley Hurricane © £19,264

BRIGHTWELLS, NOVEMBER 25. Cosmetically restored and mechanically sorted six years ago for use in a wedding hire fleet, this Hurricane was presentable and usable rather than a trophy chaser. Given that, the £12,000-£15,000 estimate looked very fair, so why did it bust that by over four grand? Well, you might only see one or two of these on the market each year, and this simply looks like the old story of two people wanting a nice example now and being willing to pay a bit over the odds to get it.



Mercedes-Benz 190SL © £95,200

BRIGHTWELLS, NOVEMBER 25. Even after decades of reporting on the classic car market there are results that defy explanation; this month there are two. Restored in 1988, this SL had then been used for seven years and stored for the last 20; not well, I'd suggest, looking at the flaking paint and corroded gauge bezels and radio. There was no great history or low mileage, so only the buyer knows why they paid more than three times the top estimate. Another £30k would get you a stunning example.



1954 Austin A40 Somerset 2 £11,760

HISTORICS, NOVEMBER 28. We're so used to seeing down-at-heel Somersets because their values don't justify expensive restoration. So it's only when you see something like this nicely detailed sub-40,000-mile example that you remember how good they look, in a cuddly Fifties kind of way. Certainly the bidders at Historics were captivated, taking it well past the \$7000-\$10,000 estimate. So a lot was paid, but it's still less than the cost of getting an ordinary one up to this standard, so actually a smart deal.



1953 Austin-Healey 100/100S Coupé **2639,900**

BONHAMS, DECEMBER 6. This was one of two prototype coupés and used as Donald Healey's personal car for nine years. Being in the same ownership and rarely seen since 1972 added to the mystique, and its gentle patina made the overall package even more of an attractive proposition. Bonhams offered no estimate and let the market decide its value. The result was just a little more than what you would have to pay for an immaculate 100S. which seems about right.



And the winner is...

ather like an injury time winner scored in the dying seconds of a cup final, RM Sotheby's managed to bag this year's record auction price for a classic car at the last major sale of the 2015 season – the Driven By Disruption event in New York.

The car in question was the 1956 Ferrari 290 MM that Fangio drove to fourth place in the 1956 Mille Miglia and the eventual price paid was \$28,050,000 (£18.5m). This was almost bang-on its lower estimate and about market-correct, but hardly a bargain considering that Artcurial sold the Baillon Collection 1961 250 GT SWB California Spider at Rétromobile back in February for just £12.1m.

There were very few other surprises in this top-end sale, certainly when compared to the robust set of price estimates that were issued by Sotheby's. Of the 31 cars offered for sale, 22 sold, which is a middling 71 per cent – though the sale's \$77m total revenue certainly wasn't to be sniffed at.



The only car that genuinely surpassed expectations was the lurid custom-painted 1964 Porsche 356 C SC Cabriolet once owned by Janis Joplin and which has spent the last 20 years on display in the Rock and Roll Hall of Fame museum. The \$400k-\$600k estimate looked achievable, but you never know with rock memorabilia, which this was – it was certainly more than a mere car. It eventually sold for \$1.76m (£1.16m).



ARTCURIAL TO SELL HISTORIC FERRARI RACER

Artcurial's Rétromobile sale has another historic racing Ferrari for sale - this time a 1957 335 S Spider with the sort of race history you could fill a book with. Driven by Peter Collins and Maurice Trintignant in the 1957 Sebring 12 Hours, it then finished second in the Mille Miglia with Wolfgang von Trips at the wheel. Mike Hawthorn drove it - now re-engined with a 4.1-litre V12 - to an early lead at Le Mans and set the first lap record of over 200kmh, but retired after five hours. Part of the Pierre Bardinon collection for over 40 years, it is estimated at €28m-€32m (£20.4m-£23.3m).



IN BRIEF



TWIN-ENGINED 2CV SOLD

Online auction site Catawiki has sold a 1961 Citroën 2CV Sahara 4x4 for £42,216 - less than half the bottom estimate, which seems to have been based on the £88,906 Bonhams got in 2012 for the last Sahara to come to market. Just 694 Saharas were built, and instead of conventional four-wheel drive they have separate 425cc engines and gearboxes front and rear that can be used individually for front- or rear-wheel drive, or together for four-wheel drive.



A FIRST FOR BARONS

Barons has become the first UK classic car auction house to use a female auctioneer. Helen Gascoigne took the gavel for part of its December 15 Yuletide Classic sale at Sandown Park. Helen, daughter of Barons director Peter Gascoigne, is a lawyer by profession but classic car enthusiast by nature. She welcomes the opportunity, saying, 'I have lost count of how many ridiculous but lovely cars I have had, including more than one Alfa...' Barons' next sale is at the same venue on February 23.



CORVETTE BARGAIN?

Anglia Car Auctions' next sale includes a 1964 Corvette Sting Ray that has been consigned with a low reserve and a tempting estimate of £19,000-£24,000, which looks well below the current market value. Imported to the UK from Wisconsin in 1990, it has been fitted with a later (1966) 327ci engine with 'Fuelle' cylinder heads. Otherwise it appears very original and has the desirable four–speed manual gearbox plus recently rebuilt suspension. Full details of the car can be found at angliacarauctions.co.uk.



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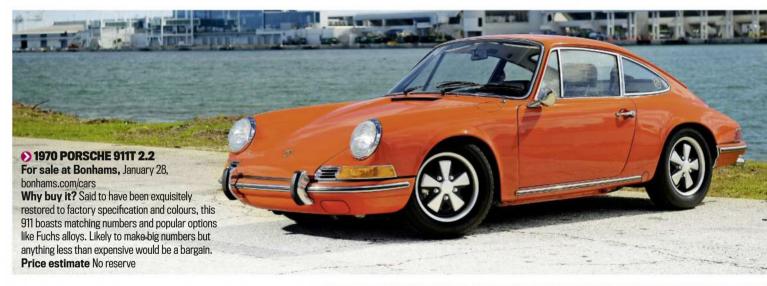
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ETEMPTATIONS Russ Smith scours the auction catalogues and adverts in search of the stand-out cars on offer







1973 MASERATI BORA

For sale at Bonhams, February 4, bonhams.com/cars Why buy it? This is a very original Bora with 79,000km (about 50,000 miles) covered, all-matching-numbers running gear and nicely patinated seats. And doesn't it look stunning in yellow? It'll certainly draw attention next summer.

Price estimate £150,000-£190,000

1967 MORRIS 1000 TRAVELLER For sale with Sherwood Restorations, Notts, sherwoodrestorations.co.uk Why buy it? Three owners and a warranted 43,000 miles from new, plus a detailed and photographed restoration by Charles Ware. It has also been sensibly uprated with servo brakes and an unleaded cylinder head. Asking price £11,995 KVP 405F







△ 1986 FORD CAPRI 2.8 INJECTION

For sale at Anglia Car Auctions, January 23, angliacarauctions.co.uk

Why buy it? ACA has sniffed out yet another super-low-mileage example of an everyday classic. This Capri has been with the same owner since new and has racked up just 2300 miles in 30 years. Unrepeatable? Price estimate £20,000-£25,000



△ 1980 RELIANT SCIMITAR GTE

For sale at West End Classics, Cambridgeshire, westendclassics.co.uk

Why buy it? Cherished by the last owner for 25 years, this GTE is in superb condition and has been fastidiously maintained. Gearbox and engine top-end overhaul 6000 miles ago and stainless steel fuel tank fitted.

Asking price £8995



△ 1937 MG SA TICKFORD DHC

For sale at Beaulieu Garage, Hampshire, beaulieugarage.co.uk

Why buy it? First sold by this dealer in 1966 for £30 and comes with lovely history file. Restored 23 years/6000 miles ago. Asking price £85,000



△1972 LAMBORGHINI URACCO

For sale at Anglia Car Auctions, January 23, angliacarauctions.co.uk

Why buy it? This recent barn find is expected to be running by the time of the sale. A UK-market car showing a believed correct 48,000 miles, there are just three recorded owners. **Price estimate** £22,000-£26,000

UPCOMING SALES

January

Sat 16, Birmingham. Coys' Autosport International sale, NEC. coys.co.uk Sat 16, Netherlands. Coys' Grand Marques sale, MECC Maastricht. coys.co.uk

Fri-Sun 15-24, Florida, USA. Mecum, Osceola Heritage Park, Kissimmee. mecum.com
Sat 23, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk
Sat-Sun 23-31, Arizona, USA. Barrett-Jackson. WestWorld of Scottsdale. barrett-jackson.com
Wed-Sun 27-31, Arizona, USA. Russo and Steele, N. Hayden Rd, Scottsdale.

russoandsteele.com

Thu 28, Arizona, USA. Bonhams, West Kierland Resort & Spa, Scottsdale. bonhams.com/cars Thu-Fri 28-29, Arizona, USA. RM Auctions, Arizona Biltmore, Phoenix. rmauctions.com Fri-Sat 29-30, Arizona, USA. Gooding & Company, Scottsdale Fashion Square. goodingco.com

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

February

Wed 3, France. RM Auctions, Place Vauban, Paris. **rmauctions.com**

Thu 4, France. Bonhams, Grand Palais, Paris. **bonhams.com/cars**

Fri 5, France. Artcurial, Rétromobile, Porte de Versailles, Paris. artcurial.com
Sun 14, Somerset. Charterhouse Auctions,

Royal Bath & West Showground, Shepton Mallet. charterhouse-auction.com

BARN FINDS Nigel Boothman unearths an Aston Martin in primer and a group of classics disinterred from a Scottish riverbank







DINO 246 GTS Low miles and high spec but long exposure to salty sea air has taken its toll



ASTON MARTIN DBS V8 Partially stripped Aston is complete and still in the primer applied ahead of a respray that never happened. Fuel-injection and five-speed gearbox ramp up desirability factor

Maserati 3500 GT Spyder, Dino 246 GTS, Porsche 356 Speedster

As the popularity of dusty barn finds has grown in recent years, so has their presence in prestigious auction catalogues. Gooding and Company's Scottsdale January sale in Arizona has a particularly exciting trio of long-stored exotics.

Top of the list is a 1962 Maserati 3500 GT Spyder estimated at \$525,000-\$575,000. It was sold new in Italy where it remained until the late Sixties before moving to the UK and then Oklahoma, where it has gathered dust for more than 20 years.

It was originally grey but has its original interior and - being a late example - a high specification including fuel injection, fourwheel disc brakes and a five-speed gearbox.

Dusty Italian exotics must be more common in America than logic can allow, because Goodings has also consigned a 1974 Dino 246 GTS (\$275,000-\$350,000) that had been with its previous Californian owner since 1983. This low-mileage, highspec Dino - ordered with Daytona seats has been sitting under the owner's car-port since 1985. It shows just 30,500 miles on the clock but has rusted in the sea air of Antioch near San Francisco and will need a full restoration.

Completing the Scottsdale trio is a 1958 Porsche 356 Speedster, which is estimated at \$350,00-\$425,000. It's less of a true barn find than the other two but hasn't moved in 20 of the 45 years its previous owner had it. It's from the final year of production and is one of just 181 Speedsters originally finished in Meissen Blue.

The California black registration plates, sheaf of history dating back to 1965 and general air of appealing patina are likely to push it towards - or even past - its rather eye-popping estimate. Restored ones cost the same but, as we're always told, cars like this are unrepeatable.

1958 PORSCHE 356 **SPEEDSTER** Restoration estimate: £20,000

Less is more - that must be the mission here. A

useable model like this with no serious structural, cosmetic or mechanical shortcomings (Goodings has had the engine running) is a prime candidate for skilled preservation, which in this case should be interpreted as a restoration you can't see. This car's history and unusually original condition give it its value but, ironically, preserving the car and its value probably means rebuilding that matching-number engine and running gear, then tidying rather than renewing the interior trim so it will still be suitable for enjoyable use and the acquisition of further history and patina.

Whether any of this is financially worthwhile remains unclear - the market for Speedsters in general may be rising, but the follow-on market for preserved classics of this type has yet to establish a pattern. Does the thrill of seeing a well-kept original diminish when it crosses the block a second or third time, even if condition has improved?



356's interior requires preservation rather than restoration



Engine is a runner but the car hasn't moved in 20 years



JAGUAR XJ-S V12's last MoT was in 2009; currently on SORN



PORSCHE 356 SPEEDSTER One of just 181 original Meissen Blue Speedsters, this '58 car is worth as much as a fully restored car



LOTUS EXCEL Glassfibre body fine after 11 years off the road



TRIUMPH TR7 No obvious rust on Sprint-wannabe convertible



CITROËN SM Missing headlamp cover aside, it looks sound...



...until you see the colossal dents in its offside rear flank

Aston Martin DBS V8, Volvo Amazon 122S

This fuel-injected DBS V8 has a five-speed manual gearbox and is in arguably the most desirable specification. It's not a long-forgotten barn relic in untouched condition, nor is it a dusty but useable example in need of recommissioning. It was reportedly on the road as recently as 2002 but was taken out of use and partially stripped, seemingly in anticipation of a respray that was never completed – the car remains in primer.

It was offered for sale at H&H's Chateau Impney auction on December 9. 'The car was bought by the vendor's father in 1988 and then passed to her brother in 1993,' says sales manager Damian Jones. 'It seems to have undergone a degree of restoration at this point and its colour changed from brown to green.

'Ownership passed on again to the vendor in 1998 and it was used for another four years or so before being taken off the road. 'It's being offered for sale because the vendor has accepted that the family dream of fully restoring it is probably not going to happen. It seems to be complete but it would be sensible to treat it as in need of a full restoration. The mileage of 48,000 isn't warranted but seems credible.'

In the same sale was a more traditional barn find – a Volvo Amazon in fetching twin-carburettor two-door 122S guise. With one owner from new and a possibly original 56,000 miles, it would make a satisfying project for someone capable of dealing with the corrosion that 30 years of storage has created.

Citroën SM, Triumph TR7, Lotus Excel, Jaguar XJ-S

Our very own Nathan Chadwick has been stalking London's streets and has discovered a surprising variety of disused classics.

'In aid of reducing my footprint – both carbon and physical – I've taken to getting

off the tube a stop early and walking to my destination,' he says. 'My most exciting find was a blue Citroën SM that I spotted near Bounds Green station. SM restorations are never easy but it was difficult not to dream of this particular car's potential. Sadly, a closer look revealed two hefty dents in the offside rear wing just behind the door. On the upside the wheels looked good and the interior seemed salvageable.'

South of the Thames, Nathan spotted three once-glorious examples of the British motoring industry in Deptford.

'The Triumph TR7 – a Sprint conversion if the bootlid badge is to be believed (the August 1980 registration is too late for the original pre-production cars with the 16-valve engines, all of which were coupés) – and Lotus Excel look like they've been sitting outside for quite some time, but could still be saved. The Jaguar XJ-S, however, is either a fulfilling restoration project or an absolute horror story,

OBARN FINDS



RENAULT 16 TL met its riverbank fate when it was barely ten years old



FORD CAPRI JPS MKII Twisted front wing remains - but little else



Amazingly, the long-interred Renault's offside rear wing and tail light assembly look almost salvageable



JAGUAR Mk2 Colourful but gutted Jaguar unlikely to survive its city-centre resting place in Biel for much longer



AUSTIN A35 Not much left after 30-plus years buried next to the River Dee

depending on your point of view. There's moss growing in both the tailgate and C-pillar and the big V12 could be ruinously expensive to get going.'

Nonetheless, this down-at-heel Jag seems just right for tooling around south-east London in the rain. For this reason alone, surely it ought to be saved?

Ford Capri JPS MkII, Austin A35, Renault 16

We recently reported on a Ford Capri MkIII that was retrieved from a Nottinghamshire lake after 25 years spent underwater and found to be remarkably intact, resident eels notwithstanding. The 1975 Capri JPS MkII Special Edition that was recently dug out of

an Aberdeenshire riverbank turned out to be somewhat less well preserved.

The excavations were carried out on behalf of an EU-funded conservation project called Pearls In Peril. A 100m stretch of bank on the River Dee on the Mar Lodge Estate was filled in with various materials, including scrap cars, back in 1984 and had since become something of an eyesore – not to mention an environmental hazard.

Various vehicles emerged, including an Austin A35, a Bedford CF – complete with a window sticker from Cairnwell Hang Gliding School – and an old Land Rover. But some cars were barely ten years old when they were buried, including a 1974 Renault 16 TL (registered GSB 110N), a

Vauxhall Chevette and the Capri itself (PGB 222P) – does anyone remember it?

Jaguar Mk2

Bob Search spotted this heavily daubed Jaguar Mk2 (we think) in the Swiss city of Biel. He was some distance away from it and fears this might be his last glimpse of it. 'The car will certainly be lost because the centre of Biel is currently under large-scale redevelopment,' he says. 'It seems ironic for a city that was once the hub of Opel car production in Switzerland.'

The wonky roof and apparent lack of trim and engine suggest that this is one example of the marque we won't be seeing back on the road any time soon.





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



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QUENTIN WILLSON

With traditional classics out of reach to many, moderns present excellent opportunities



Take heart, our hobby isn't as fusty, flat-capped and shed-based as they say. Proof that it's become mainstream, younger and fashionable shows in the

hardening prices of Eighties and Nineties classics. When Honda NSXs, Escort RS Turbos and Sapphire Cosworths start breaking records you know the market has begun a significant shift.

For many, too much Sixties metal is now out of reach, supply is limited and later classics can cope with modern traffic better. It's a change in the definition of car classicism and it means a broader and younger fan base, more economic activity and more cars to buy. And this isn't a blip, because the rise in values of some very recent classics really has been seismic.

If you were wise and well-heeled in 2010 you could have bought a Porsche 911 GT3 for around £100k. Mint, that car would now be worth over £150k. A new GT2 RS cost £167k in 2010 but five years later its value is £300k. Enzos, F40s and 288 GTO prices have reached mental money and that's dragged up younger supercars like 599 GTOs, Diablos, Ford GTs and Jag XJ220s. We're also seeing Eighties and Nineties fast Fords, Audi Quattros, Renault 5 Turbos and BMW M3s

climbing strongly due to the 'Hipster Effect' – younger buyers pulled into the hobby by the considerable coverage of old cars in the consumer media: 2015 was the year when collecting old motors became interesting, shrewd and cool. We now have an industry that's going to be heavily influenced by fashion. And that's no bad thing.

Expect growing interest in low-mileage BMW M series and AMG Mercs, further strengthening of late 911 values and even movement in Japanese performance iron

'Expect growing interest in BMW M series and AMG Mercs, and even movement in Japanese iron'

like Skylines and early Evos. I can see 928 and XJS prices improving too, along with Bentley Continental Rs and Arnage Ts. Previous 'flatliners' (the Honda NSX has been a wallflower for too long) will grow in appeal simply because of the stellar value they offer. Vintage 911s may radiate a special Seventies Californian carelessness but a mint 928 GT at a quarter of the price looks a much better deal.

This growing search for value will shift some modern performance cars into the neo-classic arena as long as they're rare, with small mileages and proper provenance. The market has reacted to overcooked prices by hunting out newer exotica for less cash. Inevitable really.

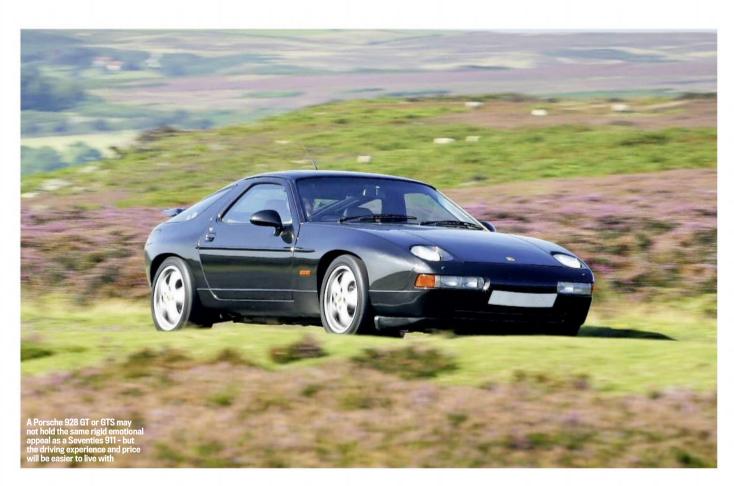
With younger enthusiasts comes a trendy shimmer this industry badly needs. We were always at risk of becoming too introspective: this widening of interest will put old cars firmly on the high street. That means more media attention, more events, more classics out there. And instead of worrying about a weakening market this transition is a sign of the growing appeal of the cult of old cars. I'd start scanning the web for the best examples of the yet-to-be-fêted coming classics.

The potential for beating the market is there – all you have to do is spot the moderns that look horny, drive well, are rare and have a growing mythology.

There are scores of possibilities and when you see something and think 'Blimey, that looks like value', follow your instinct, do a little research – and pounce.

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

as everyone's favourite motoring pundit.



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OTOM TJAARDA

Leave a designer in peace and he'll come up with a concept as well as a compact



Alejandro De Tomaso left Ghia in autumn 1972, as did many staff. I stayed on, along with most of the bodyshop craftsmen, and started work on the Ford

Fiesta project – with little support from the Ford design centre in Dearborn.

It was a transitional period, so for about four months there was no input from Ford at all. I just went ahead and designed a prototype proposal; nobody from Ford turned up to approve it. It was a weird feeling being left alone; and I had so much time that I decided to do another project.

This was a show concept, a rather radical wedge-shaped three-seater touring sports car. I pinned the sketches on my wall and waited. But there were still no visits from Ford. So I thought, why not just go ahead and start making a full-size model? I made the full-size loftings and took them down to the model shop. The Fiesta was the only project going on at that moment, so there was room for something else to do.

Time went by and the Fiesta prototype was finished and sent off to England where it was reviewed along with 26 other design proposals. The Fiesta project was of prime importance for the company and especially its president Lee Iococca, who personally selected the final proposal. With oil crisis

following oil crisis, small cars were seen as the future. It was a huge competition between all Ford's design studios, which had been working on the project for months. Naturally, every studio director wanted their car to win. I was later told that this was the reason no director had time to come to see what Ghia was doing. When Iococca selected our proposal, this didn't go down well with the other Ford design executives. Iococca got furious when some of these started to fiddle with the Ghia

'I think they wanted to fire me for insubordination but couldn't justify it because I had just designed the Fiesta'

styling model, even introducing radical changes. People were fired and time was lost, but Iococca insisted on going back to my design, even if the programme was delayed a few months.

Ford's design directors considered me something of a maverick, especially when they eventually saw the special sports concept we had built. But we were used to taking chances like this. I really think they wanted to fire me for insubordination but couldn't justify it because I had just designed the new Fiesta. However, I was

not considered one of the group and never received any kind of recognition or bonus for the new baby Ford.

The concept model sat around for weeks until the Ford people decided to finish it and exhibit it at the 1974 Geneva Motor Show. There, it received the name 'Coins', after the old film and song *Three Coins in the Fountain*. This referred to its three-seater format, with the driver in the middle. Over the years I've received several letters from people interested in the story behind it. Even a few scale models were made.

I always considered this a fun project, nothing more serious. It was difficult to get in and out of this rather odd creation, but in any case it created a lot of curiosity during the Geneva show. Yet it was only shown that one time before being shipped off to Ford in Dearborn and eventually auctioned off, along with so many Ghia prototypes. It has since disappeared and no one seems to know where it ended up.

Tom's remarkable career designing cars h

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





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SIMON KIDSTON

Saying goodbye is always hard, but here's to the lost heroes of the car scene



It's the time of year when old 007 movies and other classics get dusted off to grace our TV screens and, after the Queen's Speech, there'll be a roll call of

'Celebrities We Lost This Year' to remind us that time and tide wait for no man.

The classic car world feels this more than most, given that anything described as 'historic' is probably old – and that includes the characters who designed, built, sold, owned or raced them. Some of these names you'll recognise, others perhaps not, but allow me to pay a personal tribute.

Jean-Pierre Beltoise had style. Beltoise won the 1972 Monaco Grand Prix in monsoon conditions, driving for the Matra team in endurance events too, later taught road safety and had a Miura as his road car (totalled in the rain, as you did back then).

We first met when my then-colleague Mathieu Lamoure consigned Beltoise's car collection to our Monaco auction a decade ago, and I'll never forget stepping down from the rostrum to a grateful Gallic embrace after selling Beltoise's Le Manswinning Matra. I'll miss his modest demeanour and first-hand reminiscences of Formula One at its most colourful.

On my other favourite subject – Bond movies – we said goodbye this year to two

great characters. Christopher Lee – aka Mr Scaramanga – pioneered the concept of escaping pursuers by the flick of a switch and a pull on the steering column as his car sprouted wings and took off for his own private island. Bet you didn't know that an AMC Matador could do that.

The equally debonair Patrick McNee found fame as John Steed in *The Avengers*, which did wonders to popularise vintage Bentleys, Lotus Elans and Emma Peel's catsuit, but my favourite McNee role was as

'Pininfarina coachwork might impress millionaires, but the Batmobile trumps it in the playground'

Roger Moore's chauffeur Tibbett in *A View To A Kill*, arriving at the villain's chateau at the wheel of a Rolls-Royce Silver Cloud. I've wanted one ever since.

From the other end of the showbiz spectrum, kids of my generation who grew up with *Batman* will for ever owe a debt of gratitude to George Barris, whose movie car-building legacy will live on for ever in celluloid. V12 engines and Pininfarina coachwork might impress millionaires, but the Batmobile's nuclear turbine power trumps fancy Italian design in the

playground every time. And I challenge any collector to out-Wow! the Bat Cave.

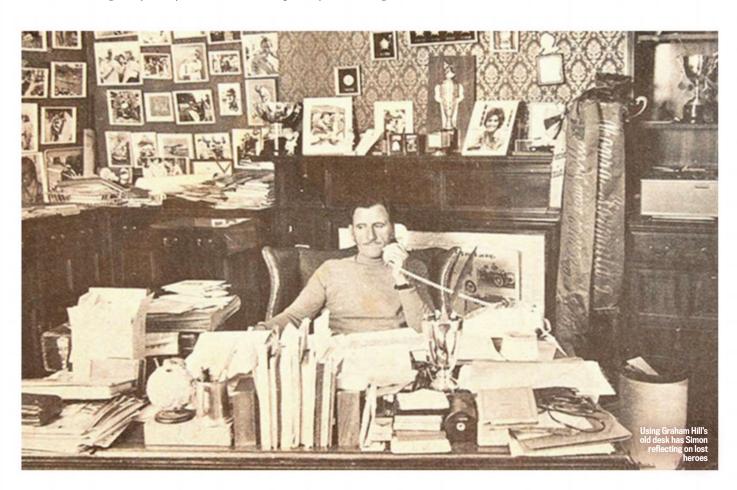
Closer to home, in March the old car fraternity lost one of its stalwarts. If you've browsed mags like this before, the Rolls-Royces and Bentleys featured for decades in the ads of dealer Frank Dale & Stepsons will have caught your attention. Sadly Jim Crickmay, the firm's ever-enthusiastic chairman who joined in 1980 will be there to greet you no longer, but his son Giles is carrying on a great family tradition.

I could go on – Guy Ligier, Jules Bianchi, Eric Thompson, Denise McCluggage, Ronald 'Steady' Barker, François Michelin, Gérard Ducarouge... apologies to those I've left out. But a final word in honour of someone who died 40 years ago, who I remember landing his aircraft at our home, and whose old desk I'm writing this on.

Who could forget the late, great Graham Hill? 'Time is of the essence – and I'm very short of essence.' RIP.

Simon Kidston is a classic car consultant

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.



LET BATTLE



COMMENCE

The Nineties played host to a worldwide dogfight for performance car superhero status. We hit the tarmac to see which fly highest. Plus: our writer tested all these cars in period – what can he recall of them?

Words JOHN SIMISTER Photography TIM ANDREW





he Nineties. It's when things started getting modern, when the seeds were sown for the designs, the technology, the materials and the manufacturing methods we have today. The decade might have begun a quarter of a century ago but none of the cars you see here looks drastically dated. At least not to this writer, who tested them all when they were new. Maybe it's my brain that has dated in the intervening years. We're about to find out.

These are seven of the most thrilling sporting cars you could buy in the Nineties. Back then their purchase prices

ranged from £25,795 to £69,499; today you can bag the cheapest for as little as £10,000 or pay up to £70,000 for the most expensive.

We have a straight-four, a straight-six, a flat-six, two V6s and two V8s. Three of the engines are in the nose, three are mid-mounted, one is in the tail. Two are British, one is German, one is Italian – and three are Japanese, with two of them unjustly starved of recognition in the classic car world as most examples get sucked into the modification culture. Together these cars make a fascinating bunch, every one of them chasing a different route to driving thrills.

Please meet, then, a Nissan 300ZX rubbing shoulders with a Ferrari 348. A TVR Griffith, mechanically the polar opposite of a

Porsche 911 Carrera 2. A Lotus Esprit GT3 from a firm obsessed with lightness vying with a Honda NSX made of aluminium. And a front-engined, rear-wheel drive, straight-six-powered GT whose credentials could almost shout 'old-school Brit' but is a twin-turbo Toyota Supra. Join us at the former RAF Coltishall air base, now the Scottow Enterprise Park, and let the dogfights commence.

FERRARI 348TS

We're straight in with the most glamorous name of all and the most expensive car, then and now. Although of roughly similar size to the 328 that it replaced, if broader, the 348 looks almost the mini-Testarossa with all those strakes along the flanks and across the tail. Some thought them brash at the time, but the years have treated them well. This is a crisp, clean, dramatic Ferrari; by comparison, it's today's Ferrari range that looks contrived and overstyled.

The 348 used a development of the 328 engine enlarged to 3.4 litres and mounted longitudinally instead of transversely, Dinofashion, as it was in the 328. The gearbox remained transverse, now sitting under the shaft linking the crankshaft and the remote clutch/ flywheel assembly. This gives a lower centre of gravity and should make for a sweeter-handling Ferrari. Does it? Press reports from the early drive in late 1989, and longer road tests from 1990, enthused about the 348's pace, soundtrack, dry-road grip and sense of occasion. But they also said that, pushed to the limit, the 348 could snap into a tailslide a mere mortal would find hard to undo.







Here at Scottow there's just been a downpour, and the 348's reputation is taking centre stage in my brain. First impressions are of a typical Ferrari open-gate gearchange – stiff if you're timid with it, responsive to a firm hand and accurate revs-matching in a way that cajoles you into driving with a properly sensitive touch. The Momo steering wheel is oddly far from the vertical and the pedals are offset far to the left. *You* adapt to the Ferrari, not it to you.

The engine revs with instant, whooping zeal, and drops revs as quickly when you lift off so you'd better be accurate with those downchange blips. We've just blazed along the runway, leaving a sound trail of stereophonic straight-fours rather than a V8 crackle – that's the flat-plane crankshaft shouting. Now the sharp right turn, the steering's initially slow response compounded by the slight slippage of understeer. Power on harder, and the 348 is jinking from side to side as the grip changes, the steering tugs, the tail wriggles. I sense that too much speed into a soaking bend will see ends swapped; this a highly-strung, nervous machine in these conditions. What wide-tyred semi-supercar wouldn't be? Great brakes, though.

Back at base, time for a calmer look at the surroundings. The cabin is a riot of cream and black, the switchgear is Fiat-flavoured. In this 'ts' version the roof panel unclips and is stored behind the seats; owner Steve Target reckons there's barely any more structural shudder thus de-roofed. The 348 is an exciting Ferrari, no doubt about that. But I remember feeling a lot less fear when I drove a 355 – fundamentally a debugged 348 with a stiffer structure and eight extra valves – back in the day.

I OWN THE 348TS



Ferrari aficionado Steve Target has owned it for two years. 'I had a 308 GT4 before this for 13 years, but this car

will be a keeper. I go for the unloved Ferraris – if it had a bad press when new, I'd go for it.

'Already I've done more miles in it than I did in the GT4, and I try to get to every Ferrari Owners' Club area meeting. For maintenance I take it to Lancasters at Colchester, an official Ferrari dealer. I'm very happy with them – they even took the engine out to cure a leaking oil seal after I'd bought it.

'Otherwise the only problem has been a common one - water leaks at the front corners of the roof.

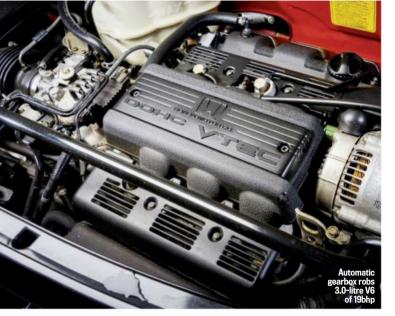
"I've been hooked on Ferraris since I was six or seven, after watching Tony Curtis and his Dino in *The Persuaders*.

'I'm obsessed, really.'

'I sense that too much speed into a soaking bend will see ends swapped'

FERRARI 348TS

Engine Mid-mounted, 3405cc, V8, dohc per bank, 32 valves, Bosch Motronic fuel injection Power and torque 300bhp @ 7200rpm; 238lb ft @ 4200rpm Transmission Five-speed manual gearbox, rear-wheel drive Steering Rack and pinion Suspension Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar. Brakes Ventilated discs front and rear Weight 1465kg (3226lb) Performance Top speed: 163mph; 0-60mph: 5.6sec Fuel consumption 18mpg Cost new £69,499 (1990) Values now £22,000-£35,000







HONDA NSX

Honda was big in Formula One (and is trying to be so again) so why shouldn't it create its own take on the junior-Ferrari idea? Being a Honda, from a company infused equally with petrolheadedness and rationality, the almost-supercar had to be as easy to drive as a Civic, with a cabin as ergonomically proper and engineered to volume-production standards. That didn't stop the NSX being a technological trailblazer – here is the world's first production car with an all-pressed-aluminium monococque, with aluminium suspension parts to match.

See how low it is, the visually separate black roof emphasising the shallowness of the red hull below. The tail looks a touch too long but it houses a very useful boot. The V6 engine is mounted transversely, the gearbox mounted not under it, old-Ferrari-fashion, but on one end like a modern hatchback's. There's the full Honda gamut of variable timing and lift for the valves, and a variable-resonance intake plenum.

Gordon Murray was famously taken with the NSX and it influenced aspects of his McLaren F1, yet despite its aluminium content the Honda is no lightweight at nearly 1.4 tonnes.

Ayrton Senna, too, was famously involved with the NSX's development. He briefly drove this very car, the oldest NSX in the United Kingdom, the 20th NSX made and the only one on a G-plate, and his nephew and fellow racing driver Bruno has signed the underside of the bootlid.

These facts make up for the less welcome one that this NSX is an automatic, with a four-speed, torque-converter gearbox matched to an engine deprived of 19bhp. However, there's still 256bhp left to play with, controlled (as in the manual) by the first production use of a drive-by-wire throttle.

And no harm is done to the Honda's fine ride and handling. Sitting low, with a panoramic view ahead (behind, too, through the hinged rear window that doubles as an engine cover) and chilled by excellent air-conditioning, you feel part of the car, the initial sense that the steering is slow to respond around the centre soon washed away by the understanding that everything in the NSX feels precise and ultra-progressive.

The steering has gentle power assistance but still telegraphs an intimate picture of grip, the ride is supple, and the handling feels beautifully balanced. I know that the tail will eventually let go and is hard to retrieve, because it once happened to me on Honda's Motegi test track, but there's none of the nervousness that troubles the Ferrari.

The engine and transmission are no more than adequate in this company, feeling a bit flat despite an ability to breach 90mph in second gear with a hearty yowl.

A manual NSX is another matter, its madly revvable motor the gateway to near-Ferrari thrills and a whole lot more sophistication. And it's more the pity that the UK never got the magnificent NSX Type-R. One of those may well have won this test by some considerable margin.



I LOOK AFTER THE NSX



Jason Ryder works with John White at the Honda UK press fleet garage. "We believe this NSX was the first one

in the UK. It was a press car at first, then it was used for training dealer technicians, mostly on the automatic transmission. After that it just sat outside, getting damaged by the sun. It was due to be crushed but Paul Ormond, head of the press

office, rescued it and put it back in the control of the press fleet team.

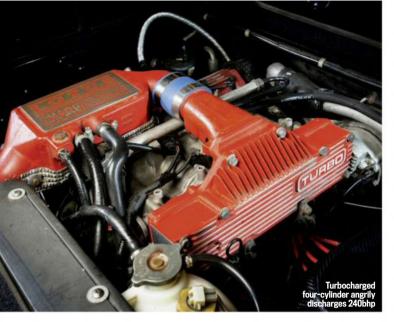
'It had done just 500 miles when we started restoring it, although you'd never have guessed from looking at it. We retrimmed all the leather and the headlining, and there were various electrical faults to trace. They'd been put there deliberately for training, and forgotten about. It took a summer to restore. And even now it's still only done just under 19,000 miles.'

'Sitting low, with a panoramic view ahead, you feel part of the car'

HONDA NSX

Engine Mid-mounted, 2977cc, V6, dohc per bank, 24 valves, Honda PGM-Fi fuel injection Power and torque 256bhp @ 6800rpm; 209lb ft @ 5400rpm Transmission Four-speed automatic gearbox, rear-wheel drive Steering Rack and pinion, power-assisted Suspension Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar Bracks Ventilated discs front and rear, ABS Weight 1370kg (3018lb) Performance Top speed: 155mph; 0-60mph: 6.8sec Fuel consumption 21mpg Cost new £58,000 (1991) Values now £16,500-£32,500





LOTUS ESPRIT GT3

This shape of Lotus Esprit ran from 1987 to the breed's demise in 2004, with just a few visual tweaks on the way.

In the mid-Nineties came the Julian Thomson/Russell Carrpenned update of Peter Stevens' 1987 redesign, and it coincided with some fresh focusing on the four-cylinder Esprits following the earlier launch of the V8.

One of the revitalised four-pot models was the car you see here, intended as an entry-level Esprit with its capacity reduced from 2.2 litres back to the 2.0 litres with which the original Giugiaro-styled Esprit started life back in 1976.

This pared-back GT3 is 90kg lighter than the S4-spec model, and does without that car's interior wood trim embellishment and reclining seats. The seats here are one-piece mouldings, and the décor is in racily functional black and body-colour bright yellow.

Sometimes, though, less is more. Here was an Esprit truer than any other to Lotus's racing roots, with a sub-£40k price tag and a single-minded air of speedy purpose. This one has the wheels and round rear lights from a late V8, but the GT3 character remains resolutely intact. It's a car that demands you work at it, but which will thrill you when you do.

Its engine offers 240bhp, compared with the contemporary 2.2's 264bhp. And it's coy about revealing itself at first, feeling lifeless as I amble off on a light throttle, to the extent that I wonder if there's a fuel blockage somewhere. Then at around 3500rpm, throttle well open, the charge-cooled turbo wakes up and the Lotus starts to run. At around 4000rpm it's breathing lustily and accelerating savagely enough to humble our Ferrari, its engine note a straightforward four-cylinder blare.

So the drivers need to keep the engine busy, which means much use of a gearchange that's a bit obstreperous in this car but I remember as delightful when the GT3 was new.

And then there's the fabulous chassis to enjoy – Lotus magic at its best. The GT3 rides with a deft delicacy, steers with a speed and precision that's disconcerting on first acquaintance (it's powered, slightly too much so at low road speeds) but delicious as pace rises, and has a transparently brilliant balance through fast bends or slow ones. You know exactly what's going on, always, and there's no better way of gaining confidence in a rapid car.

Back in the Nineties the GT3 was the cheapest route on offer to supercar thrills at sensible money, and the same holds true today. More than that, for pure driving fun this cheapest Esprit might just be the best Esprit of all.

But think on this. I drove the GT3 immediately after the 348. In the Lotus, the track might just as well have been dry, so speedy, grippy, stable and benign did it feel.

Does that make it the best driving machine here today? In some ways, it surely does.



IOWN THE GT3



Owen Wright has owned this car for eight years. 'I use it every day unless it's snowing. It had done 65,000 miles when

I bought it and it's up to 92,000. It's a myth Lotuses always have problems - the only ones it has had have been the age-related issues you'd have with any 18-year-old car.

'The steering rack wore out, and I had to replace the costly oil cooler because an aluminium pipe corroded. That was a fiddly job, but changing the cambelt was easy, as was the exhaust manifold. It has a few modifications, such as uprated bushes and a performance exhaust, and I'll take the engine out next year to restore the engine bay and replace the clutch.

"I've loved Esprits since childhood, when Colin Chapman signed my Esprit sketch, and I had the James Bond bug. So after I had a ride in the James Bond Esprit at 14 years old I had to have one."

'For pure driving fun this cheapest Esprit might just be the best Esprit of all'

LOTUS ESPRIT GT3

Engine Mid-mounted, 1973cc, inline 4-cyl, dohc, 16 valves, AC Delco fuel injection and turbocharger Power and torque 240bhp @ 6250rpm; 216lb ft @ 3750rpm Transmission Five-speed manual gearbox, rear-wheel drive Steering Rack and pinion, power-assisted Suspension Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: double transverse links, radius arms, coil springs, telescopic dampers, anti-roll bar Brakes Ventilated discs front and rear, ABS Weight 1229kg (2707lb) Performance Top speed: 164mph; 0-60mph; 5.1sec Fuel consumption 22mpg Cost new £39,450 (1996) Values now £12,000-£20,000













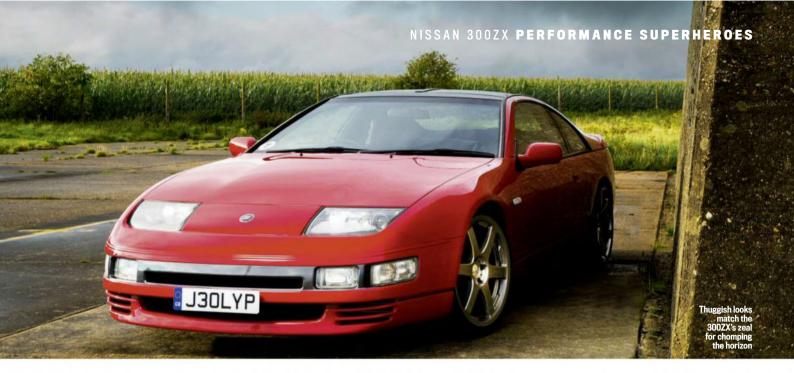
NISSAN 300ZX

Nowadays there's a branch of the fast-car culture besotted with Nissan GT-Rs. Back in the Nineties, though, these turbo terrors were almost unknown here in the UK. The Nissan Skyline GT-R was a rare and exotic fruit indeed, almost unknown outside Japan. What we did have, though, was the Nissan 300ZX, once a flabby cruiser, re-minted for the new decade as something tantalisingly close to a proper supercar. It even looked almost mid-engined.

The motoring press loved it, with reservations. Now, in 2015, where have they all gone? Many were modified to death, sufficiently so to keep the breed well off the radar in our world of classic cars. It's time to put that right.

As standard, the ZX offers 300bhp from its 3.0-litre, twin-turbo V6. Its sophisticated suspension adds extra toe-control links to what is otherwise broadly a double-wishbone layout, and at the rear those links vary in length automatically to give a small degree of rear-wheel steering. Turn into a bend and the rear wheels point in the opposite direction to the fronts, changing to a same-direction point as the Nissan settles. How much this happens, and when the change occurs, is computer-controlled according to how you're driving. The idea is to give this big, heavy car (it's the portliest car here) the agility of something much handier.

Does it? Well, yes – up to a point. Driven at moderate pace, this is a benign car if a rather inert one as the rear-steer nips tyre slipangles in the bud. However, a sudden surge of turbocharger boost





can overwhelm these good manners, with contemporary road-tests regularly reporting ready – but thankfully easily caught – tail slides on damp or greasy roads.

So I'm treading carefully in our test example, a Japanese grey import in stunning condition. Its specification differs from that of UK-market cars only in details such as indicator-lens positioning and the nose badge, while this particular car has bigger wheels covering uprated brakes. It also has lower-riding and slightly stiffer springs and dampers, although the 300ZX is already quite firm in standard specification.

Its cabin is a temple of velour, extending even to the glovebox lid. Neat rotary switchpods flank the instruments, all is snug and driver-focused, and you can remove the two roof panels to make a T-bar targa-top. There's even space for two small people in the back, but claustrophobics need not apply. The Nissan feels on the acceptable side of firm as I head out to the track, but the firmness isn't matched by responsive precision. At low speeds this feels the weighty machine it is.

Out on the track this feeling is dispelled as the turbochargers spin into life. It's more of an insistent thrust build-up than the feeling of being fired from a catapult, but this is a properly rapid car whose power keeps building right up to 6400rpm.

Driving the 300ZX is more about flow than flinging it into corners, but as a rapid and civilised grand tourer the Nissan is something of a forgotten star.

Badge snobs, please remove your head from the sand right now.

IOWN THE 300ZX



This is the second one Joel Pickering has owned. "I've had it for nine years, but I've liked them since I was a young boy.

They were readily available when I bought it but a lot rarer now.

"Ve been aiming for an OEM-plus approach, close to standard but improving it where needed. There's a big engine in a small space so they overheat, so this one has an uprated aluminium radiator. I've also added a strut brace, which makes a big difference, and uprated Brembo brakes from a Skyline GT-R. The original rear spoiler had gloss paint on sponge rubber, which cracked after two years. So this is a glassfibre replica.

'Why do I like them? It's the aesthetics and the performance. You can easily get 400bhp with larger turbo compressor wheels and better breathing.'

'This is a properly rapid car whose power keeps building right up to 6400rpm'

NISSAN 300ZX TWIN TURBO Z32

Engine Front-mounted, 2960cc, V6-cyl, dohc per bank, 24 valves, Nissan ECCS fuel injection, twin turbochargers Power and torque 300bhp @ 6400rpm; 274lb ft @ 3600rpm Transmission Five-speed manual gearbox, rear-wheel drive Steering Rack and pinion, power-assisted, plus rear-wheel steering Suspension Front and rear: multiple links with toe control, coil springs, telescopic dampers, anti-roll bar Brakes Ventilated discs front and rear, ABS Weight 1580kg (3480lb) Performance Top speed: 155mph; 0-60mph: 5.6sec Fuel consumption 18mpg Cost new £34,600 (1990) Values now £3000-£10,000







PORSCHE 911 CARRERA 2

Porsche-fanciers call it the 964. Whatever you call it, this is the last of the original-shape, air-cooled 911s. Nevertheless, it was a major update on its 'impact bumper' predecessor.

Out went torsion bars, in came coil springs. The steering got gentle power assistance, the differential got a limited-slip system using an electronically controlled clutch, and the rounded, integrated bumper design showed shades of Porsche's ultimate Eighties pin-up, the 959. The brash whale-tale spoiler option was history, replaced by a neat, retractable ducktail that self-elevated at more than 50mph. The engine grew from 3.2 to exactly 3.6 litres, power from 231bhp to a tidy 250.

There was more. The 964 appeared first in Carrera 4 guise, with a four-wheel-drive system derived from the 959's. When the Carrera 2 followed later the same year (1989), it could be had with – shock – a four-speed, torque-converter automatic transmission with Tiptronic manual override ('tip' being German for 'flick').

The critics wrote glowingly of the clever Tiptronic with its pushpull lever. Today it seems slow-witted and lacking in ratios compared with a modern double-clutch arrangement (also a Porsche invention, for competition use), so I'm very pleased that our test 964 is a manual car.

And what a lovely, precise, slippery-smooth manual it is. Were you to get straight into a 964 after a late impact-bumper car it's the first thing you'd notice, even though the G50 gearbox (itself a vast

improvement over the earlier 915 unit) was carried over. It's amazing what a few tweaks to the control mechanism can do.

Otherwise, the environment is very familiar with its five round dashboard dials centred on the hefty tachometer, the floor-hinged pedals offset even further leftwards than the steering wheel, the view forward through the deep, upright windscreen and past the prominent front wings. The very instant I move off I can sense the weight aft, just from the way the front bobs lightly over bumps, but out on the rain-soaked track at speed I quickly realise that this is one well-mannered 911.

The usual traits of prodigious traction and the gentle tugging of the steering wheel over uneven surfaces are still there, but compared with its ancestors the 964 is a calmer, more planted machine that encourages you to explore its abilities without a backdrop of fear. There's less understeer on a slow, slippery corner, less of a feeling that the tail might break free under big power or a sudden lift-off.

The main reason why is that clever differential, effectively an early form of what we now call torque vectoring. Rear suspension geometry and bushing able to give more toe-in under cornering loads helps, too. And it almost goes without saying that the Carrera 2 is a sensationally rapid machine.

It all adds up to perhaps the most appealing air-cooled 911 of the lot, with just enough new-school to rose-tint the old-school, and I curse myself for not snapping one up when they were still cheap. Now the world is waking up to its charms. About time, too.



IOWN THE 964



Robert Lancaster-Gaye bought it from Porsche specialist JZ Machtech. 'It had done 130,000 miles, but it's effectively

zero because they'd gone through everything. And I mean everything: pipes, bushes, brakes, engine, gearbox, paint... It's like a new car.

'The previous owner had all this done, and then didn't use it. I saw it in the showroom and couldn't

believe the condition, because Carrera 2s often look slightly tired. Rejuvenating one like that is expensive, so it's best to buy one on which someone has spent money. The only non-standard bit is the "Cup bypass" – the removal of the big silencer behind the bumper. It's noisy so I think I'll put it back.

"I've always wanted a 964 because it's the last proper aircooled 911 - the 993 doesn't count with that different body shape."

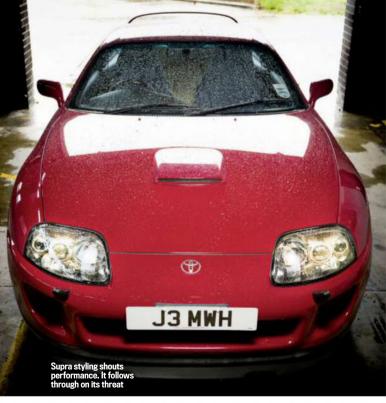
'It's a calmer machine that encourages you to explore its abilities without fear'

PORSCHE 911 CARRERA 2

Engine Rear-mounted, 3600cc, flat-6-cyl, sohc per bank, 12 valves, Bosch DME L-jetronic fuel injection Power and torque 250bhp @ 6100rpm; 229lb ft @ 4800rpm Transmission Five-speed manual gearbox, rear-wheel drive Steering Rack and pinion, power-assisted Suspension Front: MacPherson struts, coil springs, lower wishbones, anti-roll bar. Rear: semi-trailing arms, coil springs, telescopic dampers, anti-roll bar Brakes Discs all round, ventilated at front Weight 1380kg (3040lb) Performance Top speed: 158mph; 0-60mph: 5.1sec Fuel consumption 20mpg Cost new £41,505 (1989) Values now £12,000-£30,000











I OWN THE SUPRA



Anthony Woolford has had an automatic one since 2008, and this lower-mileage manual one came up

in 2012. 'I found it by accident online and couldn't believe the price.

'The idea was to replace the blue automatic but I seem to have ended up keeping both.

'One front wing has been painted after a scratch, but otherwise it's all

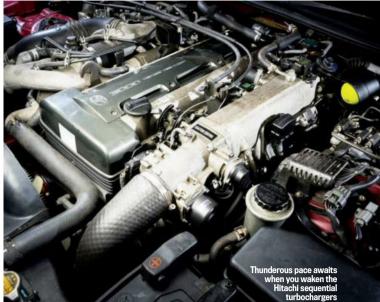
original. Even the leather upholstery isn't worn. The only non-standard part is a replacement intercooler from Whifbitz. It doesn't give any more power, but it's better made than the original part and costs £300 instead of £600.

'Why a Supra? I've always liked Hondas and still have a CRX, and I've got into Japanese cars through that. People don't seem to know about the Mk4 Supra, but it's just brilliant.'

'The Supra's ample grip readily gives way to a benign tail-slither if suitably coaxed'

TOYOTA SUPRA

Engine Front-mounted, 2997cc, inline 6-cyl, dohc, 24 valves, Toyota fuel injection, twin sequential turbochargers Power and torque 326bhp @ 5600rpm; 325lb ft @ 4800rpm Transmission Five-speed manual gearbox, rear-wheel drive Steering Rack and pinion, power-assisted Suspension Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar Brakes Ventilated discs front and rear, ABS Weight 1549kg (3412lb) Performance Top speed: 155mph, 0-60mph; 5.1sec Fuel consumption 19mpg Cost new £37,500 (1993) Values now £3000-£10,000



TOYOTA SUPRA

As with the Nissan 300ZX, so too with the Toyota Supra – big six-cylinder bruisers both, but reinvented as Europe-battling, turbo-powered semi-supercars for the Nineties. Both have stayed outside the normal evolutionary route to classic-car status, instead arriving in 2015 via the world of a modification culture that has seen both cars generate stupendous power figures. Then, with your retroglasses donned, you look at the Supra and wonder: why? Aren't 326bhp, 155mph and a 5.1-second scorch to 60mph enough?

It took some searching, but we found a standard, UK-market example for this story, just like the car I tested for *Carweek* in 1993.

Toyota made big efforts to pare weight from this Supra, with aluminium used for the bonnet and some suspension components and – yes – hollow carpet fibres. The styling was a good launchpad for the modded culture to come with a gaping mouth, glittery projector-lens headlights under large covers and a hefty hoop of a rear spoiler standing proudly above two strips of four circular rear lights. There are air ducts ahead of each rear wheel, the better to cool the Torsen differential, and the six-speed gearbox is a joint Toyota/Getrag production with a mechanically meaty action.

The straight-six, twin-cam engine has twin sequentially acting turbos and a secondary throttle butterfly whose closure is triggered by a primordial traction-control system. Like the Nissan and the Porsche this is a two-plus-two coupé, and the sweeping arc of an instrument panel seems inspired by a 911's scattergun ergonomics.

In that *Carweek* test, pitted against a manual Honda NSX, the Toyota showed a very physical approach to driving thrills compared with the Honda's more cerebral nature. Nothing has changed; the Supra's ample grip readily gives way to a benign tail-slither if suitably coaxed on a wet track, while the sonorous engine delivers a true torrent of torque. Its initial response is quite soft and sleepy, but then turbo one awakes and serious thrust ensues.

Come 4000rpm or so, plus a wide-open throttle, and turbo number two – rather larger than turbo one – joins in, and from that point there's little that can stay with it as it soars on towards 7000rpm. Yet still people wanted it to go faster... and in doing so, they probably spoiled the delightfully progressive blending of its two turbos' efforts that make the Supra such a friendly machine to drive, far friendlier than its bulk and power potential suggest it'll be.

Balancing this car on the throttle through a fast bend is terrific fun, helped by quick steering for quick correction should the drift get out of hand. I noted a lack of intimate road feel through that steering back in 1993, but by today's standards of electrically assisted, synthetic weighting it's positively garrulous.

Brand perception, car culture and the automotive circles in which we move are powerful forces in shaping a car's desirability. They can trump the car itself – otherwise why would anyone have bought a Porsche 928 for £32,000 more than a Supra? Forgotten heroes are the victim of no greater amnesia than this one.





TVR GRIFFITH 4.0

TVR's reinvention began right here. It was out with the wedges and the retro re-makes, in with a shape of rounded, unadorned purity and tension at once both redolent of a Fifties sports-racer and a crisp, clean, single-minded future vision – the Griffith had no bumpers and almost-hidden door handles.

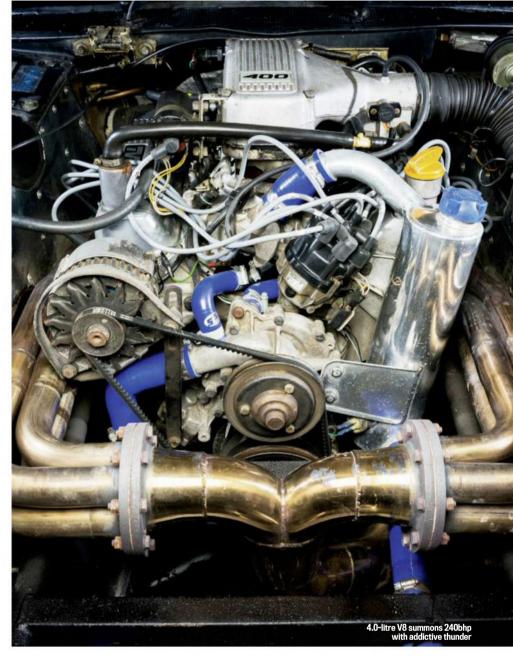
Underneath lay the familiar Rover V8, in 4.0, 4.3 or – later – 5.0-litre guise, cradled in a hefty tubular-steel chassis.

All-round double-wishbone suspension completed a familiar TVR mechanical cocktail, but it was the combination of the looks, the sound and the polished edges of what could have been a rough diamond that cemented the TVR's appeal. It was a triumph, its credibility boosted all the more by the near-flawless, ripple-free finish to the glassfibre body.

That design flair continued in the cabin. Dashboard, door trims and console swept curvingly across their domains, but nothing was overdone. Aluminium door handles flanked the centre console in a typical TVR trick of the unexpected, matching the ball of the gearlever knob and – in the early 4.0-litre example we have here – a handbrake grip shaped to interface perfectly with your left hand's fingers and thumb. This last is a period aftermarket addition, but it's right on message with the TVR vibe.

This is our only true convertible here, with a flexible rear-roof section that folds down once the rigid front section has been detached and stowed in the boot. It's a neat, simple design, a

MY 1992 MEMORY: 'Taking a



neatness that's continued in the engine bay with its tidy plumbing and an exhaust system determinedly directing its gases around the front of the engine via pipework that's redolent of a Victorian heating installation.

As you might expect, the TVR feels more the raw sports car than anything else in this group. It's the lightest by some considerable margin, yet it has an ample 240bhp to propel it. This may be the Griffith in its gentlest guise but it's still great for a sub-five-second eruption to 60mph. And it sounds absolutely fabulous, the 4.0-litre V8 bellowing its beat as the wind blows by.

With the brawny performance comes the need for more physical effort than in the other cars, notably to turn the unassisted steering at low speeds, to disengage the clutch and to shift the short, stubby gearlever through its five forward ratios.

Sat low and snug in the agreeable cockpit, the rear axle just inches from my bottom, I cease to be aware of all these efforts as the acceleration blasts forth, immediately giving me a sense of what it might be like to drive a dragster.

It's a wholly addictive sensation, as is the one of powering into a corner, aiming with millimetre-perfect accuracy through steering that is now ideally weighted and communicating furiously, and feeling the tail right on the edge of a lovely, power-induced drift. This is how powerful sports cars are meant to be.

And then, just as we were taking the very last photographs of our two-seater, open-top sports car, the sun finally came out to greet us. Is this an omen?

I OWN THE GRIFFITH



Steve Ashton has done lots to his Griffith. 'I probably didn't need to. I think of it as future-proofing. For

example, TVR Power had a special offer on so I had the engine rebuilt with a mildly upgraded camshaft and stainless steel manifolds, and I've replaced the suspension and brakes. The standard brakes are terrible so it now has the bigger ones fitted to the Griffith 500.

'The chassis outriggers corrode so they have been done. You don't have to take the body off but it's better if you do. David Gerald Sports Cars did it and replaced the fuel lines at the same time. I've replaced the dashboard panel with a new one in piano black, and now there's nothing left to do.

"I've had no problems that you wouldn't expect from a 23-year-old car, like the odd corroded switch contact. I've had it 14 years, and have no intention of ever selling it."

'The looks, sound and polished edges cemented the TVR's appeal'

TVR GRIFFITH 4.0

Engine Front-mounted, 3947cc, V8-cyl, pushrod ohy, 16 valves, Lucas 14CUX fuel injection Power and torque 240bhp @ 5300rpm; 275lb ft @ 3900rpm Transmission Five-speed manual gearbox, rear-wheel drive Steering Rack and pinion Suspension Front and rear: double wishbones, coil springs, telescopic dampers; anti-roll bar on front only Brakes Discs all round, ventilated at front Weight 1045kg (2302lb) Performance Top speed: 148mph, 0-60mph: 4.9sec Fuel consumption 20mpg Cost new £25,795 (1992) Values now £8750-£15,000





VERDICT

TVR owner Steve Ashton summed it up well. 'We're all agreed that even though we've come here with our own cars, there's not a single car here we wouldn't want to take home.' Badge-snobbery out, automotive appreciation in. Picking a winner, however, is harder.

I can readily come up with a top four, which would be a top five were the NSX a manual. Which means that, for me, the edgy Ferrari doesn't quite do it as a driving machine when I could have the more capable Lotus for a third of the outlay. And the Nissan 300 ZX, future-facing techno-marvel that is, falls short on the complete thrills package.

So, the four. The Toyota? I have a big soft spot for this scandalously underrated machine, a car you could use every day and relish every mile of the using. Does it matter that it's 'just' a Toyota? It shouldn't. But, despite my attempts at objectivity, it does, just a bit. Hoist by my own petard.

The Lotus, then. Magnificent handling and ride, as much pace as you could reasonably want, the bonus of having proved more durable over two decades than I expected. And nowadays such a bargain. But not as much so as the viscerally enthralling TVR, which has also aged more gracefully than we would ever have guessed back in 1992.

But in the end you can't escape the fact that the best car here, for its combination of pace, excitement, usability, durability, cachet, investment potential and all the rest, is the Porsche 911 Carrera 2. It's just a pity they've got so expensive. Which us why the car I've been entering in the website classifieds' search is the TVR Griffith...

Thanks to Scottow Enterprise Park, Honda UK, the TVR Car Club, the Toyota Enthusiasts' Club, the Lotus Forums, the Ferrari Owners' Club, 300zx.co.uk and all the owners.

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California loved the stripped-down Porsche 356 Speedster's performance and looks. We take the UK sea breeze in a 1500 and Carrera to find out why

Words ADAM TOWLER Photography TIM ANDREW

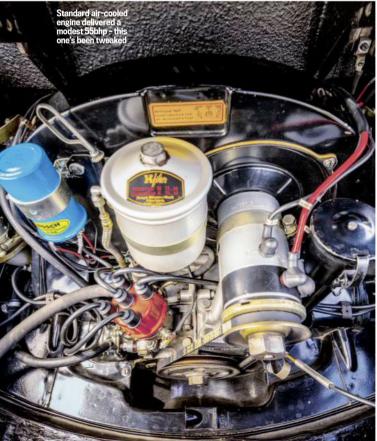












head, the cliff edge conceals a sheer drop to the shimmering blue sea far below. The only discernible sounds are are the constant cries of the seagulls circling overhead and the gentle hum of excited under-the-breath conversation from the ever-increasing throng of onlookers. The summer sun beats down on my back. Life feels good. I step self-consciously through the small crowd, open the black 356 Speedster's delicate door and settle into the cabin as coolly as I can manage. I don't feel very cool at all in truth because I'm three feet from the edge, and selecting the correct gear is literally going to be a matter of life or death. Bizarrely, I'm more worried about

plunging a quarter-million pounds' worth of classic Porsche to its doom far below than I am for my own safety.

At this point I should confess that we haven't just pulled off Highway One and it isn't the Pacific Ocean spread out before us – it's actually the English Channel and we're in the shadow of Portland Bill lighthouse. But it doesn't take much imagination to place myself in California during its sizzling mid-Fifties pomp, with great roads, authentic Drive-Thrus and golden sand. It was a world of glamorous young Hollywood actors wearing big sunglasses, with a love of speed and the means with which to indulge it. They would perhaps have just discovered an unusual little sports car from Europe that has a bit of a sting in its tail.

Today we have the rare privilege of comparing two Speedsters – one with a pushrod engine, the other with the later four-cam engine. It's a genuinely big deal to be in the presence of the real thing but I keep expecting to field the inevitable question, 'Is it genuine?'

I fire up J1956's little four-cylinder engine and listen as it settles to a thrumming idle overlaid with a familiar Beetle-esque rasp. It's been tweaked to deliver more than the factory 55bhp, but even so this car is all about making the most of what modest power it has.

With what feels like a hundred pairs of eyes fixed on me, I edge out on to the coastal road and head inland.

'The steering loads up in the corners and my mind is flashing a big red warning about the rear-mounted engine and swing axle suspension'

Rarely is the view from a car quite so evocative. The sensuous expanse of bodywork ahead rises and falls like the Chiltern Hills, the broad sweep of low-cut windscreen makes me feel exposed to the elements and in my closer field of vision I can see the basic, mostly painted metal dashboard inlaid with a handful of elegantly simple VDO instruments.

With the slim-rimmed but oversized steering wheel wedged in my lap and my feet hovering above the offset pedals, the driving position forces my legs outwards at different heights, one knee in particular contorted at an angle I never knew it was capable of. I reach for the large cream ball topping off the lever sprouting from the floor and push the floor-hinged clutch pedal. I snick it into first and the little Speedster darts forward with the sort of effortless zest only a truly lightweight car can summon.

Driving it soon becomes second nature. The steering loads up in the corners, more so than you might expect from such a light car, and all the while my mind is flashing a big red warning about the rear-mounted engine and swing axle suspension. And yet the Speedster always feels agile and surefooted even at enthusiastic cornering speeds – it's a blast. Right now it's not prudence currently curtailing my outright pace, but the inevitable glut of coastal traffic clogging the road ahead.

My only eye-widening moment comes on a long straight road, exposed to the sea on one side and an estuary on the other. Possibly egged on by a brisk crosswind, the Porsche suddenly feels skittish and starts to wander disconcertingly. Matters improve when I back off, so I make a mental note to keep a close eye on the Speedster's trajectory the next time the speedometer needle begins to climb.

I switch to the white car and its Carrera engine sounds very different and rather sophisticated after the earlier pushrod's cheery chug. It's smooth, but the crisp edge to the distant flat-four beat snaps into a full-on rasp with a dab of the throttle. I've never heard anything quite like it.

I'm sweating profusely as I pull away, and not just because of the unrelenting sun – this car is eye-wateringly valuable. But it doesn't take long for early anxiety to give way to raw excitement. This is an astonishing little car; its engine thrives on revs and the performance is impressive even by modern standards. The splayed driving position with the large gearknob angled towards me is familiar but the controls feel somehow lighter and more accurate than they do in the pushrod car. This probably has a lot to do with the fact that this 356A is left-hand drive – as it was engineered to be – but the Carrera engine is smoother and there's a polish to the whole car that belies the single year separating the two.

I could really get carried away with this if I'm not careful, letting the engine sing its way all the way up into the higher echelons of the rev range and feeding the nose into corners with a delicate touch on the giant steering wheel. Then I remember how much it's worth and have to restrain myself from pushing any harder.

This particular car was delivered to Max Hoffman's New York dealership in August 1956. It was originally white with a black hood and interior and although ostensibly to GS specification, little details such as the missing heater put it more in line with the later GT-spec cars. Rumour has it that it raced at Sebring, Daytona and Riverside during its early years, but was repatriated to Germany in 1992 where it was restored, resprayed red and fitted with a Spyderspec 110bhp engine, adjustable Koni Classic dampers and 12v electrics. It also gained a louvred engine cover and single centre-exit Sebring-style exhaust to bring its appearance in line with GT-spec cars. The Fica Frio Collection that currently owns it had it resprayed white and fitted the searing red interior.

The short-stroke four-cam engine is a motor sport unit through and through, and reflects a small Porsche concern beginning to spread its wings. It has a swept volume of 1498cc – just under the homologation class limit – and a short stroke for the period, plus valve gear actuation taken from the output end of the crankshaft, a roller bearing crankshaft, dry sump lubrication, twin-spark ignition and two 40mm downdraught Solex carburettors.



OWNING THE PORSCHE 356 1500 SPEEDSTER

'The insurance keeps going up as its value increases, but I still use it all the time for work and on the school run - there's no point in having it otherwise,' says James Haithwaite. 'I used to do more of the servicing and

maintenance myself, but Prill Porsche Classics sees to it now with a view to improving it over time. It's reasonable to run – no more than \$800 a year.

'It's very entertaining to drive. It's certainly more challenging than a modern car, although I rather like that. It keeps up with modern traffic on the motorway without any problem.

'Most people assume that it's a replica, but that doesn't really bother me - it's a privilege to own one of the coolest cars around.

'That said, I avoid taking it out when it's wet and I'll only go somewhere if I know there's decent parking available.

'In many ways it's not actually my car at all - it's the family car. There's no way I'll ever sell it.'



After success in the legendary Porsche Spyders, it was only a matter of time before the four-cam engine found its way into the back of a 356, coinciding with the advent of the 356A in late 1955. It was first shown at the Frankfurt show alongside the new Carrera and brought with it a 1.6-litre pushrod engine, improved handling and a new dashboard. The four-cam Carrera, so named after Porsche's class success in the Mexican Carrera Panamericana road race, was available as a Coupé, Cabriolet or Speedster.

What makes the Speedster story particularly fascinating is that this most revered of sports cars began as a US sales initiative to offer a cheaper, simpler 356. Few could have known at the time that such humble beginnings would go on to create something very special.

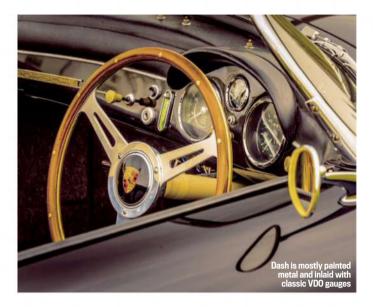
The 356 evolved gradually; its early days in the late Forties may have been rather inauspicious but it had matured into a capable sports car with a small but devoted following by the early Fifties. Porsche had already achieved a class win at Le Mans when it launched a heavily revised 356 in late 1952. It looked much more modern with its single curved windscreen and higher-set bumpers, while ventilated brakes and Porsche's own synchromesh four-speed gearbox improved the driving experience. A new factory meant Porsche could increase production volumes and the 5000th car rolled off the production line less than two years later.

But Porsche's original American importer, Max Hoffman, wanted more. He believed that an aggressive strategy would improve sales and suggested Porsche should introduce a new sports car that











majored on driving thrills but cost less than \$3000. Since a 356 Cabriolet cost \$4584 (£3044) at the time, this seemed like rather a tall order.

Hoffman was a persuasive salesman however and had the backing of Porsche's West Coast importer John Von Neumann. By now convinced, Porsche took the basic 356 Cabriolet body as a starting point and covered the rear cabin with additional panels, turning it into a strict two-seater. A shallow curved windscreen with a lightweight canvas hood improved its already rakish good looks; simple drop-in plastic screens replaced the original wind-up windows. The quest for lightness extended to the stripped-out interior that had three dials set into a flat dashboard, a passenger grab-handle and not much else. Lightweight bucket seats shed further weight and helped to keep the driver and passenger firmly in place during enthusiastic cornering.

Two engines were offered – a 55bhp 1500 and a 70bhp 1500S, which cost an additional \$500. Shorter third and fourth gears further improved acceleration that had already benefitted from the extensive weight-saving measures. Colour options were limited to white, red or blue enamel.

A Speedster 1500S with the 528/2 Super-spec engine could reach 60mph from rest in around ten seconds and exceed 100mph flat-out, so they practically flew out of the showrooms from the outset. The rest of the world had to wait a little longer, but cars began to filter through in 1955 and the UK got its first glimpse of

the new car at that year's Earls Court Motor Show, where a white right-hand-drive car was displayed on the AFN stand.

That brings us neatly back to the sunny Isle of Portland – and this black 356 Speedster 1500 in particular. J1956 has worn this colour since it was restored in the late Seventies but is in fact that very same Earls Court show car. As one of just two right-hand-drive Speedsters that were ever officially imported into the United Kingdom, it's a very special machine.

Deryk Haithwaite, the current owner's father, bought it in 1994. 'I had a 1962 356 Super 90 Cabriolet from new, then a 1964 356 Carrera 2,' he recalls. 'They were pretty expensive and considered something of an oddball choice even then. But I campaigned the Super 90 in various hillclimbs and went on extensive touring holidays with both of them.

'I collected the Carrera 2 directly from Zuffenhausen. It was the last of seven right-hand-drive models made and driving it straight from the factory was a great experience. It had already been run-in, so I could go at it full-bore up and down the autobahns!'

'A Speedster 1500S with the 528/2 Super-spec engine could reach 60mph from rest in ten seconds and exceed 100mph flat-out'

Deryk went on to own a number of 911s, but decided in the early Nineties that he wanted a Speedster. 'I nearly bought one at a Coys auction but then I spotted this 1500 for sale within the Porsche Club. It's featured in a lot of books and is the actual car that Corgi based its scale model on.'

It is highly original despite its colour change – and not just because it's a matching numbers car. 'That's the original fuel gauge,' says Deryk, 'and the steering wheel has been on there for ever. The badges, glass and seats are all original too, although the driver's squab may have been changed at some point.'

When Deryk realised that he wasn't using the Speedster as much as he used to he swapped it for his son James's 1962 356B Coupé, a car that he eventually gave to his daughter after buying a more practical right-hand-drive 356C Cabriolet. Meanwhile, James tweaked the Speedster and treated it to a full body respray – all of which means it's not just the financial worth of the car that rests heavily on my shoulders when I drive it, but all of the emotional investment that's gone into it too.

Each of these Speedsters is enchanting in its own way – the black 1500 because of its invigorating driving experience, history and family importance; the white Carrera quite simply because it's one of the most impressive machines I've ever driven. As Deryk says, 'These cars are the very essence of Porsche.'

Given that Porsche managed to create something this impressive less than a decade after its inception in a small shed, it's no surprise it went on to reshape the motoring landscape for decades to come.

Thanks to: James and Deryk Haithwaite, Fica Frio Collection.

PORSCHE 356 1500/CARRERA GT SPEEDSTER

Engine 1488cc/1498cc horizontally opposed four-cylinder, ohv/dohc, twin Solex 32 PBI/40 PJ1 downdraught carburettors Power and torque 55bhp/128bhp @ 4400rpm/6400rpm; 78lb ft/91lb ft @ 4400rpm/5200rpm Transmission Four-speed manual, rear-wheel drive Steering Worm and sector Suspension Front: independent by torsion bar. Rear: swing axles with torsion bars/Independent by torsion bar front and rear Brakes Drums all round Weight 760kg/838kg Performance Top speed: 99mph/110mph; 0-60mph: 17sec/8.7sec Fuel consumption 28mpg/19mpg Cost new \$2995 (£1986)/\$5305 (£3519) (1954 1500/1958 Carrera GT) Value now £100,000-£827,000





Racing put it back together again... and gave it 800bhp

Words RUSS SMITH Photography JONATHAN JACOB



There are, it has to be said, more promising projects than a car that's been deliberately crashed into a wall at 30mph, stripped of many of its parts, then abandoned round the back of first

Bloxham then Gaydon and finally at Jaguar's Browns Lane museum. But Justin Law gave it a go anyway.

He says, 'I used to own Tom Walkinshaw's own XJ220S demonstrator, registered M1 TWR – the only development car fitted with an upgraded 680bhp engine. I sold it in a moment of weakness and have regretted it ever since – I drove that car every day. Then I borrowed it to give demonstration rides at Gaydon along with racer and XJ220 development driver Andy Wallace. It was fantastic fun and I left thinking "I really need one of those".

'This is the actual car JaguarSport submitted for the crash test at MIRA. My father Don and I had known of its existence for years. Then three years ago we bought two unbuilt XJ220s left over after production ended, and this came with them. At first we just saw it as an interesting piece of Jaguar history – it was Shell B of the development cars, predictably nicknamed "Carroll" at the factory. Then one day we had a proper look at the chassis and saw how good it was and how well it had survived the impact. The crumple structure had worked so effectively that the crash hadn't cracked the windscreen or closed up the door gaps.

'We had been buying up XJ220 parts for years and had a full set of carbon-fibre Le Mans panels, another shell with race suspension, plus the remains of the MIRA car. We also managed to acquire many of the componentry that had been removed from Shell B from the Jaguar Daimler Heritage Trust and other sources. I reckoned we could rebuild the car with the bespoke suspension, brakes, wheels and tyres that are unique to the LM – something like a Le Mans-specification XJ220, but in roadgoing form.'

ASSESSING AND PLANNING

'More damage had been done by years of poor storage'

The car's lack of completeness was less daunting for Justin than it might have been for someone else because Don Law Racing has gathered up most of the remaining parts for these cars, and where necessary remade items from scratch. But that still left an enormous amount of work to do and tricky problems to solve, the first being the car's main tub.

'The impact actually wasn't the worst part of it,' says Justin. 'In fact, apart from the front section, the chassis was straight. More damage appeared to have been done to the tub by years of poor storage. Water had penetrated areas of the car's aluminium honeycomb structure and caused delamination, especially in the floorpan. The car's design meant that in effect all we had to do was unbolt the crush structure at the front and bolt a complete new section on.

'Then I dummied up various digital images of it in different colours and settled on Audi Sprint Blue – the same colour as my Audi RS4.

'The original engine was long gone, so I started with a brand-new block and cylinder heads, which I handpicked from our stock.'



Just after the 30mph impact at MIRA. Jaguar's structure proved to be very resilient - even the windscreen survived



Body shell at Don Law Racing awaiting assessment



As found at Jaguar's Browns Lane facility





Composite panels were left over from the 1993 Le Mans racer project



BODY AND CHASSIS

'We had to invert the bodyshell to fit the complete new floor'



Jeff Wilson is an experienced fabricator who worked for TWR when the XJ220s were being built. He says, 'It needed a complete new floor section so we had to invert the shell on our jig and remove the

floor leaving all the vertical castellations intact. It's a job that demands considerable patience. Dealing with damage to honeycomb structures is similar to dealing with rust – simply cut out the delamianted areas and replace them. The big difference is that the new sections are glued in place using expensive 3M 9323 two-pack aircraft adhesive then riveted – not welded – with joint panels. We usually buy the original aerospace-spec honeycomb in 8ft x 4ft sheets, though they had to be a bespoke size for the wider XJ220 floor. They cut easily with a jigsaw then the new sections are bonded in.

'The crash test had damaged the front bulkhead, which is a CNC-machined aluminium panel. We had one in stock, but the patterns are there to make a new one if necessary. We mounted the chassis on to a jig and bolted and riveted the bulkhead in place. Then we bolted a new front crush structure to it.'

Justin adds, 'With the tub straight and sorted, we did a full "dry build" and fitted all the Le Mans carbon-fibre panels to it. These were designed to be easily removable on the race cars with bolts and quick-release catches but we wanted to bond them into place so there was a lot of tweaking to do. They might have been 20-year-old panels left over from the race programme, but they all went together really well.

'The one big change we made was in joining the panels together above the side intakes like they are on the road cars. On the racers they're split to allow the whole upper rear body section to be quickly removed for good engine access. We bonded them together and filled the join with 3M epoxy filler.

'The main issue with composite panels is sealing the surface before painting because it's very porous and pinholes easily. To do this we apply several thin coats of a special two-pack hydroxyl acrylic primer then leave it as long as possible to see if any sinkage or other flaws appear. We didn't use a high-build spray filler because we wanted to keep the weight down. In certain lights you can still see the weave of the fibres underneath.

'We have moulds to make XJ220 doors from scratch, but ended up fitting original 1993 Le Mans carbon-fibre doors and polycarbonate windows. This saved a considerable amount of weight because standard XJ220 doors are extremely heavy.

'We'd already had a batch of heated windscreens made and used one for this car because there's no air conditioning fitted – again this was to keep weight down and avoid power drain.

The door mirrors look bespoke but were actually easy to find because they were popular at the time and used on cars such as the TVR Griffith.'

EXPERT TIP

'When dealing with joints between sections of aluminium honeycomb, we use a special 3M epoxy filler – which is half the weight of regular stuff – to seal the joins and keep moisture out.'

RUNNING GEAR

'The gearbox was incomplete and there are no spare parts'



Merely building up an engine wasn't enough for the guys at Don Law Racing. Justin says, 'One particular element of this project was to explore the limits of what we could do with an XJ220 – and that

meant getting more power out of the engine. I already knew its weak points so knew where to go with it.'

Don Law (pictured above) adds, 'We used conrods machined from billet and had forged pistons made, both to Le Mans spec, along with valve springs custommade to a design somewhere between standard XJ220 and Le Mans specification. The turbochargers are Garrett M27s and use roller rather than plain bearings so they spool up more quickly. We machined the block and cylinder heads to take Coopers rings rather than head gaskets for better sealing under pressure and modified the fuel system with new injectors and pumps to deliver more fuel. 'The radiator has 30 per cent more capacity than standard and we fitted it with a pair of 16in two-speed electric fans.'

Back to Justin. 'We made a new exhaust system with a 3in rather than 2.5in bore, removed the catalytic converters and built a repackable silencer box, so we have options on the amount of silencing we use. We also ceramic-coated a lot of the external engine parts in black to help keep heat down in the engine bay – and it looks pretty cool too!

'It delivers 700bhp, which is more than enough for road use – the standard cars have 542bhp – but there's a switch on the dashboard that gives you a remapped 800bhp on high-octane fuel for track drives.'

The gearbox turned out to be something of a stumbling block. 'The transmission was incomplete and off-the-shelf spares are no longer available so everything had to be made from scratch using our drawings,' says Justin. This included some of the gear cluster, detents, part of the shift linkage and various other incidentals. Thank goodness that we have the patterns for everything! I took a great deal of care over the assembly because these transmissions are right on their limit even with the standard engine. The original transmission fluid is no longer available, so we had to have a new one developed for us by Morris Lubricants, which we now use in customers' cars.

'We machined new suspension rockers from billet aluminium because the original cast ones have been known to crack, especially at the rear. We used adjustable Ohlins dampers instead of the original non-adjustable Bilsteins to allow for fine-tuning, along with magnesium uprights with six-piston AP calipers – as per 1993 Le Mans specification.

Jeff Wilson fabricated lighter front wishbones out of 4130 steel, which we heat-treated then finished in Kephos, a durable lightweight coating that you can crack-test the welds through.'

EXPERT TIP

'You always struggle with clearing airlocks in XJ220 cooling systems. On this car we added a swirl pot and header tank that helps eliminate those issues and also helps improve cooling, especially alongside a higher-capacity radiator. The latter is also essential for use in hotter climates.'



Engine has been modified to pump out 700bhp in street trim. A flick of a switch liberates a full 800bhp for track outings



JAGUAR XJ220 EPIC RESTORATION



V6's extensive black ceramic coating helps to keep engine bay temperatures down



Just back from the paint shop and being fitted with temporary alloys to move it about $% \left\{ \left(1\right) \right\} =\left\{ \left(1\right)$





Le Mans panels trial-fitted during the Jaguar's 'dry build'



Speedline wheels are the same as those used on 1993 LM-spec cars





THE RESULTS

'From the M1 crawl to flat-out down Silverstone's main straight'

'It was a real rush to get the car finished,' says Justin. 'I had – perhaps optimistically – booked it into the Cholmondeley Pageant of Power, so we pushed really hard to get it ready. I really wanted a set of carbon-fibre-backed Recaro race seats in keeping with the Le Mans theme but I couldn't find any that looked right. At the finish I just threw in a pair of period-correct road-spec Recaros just so there was something to sit on, but they're so comfortable that we've kept them.

It was a close-run thing – I first drove the car very briefly at 6pm the night before Cholmondeley, then jumped into it the following morning and headed straight to the Pageant. There was no time at all to test or adjust anything. By that point I just wanted to get through the weekend without any drama and get the car seen by the public. But we got there and back and completed the event with no problems.

'I also took it to the Silverstone Classic press day. When I got there we put on slick tyres and took journalists round the track on demonstration runs for an hour and a half. The XJ220 coped with the whole day really well, from crawling along in heavy M1 traffic to flat-out down Silverstone's main straight.

'The engine's phenomenal torque cancels out the usual turbo lag you get with these cars, and it's almost sitting at idle at 100mph – perfect for a run to the south of France. This is currently the only roadgoing XJ220 LM and if I'm honest it's a bit much for the road. But we already have an order to build another.'

Thanks To: Don Law Racing (donlawracing.com)



Subtle badging, but not-so subtle Audi Sprint Blue paint is the same as on Justin's RS4 daily driver





Left: fixed lamps are much lighter than original pop-ups

NEXT MONTH

This Lea-Francis Sport was so rotten that parts of the structure turned to dust and blew away when its new owner trailered it home...



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THE LIFE STORY OF A

TRIUMPH TR7

The first of three Coca-Cola/Levi's TR7s has been a competition prize, daily driver and museum exhibit. Four owners recall their part in its story

Words SAM DAWSON Photography SIMON THOMPSON

1978 David Guest wins a very special Triumph TR7

'It was the top prize in a series of competitions run by Coca-Cola and Levi's called "All Summer Long," recalls the TR7's first owner and word game fanatic David Guest. 'The idea was to make as many different words as possible out of the words "all" and "summer". Three cars were given away and it was organised regionally in such a way as to prevent anyone from re-entering and potentially winning them all. Five hundred runners-up each received a pair of jeans.

'We didn't have computers back then – well, nothing that you'd recognise as a computer today – so I had to go through the entire dictionary word by word. It took quite a while, but it was worth it.'

Guest's TR7 was the first car to be prepared for the competition and was acquired through British Leyland's Powertrain division, which had an allowance to buy cars below list price for development purposes.

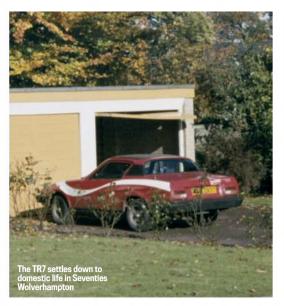
It was first registered in Guest's name, unlike the other two competition cars that were pre-registered by Powertrain. The custom work was carried out by doyen of the Seventies cruising van craze, Star Vans of Luton.

'It came with a television in the glovebox, a fridge and tumblers in the centre console and various other things such as matching T-shirts and pens,' recalls Guest. 'All this extra equipment was going to put a lot of strain on the battery so each car came with a Bradex charger in the boot too. Coca-Cola wrote to me advising that I should insure the finished car for £7000 – more than twice the price of a standard TR7 at the time.

'The organisers presented the car to me at the Empire Ballroom in Leicester Square. My first drive in it was straight into a Hyde Park Corner traffic jam in front of the press!

'It was great to win the car but it had quite a few problems. My local Triumph dealership in Wolverhampton found 14 separate faults with it at the first 500-mile service – mainly things that were either















misaligned or not put together or adjusted properly. I thought at the time that it must have been a Friday afternoon car.

'It was great once the issues were sorted, though; I ran it for 14 years, mainly on the commute to my chartered accountancy firm. I have four children, so any family trips required a more practical car.

'It was always fairly reliable, but by 1992 it had become very rusty, so I sold it to a client of mine, George Wells, who'd always wanted it and was prepared to restore it.' However, by Wells' own admission he wasn't up to the job. 'I just watched it slowly fall to bits,' he admitted after encountering the TR7 at the NEC Classic Motor Show more than ten years later. He sold it on again after just two years, having never driven it.

1994 Angela Matthews buys a restoration project

Angela Matthews and her husband Alan bought the by now rather rusty TR7 with

the intention of restoring it at their home in Stafford, although it evidently didn't quite go to plan. I visited them out of interest in my capacity as TR7 registrar in the TR Drivers' Club to see if they wanted to join and register the car,' recalls Phil Humphrys. 'They'd concentrated on the bodywork, addressing the rust and the paintwork and stitching some of the denim interior details back together.'

The result was a light cosmetic renovation rather than the full-blown restoration the car really needed, as current owner Chris Turner later discovered. He says, 'They'd just superficially tidied up the external rust on the bodywork and painted it. It was more a makeover than a proper rebuild. None of the detailing was right – they'd painted the sills red when they should have been black and it was really scruffy under the bonnet. The stripes were painted on – as they originally had been by Star Vans – but they weren't quite right, which suggests they'd partially resprayed around them.

'I suppose it was acceptable as a quick job. It would've passed muster at a classic car show but wouldn't have stood up to closer scrutiny. To be honest, they hadn't really done the car justice.'

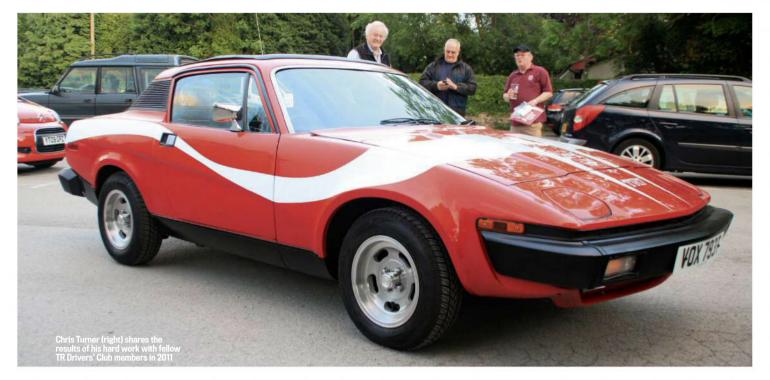
2003 The TR7 resurfaces at Robsport

1

'I had two of the three Coca-Cola/ Levi's cars at the same time – this one and the one that went missing,'

recalls Simon Hebditch of Triumph specialist Robsport. I sold the latter to an Irish collector of Coca-Cola memorabilia who left it at Liverpool docks. It stood there for a while and then disappeared, so it looks like only two of these cars survive now.

'This one was quite pretty – probably a condition-two car – but not good enough to show and no concours winner by any means. I was rather surprised when I ended up selling it to a museum, but then again, nothing really surprises me after more than 20 years of buying and selling classic cars!'







The buyer in question was Anthony Green who was busy finding cars to exhibit in Peter Nelson's new Movies 'n' Motors museum, based in Ingliston on the outskirts of Edinburgh. 'The guy didn't even come down to see it,' Hebditch remembers. 'He bought it sight-unseen over the phone along with another Sprint-engined car.

'It had clearly been restored at some point as the paint was too good to be original considering the mileage, but the stripes had been applied incorrectly. We knew this because we could compare it to the other Coca-Cola car which, although completely mullered, was totally original.'

Movies 'n' Motors closed in 2004 after just a year, having failed to attract enough visitors to make it viable, and the TR7 went up for sale yet again.

2004 Chris Turner to the rescue



'It was supposedly a runner when Movies 'n' Motors got hold of it, but it took me an hour to get it moving when I took delivery because the brakes and clutch were stuck on,' recalls current owner and serial TR7 collector and restorer Chris Turner. 'That said, it passed its MoT just a day later.

'It felt brilliant – I ran around in it for four years and if you'd seen it back then you would probably have thought that it just needed smartening up here and there. Sadly, that was far from the truth.'

2008 Restoration number two

'In reality, it was a mess,' Turner says.
'It was sold as "in need of some welding around the trailing arms" but I forgot all about trying to get it through an MoT once I'd taken a proper look at it. I decided instead to strip it down and rebuild it at work – I have two four-post lifts and a rotisserie, so I could do the work properly.

'I'm used to restoring TR7s as I've had quite a few of them so I knew where to look. Sure enough there was rust absolutely everywhere, including in the wings, inner body seams, wheelarches. And yes, the trailing arm mounting points were shot too – and they're particularly difficult to get right once they've corroded.

'To be honest, I probably wouldn't have restored it if it hadn't been a Coca-Cola car – I would have just sold it on with a donor car to someone who could weld.'

And so began a complete body-off restoration. Turner had a further stroke of luck when it came to refurbishing the high-tech interior. 'I got in touch with the Matthews and discovered that they'd kept the glovebox television,' he says. 'I've no idea where the fridge went, though – I suppose that's lost to time but I always keep an eye out just on the off-chance that one might turn up.'

It's still not quite as-original, though. 'It's got the wrong wheels on it at the moment,' Turner says. 'The original Coca-Cola cars had Wolfrace alloys, but one of mine went missing during the restoration. I'd sent them in for professional refurbishment because









one had a half-inch chunk missing from it. The alloy welders had put it on to a CNC machine but before they could do anything with it someone must have assumed it was scrap and thrown it away.

'I mentioned the problem on the TR Drivers' Club website but didn't really think I'd find a solution. Then one evening my wife took a call out of the blue from a man in Banbury. She said "Chris, this bloke's got you a set of wheels!" He was incredibly generous and didn't want anything in return for them.

They turned out to be Appliance wheels – Wolfrace replicas rather than the real thing – and were in need of complete refurbishment, but the refinishing company who'd lost my original Wolfrace wheel offered to restore them free of charge. I've kept one of the original Wolfraces in the boot as a full-size spare wheel.

'The stripes always present the biggest problem when restoring these cars. Whoever restored it before had taken care to make sure they flowed around the bodywork, but the truth is that the originals didn't flow at all – in fact they followed rather awkward lines around the car. I ended up painting the stripes on my car during the respraying process to get them just right. That said, I had to replace one of the doors as it was too rotten to save, so that one's got a transfer on it. But you wouldn't know it to look at it.'

Turner's house is surrounded by an assortment of TR7s and TR8s and there are more in the garage. 'It's funny,' he muses, 'I thought they looked horrible when they first came out. I used to drive MGs, but switched to various Fords and then a Reliant Scimitar after that because I was forever taking the British Leyland cars back to the garage for warranty work.

'On one occasion I went to a dealership intending to test-drive a Cortina MkV but ended up trying out a 15-year-old TR7 with a leaky heater matrix instead. I'd test-driven a brand-new Mazda MX-5 earlier that

week and actually thought the Triumph was the better car of the two.

I had an Alfa Romeo Spider at the time, but always had this nagging feeling that if anything went wrong with the engine I would be in a lot of trouble. So I sold it, found a TR8 in the classic car small-ads, called the owner at 10pm and bought it the following day.

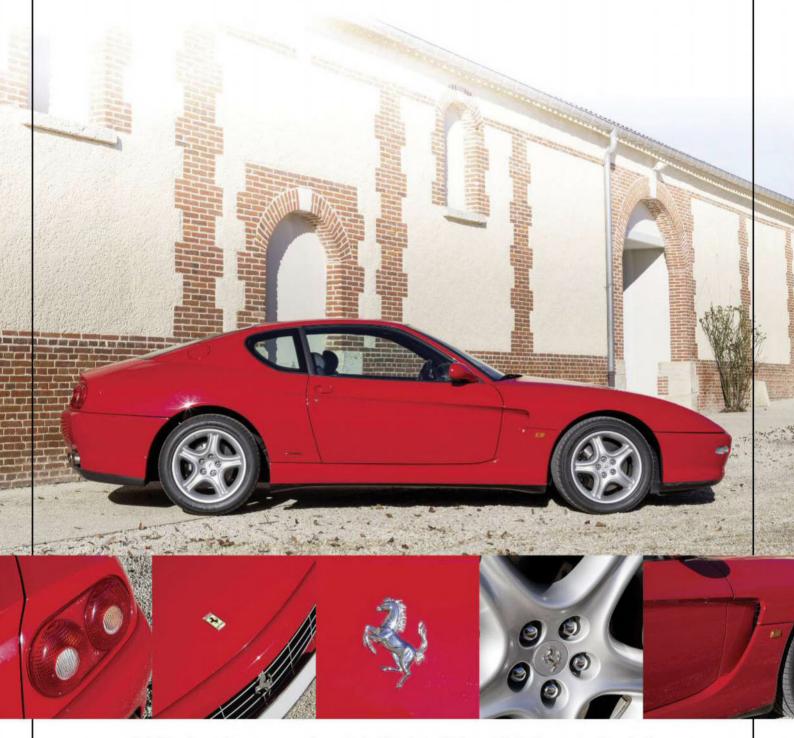
'I intend to keep this TR7, though. It's already a regular on the show circuit and I actually prefer the fixed-head 2.0-litre cars to the drophead and TR8. It's probably the best a Speke-built TR7 can possibly be now. I've spent more time and effort on that car than any other. The emotional appeal goes beyond anything rational.'

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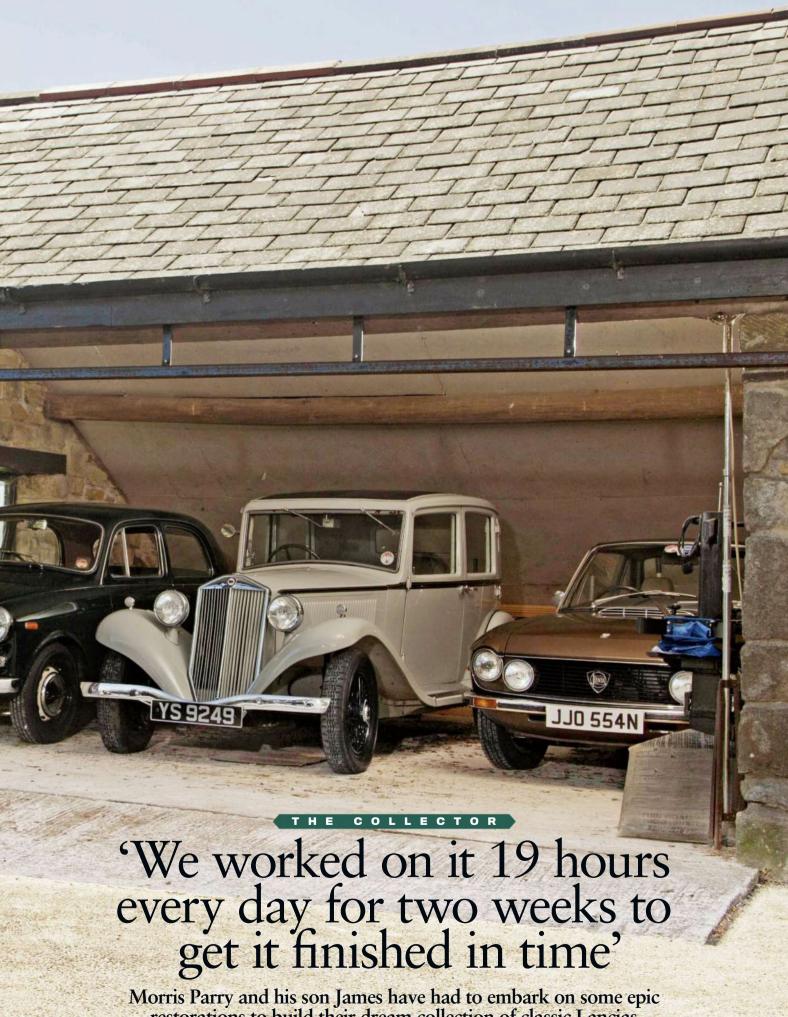
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restorations to build their dream collection of classic Lancias

Words NIGEL BOOTHMAN Photography SIMON THOMPSON

ow many Aprilias have we got?'

James Parry looks at the sky, as if it might hold the answer to the question his father Morris has just asked.

'Er...four, I think. Yeah, four.'

When you're faced with a question like that and have to think carefully about the answer, you clearly have a lot of Lancias. Morris and James Parry share a passion for the marque that goes beyond a hobby; it's part of the fabric of their lives. Morris spent his teaching career imparting a knowledge of electronics to pupils at a technical college but came to regard working on something older, oilier and more artful as the perfect contrast to all those printed circuit boards.

Morris traces his enthusiasm for Italian cars to a 1962 article in *Small Car* (later *Car*) magazine that asked, 'Why not twin cams and five speeds for running the kids to school?' This, plus a turn in a friend's Aurelia GT in 1966 ensured that James was born into a family already well immersed in the breed. After a brief period of rebellion involving air-cooled Volkswagens and turbocharged Fords he returned to the fold in his twenties and started a tyre business ten years ago that is rapidly morphing into a Lancia restoration firm.

Walking around the courtyard outside Morris's north Wales farmhouse, every door and tied-down tarpaulin looks like it might conceal a treasure or two.

1958 Aurelia B20 GT

We walk up to the largest and most crowded of the outbuildings, picking our way around various trailer-bound cars and a stripped chassis or two. Peeking out at us is a sixth-series Aurelia B20 coupé, a car that made the transition from being just another rusty Italian GT to a six-figure object of desire some time ago. Not here, though – the Parrys are equal opportunity collectors and their feelings for each car have little to do with money. Morris bought this one 30 years ago to use as a donor for another

A LANCIA LIFETIME

Collecting cars over many decades can lead to long lay-offs between acquisition and restoration. Says Morris Parry, 'I've owned my 1938 Aprilia for 40 years. I restored the front axle 38 years ago, but not much else since then.

'The cost of parts – and the value of the cars they come from – has shifted dramatically over the years.'

He recalls retrieving a Flaminia coupé spares car in the Seventies on a trailer repaired with braces that made it too tight for the Pininfarina body. So, widen the trailer or shrink the car? 'We grabbed some hammers,' Morris says. 'By midnight, the Flaminia was narrow enough to fit...'

Aurelia, but realised it was better than the one he was trying to restore.

'It was still pretty bad though,' he says. 'It had been vandalised and the engine had been pinched for another car.'

All Aurelias are tricky to restore and the Pininfarina-built B20 GT is no exception.

'They're made up of something like 120 small panels, all joined with little gas welds,' says Morris. 'With the paint off you can see the body file marks. They would have been very labour-intensive to build.'

Will this one ever be restored? 'Certainly,' he says. 'I've got all the parts and James has the metalworking skills.'

1935 Augusta

Some of the Parrys' favourite cars live in a new pitched-roofed garage at the end of the yard, and Morris's dark blue Augusta saloon – Lancia's first small car – is among them. It has an 1196cc narrow-angle V4 engine and a free wheel, with strong hydraulic brakes and tremendous roadholding by the standards of the day.

'I bought it in 1989 as a rusty wreck,' Morris says. 'We sorted it out in 2006 with the aim of getting it to Turin for Lancia's 100th Anniversary in 2007.'

James says, 'We worked on it 19 hours every day for two weeks to get it finished in time. At one point, we changed the cylinder head gasket at 1.00am in 90 minutes flat.'

They got there in the end and enjoyed the trip so much so that they ended up adding another car to the collection.

1935 Augusta

'I went looking for an Augusta of my own after the Turin trip,' says James. 'I ended up buying a Belna – the French-built version of the Augusta – but when I discovered the vendor was also selling an Augusta and heaps of Aprilia spares, I bought them too.'

He sold a Fulvia to fund the purchase – a car he describes as being 'in mint condition' – only to discover that the Augusta's brakes and gearbox bearings were shot and the steering was horrendous.

'The back axle and the engine were about the only bits of it that I didn't touch,' he says. 'I had to replace the front wings with a correct pair and resprayed it grey. It drives really well now.'

1963 Appia S3

Nestling deeper in the garage and hidden behind a tarpaulin curtain, we come to a car to which James is particularly attached – an Appia S3, which was his first car.

'Someone offered it to my father in 1980 for £80, but he said no. It turned up again a year later for free, but by that point it had been crashed and vandalised.'

The Appia replaced the Ardea in 1953 and initially resembled the larger and more glamorous Aurelia B10 saloon with its pillarless bodyshell and clap-hand doors. However it was much simpler – and therefore much cheaper – and Lancia sold nearly 100,000 of the 1.1-litre V4 machines up to its demise in 1963.

This much-abused runabout gathered dust until James began to show an interest in it a couple of years later.

'I think I was 10 or 11,' he says. 'I got it running and learned to drive in it. I put 140 miles on it just going round and round the patch of grass at the bottom of the yard.'

'To rebuild and repair it all I needed a brewery supplier, a foundry, a piano tuner, a motor factor and a music shop'























1971 Fulvia coupé

The brown Fulvia parked alongside is perhaps James's best-ever find, and the restoration he's most proud of. 'It turned up in a small ad in Practical Classics in 2003 as a £200 spares or repair car,' he says.

It was a genuine 'one titled lady owner' car with just 55,000 miles on the clock, but looked rather sad - it was covered in 20 years of dust, the body was dented and the interior was pretty much shredded after years of children playing in it. However, James was in for a pleasant surprise. 'It had been Ziebarted from new and only had one tiny patch of welding,' he says. 'I could still see the original factory spot-welds in each of the wheelarches.'

Knowing he had a perfect matching interior from another Fulvia, James towed it home and set to work. He finished it five years ago and the result is the epitome of what a good, original Fulvia should be.

1934 Astura dual-cowl tourer

James and Morris heave at a pair of narrow doors in the middle of a long outbuilding, revealing the imposing nose of a rare Astura V8. I wonder who built the coachwork. Castagna maybe, or Viotti? Er, no - Parry.

Morris Parry designed and built the bodywork from scratch. It's worth remembering he is entirely self-taught; he made two or three drawings then set to work, modifying the design as he went along so that the finished result departs from the drawings quite significantly.

'I needed to create compound curves,' he says, 'so I made a wheeling machine from a steel frame and used a Fulvia rear wheel bearing on top and a convex wheel underneath, with a screw-thread above it all to apply pressure.'

Morris Parry obtained the Astura back in 1979 by swapping it for a running Aurelia B20 GT, when it was little more than a rolling chassis and a box of bits.

'It was just about worthless, but the owner didn't need to sell it and all he wanted was an Aurelia. I had one, and I really wanted an Astura, so...'

Along the way he encountered challenges that would make most amateur restorers weep. 'I developed Parry's rule of hoodmaking,'he recalls. 'It states that you can design and build a hood frame that will either erect, or fold, but not both. In the end I beat it, but it turned out the tolerances in the middle sections were critical to 1mm.'

Even this seems simple in comparison to the adventures required to make the fuel gauge function. 'It's a ridiculous mechanical thing - a large cork travels up and down a kind of Archimedean screw in the tank, turning a 17-foot Bowden cable that's attached to a spring-loaded needle in the gauge by a length of catgut. To rebuild and repair it all I needed a brewery supplier, a foundry, a piano tuner, a motor factor and a music shop - the catgut was taken from a harp-string tail.'

Despite all this, and that magnificent engine, and even the Thirties quad-trumpet air horn that sounds like a flock of enraged geese, the Astura is not the Lancia that Morris would pick if he could only keep one. That honour goes to his Augusta.

'It's just so nice to drive. You don't have to steer, you just think it round corners. It's got so much grip and terrific brakes as well.'

And James concurs. In fact, the Augusta is the most numerous model in the collection - they have five, plus two more in Frenchbuilt Belna form. Of these, a rare Portout cabriolet was recently transformed from near-scrap to a glossy, fully restored rolling chassis and floorpan. The work was done in an astonishing 10 days by James Parry and his colleagues Paul and Aled, staying late to cut out rust, make new pieces, weld in repairs, prep for paint, respray, restore components and build up axles.

The excuse was a brief stay in hospital for Morris. The car is his, and he had no idea of James's wheeze to fix up the Belna - which has waited 30 years for attention - while he was away. He's understandably thrilled.

Even after a lifetime of Lancias, there's no dip in enthusiasm for the Parrys.

ALL THE LANCIAS

1938 Aprilia

1939 Aprilia (two examples)

1937 Ardennes

1934 Astura

1934 Belna Sedan

1934 Belna Pourtout Cabriolet 1934 Augusta Sedan

1935 Augusta Sedan (four examples)

1957 Appia S2

1963 Appia S3

1958 Aurelia B20 S6

1971 Fulvia Coupé HF

1975 Fulvia Coupé 3

1949 Ardea Camioncino

1956 Appia Camioncino

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'As a boy my dream was to stand on the rostrum of a large circuit and be awarded the winner's cup'

1979 F1 champion Jody Scheckter explains how he got his 'Sideways' nickname and reveals the road and race cars that shaped his life

Words MIKE TAYLOR Photography Alex Tapley

ccasionally criticised as recklessly fast in his early Formula One days, Jody Scheckter proved to be both hugely impressive and frustratingly accident-prone in his early performances on the track – but he was almost unbeatable when he channelled his aggression into racing. Among his career highs is being the only man to win a race in the six-wheel Tyrrell P34, and he went on to prove his critics wrong by cementing a strong relationship with Ferrari, culminating in the 1979 World Championship in front of the marque's Tifosi at Monza.

'As a boy my dream was to stand on the rostrum of a large motor racing circuit and be awarded the winner's cup,' Scheckter recalls. 'Then I'd wake up, realise I hadn't done my homework, and be late for school.'

He was bad at his lessons. 'But I was so desperate to race I asked my parents if they would buy me a kart if I finished in the top four students of my year. I got my kart.'

Of his driving style, he says, 'It was based on doing everything I could to win. I was always called "Sideways". My kart had a limited-slip differential and I think that influenced my approach to driving for the future, throwing the car into a corner.'

Scheckter was born in January 1950 in South Africa, where his father Max ran a Renault, Alfa and Datsun dealership. Working as a mechanic there gave Jody an essential grounding in automotive engineering and cemented his love for cars for ever. These are the road and race cars that have changed his life.

Renault 4CV

'One car that means a lot to me today is the Renault 4CV, a small four-door introduced in 1947 with a 750cc rear engine. My mother had one when I was small. It had front-opening "suicide" doors and one day I was fiddling with the door handle when it flew open and I almost fell out. My mother reacted swiftly, reached across to grab me and saved my life. Much later I sold the 4CV, though I later came to regret it.

'As I'm getting older I have begun to collect my old F1 cars. To date I've found 12 – nearly all of them. I've also begun to include the road cars that have meant most

to me and that includes a 4CV. Luckily, I was able to buy one at auction in Holland.'

Alfa Romeo Giulietta

'With my father's Alfa Romeo dealership it wasn't surprising that he ran a Giulietta Sprint 2+2 coupé for himself. Designed by Scaglione at the Bertone studio, it was powered by a twin overhead camshaft 1290cc engine that produced 79bhp and gave it a top speed of 103mph.

'My father's car had been fitted with two sidedraught Weber carburettors and high-lift camshafts. The camshafts gave it an erratic tickover and I spent hours trying to balance the carburettors, driving it, then doing more adjustments. Like the 4CV, I loved the car so much that I bought one at auction and it is now being rebuilt to replicate my father's.'





MY LIFE IN CARS JODY SCHECKTER



Jody bought this Renault 4CV at auction - he nearly fell out of one at speed when he was young



Scheckter gets sideways in his Renault 10 at South Africa's Hesketh circuit in 1969



Alfa Romeo Giulietta is being restored to resemble his father's car



In Scheckter's hands the 312T was the last Ferrari to win a world title until 2000 $\,$

Renault R8

'I'm not sure why the R8 should mean so much to me, but it's the car in my collection that gives me the most warmth – I carry a photo of it in my phone.

'My dad gave me an R8 when I began working for him. I only went to work in it once, then I put it up on axle stands. It came down again as a race car with wide wheels and a straight-through exhaust. I did all the work myself to prepare it for racing.

'The Renault factory works team did very well in the nine-hour saloon car races at Kyalami in South Africa. I was too shy to talk directly to the mechanics, so one of the Renault salesmen approached them for me and asked how the cars were prepared. I'd then work on things such as the piston crowns with glasspaper to produce the shape I wanted to create more power. Then I got a Renault Gordini engine and gearbox. By the end I was beating the works teams.

'I lost track of the car when I went to race in Europe. Having started my collection, I set about trying to find it again. Eventually I decided to buy all the parts to build a car from the ground up. Today it's in a workshop being assembled.'

Renault R10

'My mother had a white R10, which was the car I drove as a young man. I put a loud exhaust on it and on Saturday evenings I'd work on the car, have a couple of beers, then go out looking for girls. One time there were six of us in it. We'd been drinking, and I had it completely sideways. Suddenly a car was coming the other way and I swerved to avoid it. I think I only got away with it because of my driving skills.

'In fact I started racing to be a success with girls. But I think the French guys were always more successful because I was invariably concentrating on the car. Then my mother got a Renault R12 and I used the R10 to tow my R8 to race tracks. It was the stepping stone to my future in racing.

I won the championship in the South African Formula Ford series, winning the Driver to Europe scholarship. The prize was a Formula Ford race car and £3000. In the UK I was given a lot of help by the guys at

'I started racing to be a success with girls. But the French guys did better because I invariably concentrated on the car'

Boreham, and Ford asked top ex-Formula Vee racing driver Nick Brittan to look after me. My career took off, but I didn't really like Formula Ford because the car was fitted with road tyres and I crashed a lot.'

Ferrari 400

'People used to tell me I shouldn't join Ferrari because we wouldn't get on. In the event I had a fantastic time there – I loved it. In fact I was first offered a job by Ferrari while I was working for McLaren. I was earning £3000 a year and they offered me £60,000 to drive with Nikki Lauda. But I said no because I had signed a three-year contract with McLaren.



The only highlight of Jody's time in his Ferrari 400 staff car was surviving a spin





Jody's first 450 SEL 6.9 was stolen in Italy in 1980 - and Mercedes refused to give a discount on a new one



Scheckter tells Mike Taylor, 'I've always been very focused about whatever I've done'

'In my first two races with Ferrari we used the car from the previous year. It wasn't very good. I came back from Brazil and the mechanics asked me what I thought. I said the Ford Cosworth engine had more power and the cars it powered were pulling away. Enzo Ferrari didn't speak a word of English and I didn't speak Italian, but the mechanics wouldn't translate what I'd said to them. He was a very smart and very tough guy.

'Within two years of joining Ferrari I'd achieved my goal of winning the F1 Drivers' Championship. But there was nowhere else to go, so I announced my retirement, coasted through 1980 and left.

'Ferrari wanted its team drivers to use either Fiats or Ferraris as our road cars. I chose the 400 coupé. It was a horrible car – heavy, floppy and not very fast. In truth, I didn't need an excuse to drive flat-out. I was living in Monaco and I had to drive to Maranello and back. On one occasion I was driving through an Italian tunnel and at the end was a parked car. I put the car sideways and just got through. A policeman was standing there watching me.'

Mercedes-Benz 450 SEL 6.9

'Of all accidents, the most horrific was the crash involving François Cevert in practice at Watkins Glen in 1973. I came out of the pits as he passed me in his Tyrrell. Then he crashed into the rails. I jumped out and I recall seeing sparks coming from the battery connections. I remember struggling with the release on his safety harness to get him out – after that my memory is a blank. I signalled to the other drivers indicating it was no use. That incident sharpened my views on staying alive.

'As for safety on the road, the Mercedes-Benz W126 was the flagship of the company's luxury saloons. Nelson Piquet had a 500 SEL. It was black with wide wheels, lowered suspension and big speakers. I loved the way he'd prepared it. Through being involved in Formula One, customers like me were given 40 per cent discount on the purchase price. With its big 6.9-litre V8 engine I always enjoyed driving it, but about a month after I'd retired from motor racing in 1980 it was stolen in Italy. I went to buy another but Mercedes said the

discount didn't apply any more because I was no longer an F1 driver. That's why I say that when you retire from F1 it's like moving from first class to standby. But I'm pleased to say that Mercedes saw sense and today I drive an S-Class and a GL.

'Luckily my parents lived to see me win the World Championship, but I never allowed them into the pits. I've always been very focused about whatever I've done and preparing my mind for a race did not include my parents.'

The One That Got Away: Mercedes W123

'At one time I had a Mercedes-Benz W123. But when I look at the car these days it somehow looks smaller than I remember it. In those days it seemed much sportier. Cars like this had rounded bodies, but as time went on they became more and more square. When I got divorced, my ex-wife took it with her back to South Africa.'

Thanks to: Jody Scheckter and Gemma Goodman



With its Wolseley 1500 sibling this may be the most fun way to spend £1500-£7000 Words MALCOLM McKAY Photography JOHN COLLEY

OUR EXPERTS

Andy Bradley, Wolseley 1500 Spares

Andy has specialised in these Rileys and Wolseleys for 30 years and has terrific stocks of



used spares. He has remanufactured some parts, including handbrake cables.

Norman Hamer is

One-Point-Five technical adviser to the Riley Motor Club and knows the cars inside out. He has competed in many rallies in his and says it



rallies in his and says it's 'reasonably competitive and certainly comfortable'.

Neil Eyre has been working with BMC cars for 40 years, starting off servicing then soon setting up **Earlpart** to supply

spares for the Riley and Wolseley, as well as most BMC cars of the Fifties to the Seventies, while still maintaining a garage to service the cars.



Its larger engine and high axle ratio give the Morris Minor's sporty cousin a relaxed cruising gait in modern traffic as well as decent economy, and make it a much more usable car than many of its Fifties contemporaries – yet entry level for a useable car is just £1500. All the owners featured overleaf cover higher than average mileages; and this usability combined with traditional wood and leather (or leathercloth in the Wolseley 1500's case) trim make the car an appealing package to own.

The design – Gerald Palmer's last before he left BMC – was originally planned to be the Morris 1200 and replace the Minor 1000. However, the Minor was selling so well that the new offering was launched in 1957 as the 1489cc Wolseley instead (although 110 cars with the 1200cc engine were sold in Ireland). The hotted-up Riley appeared the same year.

With its two big carbs and an emphatic 36 per cent more power than the Wolseley, the Riley achieved class wins in the British

Saloon Car Championship and big successes in rallying, especially with Pat Moss.

The two models were derived closely from the Morris Minor, but all their major panels are different from those of their illustrious forebear – even the chassis legs and the crossmember – which means you can't use Minor repair panels on a Riley or Wolseley.

Provided you pick a good one, these cars are inexpensive to own. The B-series engine and gearbox were shared with many other models from the MGA to the Morris Oxford, so spares for those are readily available and there are also plenty of options to increase power.

Be aware, however, that parts exclusive to the two models are significantly more expensive than equivalent Minor items – if you can find them. Thankfully, the Riley Motor Club and two dedicated specialists still provide the vast majority of the parts you're likely to need – and some items are even being put back into production.



Corrosion is the biggest enemy of both these cars, as it is of any everyday car of the Fifties and Sixties. These two are rare, which means anything bigger than a repair panel is going to be expensive – old stock panels are scarce and reproduction because of low volume (see Need to Know overleaf for typical prices). It's usually better to source new-old-stock panels than newly made items that are likely to have been laboriously handmade and not as accurate as the original pressed parts.

As well as obvious areas such as the front and rear wings and valances, the doors and the sills (which comprise outer sill, central membrane and inner sill, all of which are crucial to the car's structural integrity), it's vital to check the front inner wings and the bulkhead – reach up inside the back of the front wing to check them. These areas are often missed by testers, so a current MoT is no guarantee of structural integrity.





Underneath, check the front chassis legs and the crossmember supporting the ends of the front torsion bars and the jacking points – all are notorious rust traps, often covered up by liberal application of underseal. Floors rarely rust badly except at the front corners, but should always be checked.

2. Chromework

This is almost all exclusive to these cars and hard to find in good condition, especially for Rileys. To make matters worse almost all except the bumpers and main grille were chromed Mazak, which pits badly. Specialist

platers can fill and rechrome pitted Mazak, but it's a laborious job – and bear in mind that if you have just one chrome part restored it will show up all the rest.

3. Interior

Cabin trim is unobtainable new or even secondhand in good condition. Retrimming by a competent trimmer is straightforward, but still a very significant cost.

The headlining often needs attention, because the sound-deadening glued to the roof drops off on to the inside of the material, then condensation forms on the

bare steel, drips on to the sound-deadening and stains the cloth.

4. Suspension

The front suspension may look as if it comes from a Morris Minor, but it has some differences – the steering arm is mounted higher in the 1500 kingpin than the Minor's. To check, see if the steering arms are at a crazy angle (when not jacked up). If so, it means the steering rack and steering arms on the kingpins are drastically misaligned. They should sit reasonably level. Steering geometry will be dangerously compromised

MEET THE OWNERS

'I prefer driving mine to my Rolls-Royce or Jaguar'



Roy Foxcroft, Lancashire

Roy owns the One-Point-Five pictured on these pages. I bought it 10 years ago when it was for sale in Southampton. I had a Volvo Amazon and arranged to meet

the owner on the M5, and we swapped cars. It looked so good that when I pulled in for petrol on the way home I could have sold it straight away.

'I have all the MoTs and service records. The first owner kept it until she died aged 89, leaving millions to the National Trust. It's the only one known with a factory sunroof. She'd had it restored in the early Eighties.

'It's a grand car. I've done quite a bit of winning with it, including Best of Show and Best BMC at the Riley Nationals. I used to do a lot of work on it myself, but since I've had a replacement hip I get the local garage to do it – it only costs around £40 a year to service. Over the years it's had a new clutch, brake cylinders and control box.'



Richard Huelin, Wrexham

'I passed my test in a Wolseley 1500 in 1962, though I saw it as an old man's car at the time. As part of my recovery after an accident in 2009 I determined to

buy one and take it on the Gordon Bennett Run in Ireland. In May I drove it to John O'Groats and Lands End and back to Wrexham to raise money for Wrexham Lions, clocking 644 miles in one day from Glasgow to Penzance.

'It's a Mk3 with two previous owners, both of whom kept detailed records. The second had it rebuilt. I bought it six years ago and have added 20,000 to its 58,000 miles. I'm delighted with it - it's been very reliable and only let me down once on the road with a faulty rotor arm. I spend about £150 a year on servicing.

'I prefer driving it to my Jaguar XKR or Rolls-Royce Spirit - I can have a lot more fun in it without getting into trouble!'



Stuart Dawson, Yorkshire

'In 1957 my father bought a One-Point-Five new and I never forgot it - other classics didn't appeal. I started looking in 2007. The moment I saw this one I said

"I'll buy it". I couldn't fault it – I paid £4200. It had had the front panel and three wings resprayed, and new pistons at 70,000 miles, but otherwise it was as it came out of the factory.

'It had 100,000 on the clock then. My first drive almost put me off, but my brother-in-law told me to stop driving it like a modern car, so I tried again – and ever since I've loved it. Fitting a brake servo helped. My wife and I have added 25,000 miles in eight years and it's been very reliable. It will keep up with modern traffic and do 65mph all day. I can never see myself selling it.

I normally spend £200 a year on servicing, but a recent cylinder head overhaul and new steering rack took that to nearer £1000.'



if Minor kingpins are fitted - and the 1500 kingpin is rare and expensive. Trunnions need greasing every 1000 miles - if the steering is heavy, servicing has been neglected and attention is needed.

5. Brakes

The brakes were the other major departure from Morris Minor practice, with larger Lockheed brakes on the Wolseley and even bigger Girling brakes on the Riley; the Riley front drums are a massive 21/4in wide, the Wolseley's a much more conservative 1½in. Parts are now hard to find, especially

drums, although Wolseley 1500 Spares still has a few used items.

6. Engine

BMC's B-series engine is robust and reliable, but will keep running long after it's worn out. Look for low oil pressure – 10psi at tickover is okay but it should hit 50psi-plus when hot. Wear also shows up in high oil consumption, blue smoke, rumbles and clattering noises and poor performance. The cylinder head can crack, so check for water loss, water in the oil or oil in the water.

7. Gearbox

The four-speed box lacks synchromesh on first and has a wide gap between first and second. A rebuild is inexpensive, but check the clutch slave cylinder isn't leaking - a new one is expensive.

8. Rear axle

If things go wrong there are two potential issues. One is that its 3.7:1 ratio is highly sought after for raising the gearing on Spridgets, so even secondhand units carry a price premium. The other is that the halfshafts, shared with Morris Minors, can be a weakness in competition.



39,568 One-Point-Fives and 100,722 1500s were sold. Wolseley prices range from £500 for a project, through £1500-£3500 for good usable examples, to £7000 for a concours car. Rileys command 50 per cent more, or double for a well-prepped competition car.

Mkl. 1957-60

The Riley was fast and exceptionally well equipped by 1957 standards. It had two-tone paint and two-tone leather/leathercloth seats as standard. With 68bhp thanks to two big SU carburettors, it was also an appealing weekend competition car.

The Wolseley featured a full-width wood veneer dashboard, leather seats and carpeted floor. Offering performance with economy, there was even a 'fleet model' with leathercloth seats designed for commercial travellers. Mkls had an enclosed 'W' on the front side wings in a curved dividing chrome above each front wheelarch.

MkII. 1960-61

The cars now had internal hinges for the bonnet and bootlid, a slightly lower ride height and a

full-width parcel shelf under the dashboard. The Wolseley's side chrome trim now ran from the front wheelarch to a point at the headlamp rim, then to the back of the car. MkII Rileys featured a slightly modified camshaft.

MkIII, 1961-65

A frontal facelift introduced larger orange indicators in a circular front light unit, housed within wider side grilles on the Wolseley and in modified grilles on the Riley. Other new features included larger rear light clusters shared with the A40 Farina. Front seatbelt mountings were now provided and ride height dropped again. Interior trim was simplified and the front seats were now secured instead of hinged.

Austin Lancer and Morris Major, 1958-64 BMC Australia built its own versions of the Wolseley 1500 as the Austin Lancer and Morris Major. In 1959 they were re-engineered with a longer wheelbase and 9in longer bodywork. In 1962 both were replaced by the Morris Major Elite, with a 1622cc engine, Zenith carburettor and telescopic rear dampers.

IMPROVING

Converting a Wolseley's engine to Riley spec makes a huge difference. Beyond that, enlarging and tuning the engine is eminently possible - or you could just drop in an MGB unit, although to avoid major gearbox changes it needs to be an early three-main-bearing unit.

Period performance tweaks included polishing ports, changing carburettor needles, changing the camshaft, fitting higher compression pistons, an aftermarket cylinder head and larger carburettors. The crossflow head and supercharger conversions are highly sought after and rarely seen, but bear in mind that overzealous tuning may result in an untractable and thirsty engine. Electronic ignition aids reliability and reduces maintenance demands.

Conversion to a Ford Sierra five-speed gearbox is desirable with a tuned engine. Converting to disc brakes is popular, adapting kits designed for Morris Minors; and of course Wolseley brakes can be upgraded to Riley spec.

SPECIFICATIONS

1957-65 Riley One-Point-Five and Wolseley 1500

Engine 1489cc in-line four-cylinder, two SU H4 carburettors (Riley) or one SÚ HS2 (Wolseley) Power and torque Rilev: 68bhp @ 5400rpm: 83lb ft @ 3000rpm. Wolseley: 50bhp @ 4200rpm; 71lb ft @ 2600rpm **Transmission** Four-speed manual, rear-wheel drive Steering Rack and pinion Brakes Drums front and rear Suspension Front: independent, torsion bars, twin wishbones, lever-arm dampers, anti-roll bar. Rear: live axle, semi-elliptic springs, leverarm dampers Length 12ft 9in Width 5ft 1in Weight 942/904kg (2072/1988lb) Performance Top speed: 86/80mph; 0-60mph: 17.4/22.1sec Fuel consumption 25-40mpg Cost new £705-£815 (1960)

NEED TO KNOW

Engine rebuild £2500 Gearbox rebuild £500 Bodyshell rebuild £4000-£8000 Front wing (new or NOS) £450 Outer sill £125 Chassis leg £125

Bumper blade rechromed £350 Differential secondhand £250 Clutch slave cylinder £125 Full retrim £3000

Five-speed gearbox conversion £2000

Who can help? Riley Motor Club rileymotorclub.org Wolseley Owners' Club wolseleyownersclub.com

Wolseley Register wolseleyregister.co.uk

Earlpart earlpart.co.uk, 01773 719504 Wolseley 1500 Spares

andysrileys@hotmail.co.uk, 07860 360690 Radford Panel Co radfordpanel.co.uk

NTG Services mgbits.com, 01473 406031

Brown & Gammons ukmgparts.com, 01462 490049



1957 Wolseley 1500, maroon and beige, resprayed four years ago. Bodywork and chrome are described as 'very good', while the

original interior boasts 'lovely veneers'. It's for sale in Suffolk for £5250.

ClassicCarsForSale.co.uk

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TOP CLASSIC ADVENTURES for 2016

If you believe in really driving your classic, then an organised tour or rally can be an epic way to enjoy it. We take a detailed look at the some of the best events lined up for 2016

Words MALCOLM McKAY

lassic cars need to be driven – it's the best way to enjoy them. Live the dream – get out there and go touring, adventuring or rallying. But above all have a fabulous time behind the wheel. There's a huge range of events out there – so we've taken a look at just some of the best adventures you could be having in the months to come.

Before you commit to one particular event, however, you need to consider three things. First, what sort of event is your classic best suited to? Is it sufficiently comfortable and powerful to tackle long trips each day, or is it better suited to shorter drives on fewer days?

Second, consider carefully what sort of tour you would feel most comfortable doing. Some owners want nothing more involving than a gentle scenic drive with plenty of rest stops and excellent accommodation relatively close to home, but others prefer challenging driving on exciting and demanding roads or even out-and-out competition – and don't mind how far they have to travel.

Finally, you need to think about how far your budget will stretch. You'll see over the following pages that event prices vary enormously, from a few hundred pounds to several thousand. But even more important than that is what the asking price includes – and what it doesn't. Don't assume that overnight accommodation or meals are included in the higher-priced events. Having to arrange your own hotels and meals can push tempting-looking events out of reach. It's always worth asking if a support vehicle crewed by mechanics will be provided, too – many of the tougher events do offer support, but it's best to check in advance.

Consider also whether you'll need to buy lots of maps or pay extra for a roadbook. If you're considering a more competitive event, think about what route-plotting or time-keeping equipment you'll need and whether you need a competition licence just to take part.

One-off events have their contact details alongside – contact details for organisers with multiple events are on page 108.

OUR RATINGS

Some events offer two categories – touring and competitive – so may earn double ratings.

BEGINNER

Events that you can comfortably turn up at having never rallied or toured before – but do make sure you read and digest the regulations first and have everything with you that you need.

INTERMEDIATE

Most historic road rallies fall into this category, offering decent challenges but relaxed driving. It's a good idea to practise on beginner events so you don't waste valuable time making novice mistakes.

EXPERT

Getting in some practice on less demanding events is recommended before tackling this sort of event. Stage rallies are also included here because of the specialist car preparation required.





carsandevents.com/gwa1716 Call: 01507 529529 and quote: GWA1716









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May & September 4 Days, 3 Nights From £299.00 Per Perso

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From £359.00 Per Person 13th to 15th May From £259.00 Per Person

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June & September From £849.00 Per Person 15th to 24th July From £1599.00 Per Person

GUERNSEY & JERSEY 2 ISLAND TOUR May, June & Sept

JERSEY INT'L MOTORING FESTIVAL Ist or 2nd June From £399.00 Per Person

6 Days, 5 Nights or 5 Days 4 Nights THE LAKE DISTRICT

June & September From £229.00 Per Person

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4 Days, 3 Nights 5 Days, 4 Nights

3rd to 7th June From £479.00 Per Person

DUTCH WINDMILLS & WATERWAYS

April & September From £289.00 Per Person

ITALIAN LAKES TOUR 13 Days, 12 Nights

June & September From £1099.00 Per Person

2016 BRUGES CLASSIC

26th to 29th August From £299.00 Per Person

THE WILD ATLANTIC WAY

June, July & September From £699.00 Per Person

ITALIAN RIVIERA & CINQUE TERRE 26th May to 7th June 13 Days, 12 Nights

From £1099.00 Per Person

GAME OF THRONES TOUR 5 Days, 4 Nights

26th to 30th September From £399.00 Per Person

ANGOULEME 'CIRCUIT DES REMPARTS'

15th to 20th September From £489.00 Per Person

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6th to 14th July From £899.00 Per Person

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January

16 Rallye d'Hivern Criterium
Viladrau INTERMEDIATE Spanishorganised one-day winter rally in
the Spanish Pyrenees. Snow and
ice guaranteed.

rallyclassics.eu

24-29 Winter Trial - Classic Events EXPERT Superb Dutchorganised winter event that goes in search of snow and ice where it's most likely to be found - Scandinavia. Starting and finishing in Oslo, it includes ten tests, more than 30 regularities and two night loops. Open to cars built before 1980, the entry fee is €6490. thewintertrial.nl

26-31 Monte Carlo Classique INTERMEDIATE A new twist on the Rallye Monte Carlo Historique, this is a more traditional concentration test as in the earliest days of the Monte Carlo Rally, running from John o'Groats to Glasgow and then following the rally route to Reims and Monte Carlo. Mountain circuit and harbour-front driving tests are included. Cars from 1926 to 1959 can participate in a mildly competitive run for £1500 including accommodation. monte.scot

27-31 Ecosse-Reims Heritage
Tour BEGINNER Follow the Monte
Carlo Historique competitors from
Glasgow down to Reims - where
the full event starts - but on a more

relaxed schedule with bed and breakfast included. £599 for a car of two occupants. All interesting vehicles welcome.

caledonianmsc.freeuk.com

SPOTLIGHT

27-Feb 3 Rallye Monte Carlo Historique EXPERT Run by the Automobile Club de Monaco and open to cars of a type that would have competed in the Monte Carlo Rally between 1955-1980, this prestigious and challenging event includes concentration runs from Glasgow, Oslo, Bad Homburg, Barcelona and Reims, with some 300 competitors coming together in Verdon on January 30 for four days and one night of serious rallying through the Alps. Entry is €4800 including three nights' accommodation, two dinners and a black-tie prizegiving evening.

30-Feb 3 Rallye Neige et Glace EXPERT This French event isn't called the Snow and Ice Rally for nothing. It entails a blast in the Doubs and Jura mountains - you'll need studded tyres and snow chains - and promises enormously slidy fun for five days. Cars made between 1946 and 1991 are eligible and mechanical support is provided. You might just get a late self-book hotel entry for £2500 if you book by Jan 10. zaniroli.com

February

21 Red Kite Stages EXPERT
Organised by the Amman & District
Motor Club and claiming the finest
gravel rally stages in Wales, this
one-day event is popular with
historic and modern ralliers alike.
redkitestages.co.uk

21-25 Winter Challenge - HERO
EXPERT This year the original retro
event to Monte Carlo returns to
the French Alps. After regularity
sections and driving tests in rural
France, it heads up into the Alps
to tackle the passes and cols
that have been used for motor
sport since 1911 and are still used
by the WRC today. Open to cars
built up to 1968, late entry costs

£5310 including accommodation, most meals and emergency assistance.

heroevents.eu/Events/WC/

SPOTLIGHT

27 Retro Classic Tour - HERO BEGINNER This tour comprises a gentle circular tour to and from the Race Retro show at Stoneleigh on the Saturday and includes entry to the show on both days but not accommodation. The route takes byways to Bicester Heritage for lunch and several driving tests before returning to Stoneleigh. Entry is £150 for cars built up to 1992 crewed by a maximum of two people.

heroevents.eu/events/RCT/



March

11-13 Regis Classic Tour
BEGINNER This tour through
Berkshire, Buckinghamshire and
Hertfordshire is organised by
the ladies of Bognor Regis Motor
Club in aid of breast cancer and
male cancer charities. The £700
entry fee includes two nights'
accommodation and all meals. The
event is open to all cars built before
1985. theregisclassictour.co.uk

April

rallystory.com

8-15 Route des Andes
INTERMEDIATE
Starts from
Antofagasta on the Chilean coast,
crosses the Atacama desert and
climbs to 4840m as you enter
Argentina past vast salt flats.
Drop down into the Argentine
wine region before crossing back
over the Andes and returning
to the beach resort of Vina del
Mar. The entry fee of €17,500
includes car shipping from Europe,
accommodation, meals, a luggage
van and mechanical support.

11-16 Targa Tasmania
INTERMEDIATE The 25th Targa
Tasmania comprises a 2000km
tarmac rally with more than 40
competitive stages on closed public
roads for up to 300 cars, including
moderns. There is also a Tour

category for vehicles of all ages (AU\$3190); the Classic rally is for cars built between 1947 and 1985 (AU\$7890). targa.com.au

15-17 Flying Scotsman - ERA INTERMEDIATE Exclusively for Vintage cars built between 1922 and 1948. Three days of driving the best roads in Britain over wolds and moors by coast, castles, lochs and glens. Join great company on a seriously competitive but fun rally starting at Belvoir Castle and finishing at Gleneagles. The entry list is already full. endurorally.com

SPOTLIGHT

18-22 Beach to Bridge
Liberation Rally - Classic Events
BEGINNER Starting in Normandy
and following the Atlantic Wall
defences, this mildly competitive
event with both pre-1946 and
1946-1985 classes unusually has a
class for 1985-2016 open tourers
too. Competition is regularity and
map reading and the whole event
has a WWII theme. All hotels and
meals included. Entry costs €3950.
thetrial.nl/beach-to-bridgeliberation-rally

18-24 Tour Auto Optic 2000
EXPERT Special 25th running of what used to be called the Tour de France until the cycle race objected. High-speed run between



race circuits of Europe with many spectacular exotics among the 240 classics entered. Race and regularity classes will enjoy the event from Paris to the Côte d'Azur, culminating in a night section new for 2016. At €9100, entry includes accommodation on 19-23. peterauto.peter.fr

24-29 Scottish Malts - HERO
INTERMEDIATE A competitive
event with an option for pre-1987
cars on some of the most scenic
roads in the UK, with stunning
lochs and mountains at almost
every turn. Regularity and driving
tests decide the results, with
visits to distilleries, castles and
more along the way. heroevents.
eu/events/scottishmalts/

30-May 1 Pirelli Carlisle Rally EXPERT A two-day gravel stage event held in Kielder Forest, forming part of both historic and modern British Rally Championships. The rally starts in Carlisle city centre and finishes at Kielder Castle. **pirellicarlislerbfoundationrally.**

30-May 1 Berwick Classic Historic Rally EXPERT

This event runs through the night and has classes for both pre- and post-1987 classics. The £120 entry fee includes lunch and dinner and offers some great driving with tricky regularities and tests taking in some spectacular Scottish Borders roads.

berwickmotorclub.co.uk



May

1-7 Tulpenrallye INTERMEDIATE

An event with a fantastic history, the Tulpenrallye is run by an enthusiastic Dutch group and attracts hundreds of entries. Competition is regularity, but a wealth of devious tricks thrown into the mix make this one for the experienced rallier.

tulpenrallye.nl

3-20/5-18 Targa Sicilia BEGINNER A major new tour from Country Lane Tours in conjunction with the Automobile Club Palermo.

joining celebrations of the 110th birthday of the Targa Florio. Drive down the leisurely return route from Calais over several days or blast it in a day then stay in Sicily for 12 days taking in the 47-mile Targa Florio road circuit last used in 1973. countrylanetours.co.uk

13-22 Rally Maya Mexico
INTERMEDIATE This FIVAsupported Regularity Rally for cars
built between 1915 and 1975 is now
in its third year. Drive superb roads
in the Yucatan peninsula, known
for its passion for motorsport.



SPOTLIGHT

19-22 Mille Miglia INTERMEDIATE This is the most prestigious and over-subscribed event in historic motor sport and you won't be able to enter if you don't have access to a car that actually took part in an original event between . 1927 and 1957. At €8450, entry includes four nights' full-board accommodation. Blast around the streets and mountains, with an occasional challenge of covering a marked stretch of road in a very precise time, measured to within 1/100th of a second. Wildly cheering crowds police escorts through cities and the most fabulous Italian

24-31 Grand Prix de Pau
Historique tour - Classic Grand
Touring BEGINNER Spend two
days touring down through France
to watch this historic Grand Prix
on the oldest surviving street
circuit. Stay trackside or take
part in high speed parade laps.
grandprixdepau.fr

atmosphere. 1000miglia.eu

SPOTLIGHT

28-June 2 Rallye des
Princesses INTERMEDIATE
Stylish French-run rally exclusively for female drivers and navigators
- innovative, elegant and original.

EXPERT ADVICE

The first thing to remember, whether you're taking part in a gentle tour or a marathon rally, is that it's meant to be fun. If tempers are fraying, cool it and don't take it so seriously!

Choosing the right car is paramount. One crew on 2014's ERA South American rally used a Model A Ford that couldn't cruise above 40mph. They started each day two hours early but still finished each day two hours after everyone else. When it finally broke down, they were too exhausted to repair it.

For challenging events, making sure that the brakes, cooling system, steering and transmission are in first-class order is vital because they will be under far greater strain than usual. If your car tends to run hot, get the radiator recored and the block flushed. Make sure all the brake cylinders/pistons move freely and the linings are in good condition.

Dirty or poorly gapped points will cause the coil to overheat and fail. Are the carburettors and fuel pump in good order? Does the engine have good compression and oil pressure?

Engines usually vent hot air under the car, so use a strong grid sump guard rather than solid plate when tackling rough road events.



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Escorted European touring holidays for modern sports cars and classic cars



PROVENCE EASTER

March 21st-April 2nd

11 day tour to the stunning Provence region in the south of France visiting numerous pretty villages and several gorges.

TUSCANY SPRING

April 9th-23rd

13 day tour with 7 days in Tuscany, including 2 nights on Elba island, visiting Siena, Florence, Lucca, Pisa, San Gimignani and Chiantishire.

MONACO HISTORIC GRAND PRIX

May 6th-16th

8 day tour to watch the historic racing in Monaco with 4 nights in Villefranchesur-Mer.

MILLE MIGLIA /ITALIAN LAKES

May 16th-23rd

7 day tour to watch the 2016 Mille Miglia classic rally/historic re-run with a week in the Italian Lakes including 5 nights on Lake Garda.

June 1st-12th

11 day tour of Ireland visiting Cork, Blarney Castle, Ring of Kerry, Dingle Peninsula, Kilarney, County Galway, Kildare and Wexford and the Wicklow mountains.

SPANISH PYRENEES

June 19th-29th

9 day tour across the Spanish Pyrenees from the Atlantic to the Mediterranean coast over twenty mountain passes amidst stunning scenery.

Loire Valley chateau.

July 6th-11th 5 day tour to watch the exciting historic races with 4 nights in a sumptuous

ITALIAN LAKES / STELVIO PASS

July 15th-28th 13 day tour to the Italian Lakes via Luxembourg and Switzerland and over 20 mountain passes, including the iconic Stelvio Pass, with 6 days in the Ital-

ian Lakes. LOIRE VALLEY August 1st-8th

7 day tour to France's Loire Valley visiting historic chateaux, gardens, wine caves and fascinating museums staying throughout in a stunning 4 star chateau hotel.

DORDOGNE

August 14th-23rd

9 day tour to France's pretty Dordogne region visiting 12 of France's most beautiful villages plus Rocamadour, Brantome, Aubeterre and Sarlat.

ANGOULEME CIRCUIT DES REMPARTS

September 14th-19th

5 day tour to watch the unique Circuit des Remparts classic car races in Angouleme including 3 days in the scenic Dordogne region.

CORSICA AUTUMN

September 23rd-October 6th

12 day tour to Corsica, France's beautiful Mediterranean island, with a week driving around the entire stunning coastline, over impressive mountains and through scenic gorges.

Modern sports car welcome!



See website for full details and prices www.ccti.co.uk CLASSIC CAR TOURS INTERNATIONAL Tel: 01253 884361 (UK) 0033 553 910946 (France)



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ICE DRIVE SWEDEN

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MONACO HISTORIQUE FLIGHT TOUR 12TH MAY - 16TH MAY

> SPA CLASSIC 13TH MAY - 15TH MAY

MILLE MIGLIA 14TH MAY - 25TH MAY

GRAND PRIX DE PAU HISTORIQUE 24TH MAY - 31ST MAY

VINTAGE COGNAC FESTIVAL 1ST JUNE - 6TH JUNE

GRAND PRIX DE L'AGE D'OR 2ND JUNE - 5TH JUNE

VERNASCA SILVER FLAG 14TH JUNE - 20TH JUNE

LE MANS CLASSIC 7TH JULY - 11TH JULY

CHANTILLY ARTS & ELEGANCE 30TH AUGUST - 5TH SEPTEMBER

CIRCUIT DES REMPARTS, ANGOULEME 14TH SEPTEMBER – 19TH SEPTEMBER



+44 (0)1483 281 282 INFO@CLASSICGT.CO.UK WWW.CLASSICGT.CO.UK







€5900 entry fee covers five nights' full-board accommodation and mechanical back-up. Drive from Paris to the French Riviera in six days in pre-1992 cars, with up to six regularity tests per day.

June

1-4 Three Castles Welsh Trial INTERMEDIATE Classic rallying in a landscape of medieval castles, mountains and myth. Choose between the Classic Trial – a competitive rally for 1940-81 cars – or the slightly more relaxed Heritage Trial for pre-1955 cars. Costing £2895 for two, entry includes four nights' accommodation, most meals and mechanical back-up.

three-castles.co.uk

7-12 FIVA World Rally, Slovak Republic BEGINNER This annual touring event, organised by the World Federation for Historic Vehicles, is run by a different member country each year. Next year it's the turn of the Slovak Republic to show off its finest roads and will accommodate approximately 60 cars from around the world. It is based at the world-renowned spas in Piešťany. fivawr2016.org

12-Jul 17 Peking-Paris Motor Challenge - ERA

EXPERT This is the sixth Peking-Paris Challenge. Philip Young organised the first one in 1997, using diplomacy to open the border between Tibet and Nepal. Relive an adventure that first took place in 1909, starting from the Great Wall outside Beijing and finishing in Place Vendôme in Paris, via the wild northern stretches of Mongolia and crossing through Russia and Belarus. An extreme challenge that requires a very well prepared car and crew, this rally's 120 places for cars built between 1915 and 1977 have already been filled. endurorally.com

SPOTLIGHT

13-18 Paris-Vienna Rally INTERMEDIATE Inspired by the Great Race of 1902, but open to cars built up to 1968, this new event is based on the organiser's successful 2013/14 Paris-Madrid rallies but takes in stunning roads across the Austrian Alps. rallyround.co.uk

14-20 Vernasca Silver Flag
BEGINNER Have your car whisked
to Geneva, before flying in yourself
to spend five days touring the

beautiful Piedmont and Emilia-Romagna regions of Italy and watching the fabulous Vernasca hillclimb. Accommodation and dinners included. classicgt.co.uk

14-26 Croatia Tour BEGINNER

A two-week escorted tour including all accommodation and breakfasts and most evening meals. The fee also includes a comprehensive tour book with maps and guides to all the stunning places visited in Slovenia and Croatia. Castles, Roman remains, breathtaking

scenery, coasts and mountains – it has it all. Car transportation to and from the start/finish in Ljubljana is available for an additional c£2000. classictravelling.com

15-18 Trophée des Alpes INTERMEDIATE French-run 2000km event with 900km of regularities, starting and finishing at Cannes but criss-crossing the French Alps, taking in 28 famous cols in four days. Entry is €1500, with a maximum of 100 cars allowed. tropheedesalpes.com



17-19 Summer Trial

BEGINNER This popular long-weekend event based in south Wales is designed to be the perfect starter historic rally with Tulip navigation, easy regularity sections and driving tests on private land. There is also a non-competitive Tour. Early entry costs £1194 – more after January 15 – and includes accommodation and meals. heroevents.eu

25 Black Mountains Classic
Tour BEGINNER A touring event
from a well-established Welsh
motor club that also organises the

Harry Flatters and Gremlin one-day rallies. Expect some of the best driving roads in Britain. **breconmotorclub.co.uk**

July

11-16 1000 Mile Trial
INTERMEDIATE Aimed at pre-WWII
cars and commemorating the
Thousand Mile Trial of 1900, this
reliability trial involves map-reading
and Tulip diagrams. The social
side includes visits to castles,
fine houses and museums, and
accommodation is of a high
standard, heroevents.eu

23-24 Australia Classic

BEGINNER Australia's signature '1/100 regularity' rally for classics and supercars at a new location this year: Townsville, Queensland. Gentlemen racing, so no speeding or risk of damage. Work out the route sign by sign from a rallystyle roadbook and take the 16 coordination challenges measured to 0.01s precision. Two days and 600km of animated driving – all for about £530 per crew.

australiaclassic.com.au

August

18-30 Barbados Historic Rally Carnival EXPERT Caribbean

sun, sea, sand and historic rallving - what more could vou ask for? This is perhaps one of the best international rally deals around with the 12-night rallysprint and historic stage-rally adventure costing \$6900 - including car shipping from the UK, two return flights from Gatwick and double beach-hotel accommodation. It's open to four categories of classic rally cars built up to 1985. Expect serious competition, though; none other than Jimmy McRae has finished second in the special stage rally in Tuthill Porsches three times and was 2015's combined event champion. barbadosrallycarnival.com

September

3-4 La Crofterra Pandemonia
BEGINNER Run by the Highland
Car Club, this two-day event is
by locals who know the area
well. Entry costs £90, excluding
accommodation and meals.
highlandcarclub.co.uk

SPOTLIGHT

9-25 Exotics Across America INTERMEDIATE Takes 30 modern supercars – hire one if you don't have one – across 2800 miles of America's finest roads from New York to San Francisco. This is real pampering – fly from one good road section to the next, enjoying rest days in top hotels while your car is transported by road. Entry costs \$70,000, plus a further \$30k for a

rented Ferrari 458 (or \$40k for a

Lamborghini Aventador). rallyrace.com/EAA2016

14-19 Circuit des Remparts
BEGINNER Touring to and from
the legendary street circuit racing
in medieval Angoulême in southwest France, for a truly memorable
combination of style, history and
excitement. A five-night all-inclusive
tour from Portsmouth, priced at
c£2000-£2500 per car with two
occupants, depending on hotel
choice. classicgt.co.uk





Enjoy driving on quiet country roads in spectacular scenery

2016 Calendar

April 3-8th Cotswolds and Cymru

1 day in Cotswolds, 1 in Welsh Borders, 3 in Central Wales. Gaydon Heritage Centre, Blenheim Palace, Severn Valley Railway, Long Mynd, Lake Vyrnwy.

May 21-29th JEC Tour of Ireland

Jaguars Only. Dublin, 4 nights in Killarney, Ring of Kerry, South Coast, Wicklow Mountains, Guinness Factory, National Stud.

July 3-10th Mountains and Glens of Ireland

Start in English Lakes, S.W. Scotland, Glens of Antrim, Titanic Experience, Mountains of Mourn, Gordon Bennett Circuit and Wicklow Mountains.

August 1-7th High Roads Tour

Start Peterborough, Rutland Water, Peak District, Yorkshire Dales, Lake District, Northumberland and Hadrian's Wall

September 12-18th Scottish Tour

Northumberland, Falkirk Wheel & Kelpies, Forth Bridge, Glen Eagles, N.E. Coast, Pass of the Cattle, Glenfinnan, Dukes Pass.

October 13-16th Autumn Lakes

4 nights at Crooklands.

Some parts of 2015 Circuit of Cumbria reversed with interesting additions, including South Lakes/Furness Pennisula

CONTACT MIKE KIRK: Tel: 01539 728832 / 07795 204533 www.cctmk.co.uk E-mail: mikekirkrallying@aol.com





25-Oct 15 La Carrera Mediterana INTERMEDIATE

Three-week competitive rally with regularities and driving tests, taking in some of the finest Mediterranean coastal regions. The event starts in Trieste in Italy before running through Croatia, Montenegro, Albania, Greece and Italy, then Sicily, Sardinia and Corsica, making the most of the stunning and challenging island roads. Open to cars built from 1919–1972, entry costs £18,950.

thetrial.nl/la-carreramediterana

26-28 Alpine Trial

INTERMEDIATE This is the third running of the Endurance Rally Association's popular three-day 900km Alpine adventure for Vintage cars, featuring a new start from Divonne-les-Bains. Competitive and fun, the event takes in a wealth of spectacular roads around Annecy. Entries still available. endurorally. com/pages/alpine-trial-2016

29-Oct 2 Rallye Costa Brava Historique INTERMEDIATE Spanish-run event based at Lloret de Mar on the Costa Brava uses sponsorship to bring cars from the UK for around €2000, including three nights' accommodation and mechanical back-up. No competition licence is needed. rallyclassics.eu/fr/xiii-rallycosta-brava-historic/

October

SPOTLIGHT

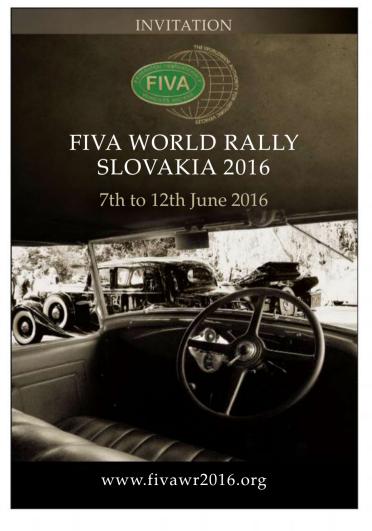
1 Throckmorton Challenge
BEGINNER A one-day Classic
Trial for pre-1986 cars with a mix
of special tests and regularities,
designed to give novice entrants
a flavour of historic rallying so
you can decide if it is for you.
Experienced crews love it tool
Always popular, it is based at
RAF Pershore in Worcestershire.
heroevents.eu/Events/
thethrockmortonchallenge/

13-20 Carrera Panamericana
EXPERT This ultimate road race is contested by the craziest, most extensively modified classic cars and encouraged by the craziest, most enthusiastic spectators.
An experience of a lifetime but not for the faint-hearted. Racing flat-out over more than 3000km of Mexican roads, this is probably the greatest adrenalin rush you can get in a classic car – it's dangerous! lacarrerapanamericana.com.mx

TOP 10 KIT

- 1 Tool set slimmed down to the basics to save weight.
- 2 Fire extinguisher.
- 3 Duct tape, electrical insulating tape, Araldite, plastic metal, fine wire and an old coat hanger to secure whatever tries to fall off.
- 4 Bananas and apples for a healthy, enduring energy boost on endurance rallies guarana tablets advisable on the toughest events such as Le Jog. Plus plenty of water.
- 5 A supplementary heater for winter rallies starting each day warm and demisted makes life so much easier and more pleasant.
- **6** Lightweight aluminium trolley jack and an adequate wheelnut spanner for rapid wheel changes.
- **7** Tyre foam and a 12v tyre pump for those occasions when there's no time to change a wheel.
- 8 Heavy-duty tow rope with easilyattached end loops.
- **9** Lightweight spares kit for longer events eg dynamo and starter brushes and bearings rather than the entire heavy units.
- 10 Breakdown insurance make sure it's valid wherever you are going and includes recovery.





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BEST ROADS TO DRIVE

1 The stretch of A696 and A68 in Northumberland from Newcastle to the Scottish border can be busy at times but catch it when it's quiet and it's a fabulous drive - fast with long sweeping curves that you can see all the way through.

2 Bealach na Bà climbs from Applecross on the north-west coast of the Scottish Highlands near the Isle of Skye to 2053ft before dropping down to join the A896. Narrow, often deserted, with Alpine-style hairpins and surrounded by stunning scenery.

3 The B4333 from Cynwyl Elfed to Newcastle Emlyn in Wales combines long straights with challenging hairpins and stunning views.

4 Port de Pailhères from Ax-les-Thermes to Usson-les-Bains in the French Pyrénées climbs to 2001m. A narrow but very open strip of road laid atop wonderful scenery.

5 Vršič in the Julian Alps is the highest pass in Slovenia at 1611m and climbs

in a heart-pumping sequence of short straights and 50 hairpins between Kranjska Gora and the Soča Valley.

6 The Stelvio Pass in the Italian Dolomites climbs to 2757m in a mostly open sequence of 48 hairpins (75 counting both sides). It's quietest in early morning or off-season.

7 Transfăgărăsan in Romania was built as a military road in the early Seventies, stretching 90km from Transylvania to Wallachia and reaching 2034m.

8 Xerokambos to Ziros, Crete: this almost unknown road climbs 800m from sea level in a sequence of straights and hairpins, all with stunning sea views.

9 Pacific Coast Highway, California. State Route 1 winds along some of the US's most beautiful coastline.

10 The Paso de Jama in Argentina links Jujuy in the north with Chile, climbs in a sequence of hairpins above the clouds to 4400m, then opens into a straight road as far as the eye can see across white salt flats.

30-Nov 25 Haka Classic Rally, New Zealand INTERMEDIATE

Drive 5000km over the North and South Islands of New Zealand, taking in some of the world's most spectacular landscapes and an astonishing variety of world-class attractions. This epic is limited to 35 pre-1969 cars. rallyround.co.uk/ the-haka-classic

November

3-6 RAC Rally of the Tests

EXPERT The historic RAC Rally is reborn with the involvement of the RAC in the well-established Rally of the Tests, which closely echoes RAC Rallies of the Fifties. To celebrate, this year's event will follow many of the routes of the 1951 event - the first post-war RAC Rally - starting in Bournemouth and finishing in Chester. An intensive event of regularity and driving tests. heroevents.eu/events/rally_of_ the_tests/2016/

3-28 South Africa Classic Cape Safari BEGINNER Enjoy safaris, vineyards, mountains and sea including whale-watching - from your classic car. Stay in top-quality hotels, follow the coastline and explore the hinterland. Cover 1650 miles for £12,500 per car with two passengers, including accommodation, breakfasts, most dinners and a comprehensive tour book. Car shipping from UK is £5000 extra. classictravelling.

13-Dec 9 Rally of the Incas **EXPERT** Explore the best roads and must-see places throughout Argentina, Chile and Peru. Start at Buenos Aires, head south for a spot of whale-watching and across to Patagonia, then north criss-crossing the Andes to the

Atacama desert, the windswept Altiplano, lake Titicaca, Cusco and Machu Picchu before finishing in Lima, Peru. A challenging rally with categories for cars up to 1941 and up to 1975, this event is already full. endurorally.com/pages/rally-ofthe-incas

23-27 Mil Millas

INTERMEDIATE Argentina's premier historic rally with top-level hospitality and exceptional cars drives the finest roads of Patagonia over three days and 1200km of competition. It's open to Vintage to mid-Eighties cars with FIVA passports. Competition follows the format of the Italian Mille Miglia. 1000millas.com.ar

25-27 Roger Albert Clark Rally **EXPERT** Described as the must-do historic rally of the year, this event involves three days of intensive special stages on gravel, from a base in Sunderland into the legendary Kielder Forest and into the Scottish borders. Entry fee for 2015 was £1875. racrally.org

December

SPOTLIGHT

2-6 Le Jog

INTERMEDIATE/EXPERT

This world-renowned event, which was established by John Brown in 1993, brought seriously tough historic rallying back to Britain's roads. It combines endurance rallying - through the night with minimal sleep - extremely challenging roads and navigation and often severe early December weather. It may be slightly tamer than it used to be, but this is still one of the great rallying challenges and demands exacting car preparation. heroevents.eu/events/leiog/





RALLY Organisers

Classic Events - thetrial.nl +31 578 561 115

Run by Dutch competitor Bart Rietbergen, Classic Events is known for competitive rallies with flair and a good balance of strong competition and great entertainment. There is a huge following for historic rallying in the Netherlands, but non-Dutch competitors are always welcome.

● ERA - Endurance Rally Association - endurorally.com 01235 831221

The original rally organisation, founded by historic rallying pioneer the late Philip Young and still the source of some of the most adventurous competitive events on the calendar. So successful that all of its 2016 rallies were booked up by autumn 2015.

HERO - heroevents.eu 01656 740275

Highly professional rally group incorporating the Historic Endurance Rallying Organisation and the Classic Rally Association, with a wide range of well-established competitive events from one day upwards. HERO also has a fleet of 20 Arrive and Drive cars ready-prepared for regularity rallying available for hire – a great way to get the feel for competitive rallying before investing in all the kit yourself.

Rally Round - rallyround.co.uk 01252 794100

Vintage and classic rallies with plenty of time for socialising and cultural experiences. Non-competitive touring category available.

GROUP TOUR ORGANISERS

Classic Car Tours International ccti.co.uk, 01253 884361

Provence, March 23-April 3
Tuscany, April 9-22
Monaco Historic GP, May 7-16
Mille Miglia/Italian Lakes, May 16-23
Ireland, June 1-12
Spanish Pyrenees, June 19-29
Le Mans Classic, July 6-11
Italian Lakes, Stelvio Pass, July 15-28
Loire Valley, August 1-8
Dordogne, August 14-23
Circuit des Remparts d'Angoulême
September 14-19
Corsica, September 26-October 10.

Scenic Car Tours sceniccartours.com, 01732 879153

A total of 100 tours, mostly 4-10 days in France, Belgium, Netherlands, Channel Islands, Italy, Wales, Germany, Ireland, Spain and UK, but also including some more distant events such as:
China inc MG factory, April 20-30
Canadian Rockies, June 6-26
Arctic Highway Challenge, June 23-July 14
Norwegian Fjords and the Atlantic Road, August 14-28
USA Route 66, September 17-October 8
Australia's Ocean Road and Tasmania, October 6-November 9.

• Classic Car Tours classic-car-tours.com 01355 260422

A range of tours including Scotland, France, Spa Classic, Le Mans 24hrs/Classic and Goodwood Revival.

Classic Grand Touring classicgt.co.uk, 01483 281282

One of the few classic tour operators with full ABTA membership, offering driving tours from the UK to great events in Europe, including Grand Prix de Pau Historique, Vernasca Silver Flag and Circuit des Remparts d'Angoulême.

Classic Car Journeys classiccarjourneys.co.uk 01458 224109

Specialising in self-drive hire events in faroff places, Classic Car Journeys offers an ex–US military Jeep through Vietnam (April 5–18, £5900 for two people), a 4x4 through Peru (May 3–18) or the Himalayas (July 2–16, where an Enfield motorcycle is also an option at £3749 for two sharing), or a modern MPV through the deserts and plains of Rajasthan (Sept 21–Oct 8).

Classic Car Tours (MK) cctmk.co.uk. 01539 728832

A range of touring holidays for all classic and interesting cars, aiming to provide good driving, good food, good company and comfortable hotels. The 2016 programme includes the following:
Cotswolds and Cymru, April 3-8

Drive-It-Day OS Sheet 97, April 24 Mountains & Glens of Ireland, July 3-10 High Roads Tour of England, August 1-7 Scottish Tour, September 12-20 Autumn Lakes, October 13-16.

Merlin Events - merlinevents. com. 01935 474630

Touring holidays for pre-1986 classic cars and later sports and GT cars, including: Spring Classic, Hereford and Worcs, April 15-17 May Classic, Berkshire, May 20-22

Lake District, June 18-24
Summer Classic, Lincolnshire, August 11-14
Northern Spain, September 16-27
Autumn Classic, Wiltshire, November 3-6
Christmas Cracker, Torquay, December 2-4.

Classic Travelling classictravelling.com 01264 710375

Four tours within the UK, plus Croatia and South Africa (see p107).

Rallystory - rallystory.com +33 1 4212 07 08

Paris-based organiser with a seven-strong tour programme for post-1950 cars, including learning to drive on ice and touring Morocco and South America (see above). Pilotes sur Glace, January 21-22 Rallye de Paris GT & Classic, March 12-13 Coupe des Alpes, June 16-18 Rallye des Pyrénées, September TBC Trophée en Corse, October TBC Marrakech Tour, October TBC.

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Guernsey is less commercialized than neighbouring Jersey and offers spectacular coastal scenery, crystal clear waters with white sandy beaches, a fascinating maritime and military history and a rich cultural heritage. Located on the eastern side of the Island, St Peter Port is the capital of Guernsey and a bustling harbour town that is widely considered to be the Channel Islands' most beautiful.

Sparkling seas, golden sands, rugged cliffs, picturesque harbours and fascinating countryside await the visitor to **Jersey**, a welcoming island that offers the best of Britain with the added zest of France. The largest and most southerly of the Channel Islands but still only 45 square miles, Jersey is situated on the edge of the Gulf Stream, 100 hundred miles south of England and 14 miles from France and boasts the best sunshine record in the British Isles and a climate which is generally more mild in all seasons than the UK.

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Guernsey and Jersey might be small Islands but combined they have a surprising 550 miles of roads. You'll rediscover the pleasures of driving as you explore the spectacular coastlines and twisting country lanes, stop at one of the seduded bays and enjoy lunch or a cream tea at one of the numerous restaurants and cafes. The Channel Islands are just bursting with attractions to visit, especially in the summer months, there are so many choices, that you will need more than a week to visit them all.

Poole to Guernsey/Jersey with Condor Ferries





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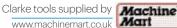


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STAR LETTER

The Jensen FF that got away

Many thanks for getting all of those lovely Jensens together (Intercept This, January 2016). It's a car I often thought of buying, particularly a Series 1 with those sexy Rostyle wheels and that purposeful two-pod dash – is it a plane or a car?

My one big Jensen regret was not buying a champagne gold FF that I found in a Greenwich council lock-up in the early Nineties. It was in a very sorry state but I could not believe my eyes – I'd never seen one in the metal and I was amazed by the stuff in the engine bay, which was unfortunately joined by rampant rust in the inner wings.

I climbed in and imagined my rock star heroes cruising to gigs. I'm a big fan of Bonham, Mitchell, Baker and Moon; they had impeccable taste when it came to cars.

The owner hadn't paid his council garage rent for years and handed over the FF's keys to the council in return for the bill being cancelled. I wonder what happened to it?

Roll on 25 years and I have a GT with a thunderous soundtrack. It's no West Bromwich bad boy but a Southampton survivor – a Gordon Keeble – touché Turtle! Tony Hill



Panhard Tigre adventures

Your battle between the Citroën ID19 and the Panhard PL17 (Space Racers, November 2015) brought back happy memories of a trip to the UK. It was summer 1963, three youngsters from Toulouse who were eager to discover the UK for its landscapes, museums... and mini-skirted girls. Our car was a Panhard PL17 Tigre that performed well up to Cahors, when it stopped responding to the throttle. After dismantling the carburettor a local mechanic discovered a missing intake manifold core plug, but then the car seemed to have lost its stamina.

This didn't prevent us from touring England and onwards to John o'Groats. When returning via Edinburgh the car proved again to be gutless, the exhaust note suggesting a burnt exhaust valve because the engine was running on one cylinder. The first garage we found was a Rolls-Royce dealership. I'll always



remember the foreman's astonished look when he lifted the bonnet and discovered the tiny two-cylinder engine! He said that he had neither valve nor cylinder head gasket in stock. I replied that Panhard engines had no head gaskets and that an exhaust valve might be found in a Citroën dealership. It arrived two days later and the Rolls foreman did a wonderful job.

The trip has been for ever engraved in our memories, along with the bloke in a pub asking, 'Why doesn't de Gaulle want Britain to join the Common Market?' *Michel Vidal*

Engines across the Atlantic

Why was it that, back in the Sixties and Seventies, British GM, Ford and Chrysler vehicles didn't use Americandesigned engines in their larger cars?

It seems a no-brainer to use proven six-cylinder units and small V8s rather than going through all the time, money and hassle to design a local engine. *Glenn McLangley*

The practice wasn't just a US/Europe divide – European countries used different engine designs to suit local tastes. For example, Ford of Germany used the Cologne range of engines in the Capri at the same time that Ford of Britain used the Kent and Essex family of engines.

Ferrari out of hiding

Let me kindly add a few details to your piece (The Month in Cars, December) on the Ferrari 500TR at Goodwood. Carroll Shelby won the car's first outing at Brynfan Tyddyn, which was not a hill climb but a proper road race. In *The Cobra Story: Shelby Remembered*, Shelby says, 'Another thing I enjoyed no end was my ride in the 2.0-litre on that hairy little course at Brynfan Tyddyn, a private road circuit on Senator Woods' estate and one of the most beautiful I have ever seen.'

The same car was raced in the Bahamas Speed Weeks by Bill Helburn in 1956 and Bob Said in 1957, but not Shelby. Olivier Gendebien got fifth in Cuba and second in class with race number 36 of your photo. *Antoine Prunet*

The Lotus Elise

I had to buy the December issue when I saw it on a news stand – a panoply of Loti, with a yellow S1 in the vanguard.

I've had a yellow 111S S1 from new, and it never fails to bring a smile to my face. Apart from the occasional mechanical failure familiar to any Lotus owner, eg window winder, fuel cap, etc.

Your missed two points regarding the S1. Firstly, the hood was clearly designed by a Boy Scout in the Fifties. Secondly, its aero package is a bit suspect. There is no downforce to combat its light weight in strong side winds. Overall it is still a winner, and an ideal road/track compromise. *Paul Smiddy*

Hot 30

I know nothing about buying cars as investments (Hot 30, October 2015) – my knowledge is centred more on knowing the best restaurants, pastry shops, ice-cream parlours and beer gardens in Europe. But none of your experts mentioned the practicalities of owning one of the Hot 30. To me it is akin to having a meaningful one-night stand with a sexy babe. But could you live with her, or is she a highmaintenance airhead bimbo?

If your dream car is one that can park itself, none of these cars is for you. For happiness you need a wife who tolerates your toy, enough money for parts, repairs and maintenance, and a reliable, cheapto-run daily driver. Oh, and be just a bit practical – if you can't maintain your car, is there a local garage with the right expertise or do you have to tow it 200 miles? *Leslie Toth*



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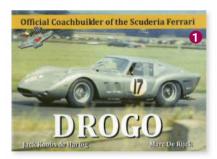
1962 Jaguar E-Type S1 3.8 Coupe Sold £118,800

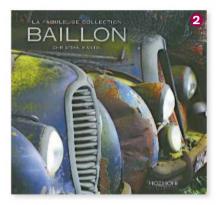


1963 Mercedes-Benz 190SL Roadster Sold £93,500

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BOOKS & MODELS Sam Dawson rates this month's most engaging editions





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1. Drogo - Official Coachbuilder of the Scuderia Ferrari

By Jack Koobs de Hartog & Marc De Riick. £79.99, ISBN 978 0851 8408 6 4

A book about Piero Drogo's coachbuilding operation is long overdue, and although Jack Koobs and Marc De Rijck's book is very expensive for a self-published softback, it represents years of research into a subject that, inexplicably, few other historians have chosen to cover

Koobs and De Rijck point out that researching Drogo's history is difficult, not least because, unlike most Italian coachbuilt bodies, owners think nothing of discarding them in favour of something better-looking.

Every Drogo car - plus an appendix of others whose Drogo parentage is suspected but not proved - is detailed here, often with rare period photos demonstrating how often these bodies were altered. We also get the truth behind those designs - shaped by panelbeaters, solely for the purpose of speed. Fascinating.

2. La Fabuleuse Collection Baillon By Christian Martin, £34.68, editionshozhoni.com, ISBN 978 2 37241 017 5

Whenever haulage tycoon Roger Baillon became bored with a car, he pushed it to the back of his barn and bought another one.

Thing is, Baillon had a taste for Ferraris. Bugattis, Maseratis, Facel-Vegas, all manner of French art-deco beauties and Thirties racing obscurities. This marked the origins of the greatest barn-find of all time.

Martin's book recreates the excitement of the discovery, with large-format photographs of the cars as they were found half-reclaimed by nature, plus when they were unearthed and displayed like a conceptual installation in Artcurial's Rétromobile 2015 auction.

It's relegated to the status of a picture-book if you don't speak French - if you do there are interviews with the Baillon family and biographies of the cars to enjoy too - but Martin's 159-pager serves perfectly well as a work of art. It'll have you eyeing nearby sheds with a quizzical eye.

MORE READS

Porsche Turbo

By Randy Leffingwell, £45, motorbooks.com Not just the 911 - 40 years of forced induction from Stuttgart, on land, sea and air in loving detail. There's a lot more to it than you might expect.

Ford Total Performance

By Martyn L Schorr, £30, motorbooks.com The story of Ford's all-out motor sport assault in the Sixties, from dragstrip muscle to Le Mans. Terrific B-movie-style presentation too.

Tatra: The Legacy of Hans Ledwinka

By Ivan Margolius and John G Henry, £55. veloce.co.uk

Heavily revised and updated, a testament to the Czech Republic's greatest marque and its talented engineer.

TVR: Cars of the Peter Wheeler era

By Ralph Dodds, £29.95, crowood.com The glory days of the Blackpool marque relived.

All these books are available from Chaters, many with discounts. To find out more, go to chaters.co.uk

3. Gran Premio di Bari 1947-1956 By Michele Perla, £13.39, asifed.it, ISBN 978 889834406 2

Every now and then, a book arrives that reveals a long-forgotten part of history, yet reading it will have you wondering why.

Gran Premio di Bari is one such account of a spectacular event that was once part of the Formula One calendar, won by Varzi, Ascari, Farina, Fangio and Moss among others. However, it all ended beneath housing developers' excavators, an abrupt victim of the Italian postwar economic boom that had created it in the first place.

Writing in Italian and English, Perla has sourced, analysed and reproduced every document relating to the Grand Prix, from meeting minutes and organisers' telegrams to archive photographs and newspaper reports; which has enabled him to detail every race. It's a little cheaply reproduced in places, but incredible value for such a rich seam of historical information

MODELS FROM £69.9



1:43-scale Iso Varedo

£79.99, kessmodel.it

It's great to see Iso's doomed attempt at entering the mid-engined supercar market finally rendered in resin, complete with showcar numberplates. This model's masterstroke is the clear, extensive glazing that gives a great view of the stark, functional interior, finely rendered here despite the small scale. It's a reminder that this one-off was a runner.

1:12-scale Lotus 49

£699.99, automodello.com

This is probably the most accurate Formula One model ever. This shows in the price, but if you replace aluminium with resin it's even built like the real thing, with the finely finished Cosworth DFV engine a stressed member of a monocoque with the various plastic and metal details 'bolted' to it, and Perspex-fronted, wired gauges. A labour of love from not-for-profit craftsmen.



1:18-scale Chevrolet Camaro Z/28

£69.99, greenlighttoys.com

Greenlight should be credited for finishing its Seventies Camaros in true-to-period custom-style paintiobs rather than following the sober-suited design house route (it's also available in white with blue stripes). This model is acceptable but not groundbreaking, with a plasticky black interior and somewhat basic, chunky detailing inside and out.



1:18-scale Maserati Biturbo

£164.99, minichamps.de

Not Maserati's finest hour, but as a result the Biturbo has been generally overlooked in scale form. As with the real thing, you'll find yourself overlooking the boxy, nose-down exterior to marvel at the almost comically decadent interior instead, with every pleat, ruche and inlay - but sadly not the famous clock, as this is an early car nicely reproduced.

Triumph TR2
We sprint the '55 Tulip Rally car



Jaguar XK8 and XKR How to buy huge pace from £5k



Maserati Ghibli Quentin in the ex-Britt Ekland 4.7



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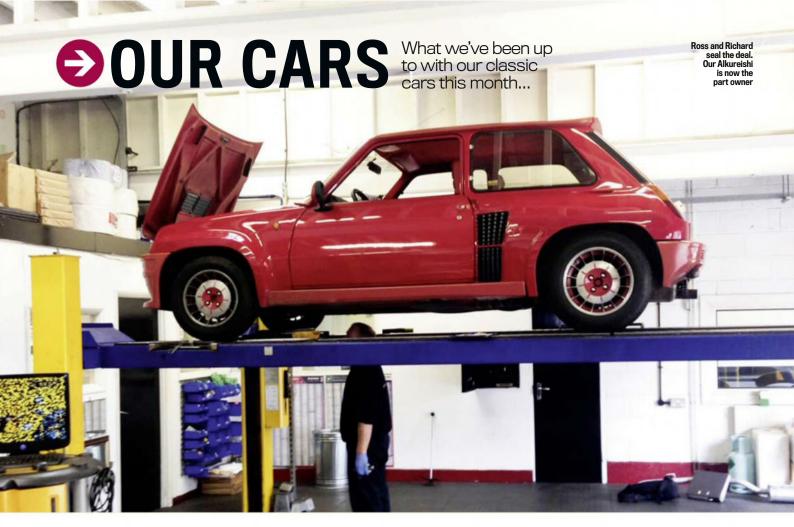
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Ross goes into Renault partnership

THE STORY SO FAR



1981 Renault 5 Turbo 1 Owned by Ross Alkureishi and Richard Head rossalkureishi@yahoo.com

Time owned One month Miles this month 112 Costs £513.15 Previously Driven home from Italy

It was inevitable really. Take two grown men, coop them up in a funkadelic sports car cabin over a period of four days, get them to drive more than 1000 miles on some of Europe's finest and highest roads, and some bonding was unavoidable. Especially as we shared numerous breakdowns and a full roadside engine bay stripdown, as well as a Pepsi-Cola or two.

Since returning from our joint road trip (see January 2016 issue) I must admit to experiencing a high degree of pining for Richard Head's Renault 5 Turbo. From a professional perspective I was there to complete the job but dagnabbit I also invested a lot of blood, sweat and t'other in the car. So when he suggested I meet him in London for an update I thought, why not?

The Turbo still looked delectable and I felt instantly at home in the passenger seat – albeit the steering wheel so close had me twitchy-fingered. Over lunch he explained that it had passed its MoT first time, and he'd registered the car with the DVLA.

Period-correct raised-letter numberplates came from Tippers (tippersvintageplates.co. uk) and a pair of right-hand-drive lights were sourced from a fellow 5 Maxi Turbo owner and Tour De Corse Junkies Facebook forum user – the website whose members supported us so well on our trip – for £90.

After untangling the electric mirror wires catching on the corner of the glass, the passenger window that never closed properly (0°C in the Alps equals *brrrr*) now does so. As for the cooling system craziness we experienced, Richard had removed and flushed the radiator, shifting a lot of gunk.

Conversation then turned to the future, and the R5T's possible uses – European jaunts, car shows and general Sunday morning blasts. He also intimated that the passenger seat would always be there for me, at which point I got semi-emotional.

From there our *tête-à-tête* descended into a verbal Greco-Roman wrestle recalling our

adventure. We both concluded that neither of us would have attempted the marathon five-hour roadside repair on our own.

At that point he shocked me by asking if I wanted to come in on the car. Many owners and enthusiasts I meet share cars, and not always for the obvious financial benefits but also for the collective experience – plus the car gets used more.

Having a wingman definitely has merit, plus every man needs a homologation special in his life at some point. We then discussed the ins and outs of how it would work and I did some hurried mental calculations – surely better to have money in a car than in the bank at the moment – before shaking on it.

As we approached the Turbo I asked for the keys, only for Richard to say 'I got it.'

'No, actually, I have it.' This continued, Chuckle Brothers-style, for a couple of minutes. And so it begins.







Miles better after a day in the garage

THE STORY SO FAR



1962 Jaguar E-type Series 1 FHC Owned by Phil Bell phil.bell@bauermedia.co.uk

Time owned Five years
Miles since last report Davis Latest costs £0
Previously Identified a fistful of transmission faults

The first time I had to remove the rear axle from the Jaguar [Our Cars, July 2012] it took several days of jacking up and supporting the car, making tea, rechecking the workshop manual, drinking tea, disconnecting everything, rechecking the workshop manual, lowering the whole assembly inch-by-inch, one corner at a time and drinking tea until finally I could breathe out as it touched down on the garage floor. For the sequel [Our Cars, March 2014] a larger trolley jack and accumulated knowledge helped to halve the time.

I can now boast that I've condensed the whole experience into a day, even with the calming experience of 'Round About Midnight oozing from the garage stereo. What once seemed like a life event, particularly in those moments when the whole lot threatened to fall off the trolley jack and end mine, now feels routine.

I've taken the whining differential up to Jaguar specialist Ken Jenkins to see if it can be made quieter. I can get on with replacing worn propshaft and halfshaft universal joints, and correct a tight wheel bearing.

This also gave me time to try out a couple of products: a Dr Colorchip paint touch-up kit and a Bosch Aquatak AQT 45-14 X pressure washer, both of which seemed to offer something new. With the E-type imprisoned I had to test them on my wife's Porsche Boxster, which had a couple of deep stone chips as well as wheelarches caked in country lane mud.

The Dr Colorchip kit includes colourmatched paint that you apply in a little blob next to the chip, then you swipe it over the chip with a little rubbery squeegee. Any residual paint surrounding the chip is then removed with a cloth wetted with the supplied blending solution. The idea is that the paint fills in the chip without the unsightly raised blob that normal touch-ups leave. It worked, but it took a few attempts.

My favourite bit of the pressure washer is the right-angled nozzle that allows you to fire water at the inside of the wheelarch, or anywhere on the car's underside. Even with the extremely high pressure of the water jet, I still had to use a brush to loosen the thick layer of dried mud in the rear arches, but for regular cleaning it should do the job.

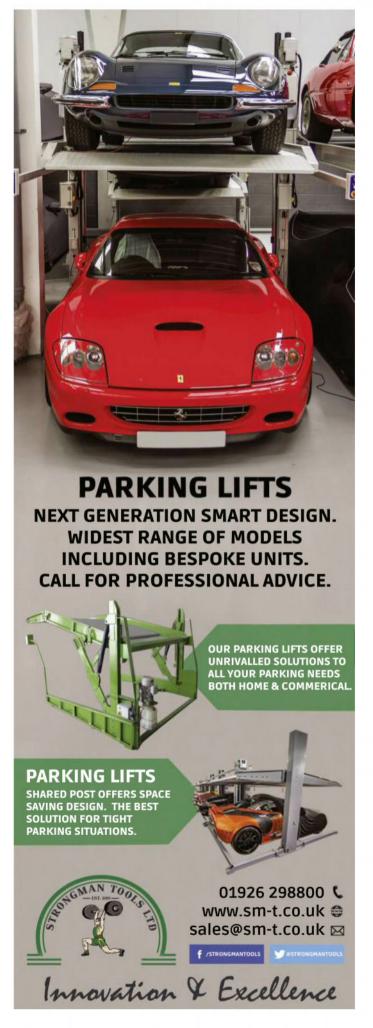
After all of that light cosmetic work on the driveway it's back into the garage for some heavy spannering. Universal joints to replace, wheel bearings to fit and reshim? Time for the B-side of my TDK AD90 cassette – *Kind Of Blue*. Take it away, Miles.

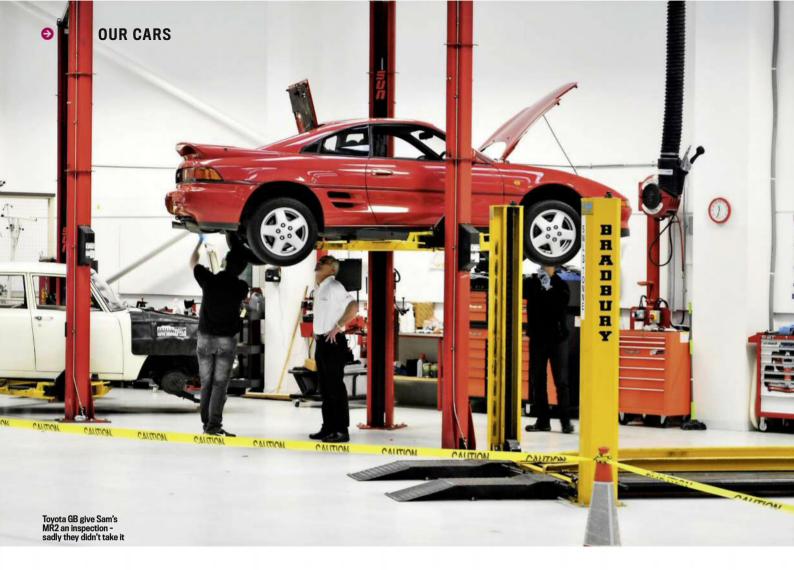












Trucking hell, that's the end of it

THE STORY SO FAR



1992 Toyota MR2 Owned by Sam Dawson sam.dawson@bauermedia.co.uk Time Owned Three years

Miles this month 260 Costs £250

Previously Enjoyed Toyota GB's 50th birthday bash

With the Quantum under my wing, the MR2 had to go. To be frank it had started to irritate me. Two sports cars on the fleet, both with a boot no bigger than a suitcase, meant that I'd started to coincide trips to DIY stores and furniture shops with evenings when I'd taken a company pool car home for something.

I kept my promise of first refusal and gave contributor Adam Towler a call, but a new baby meant he couldn't justify a two-seater and had to turn it down. I wanted to sell it to someone who'd care for it and with this in mind MoT'd it. But while it was waiting outside the testing station for me to collect it, someone reversed a truck into it (judging by the height of the dent) and drove off.

Fuming, I took it to PW Ince bodyshop (01733 341171) at colleague Russ Smith's recommendation, had it serviced and was finally ready to sell it.

Then Classic Car Weekly editor Keith Adams mentioned that Scott Brownlee at Toyota GB was building a heritage fleet. He had MkI and MkIII MR2s in the same shade of red as mine, but no MkII. A couple of emails later, he was interested enough to invite me down to Toyota's technical centre at Gatwick to have it looked at.

While I whizzed around the local roads in the Prius WRC rally car, the crazy Renault 5 Turbo-aping mid-engined Aygo concept car and the excellent GT86, Toyota engineers poked, prodded and scowled at my MR2. It felt like I was waiting for one of those post-Christmas check-ups at the dentist where, despite your best efforts he'll still find at least one thing to get excessively alarmed about.

Mid-engined Aygo got the thumbs up from Sam

It wasn't good news. On the plus side it was commendably original, the engine and gearbox were strong and the bodywork was acceptable for its age. However, it was a little too tired and not the mint low-mileage example they were hoping for. As it was, Toyota wouldn't take it.

Dispirited, I spent the 130-mile journey home contemplating how I would go about selling it, but sadly that question was answered in no uncertain terms on the A1 south of Alconbury when a hulking great skip lorry punted me into a layby. The resultant bodywork and suspension damage was immediately obvious – it's probably a write-off.

It's a sad end to a car that I was hoping to see emerge as a true modern classic.









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CBG8W features 8" whetsto & 6"drysto # With sand	ne. ding belt	6		
MODEL	DUTY	WHEEL		
		DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£29.98	£35.98
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CBG6RSC	HD	150mm	£49.98	£59.98
CBG6SB#	PR0	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£54.99	£65.99
CBG8W (w	et) HD 1	150/200mn	£55.99	£67.19
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Clar		PRO 7 POLIS	HER	DER/
		Pro Inclu back & loc bonn	P185 o sander p des hook ing pad ar op wool po let. • 1200	& loop nd hook dishing
) Cla () ()		CR/	ROM ONLY 49 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
11		DESC. E 1/2 ton folding 1 ton folding 1 ton long reach	£149.98 £154.99 £199.98	NC.VAT £179.98 £185.99 £239.98
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19

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JS1750	1600w	1522psi	£54.99	£65.99
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Jet8000	2400w	2610psi	£139.98	£167.98
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CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact		
	Wrench Kit	£74.99	£89.99
CAT133	3"Cut Off Tool & 1/4"	£47.99	£57.59
	Die Grinder		
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
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SEV11C*	9	2	100	£369.98	£443.98
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MODEL	CHARGE	BATTERY	EXC.VAT	INC.VAT
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MODEL	MAX AMPS		
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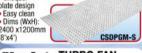
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Offering low cost, efficient heating 64 #Dual Volt

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	OUTPUT KV	VAT	INC.VAT	INC.VAT
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Little Devil	SSII*10.3	£79.98	_	£95.98
Devil 650		£74.99	£107.98	£89.99
Devil 660 S	S* 15	£109.98	_	£131.98
Devil 850	12.4 -31	£129.98	£167.98	£155.98
Devil 860S	S*# 31	£149.98	_	£179.98
Devil 1850	* 26.9 – 58	£299.98	_	£359.98
Devil 3000	* 35.8 – 82	£339.98	_	£407.98
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Clarke ENGINE STANDS Rotates through 360°

Fully tested to proof load

	1	*Folds for storage		
MODEL		CAPACITY	EXC.VAT	INC.VAT
CES340	4	340kg	£49.98	£59.98
CES500A		227kg	£54.99	£65.99
CES450	WELL !	450kg	£69.98	£83.98
CES750A		340kg	£79.98	£95.98
CES560	التنا	560kg	£84.99	£101.99
CES680F*	WELL.	680kg	£119.98	£143.98



IG1000 389 467 IG2200

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Clarke ELECTRIC Honeywell HEATERS Huge range of quality electric models From DIY, trade to Industrial



DEVIL7003 CZ-2104				
MODEL VOLTAG	E HEAT	EXC.VAT	INC.VAT	
	OUTPUT KI	N		
CZ-2104 230v	2.5	£39.98	£47.98	
DEVIL 6002 230V	0.7-2	£39.98	£47.98	
DEVIL 6003 230V	1.5-3	£49.98	£59.98	
DEVIL 7003 230V	3	£54.99	£65.99	
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DEVIL 7005 400V	5	£79.98	£95.98	
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DEVIL 7009 400V	9	£137.99	£165.59	
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Extra-long run fue tanks - up to 53 litres • Variable heat output with thermostat 179

-2	15inc.vat		
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XR160	46.9kW	£329.98	£395.98
XR210	61.5kW	£369.98	£443.98
	MODEL XR60	XR60 14.7kW XR80 20.5kW XR110 29.3kW XR160 46.9kW	MODEL MAX OUTPUT EXC.VAT XR60 14.7kW £179.98 XR80 20.5kW £229.98 XR110 29.3kW £279.98 XR160 46.9kW £329.98

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#28pce Best Budget Buy, Recomm	33pce ended:	SSICS



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Clarke PARTS

WASHERS 477

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PORSCHE 993 CLASSIC 3.6 TURBO - RHD Metallic Arena. Black Full leather interior. Upgrades include:Tinted Windscreen, Automatic Speed Control. FWD. Only 47,700 miles.



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1997 PORSCHE 993 CARRERA 4 - RHD Basalt Black. Grey leather interior. Upgrades: Air conditioning, Hard back sport seats, Ex. Hexagon Chairman's Car. 23,500 miles. by one of the UK's leading classic Porsche specialists.



1958 PORSCHE 356A SPEEDSTER 1.6 DAMEN (TYPE 616/1) # 84815 - has just completed a detailed engine bay preparation



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The interior doesn't look as if it's been used, and the electric windows and sunroof work



Engine bay is near concours, and on our test run it proved to be in fine fettle

Porsche 944 Turbo £50,000

It may look like a lot of money but find another as good. It's hard to believe it's nearly 30, says Paul Hardiman

THIS 944 TURBO LOOKS LIKE A concours restoration – except that it's never been restored. This 21,000-mile car was bought a couple of years ago by an Autofarm customer who asked the firm to detail it. There are three stamps in the service book due to its minimal mileage and it had new timing and balancer belts and tensioners, plus water pump, at 19,339 miles in May 2012, less than 2000 miles ago.

The body is dead straight with good panel fit and all the trim and plastics firmly attached. There's no rot anywhere. It's very likely to have had paint in some areas, as 944 front ends do get stonechipped; and on this car the rear flanks are a little orangepeeled, which may be new or it may be factory, as there's no evidence of fresh paint around the windows. The front end is now protected by Armourfend film to prevent chipping. Wheels are unscuffed and shod with Pirelli P7 Cinturatos with full tread and date codes showing they are only a year old.

Underneath, there are no significant leaks from the transaxle, and the exhaust is the original and still in good shape. The rear spoiler drains are clear, as are the hatch catch sockets, whose drain hoses are still attached and hence the rear wells (the left one housing the battery) are bone dry. Likewise, that other 944 trouble spot

that tends to collect water and rot out – the top of the scuttle on the left side, below which lies the fusebox – is perfect.

Inside, the seat velour is unworn and even the leather side bolsters aren't scuffed. There are no cracks or screw holes in the dash or dash top, and the steering wheel and gearknob aren't overly shiny. The carpets are unworn and protected by overmats. Both electric windows and the sunroof work. In addition, there's a spare DME relay in the glovebox.

The motor and its bay are near concours. You have to keep reminding yourself this car is nearly 30 years old. Fluids are clean and to the right levels. It starts instantly and though the oil pressure gauge fluctuates a little between 4.5bar and 5bar on tickover, the needle settles down with any revs, showing a reliable 4.5bar at 2000rpm and rising with more revs. The temperature gauge settles steady at midway and turbo boost goes up to a maximum of 1.75bar. The gearchange is good, with decent synchros, though there is a hint of clutch judder on initial pull-away. The ride is very supple yet controlled, with no clonks from the suspension and firm, quiet brakes.

It's sold with spare key and service book stamped from 1986 through to 2012, with work since then taken care of by Autofarm. It's a lot of money, but museum quality. You'll struggle to find another like it.

CHOOSE YOUR 944

▶ 944 launched in 1982 using basic 924 platform but with wider wings, five-stud hubs and a 163bhp 2.5-litre four-cylinder engine with twin balancer shafts and vented discs brakes front and rear.

▶ From Feb 1985 there's a flush-mounted windscreen, new oval dashboard and revised door panels; cookie-cutter wheels replaced by teledial style. In July the 944 Turbo is launched with 220bhp and four-piston brake calipers.

▶ In August 1986 the 944S joins the range with 16v cylinder head and 190bhp.

▶ Turbo S arrives in 1988 with 250bhp, 16in Club Sport wheels and 928 front brakes. Standard 944 gets a 2.7-litre 165bhp engine.

▶ Range revamped for 1989 - there's a 944 S2 with 3.0-litre engine and rounded front and rear styling, the same as the Turbo. 'S' designation dropped, but all Turbos keep the 250bhp motor. Base model is dropped in 1990.

▶ For the 1991 model year there's the Turbo Cabrio of which 625 built, 100 in RHD for the United Kingdom.

SPECIFICATION

1986 Porsche 944 Turbo

Price £50,000

Contact Autofarm, Oxfordshire (autofarm.co.uk, 01865 331234)

Engine 2479cc inline four-cylinder with KKK

turbocharger

Power 220bhp @ 6000rpm Torque 243lb ft @ 3500rpm

Performance

Top speed: 155mph; 0-60mph: 6.0sec

Fuel consumption 23mpg

Length 4389mm Width 1735mm

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No seatbelts, but short-throw gearbox shifts cleanly and the steering is slop-free



Healthy oil pressure and strong performance from Triumph TR2 four-cylinder engine

1955 Swallow Doretti £49,995

This alluring rare roadster has tried-and-tested TR2derived underpinnings. Ross Alkureishi puts it to the test

YOU FEEL LIKE YOU should be wearing archive gloves when leafing through this Doretti's history file. It includes handwritten bills going back to its first service on May 4, 1956 at Pudney & Sims Ltd in Surrey, which confirms its three owners from new. It also contains the original Instruction Book and a copy of *Mayfair* – which has a Doretti article featuring this very car.

Shepton Mallet specialist Marksdanes Ltd restored it in the late Nineties and it remains in very good order. The chassis appears straight and the underside is solid, if a little dusty – indicating a lack of recent use. It sits on good wire wheels with knock-off spinners shod with Michelin XZX tyres, all of which have a decent amount of tread.

The elegant alloy body is straight and panel fit spot-on. The driver's door needs a firm push to close – the catch is a little loose – but there's no sagging. Nearly 20 years on, the paint finish is holding up very well, with the lacquer retaining a lovely lustre. It's free from blemishes with just a few chips on the hood popper panel and an offside sill graze that could do with being touched in.

Most of the brightwork is untarnished, and the small area that isn't – the inside of the windscreen trim – should respond to polishing. The windscreen rubber is a little cracked at the bottom but the Swallow bonnet badge looks brand-new. The black canvas top is rip-free with a clear Perspex

window. It's easily removed and replaced, although doing so reveals a missing popper on the driver's side.

The car's interior is advertised as cream but is closer to tan. There are no fitted seatbelts but it's all beautifully finished with red-piped leather and complementary black carpets. The driver's seat bolster is a little grubby but should clean up. The odometer reads 26,345 but a repair bill dated March 5, 1959 shows 36,919 miles.

The engine bay is corrosion-free and finished in matt black. Attention to detail is good, with copper brake pipes contrasting with the chromed rocker cover. All rubber hoses are sound as are the electrical wires, with no signs of fraying. Fluids are to the correct levels and a spare wire wheel takes up most of the boot space.

A quick pump of the throttle primes the twin SU carburettors and it fires first time. The short-throw gearbox shifts perfectly and the overdrive kicks in and out immediately. The engine has no discernible flat spots, there's no play in the steering and the brakes pull up straight. The fly-off handbrake holds well on inclines too. The suspension feels taut and is free of any untoward noises. Once the engine is warm, oil pressure shows 50psi, rising to 70psi under acceleration.

This is a sound example of a rare British roadster with excellent history.

CHOOSE YOUR SWALLOW

▶ Tube Investments of Walsall launches its sports car offshoot under the Swallow Coachbuilding Company banner in 1954. Underpinnings are from the Triumph TR2, and mated to a Helliwells-produced chrome-molybdenum chassis; Panelcraft of Birmingham constructs the Frank Rainbowdesigned body in 16-gauge aluminium panels, which sits on a mild steel inner structure.

▶ The result is an elegant and structurally strong roadster, but its £1107 asking price is a whopping 25 per cent higher than the TR2. Weight is also up by 56lb over the Triumph so performance takes a small hit; it's almost a second slower than the TR from rest to 60mph and 4mph slower flat-out.

▶ Handsome aesthetics, a leather-trimmed cockpit and more refined ride ensure initial success before vehement objections from Jaguar's William Lyons puts paid to production. A proposed 2+2 Sabre and MkII don't get past the planning stage, and the last car is completed in February 1955, meaning a total of 276 have been built.

SPECIFICATION

1955 Swallow Doretti

Price £49,995

Contact Justin Banks, Tunbridge Wells, Kent

(justinbanks.com, 01892 536813) Engine 1991cc four-cylinder, ohv Power 90bhp @ 4800rpm

Torque 117lb ft @ 3000rpm Performance Top speed: 101mph; 0-60mph; 12.8sec

Fuel consumption: 30mpg Length: 3962mm

Width: 1334mm

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1983 ROLLS ROYCE SILVER SPUR - 1 OWNER ROYAL CAR - 10,000 MILES FROM NEW. £22,500

Finished in dark metallic Oyster with goldplated mascot and badges. Grey Everflex roof. Interior in grey leather, piped in maroon and grey carpets with lambswool overrugs.

Decanter cabinet and document cabinet fitted in rear of front seats. Front & rear head restraints, footstools, rear picnic tables and unmarked walnut trim. One royal owner, true royal car, not an embassy car. Covered just 10,507 miles. Absolutely incredible condition, recently MOT'd and taken off diplomatic plates. Incredible value.



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Just 12,600 miles; Full Service History all stamped; Nero with black hide; Capristo exhaust, Giallo calipers, Scuderia shields.



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Glorious red interior was installed during the car's extensive restoration in 2001



XK engine has been fettled and now feels as if it's packing more than the standard 180bhp

1954 Jaguar XK120 SE Roadster £89,995

It won concours aplenty Stateside and little use since means it remains in fine condition, says Ross Alkureishi

AN INVOICE IN THE HISTORY FILE shows that Hampshire-based specialist Oakfields imported this XK120 SE into the UK and road-registered it in July 2007 for its previous owner. Its detailed US history didn't make it across the pond but it's known to be a matching numbers car, and comes with a Jaguar Heritage Certificate.

Delivered new to a West Coast customer in 1954, it had Pastel Green paintwork and a green suede interior. Jaguar specialist Jon Pollock Restorations redid it with the current silver and dark red combination during a full restoration in 2001.

It then moved to Washington State where it was shown in a number of Jaguar Clubs of North America events, at which it received numerous awards. The vendor also believes it was shown at the Pebble Beach Concours. Since coming to the UK it has been a regular at XK Club events.

There are several upgrades, including XK150 front disc brakes, Firestone 185 R16 33H radial tyres and a Tremec five-speed gearbox. The engine fires first time, settling into a throaty tickover. It pulls healthily from low-down and there are no flat spots in the power delivery, which feels higher than the original's 180bhp.

The roadholding and steering are superior to all other XKs I've driven; there's minimal wander and the chassis feels tight through hard cornering. The Tremec box is a cinch

to use, with quick shifts that are a huge contrast to those of the original Moss unit; the fifth cog lends the car great motorway legs. The uprated brakes function strongly.

Once warm, water temperature remains at 70 degrees, with oil pressure at 30psi at idle rising to 70psi under load. The odometer shows 74,453 miles which is believed to be correct but cannot be proved.

The only discernible minor blemish is a small impression from underlying lead-loading near the offside front indicator; the rest is a concours level combination of perfect shut lines, gleaming brightwork – including the knock-off wire wheels – and perfectly smooth paint. Underneath it's equally faultless, with supremely clean chassis, leather leaf-spring gaiters and markfree plywood floor panels. There's an as-new black mohair hood and frame that's never been fitted, because the previous owner believed it looks better without it.

The cabin looks perfect and is correctly finished in the Roadster's all-leather trim – rather than FHC and DHC wood veneer. In the boot you'll find the original toolkit roll. Under the bonnet this level of finish is matched, with the original grease gun and Trico vacuum-run washer bottle still in situ.

The new owner could easily wow people at shows with this car and while upgrades mean it's not a pure example, they enhance the driving experience considerably.

CHOOSE YOUR XK120

Launched at the 1948 London Motor Show with Jaguar's new 160bhp six-cylinder twin cam engine, capable of propelling it to a 120mph top speed hence the model name. It instantly took the title of the world's fastest production car and was available at the relatively low price of £1298. After 240 alloybodied cars, production switches to steel bodies. ▶ The following year Jaguar tests an XK120 on a closed section of dual carriageway at Jabbeke in Belgium where it is clocked at 126mph. ▶ Two-seater Fixed-Head Coupé joins the range in 1951. At 15kg heavier thanks to the roof and a steel floorpan in place of the topless car's plywood floor, performance takes a slight dip. Interior was more luxurious than the Roadster's. Drophead Coupé follows two years later, with wind-up windows and identical cabin accourrements as the Fixed-Head. ▶ SE (Special Equipment) version available from the beginning upped power output to 180bhp, thanks

SPECIFICATION

to high-lift camshafts, uprated valve springs and a

1954 Jaguar XK120

Price £89,995

lightened flywheel.

Contact Godin Sporting Cars and Motorcycles, Mereworth, Kent (anthonygodin.co.uk, 01622 814140) Engine 3442cc 6-cyl DOHC

Power 180bhp @ 5300rpm Torque 200lb ft @ 2500rpm Performance

Top speed: 122mph; 0-60mph: 10sec Fuel consumption 22mpg Length 3998mm Width 1638mm

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SL has new leather trim and carpets, and period-correct Becker Europa II radio



Slightly over-polished camshaft cover the only flaw in near-concours engine bay

Mercedes-Benz 280 SL £119,995

Not cheap, but you'd struggle to find a better one – so you could even call it good value, says Paul Hardiman

THIS VERY STRAIGHT 280 SL has had much spent in bringing it up to scratch. It was retrimmed by marque specialist O'Keeffe in 2012 at a cost of £5000, then incurred £7000-worth of work at Pagoda specialist Roger Edwards. The most recent owner spent a further £23,670 with John Haynes Mercedes on sills, jacking points and floorpans. It appears to have been painted recently – the finish is perfect – but we couldn't find a bill for it.

It lacks any of the usual W113 issues. The apparently rot-free structure retains the little swage (actually hand-cut) fillets inboard of the headlights that are so often missing after restoration. Likewise the rear wing-flange-to-door shut seams are either original or have been expertly filled. The door swages line up perfectly and the shut gaps are consistent. Even the rubber drain outlets are present on the sills, which you don't often see. If the rear chassis legs have been welded – and most have – you can't tell, as the underside was refinished after the floor work. The exhaust, fuel pump, fuel pipes and dampers all look new.

If we must nitpick – and at this money we must – there are a couple of tiny dings in the boot shut where you can't see them, and the hood cover and nearby brightwork have some tiny scratches.

The chrome is perfect and tyres are new-looking Michelin MXVs with a hardly used

Firestone on the spare, which also contains the complete toolkit.

The motor is near-concours, having been detailed by Edwards with a new-looking injector pump and pipes and correctly plated linkages, though the camshaft cover is slightly over-polished. Oil is clear and to maximum, green coolant near full in the header tank and the automatic transmission fluid is pink and doesn't smell burnt. There's a little overspray on the fusebox cover but looks like it would be easy to clean off.

The leather to seats and dash roll is new and the timber capping perfect apart from one small split. Carpets are also new and Haynes fitted a correct Becker Europa II radio. The new hood is complemented by a matching hardtop.

The fuel-injected six-cylinder engine fires instantly with no exhaust smoke and pulls strongly through the responsive rebuilt automatic gearbox with a creamy exhaust note. It tracks and brakes straight, with no play in the steering. Oil pressure is the expected full-deflection 45psi, with temperature steady at 180 deg F.

Wading through the paperwork – mostly bills – will take prospective purchasers some time. It's not the cheapest out there but it may be the best value. Chris Evans' silver 280 SL sold at Bonhams' recent Revival sale for £119,100 and this one is at least as good and has even better door gaps.

CHOOSE YOUR PAGODA

▶ 230 SL is launched at 1963 Geneva Show. It has a fuel-injected 2308cc straight-six with four main bearings, 150bhp and option of four-speed manual or four-speed automatic. Five-speed ZF manual offered from 1966. Suspension is all-independent. 19,831 are made, with swing axles at the rear. ▶ 250 SL (2496cc and seven main bearings - same power but more torque) is launched at 1967 Geneva show, bringing with it a California Coupé' option - hardtop, no soft top and sideways-facing rear seat. Fuel tank is two gallons larger than 230's. Softer 'safety' interior from August 1967. 5196 are made in a little over a year.

▶ 280 SL is Pagoda's final incarnation and appears in December 1967. Its 2778cc capacity brings another 20bhp but necessitates siamesed bores plus an oil cooler mounted next to the radiator. Optional halogen main beam headlamps offered from April 1970, distinguished by flat rather than rounded lenses. 23,885 are made before the end of production in 1971, when it is replaced by the R107.

SPECIFICATION

1970 Mercedes-Benz 280 SL

Price £119,995

Contact Hofmann's, Henley, Oxon (hofmannsofhenley.co.uk, 01491 848800)

Engine 2778cc fuel-injected soho straight-six Power 180bhp @ 5900rpm

Torque 177lb ft @ 4500rpm Performance Top speed: 124mph; 0-60mph: 11.0sec

Fuel consumption 18mpg Length 4285mm Width 1760mm

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1963 Alfa Romeo Giulia 1600SS RHD



1975 Alfa Romeo Montreal RHD



1975 Aston Martin V8 RHD



1987 AC Cobra Mk IV Autokraft LHD



1956 Talbot-Lago T14LS RHD



1986 Aston Martin Zagato RHD

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Jaguar VI2 E type Roadster 1974/5 Finished in Gleaming Old Englist 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 chose and proposed as and expensive service history.





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



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, coctatal 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 newest, only two owners and only 18,000 miles from the company of the condition of



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







ENTLEY 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleamin wo-lone green with fine coach lines to complement the coachwork, with matchin year hold eiterior, with glass like finish walnut veneres, joinc tables to fort and ear, power windows, original HWI radio, new yers, matching thick pile lambsow verrugs to the interior, only one former keeper; this very rare coachbuilt Bentle is deal for showing with every possibility of winning or for the pure pleasure.



Mercedes 1988 560SL sports left hand drive, finished in smoke silver, with brazil hide interior, headrests, hard and soft tops, centre armest, overmats, first aid kit, light up vanity mirrors, CD stereo system air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside tempriture gauge, tinted glass, auto, power, expensive mercedes wheels, only 38,000



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



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 ags, alloys, overmats, only 27,000 miles from new with service history,



Rolls Ropec Phantom 11 Sedanca de ville 1934, coach built by it framous Windows, michied in masons block over pellow with bow inde to the chauffeurs compartment and West of England Col to rear. Occasional seats to rear with gest desiridion, super high polished veners, vanily mirrors, sheepskin over rugs front and resturing tunk to rear, this dies moust, open guilty. Shrills Mahal 12 inch headamps, opening windorsens. After 50 years dealing. Rolls Ropec cares we are very prout of brief this handsome elegas sleek tooking Phantom 11. This car is just breath taking, it is the most beaufful looking flots we have ever seen and doasts man concurse wins in his time. Winning the Rolls Ropec Cares Concursed with the St. Sedaming to the Unit 1995 the continue her winning ways claiming the RR enthusiast club raily concourse 2002, with an invite to the General Suble Windows (in 1995 the continue and the sedance of the Care of the



Ferrat 2005 F1 430 spider only 1,800 miles, only 1 owner this car is a new, finished in ross ore divid hopton sests in cream aithr ed striping and sticking, ower seat-roll bar in cream, 19" alloy wheels, with red brake callipers, instrument panel in giallo scuderia ferrati filedot, battery charge, kyrp pesser measurement, blueboth telephon carbon services and security system with narriak act. Vil



colls floye; 1955 Silver Cloud 111, Lett Hand Drive, hinshed in the traditional colours fra and over sale with beige field interlor, princic false to rear, hambswool overage, inted gless, air conditioning, steep system, power windows, vanity mirrors to rear, we will make withinsted feyer, compilele with all tools, one of the last of this classiful node built, this superb example drivers very smooth, and comes with rolls royce history code, and all records when built, plus lots of bills thingdown its file, but previous listinguished cowners, gazaged and dry stored from new, a chance in a life time to unwheas this cumple. As the intervalent which is exceleration realize. 627 573 679



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 Roys Silver Dann 1955 Finished in the period colour of sand over sable with beige his interior, pricis tables to nearly the begreat post, sadio, original stillings unnof waters perior original tool kit complete, original pull up blind to rear works perfect,one of the last of the handsome model only liven periors owners, balouted in sich stycyringhia handsome, for the rear works perfect,one of the last of the year and represent and smooth with no related on noises, we have been in the RN stolk, statistic of men year of the perior of the period of the



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 seaf, 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, we will not seem to the property of the p



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior. Sun roof, Radio, Ugrades, Engine by Fower dengineering, Coopercraft brakes, this unmotested car has only 15,000 miles from new and looks only the years old, 4, Annec in a lifetime to own a very rare E type, Which has mellowed to an amazing condition. This car is just tempstable.



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Jaguar E Type 4.2 1970 Fixed Head Coupe. Finished in gleaming Signal Red with Tan hide interior, headersts, sparking chrome were wheels with new white band tyres, spare wheel unused, stereo system, well known car in the Jaguar world, this E Type is no imprecable condition, totally rebuilt respon and bold by an ell fromen club member covered 2,000 miles since restoration, but of bills, hand book and original leather wellch our consistent would be amost misrowish be find better the threathration. EST 500.

NUMBER PLATE FOR SALE: 777 BUT - £2,750.









Jaguar E Type 3.8 series 1 1963 LHD roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul, CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment.....£157,500



Jaguar E type 1975 Roadster V 12 finished in the rare factory colour of ummarked heather with as new beige hide interior, headrests, steroe, 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, garaged trom new, garaged from new, garaged from new, garaged from the growing in value£135,500





Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning£125,750. More pics on our website.



Mercedes SL 400 brand new 65 plate diamond white with black trim every extra£69,750







Rolls Royce Silver Shadow series 11 1978/9 model, finished in Caribbean blue with contrasting hide interior which is totally origina and never been conciled and is still superb, lambswood over urga, at Rolls Royce extras including, air con, power windows, central locking stereo system, power seats, fitted battery charger, complete with all tooks excellent service history complete with original Rolls Royce wallet, lot with very hintor paint marks, one of the best we have ever driven, alway garaged, absolute gift, £8,750. More pics on our website.



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain......£145,750



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide transmission, 350/8 engine, with 350 HP.only 2 owners 32,000 miles last owner 40 years these stunning looking cars abecoming very rare and value able totally superb£119,500









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Merceles 560 St. Sports Left hand drive, 1998, finished in the most delightful unmarked colour impation metallic colour coded humpers, with contesting interior heardests, over mals, hard & self thops, and power, first aid it?, codes control, also, power windows, light up tarily misrors, air conditioning, air large littled glass, Centro armest, volicide hemperature gauge, steme & CO syllem, 1952 alloys, compiled with all tools, 43,000 miles, two owners, gazaged from ones, service before, fast appreciating asset Probabily the firest SL over and Soughol for times of an adoubtelys furnism grant.







Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MoTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing......£135,750



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 yynil removable roof, and matching aerofoyle, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning.



London Taxi TX 1 diesel 1998, finished in night fire red (maroon) with superb interior, Glass divider, rear fold down seats, Stereo, air conditioning, wheel chair access, automatic, power steering, drives superb......£3,950



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mots, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types£125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wive wheels, manual transmisent, opwer steering, Jaguar filted triple Webber dox 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the set 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 verter and special E Type. The original colour scheme is breath taking also comes with everything letterized from the previous owner. This is the best 2-ve have ever seen, more detailed pictures on our website...................£125,750



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, ar conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinil, and aerofoyle, original tool kit and jack kit, good history and invoices in original leather wallet, recent service, magnificent example£115,500



Mercedes 300SL Sports 1987. Finished in this breathlaking colour of smoke silver with full cream hide interior. Headrests, hard and soft tops, automatic, power steering, intel ed 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 seen a better original example, garaged from new, a chance to own a very fast appreciating asset and the finest there is£39,750



Oselli Engineering est 1962



1978 Aston Martin V8 'S' manual. £POA

Finished in Blue with magnolia trim, large history file including engine rebuild in the 90's, and handling kit, BBS wheel with Pirelli tries and vantage front spoiler.

1964 Aston Martin DB5 to vantage spec. £POA

Restored with body and panel by 'Spraytec' Oselli 4.2 litre engine. Finished in Aston racing green with new beige trim. Air conditioning. Large history file.



1961 Aston Martin DB4 series 3 with overdrive. £425,000

Finished in Silver Birch with black trim and carpets the car has a large history file including engine rebuild to 4.2 litre specification, gearbox overhaul and much more.

1979 Aston Martin Volante £175,000

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





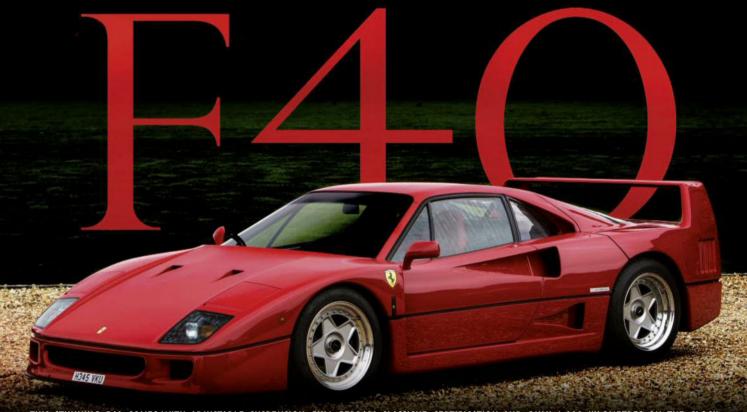
1973 Aston Martin AMV8 Manual £125,000

1973 Aston Martin AMV8 (not to be confused with the DBSV8) This car is the facelift single headlamp model developed and released in 1972 originally on Bosch fuel injection this car is revised to Weber carburettors. As an original manual gearbox car this is a rare find, with sports exhaust and new air conditioning it is not known how many of this model are still in existence but only a few I am sure



1991 FERRARI





THIS STUNNING F40 COMES WITH ADJUSTABLE SUSPENSION, FULL FERRARI CLASSICHE CERTIFICATION AND ONLY 1,900 KILOMETRES ON THE CLOCK











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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.



1956 AUSTIN HEALEY 100/4 BN2 M SPEC.

I 1956 AUSTIN HEALEY 10U/4 BNZ IVI SPEC.

Reno Red with Black Hide. Fitted with an original Alloy Westlake
Head, 4 Wheel Disc Brakes, Uprated Anti Roll Bar, 72 Spoke Chrome
Wire Wheels, Brake Servo, 100 'S' 140 MPH Speedo, Derrington
Steering Wheel, Louvered Bonnet with Strap, Uprated 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



1957 TRIUMPH TR3 - ALLOY BODIED RALLY CAR.

UK example. Dark Blue with Silver Works Hytop. Tan Trim. Initially Restored and Uprated 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 Globo-Prologic Oldrive, Dual Circuit Balance Bar Brake System, Uprated Shocks, LSD, Roll Cage, Bucket Seats, CWW, Uprated Brakes & Susp. Full Harnes's, Spot Lights, Rev Light, Oil Cooler, Heater, Two Seath Wings Etc. Repeated for a grady art Pulsing or Sect Lond Leve. Clear Wings 2004. 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 FIVA Papers.

RHD - £39,95 RHD - £39,995



MINI 1275 SPECIAL.

Speedwell Blue with White Cap. Restored and Upgraded to an exacting standard by Ex Leyland Engineer. Stage 3 Engine, Adjustable Suspension, Removeable Front Clip, Minilite Style Wheels, Bucket Seat, Group 4 Arches, Twin Fillers, Oil Cooler, Air Horns, Heated Rear Window, Front screen Heater, Kenlow Fan, Mota Lita Steering Wheel, Battery Cut Off, Fire Extinguisher, Etc. Etc. Bills on file in excess of £7,000 in parts alone. A unique example.

RHD - £12,995



1930 AUSTIN 12/6 SPORTS SPECIAL.

Racing Green & Green Hide. 1.5 litre 6 cylinder, triple carbs. This Rare Example is One of 14 Only, Pre production Models laid down in Dec. 1930. All subsequently exported to Australia, eventually returning to the UK in 2001. Prior to repatriation, the Australia are studied in Aluminium over a Steel tubular Frame. Since its return ithas been extensively campaigned in the UK and Europe and cared for regardless of cost, Recent expenditure equates to well in excess of £40,000 with approx. £11,000 being spent on the engine alone! Complete with VSCC Papers and FIAPass, Comprehensive History File and a selection of spares. A Rare and Very desirable Vintage

RHD - £26,995



1967 JAGUAR E-TYPE 4.2 SERIES 1 ROADSTER.

A UK example, Finished in BRG with Suede Green Hide and Dark Green Mohair Hood 9,000 Miles since Marque Specialist Total Restoration. Sensible Upgrades include Balanced and Blueprinted Engine, High Torque Starter, Electronic Ignition, Close Ratio Gearbox, 3:05 Diff, Big Bore Exhaust with Tubular Manifolds, Alloy Radiator, 6`` Chrome Wire Wheels, 4 Pot Calipers, Halogen Headlights, Heated Front Screen, Battery Cut Off Switch, Reclining Seats, 15" Motalita Steering Wheel, Concealed High Quality Sound System with Amplifier and Electric Ariel. We supplied to the last owner and have maintained since. A sensational example. Comes with cherished Registration - YHN 251.

RHD - £155.000



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



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, Ete Ete. 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, RHD - £34.995 sensibly priced.



1968 JAGUAR 240 SALOON -MANUAL OVERDRIVE.

Cardinal Red with Oxblood Hide. Has had a Ground Up Restoration some years ago to an exceptional standard. Outstanding panel gaps. Equipped with Webasto Sunroof, Wire Wheels, Period Radio, Wood Rimmed Steering Wheel, Coombs Rear Spats Etc.

RHD - £29,995 Quite outstanding. Will not disappoint.



1966 AC COBRA - HAWK 289

FIA SERIES.
Black with Black Hide. 351 CU Inch – 400 BHP. Alloy Heads, MSD Ignition, Top Loader Gearbox, Oil Cooler, Peg Drive Halibrand Wheels, Side Pipes, Roll Hoop., Harness's, Fire Extinguisher, Race Mirrors, Tripod Headlights, Full Mohair Weather Equipment inc. Tonneau Cover Et 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 RHD - £42,995

Stunning with Blistering Performance.



1967 MORRIS 1000 TRAVELLER.

43,000 Warranted Miles with a Total Service History. The file includes Original Purchase Invoice, Service Book and a Detailed Record of every mile covered! Restored by Charles ware to an exacting standard, with Full Photographic Record. Uprated with Servo Brakes, Unleaded Head, Concealed Radio / CD Player,

An outstanding example.

Rose Taupe with red Trim. One Owner until 1986 and only 3 since. Extra Instruments, Seat Belts Etc. RHD - £11,995

1980 AUSTIN MINI VAN 95L -1000cc. Sand Beige with Black Trim. A very well restored, low ownership

example with mildly uprated engine. Cooper S Wheels Etc. They are getting harder and harder to find and are rapidly appreciating.

RHD - £9,995

1959 AUSTIN HEALEY FROG EYE SPRITE. Cherry Red with Black Trim standards. 1275 Stage 2 Engine, CR Gearbox, 3.7 Diff, Disc Brakes, Upra all day long and in outstanding order. and Black Mohair Hood. Professionally Restored and seriously upgraded for a very well known BRDC racing driver, to his own exact ated suspension, Front Anti Roll Bar, Long Centre Branch Manifold, Etc. etc. Less than 3000 Miles since. Properly set up. Will sit at 85 M







1989 ASTON MARTIN **AMR1/05 GROUP C RACE CAR**

£POA

- World Sportscar Championship, Group C, Works Car
- Chassis AMR1/05: The last, lightest & most powerful of 4 works built cars
- Engine: 740 BHP, 6.3 litre, 32 Valve Aston Martin V8. Weight:- 904 Kg's
- Ready to race

Truly an historic race car, AMR1/05 has been regularly campaigned and kept in race worthy condition from day one. Offered with a running spares package including wheels, jacking tools, data loaded lap top computer, fuel churns, wheel braces and spare brakes. With renewed interest in historic Group C racing, this car would be an ideal entrant to the Classic Le Mans race in 2016 and historic group C racing championship.

Offered in its original 'Mobil 1' livery and in race ready condition the ex-works AMR1/05 represents an outstanding opportunity to acquire a genuine ex-works collector's car, from one of the great and golden eras of motorsport. In superb condition the car is presented and on display at our London showrooms. Please contact us for full information.



1986 V8 VANTAGE ZAGATO £375,000



2003 DB7 ZAGATO



1978 V8 VANTAGE

£235,000



1964 LAGONDA RAPIDE



£225,000 2003 DB AR1



£POA

£225,000



1991 VIRAGE

£99,950





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Aston Martin V8 Vantage Volante X Pack LHD



Aston Martin DB 2/4 MKIII LHD



Alvis Barson Special Straight Eight



De Tomaso Mangusta



Aston Martin V8 Saloon



Aston Martin V8 Volante Auto



Porsche 365 B Reutter Cabriolet



Triumph TR2 LHD 1955 Long Door



Jaguar MK VI Manual LHD

Aston Martin Bertone Jet 2+2
Aston Martin Zagato Shooting Brake
Aston Martin DB7 Vantage Silver Jubilee
Aston Martin DB6 Man RHD
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 Jaguar XK150S LHD Jaguar E Type S1 Roadster RHD Jaguar XJ220 LHD
Jensen CV8 MKII RHD
MGA Twin Cam Coupe LHD
Porsche 911 T Restored LHD
Rolls Royce Silver Cloud III
Drophead RHD



1986 ASTON MARTIN V8 VOLANTE EFI £145,000

Finished in cheviot red with grey hide, excellent condition with only three owners and superb history



1961 DB4 SERIES III RESTORATION PROJECT, SPECIFICATION? UP TO YOU • £325,000



1967 DB6 RALLY CAR OR CONVERT BACK TO ROAD USE? • £280,000



1958 DB MKIII SUPERB ORIGINAL CONDITION FAST ROAD CAR • £260,000



1979 V8 VOLANTE 7.0L RS WILLIAMS CONVERSION IN BEAUTIFUL CONDITION • £199,000



1995 VANTAGE V550 SUPERB CONDITION AND FULL SERVICE HISTORY • **£POA**



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JAGUAR E TYPE V12
ROADSTER
OR Manual British Pagin

2DR Manual, British Racing Green £125,000



JAGUAR 3.8 ROADSTER,

Flat floor, currently restoring. Nut and bolt rebuild **£POA**



JAGUAR E TYPE.

Many upgrades inc. Weber carbs. £43.999



JAGUAR XK150 ROADSTER.

Complete rolling chassis restoration. Bodywork has cost £18k which includes 2 brand new front wings, 1 new rear wing and other panels replaced and refitted where necessary. £60,000



JAGUAR XK150 DHC 3.8 2 DR MANUAL,

Red, Very rare one of 59 original RHD, UK Car, spent some of its life in New Zealand with substantial race history £65,000



FORD MUSTANG CONVERTIBLE 1966

Super nice condition, very desirable model £26,999



JAGUAR XK150 3.8 DHC

Excellent project, for full restoration. £47,999



E TYPE SERIES II 2+2,

LHD, Superbly finished in Black, Maroon interior, Manual, £'Thousands spent. £37,999





This is a fantastic opportunity to purchase an extremely rare solid restoration project.

£44,999



JAGUAR E TYPE SERIES II FHC. LHD.

C1969. Superb car to restore, requires relatively minor repair to sill and floor, can be running.

£27,999



TRIUMPH STAG 2DR MANUAL

Red 2997cc. Red. A beautiful example. £14,999



JAGUAR E TYPE SII FHC PROJECT.

FHC 2DR Manual, for restoration. Comes with fully rebuilt 4.2 engine and 5 speed gearbox. £17,999



JAGUAR XK150

FHC, Original RHD, Complete new interior, £'Thousands spent on mechanical restoration, Repainted £60,000



JAGUAR 420

LHD, Nice Condition £6,999



JAGUAR E TYPE SERIES II 4.2 2+2

Requires full restoration. Very solid bodyshell, complete with major components.

£11,999







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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 1950 was supplied new to a well known Jaguar collector Bryan Corsa, which is supported by the heritage certificate in the history file. This car has been with its last owner for over 40 years and is now showing just 24,000 miles, which is believed to be correct. Totally unmolested example that must be seen to be appreciated. £89,995



JAGUAR E-TYPE S2 ROADSTER LHD

1969. Finished in regency red with black interior, U.K registered, chrome wire wheels, outstanding condition.

£54,995



JAGUAR 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 3.85 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.0 £99,995



JAGUAR E-TYPE S1 1/2 F.H.C

1968, Finished in Carmen red with black interior. This totally original example has covered just 59,000 miles from new, fully documented with just four owners, the first being the famous racing driver Don Parker. The car is a total time warp only having been painted once and will soon feature in Jaguar World. A true collectors piece. £P.O.A.



AUSTIN MINI COOPER S 1275 MKII

1969, Finished in white with a black roof and black interior, racing seats, twin tanks, magnesium Minilite wheels, rev counter, Downton head, last owner 27 years, very nice example. £21,995



JAGUAR E-TYPE S1 3.8 F.H.C

1964, Finished in Carmen red with biscuit interior, U.K R.H.D model with matching numbers, excellent history file, chrome wire wheels, superb condition. £82,995



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



FORD TRANSIT TREND 140 T280

2011, 61 Plate, Finished in silver with grey interior, crw van six seater, six speed, air conditioning, cd player, cruise control, electric windows, nice clean van. Part exchange with classic car or motorcycle considered, cash either way. £6,495



PORSCHE BOXSTER 3.2S

2002, 02 reg, Finished in Polar silver with metropol blue interior and a blue hood, 75,000 miles from new with full Porsche main dealer history, recent new hood fitted with a heated glass rear window, GT3 split rim alloy wheels with correct Pirelli tyres, both keys, wind deflector, full M.O.T with no advisories, excellent condition and drives perfectly with no faults. Many be interested in a part exchange with a classic car or motorbike, cash either way.£6,495



NORTON DOMINATOR 99 WIDELINE 600cc

1959, Finished in black and silver, matching engine and frame number, superb example. **£5,995**



PLEASE CALL FOR FURTHER DETAILS

£7,995



MATCHLESS 250 G2 CSR

1965, Finished in red and chrome, matching numbers, original logbook e.t.c very good condition.

£2,995

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DAIMLER 250 V8 AUTO Finished in immaculate onalesent silver grey with unmarked red leather. Bills for over £15000 for bare metal glass out repaint re chrome. The car is also fitted with Vicarage rack and pinion power steering and polly bushed suspension. Fully documented costings of all the work carried out over the past 3 yrs. One of the best on the market today£26,995









1973 VANDEN PLAS 1300 PRINCESS AUTO. Finished in its original teal blue with tan Connelly 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.



1971 MGB ROADSTER. New Heritage body shell and fully rebuilt 1500 miles only since rebuild. HUGE SAVING ON REBUILD COST £15,495



JAGUAR XJR. 93,000 miles very good service history . Finished in British racing green with black leather Very good example Value for money at......£4,495



1989 BENTLEY MULSANNE S. Only 38000 miles. Finished in immaculate Wedgwood blue with blue/grey Connelly hide piped dark blue Dark blue Wilton carpets and lambs wool rugs. Service history and documentation to warrant the very low mileace of 38000. LOW MILEAGE IMMACULATE EXAMPLE......£14.995



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.





1972 WOLSELEY 1300 AUTO. ONLY 16000 miles from new. Finished in dark blue with unmarked red trim, previous owner had the car since 1988. Now being recommissioned ready for next seasons shows. A REAL TIME WARP CAR. £9,995



2001 Mercedes CL500. Finished in immaculate brilliant silver with unmarked light grey leather, only 67000 miles, full service history. Very high spec car including elec sun roof, heated seats, sat nav and lingtronic. Comes with all the boos instuctions and information to operate the sat nav and lingtronic. SUPERB VALUE SUPER CAR...£9,495



1995 JAGUAR XJS 4.0 CELEBRATION. Last of the XJS series with the AJ16 engine. This immaculate example is finished in Jaguar turquoise with sandstone leather and brown piping, 85000 miles, service history, stunning looking car and going up in value£11,995



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1970 Aston Martin DB6 MkII F1 finished in Aston Racing Green with tan hide interior. This is an original factory fuel injected car with correct "C" type head and original Vartage 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. 2395,000



1958 Aston Martin DB MkIII finished in Regal red with cream hide interior. It has been owned for the past 30 years by an AMOC member and during his ownership it has been fully restored. It is a matching numbers car fitted with overdrive and used regularly for motoring events. Please enquire for more details.



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 HTTP papers for GTS group? 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 £165,000



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



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 £89,950



1962 Jaguar E type 4.2 series one. Finished in Gunmetal Grey with contrasting Burgundy hide interior. This Matching Numbers example is nearing completion following a chassis up restoration to the highest standard. Fabulous value at £115,000



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



1955 Aston Martin DB2/4 finished in Royal Blue with cream hide interior. Sold by us to the present Dutch owner in 2005, the car has been regularly maintained and used for motoring events in Europe. It has been kept in excellent condition and any inspection is welcomed. Please enquire for further details. £195,000



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



1962 Jaguar 3.4 MkII finished in Gunmetal grey with contrasting red hide interior. His is a very well kept example sitting on chrome wire wheels with the benefit of a manual 4 speed gearbox with an overdrive. The car has been the subject of regular maintenance and is excellent value for money in today's market. Very sensibly priced at £27,950



1963 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



1962 Jaguar 3.8 Mkll 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



1965 Ford Mustang 289 Notchback finished in Racing green and fully prepared and sorted for historic racing. Whilst the current spec is beyond FIA, it can be raced in numerous race series and would easily convert back to FIA spec. This is one of the best prepared race cars we have had the pleasure of being able to offer and is race ready for 2016. Huge history file. A real bargain for one in this condition at £75,000



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



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



1978 Bentley T II A beautiful example finished in Walnut Metallic with Dark Brown Interior and previously owned by a Bentley Driver's Club Committee member. Fitted with most available options and comes with a large history file with main agents and reputable specialists and with all original handbooks. These cars, if kept in this condition represent quite exceptional value. Very realistically priced at £15,950



2005 Porsche 997 Carrera "S" 2, 3.8 finished in Estoril Blue with dark blue hide and fitted with 6 speed manual transmission, sports exhaust sports steering wheel and electric seats. This is a fabulous example that has covered 49,000 miles and comes with a complete service history. It had an engine replacement by Porsche at 29,000 miles, hence only 20,000 miles on the current engine. Excellent value at only £27,950



1976 Rolls Royce Silver Shadow finished in walnut with tan hide interior. This is a stunning example with a complete service history spanning 4 service booklets backed up by a file full of invoices. It is a beautiful driving car and needs no further description. Probably under valued at only £14,950

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1935 BENTLEY 3.5 LITRE PARK WARD in finished in Maroon with Black hide interior and new Black Wilton carpets. Comes with history file to include many past MOT certificates, invoices for works carried out by Bentley specialists as well as copies of the original build sheets. The car has benefited from new cylinder head, stainless steel exhaust and new spring gators. All the tyres are in very good order, the chrome remains in perfect condition and car retains original



1937 ROLLS ROYCE 25/30 SIX LIGHT SALOON BY HOOPER & CO. Finished in black over white. Black hide driver's compartment and magnoila hide rear with blue Wilnor carpet. In extremely fine condition. Grey Hide piped Red interior. Covered 66500 miles with extensive service with Power steering, Ar conditioning and seat belts. Total renovation Maintained to a very high standard, this 25/30 received a complete history and a comprehensive restoration. A very handsome and scarce reginer overheat in 2013 which included replacement of the big ends. A fabulous example with beautiful Hooper coachwork.......£49,750



Grey Hide piped Red interior. Covered 66500 miles with extensive service with Power steering, Air conditioning and seat belts. Total remarking a Robinstory and a comprehensive restoration. A very handsome and scarce specialists with a huge history file detailing over £50,000 spent. Presented in concourse



1949 RENTLEY MK VI MULLINER SALOON finished in Boyal Garnet with 1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitter



1956 BENTLEY S1 MULLINER. Six Light Saloon finished in Cardinal Red with Tan hide interior. Befits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout......£97,500



1957 ROLLS ROYCE SILVER CLOUD I finished





1963 FORD GALAXIE V500 390 Finished in Gold with Cream hood. The interior, trimmed in Cream



1964 BENTLEY S3. Finished in Claret over Light Oyster with Beige HideInterior, Having covered just 72000 miles for works carried out. A very attractive and well maintained



1964 ROLLS ROYCE SILVER CLOUD III, finished in Sand with Light Tan interior. Covered 6400 miles with good history file. This Cloud has been known from new with an excellent history file with many invoices to us for many years and is an exceptionally maintained example Features include Scarce Sundym glass and electric windows. Car was owned by ..£42,000 English actress Wendy Craig. £64.000



1964 ROLLS ROYCE SILVER CLOUD III. Shell Grey with Grey hide interior Air 1974 ROLLS ROYCE CORNICHE FIXED HEAD COUPE. Conditioning. 88000 miles. 2 owners from new. Comprehensive history file. Finished in Green with Black hide interior piped Green. This Silver Cloud III is presented in stunning condition throughout. One of the very finest examples on the market today. Concourse condition.... £95,000





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 Left hand drive example in excellent condition



1978 ROLLS ROYCE SILVER SHADOW II scarce 1978 BENTLEY T2 ffinished in dark Green with tan hide factory white car with dark blue hide having covered interior. Covered just 56900 miles with an extremely factory white car with dark blue hide having covered just 66,195 miles with full service history. A fine example in exceptional condition



interior. Covered just 56900 miles with an extremely Blue. 85000 miles. 1st class condition throughout. Light compressive history file and many invoices. This is a perfect example of a scarce car with only 558 T2 ever having been built. 224,950 last obe one of the finest on the market today...£58,950



1982 ROLLS ROYCE CORNICHE CONVERTIBLE in Royal Blue. 85000 miles. 1st class condition throughout. Light





1985 ROLLS ROYCE SILVER SPIRIT. Ice Green Red with Black hide interior.Coded bumpers, Chrome wheel arch ...£78,000



1987 ROLLS ROYCE SILVER SPIRIT Forest Green, Magnolia hide 1988 BENTLEY EIGHT, Ocean Blue with Parchment hide gioed Light Blue, 105,000 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 fine condition throughout and is offered as a very useable classic Bentley.£11,250



miles. Full service history from Specialists and Jack Barclay. Known to us since 1999 and have carried out 6 services on her. This excellent example is presented in





1993 ROLLS ROYCE SILVER SPIRIT III Racing Green with Parchment hide interior piped Green with Green carpets and Over rugs. Fully stamped service record. 46600 miles, presented in first class condition throughout£18,450





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* £34,950 *



1960 DAIMLER SP250 UPGRADED TO C SPEC. These SP250's commonly known as the Dart are becoming increasingly rare. Apart from having substantial mechanical work carried out over the years including an engine and gearbox rebuild, overhaul of the brakes, upgraded rack and pinion steering fitted, new stainless steel exhaust, re gel coated and resprayed in 1989/90. She is a lovely unspoilt car. Factory works hard top from new, with hood and tonneau cover providing a solution for all weathers. Being finished in Old English White with beautiful Tan leather interior.

* £9.950



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★ £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 theses rare Daimlers were ever produced. Powerful 6 cylinder engine with Four speed pre-selector gearbox. Quite unrepeatable. invited.

★ £59,950 ★



1934 ROLLS-ROYCE PHANTOM II. Six Light Limousine with Division and coachwork by Barker. Delivered new to Lord Leverhulme the founder of Lever Brothers. The Great Gatsby Era all over again. Being Finished in Coffee and Cream with White wall tyres. Beautiful lush Maroon West of England cloth to the rear with occasional seats and cocktail cabinet. Red leather interior to the chauffeurs' compartment. Having twin side mounts with wheel mounted mirrors, a rear luggage rack, P100 headlamps, twin fog lamps and horns, a very imposing car indeed. Just undergon a major mechanical overhaul including a complete new exhaust system. Lovely sound body, perfect chrome, a very eye catching example beautiful mechanically and ready for extensive Continental touring being British engineering at its best and sensibly priced.

★ £56,500 ★



1935 ROLLS-ROYCE 20/25 SPORTS SALOON with coachwork by Lancefield probably one of, if not the best, I have ever had the pleasure of owning in my 50 years dealing in the Marque. Having just undergone a total engine refurbishment through our workshops in order to bring her mechanically up to the rest of her exquisite condition. Beautiful unblemished coachwork with unmarked fluted Grey leather interior, wonderful detailed Walnut woodwork. Full length sunroof, le Marr hubcaps. The first person to see this car will have to own her.

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Bontley SIII. Radford conversion. 1965. Royal Blue ocachwork. Beautiful, original urrestored grey leather upholstery. 4 Speed Automatic. Power Steering, Electric Windows. Safety Bolts front and rear and two stage Electric Rear Shock Absorbers adjustable from the driver's seat. Chauffeur's Mat and Radford Conversion allowing the rear seat to fold down to accommodate long Objects. This Bentley (one of the last built) was originally supplied in 1965 to Hunt and Hunt who were a limit of solicitors. The second owner, Vickers Armstrong (Armanents manufacturers) purchased the car in 1969. The last owner who was an engineer, purchased the car in 1973 and had cherished, kept and maintained this car to a high standard until his recent demise. Supplied with a history file containing correspondence from the three owners, various involves, 35













Daimler V8 1963. Perfect original black coachwork complimented by a perfect original red leather interior. Automatic, original radio, Britax seat belts etc. This unique Daimler has only had three owners from new, the last owner for 36 years and has only covered a genuine 35,000 inlies from new. Supplied with original tool kit, original wallet containing all handbooks, radiomobile instruction manual, original buff logbook (still on original Reg No.) and the original service book which has been stamped 27 times. Being in unrestored timewarp condition, this care in the containing all handbooks are red to the red to the containing all handbooks are red to the containing all handbooks are red to the containing all handbooks are red to the red to







Ford Mustaing 280 V8 Coupe Notch Back, 1966 Finished in Powder Blue with Blue/White Pony Interior, Automatic, Power Steering, American Racing Alloys shod with new Whitewall Tyres. This superb rust free example has recently been recommissioned, works including full service between the property of the p







Ford Consul Mk 1 1964. Finished in black with red upholstey. This sturning example was purchased by its long term custodian in 1955. (Original purchases invoice, HP agreement and insurance certificate from 1955 supplied in the vast history folder). He kept the car until 2003 by which time the car had covered 57,850 miles from new. The car was in very good original condition. It was then purchased by the last owner who spent 130,000 having a last nut and bolt restoration to top show condition carried out. This work entailed a complete colour change from beige to black complete rettim, all the brightwork was replated by The London Chroming Company and all the mechanics were recommissioned. Supplied with a huge history file containing the original Consul instruction book, original buff log book, 1955 HP agreement, a large amount of invoices, MOTs



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MERCEDES-BENZ 280SL 'PAGODA' 1970: Opalescent Maroon with Black hide interior. Matching hard-top and black mohair soft-top. Automatic/P.A.S. 89,000 miles only from new. Comprehensive history and known to us for



JAGUAR XJ8 3.2 (X-308) 2000: Sapphire Blue with Oatmeal hide interior. 16" Corona alloy wheels. Three owners. 28,000 miles only from new. Wood and leather steering wheel, cup holders, electric folding door mirrors and other usual refinements



JAGUAR XJ12L 1974: British Racing Green with Olive Green hide interior. Three owners. 26,000 miles only from new. Full history. Air conditioning and other usual refinements. A well known show car back in the 1980's, little used



BENTLEY T1 1976: 'Flared wheel arch' model. Walnut with Beige hide interior. Air conditioning and other usual refinements. 111,000 miles only from new with comprehensive history. Rare opportunity to acquire a 1970's



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BENTLEY T1 1976: 'Flared wheel arch' model. Walnut with Beige hide interior. Air conditioning and other usual refinements. 111,000 miles only from new with comprehensive history. Rare opportunity to acquire a 1970's Bentley.

DAIMLER V8 2 ½ Ltr 1967: Warwick Grey with London Tan hide interior. 48,000 miles only from new. Extensive service history. Automatic gearbox. Exceptionally original £24,995

BMW 318i CABRIOLET 2000: Opalescent Blue with Grey hide interior. Navy blue power soft-top. Alloy wheels. Demonstrator plus two previous owners. 60,000 miles only from new. Full service history. 5-speed gearbox. P.A.S. Air conditioning. Immaculate throughout.

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1947 TA14 Saloon by Mulliner



1957 TC108G, by Willowbrook



1964 TE21 Saloon by Park Ward



1966 TF21 Saloon by Park Ward

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1939 Speed 25 Short Chassis Tourer; 1959 TD21 Saloon by Park Ward; 1961 TD21 Saloon by Park Ward
1961 TD21 Saloon by Park Ward; 1965 TE21 Saloon by Park Ward; 1966 TF21 Saloon by Park Ward
1967 TF21 Saloon by Park Ward

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1952 Aston Martin DB2 Vantage Restored condition



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2000 Range Rover Holland & Holland



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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.



1957 MGA 1500 ROADSTER £34.995

Thumbing through the extensive history file reveals that much of the bodywork and engine were restored in the early 90's, photographs show the car with the body off and down to the bare chassis. Finished in Old English White with red leather upholstery and fitted with chrome wire wheels. Body and panel fit are superb.



1954 MG TF 1500 £29,995

This rare original UK supplied RHD example is the 19th from the last of the TF's produced. From the large history file we can see that this car has been cosseted over the years and the Heritage Certificate shows it is still in colours as it left the factory, BRG & green hide interior, fitted with wire wheels and black mohair weather equipment.

A fine example of the most desirable of all the TF's.



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.



1958 MGA 1500 ROADSTER £39,995

This is an outstanding example of one of our favourite sportscars. The detailed engine bay is a testament to the care and attention and of course man hours that has been put into achieving such a stunning car. Finished in Glacier Blue with grey leather interior and fitted with enamel wire wheels.



1953 MG TD £35,995

The subject of a full restoration by Indy Car champion and restorer Vel Parnelli Jones to a very high standard. Finished in Wimbledon White with Burgundy Connolly hide interior.



1966 AUSTIN HEALEY 3000 MK3 PHASE2 BI8 £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 OEVW with black leather interior and fitted with a black mohair soft top, 72 spoke chrome wire wheels, high speed starter and alloy fuel tank. The car presents very well and the engine bay is nicely detailed.



1964 MGB ROADSTER £22,500

This early pull handle example has been restored to a high standard and displays excellent panel fit and door gaps, an extensive photographic record indicates the level of work carried out in addition to the invoices of around £21,000. Finished in Factory black with red leather with black piping interior and fitted with wire wheels.



1964 PEUGEOT 404 CABRIOLET £45.000

This very rare Pininfarina bodied 404 with the fuel injected engine came to the UK from Sweden. Finished in Glacier white with black interior and black cloth hood. This fabulous four seat Grand Tourer is no slouch on the open roads and is a true delight to drive. Not only rare but beautiful.

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2011/12 Model Bentley Flying Spur Speed Mulliner. Finished in Pacific Blue with Imperial Blue Mulliner interior with contrasting embossed flying B's. Electric rear seats and massage seats front and rear, and electric sunroof. Only 32,000 miles with Full Service History, One Owner. Totally immaculate throughout. £69,750



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 £48,950



2008 model/57 Bentley Arnage T Mulliner Level 2. Finished in Royal Ebony with privacy glass and Flying B mascot. Portland interior with Beluga stitching and Flying B's to the leather, with fully electric rear seats and rear vanity mirrors. Only 20,000 miles with FSH. Can only be described as like new and must be seen £54,950



2006/06 Bentley Flying Spur. Finished in Moonbeam Silver with electric surroof 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 £33,950



2005/05 Bentley Arnage R LWB LHD. This Special Order car is finished in unmarked Acrylic White Glass surroof to the rear. Linen leather with Walnut veneers indied with Plying B's.
Cocktail cabinets, picnic tables and rear vanity mirrors. Electric rear seats with stowage
mpartments. One owner, chauffeur driven, only 20,900 miles with history. Currently on French plates, can be registered in the country of choice. Completely as new and unmarked, only £55,950



2004/54 Bentley Continental GT. Finished in Neptune Blue with 19 inch split rim alloys and Saffron interior, with Nautic secondary hide and Walnut veneers, including door inlays. Only 57,000 miles with FSH and only 2 owners. Immaculate condition £33,950



2004/04 Bentley Arnage R. Finished in Peacock Blue with electric sunroof. 19 inch alloys and Cotswold interior with Flying B's to waistrails. Picnic tables, vanity mirrors and 2 tone steering wheel, 2 owners, only 55,000 miles with FSH. Immaculate throughout £34,950



2004/04 Bentley Arnage T Mulliner. Finished in Beluga with Beluga interior with contrasting stitching and embossed Flying B's. Only 23,000 miles with Full Service History. Immaculate condition throughout.



2003/03 Bentley Arnage R. Finished in Masons Black with Limited Edition 18 inch Arnage Le Mans wheels with Soft Black interior, with Black carpets and Black secondary hide. Only 44,000 miles with Full Service History. A really beautiful example and must be seen £31,950



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 £32,950



2002/02 Bentley Arnage R. Finished in Peacock Blue with electric sunroof and Arnage T alloys. Cotswold interior with two tone steering wheel. French Navy carpets picnic tables and DVD to the rear. Only 53,000 miles with FSH. Totally unmarked throughout, only £33,950



2001 Y Bentley Arnage Red Label. Finished in Silver Pearl with Beluga interior piped in White and Mulberry carpets. Fitted with electric rear seats, front and rear parking sensors, electric folding mirrors and SatNav. Known to ourselves since 2008. Only 77,000 miles with FSH and in immaculate condition throughout. £26,995



2000 W Rolls Royce Silver Seraph. Finished in Black Sapphire with Cream fine lines. Electric sunroof. Magnolia interior with French Navy piping and French Navy carpets piped in Magnolia. Fully electric rear seats and vanity mirrors. Only 52,000 miles with FSH. Known to ourselves for last 6 years. Immaculate condition throughout £52,950



1999 T Bentley Azure. This very rare car is finished in Silver Pearl with Soft Black interior, with Walnut veneers and Black carpets. Only 52,000 miles with FSH. 2 owners since 4 months old. Pristine condition throughout. A very rare car, must be seen £67,950



1998 R Rolls Royce Silver Seranh, 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 £38,950



1997 P Bentley Turbo RL. Finished in Masons Black with Parchment interior with Black piping and Black carpets with Parchment piping. Only 65,500 miles, FSH, known to ourselves for last 10 years. Immaculate condition throughout. £18,450



1994 M Silver Spur MK III. Finished in Ming Blue with a Light Tan interior. A very classic colour scheme. Known to ourselves for many years and is in outstanding condition throughout. Full Service History. Outstanding value at. £14,750



1992 K Bentley Eight MK II Active Ride, Finished in completely unmarked Balmoral Green, with Cream coachlines, alloy wheels and whitewall tyres. Magnolia interior piped in Spruce Green with Spruce Green carpets piped in Magnolia, 90.00 miles with FSH. An exceptional car throughout and only £11,999



1991 J Rolls Royce Silver Spirit Mk II Active Ride. Finished in Brooklands Green with Parchment interior piped in Spruce Green with Spruce Green carpets piped in Magnolia. Known to ourselves for last 10 years. Only 67,000 miles with FSH. Immaculate condition throughout £17,250



1987 D Silver Spirit ABS EFL Finished in Royal Blue with Cream interior, with French Navy piping and Cream carpets. Outstanding condition throughou Known to ourselves for last 10 years. Only 87,000 miles with history. Value at only £12,750



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



1982 X Corniche Convertible Series II LHD. Finished in unmarked Larkspur Blue with stunning Magnolia interior, piped in French Navy and French Navy carpets. High level brake light and a new Mohair hood just fitted. Low mileage, Beautiful condition throughout and an ideal car for your Villa £67,950



1978 S Rolls Royce Silver Shadow II. Finished in Walnut over Silver Sand with Cream interior piped in Walnut. Picnic tables and a rare extra of electric door mirrors. Only 47,000 miles with FSH. Known to ourselves for last 13 years and serviced to the highest standard. Recent hydraulic brake overhaul. £25,950

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1996 BENTLEY BROOKLANDS Midnight Blue with Magnolia interior piped in blue with French Navy top roll and carpeting. 54,000 miles. F.S.H. Outstanding condition throughout. £16,500



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1979 (T) ROLLS-ROYCE SILVER SHADOW II Oxford blue with French Navy interior. 62,000 miles. Rear RR badges, Rear foot rests, Whitewall tyres. Excellent service history. Outstanding condition throughout. **£22,500**



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1967 Plymouth 426 Hemi Satellite.

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1978 Mercedes 450SLC 5.0 Coupe
Dark Metallic Green with Light Green velour.
Left-hand drive. Automatic, PAS, E-Windows, stereo, original alloys. Approximately 105,000 miles, very clean cosmetically. £9,995



2007(57) Mercedes CLS 320 CDi Saloon.
Brilliant Silver with Black leather. My Father's own car
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1972(L) Jaguar E-Type S3 V12 Roadster. Black with Beige leather. Manual, PAS, chrome wire wheels, showing 53000 miles. Imported 1992 and converted to RHD. Original matching numbers engine. Plenty of history. Very nice. £64,995



2003 'R' Dax Tojeiro V12 Cobra.

Dark Metallic Green with Tan leather. Rare V12 model fitted with manual O/D plus PAS.
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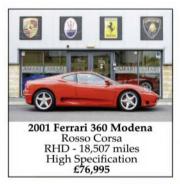




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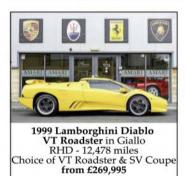
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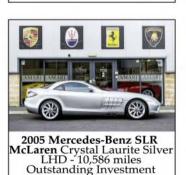




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Factory hand-built and blue-printed 302 cu.in. engine has alloy heads, roller cam and solid lifters etc. giving 345 bhp and 0-100 mph in 10.1 secs. Porsche Zinc metallic with burgundy trim; full (black) weather equipment in tailored bags. Original personalised Owner's Handbook.

With just 6,620 miles and full documented history from new, this is certainly one of the best of the c .26 'Lightweights', which are now established as the most desirable of all the latter-day AC Cobras built at the Brooklands Factory.



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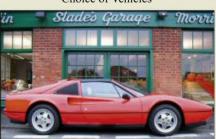
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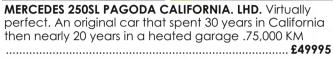
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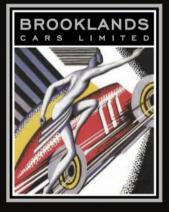
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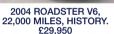




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230 Saloon 1980V

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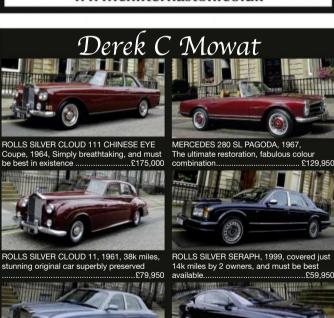
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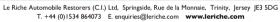
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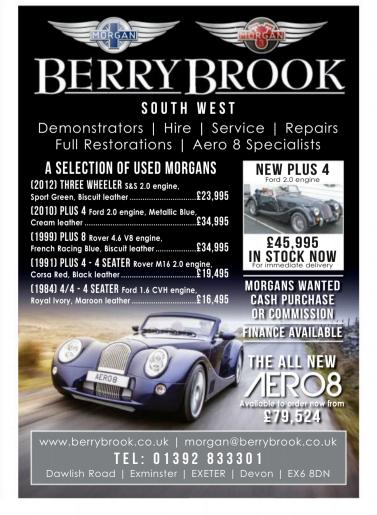
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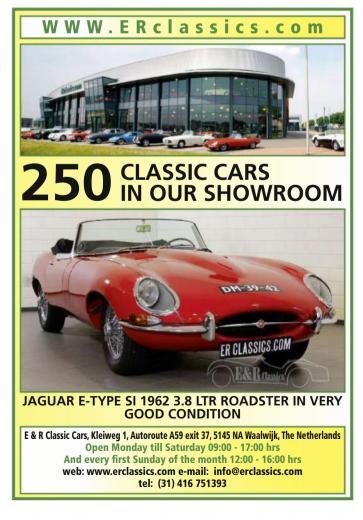
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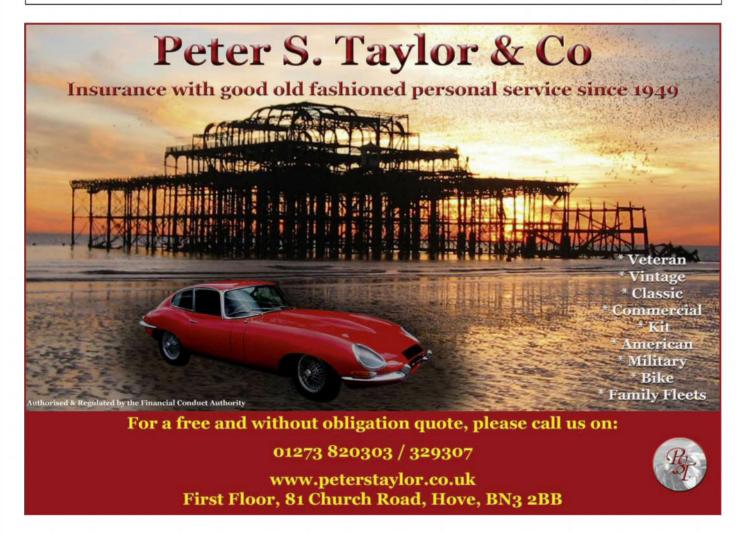
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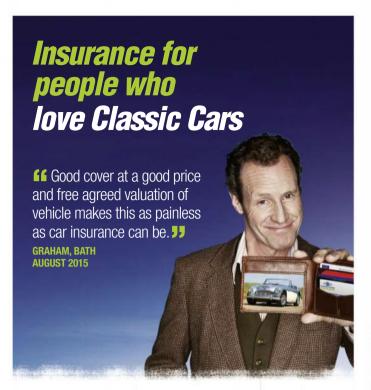
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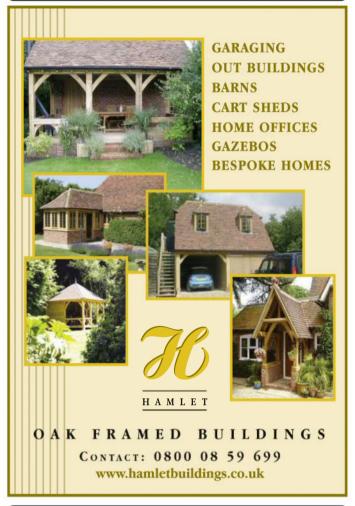




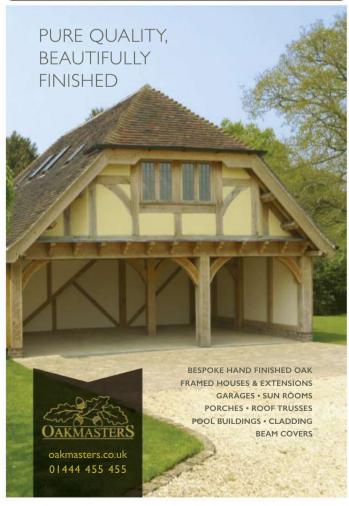
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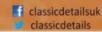




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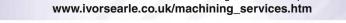








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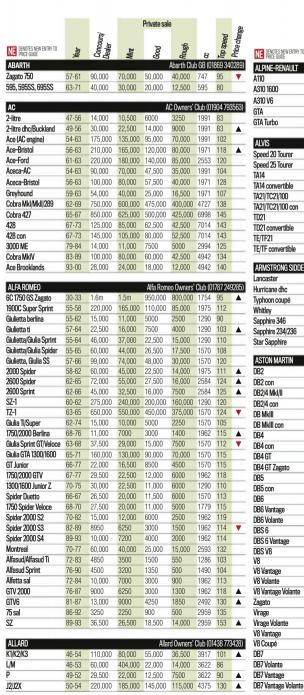
WHAT'S IT WORTH?

Whether you're buying or selling a classic, it pays to know how the market has been reacting to that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But remember, it's not a valuation - a car's true value can only be assessed in person. Timewarp cars with perfect history, or those freshly restored, often command disproportionately higher prices. On some models at the 'bluechip' end of the market, like Ferrari GTOs, history and provenance are as crucial as condition, so our price spread reflects that.



NE DENOTES NEW ENTRY TO

100S Coupé



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DENOTES NEW ENTRY TO	_	Concours/ Pealer		9	48		808	to ec
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ALPINE-RENAULT					Alpine-Ren			590)
A110	65-77	75,000	55,000	36,000	27,500	1565	115	A
A310 1600	74-77	25,000	19,000	12,500	7500	1605	130	▲
A310 V6	77-86	30,000	24,000	15,000	9000	2664	137	
GTA	85-91	8500	7000	3750	2250	2849	139	
GTA Turbo	85-91	9900	8000	4650	2750	2458	149	
ALVIS			ner Club (01		., .	_	_	1308)
Speed 20 Tourer	32-36	115,000	95,000	72,000	52,000	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	
TA14	46-50	15,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	19,500	15,000	8500	4000	2993	100	
TA21/TC21/100 con	50-55	47,500	35,000	20,000	10,000	2993	95	
TD21	56-63	30,000	21,000	12,000	6000	2993	104	▲
TD21 convertible	56-63	63,500	49,000	32,000	18,500	2993	102	
TE/TF21	63-67	34,000	25,000	14,000	7500	2993	110	
TE/TF convertible	63-67	80,000	60,000	37,500	22,500	2993	107	
ADMOTRONO GIRDELE	-1/			0.11.1	0 1	01 1 /01	01.450	0740
ARMSTRONG SIDDELE		10.000		rong Siddele		Club (01		U/4Z)
Lancaster	46-52	12,000	9000	5000	2750	1991	70	
Hurricane dhc	46-53	19,500	15,000	7500	4000	1991	70	
Typhoon coupé	46-50	13,500	10,500	6000	3250	1991	70	
Whitley	50-53	11,500	8500	4250	2500	2309	85	
Sapphire 346	53-59	12,500	9500	4750	1750	3435	100	
Sapphire 234/236	56-58	11,500	8500	4000	1600	2309	97	
Star Sapphire	58-60	14,000	11,000	5500	2500	3990	104	
ASTON MARTIN				Aston Marti	n Ownore' (10h (01	RES AND	וחחו
DB2	50-53	180,000	140,000	92,500	70,000	2580	110	,100,
DB2 con					_	_	109	
	51-53	285,000	225,000	180,000	140,000			
DB2/4 Mkl/II	53-57	175,000	137,500	90,000	67,500	2580	120	-
DB2/4 con	53-57	275,000	225,000	175,000	135,000	2580	120	
DB MkIII	57-59	210,000	165,000	115,000	85,000	2922	120	A
DB MkIII con	57-59	550,000	450,000	350,000	250,000		120	_
DB4	58-63	450,000	375,000	300,000	225,000	3670	141	
DB4 con	61-63	900,000	800,000	600,000	475,000	3670	140	
DB4 GT	60-63	1.8m	1.5m	1.2m	950,000	3670	155	
DB4 GT Zagato	60-63	6.5m	6m	5.5m	5m	3670	154	
DB5	63-65	550,000	450,000	350,000	250,000	3995	143	
DB5 con	63-66	1m	900,000	700,000	550,000	3995	141	A
DB6	65-70	275,000	220,000	160,000	120,000	3995	140	
DB6 Vantage	66-69	320,000	250,000	175,000	140,000	3995	148	
DB6 Volante	66-70	600,000	475,000	375,000	300,000	3995	145	
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89-96 30,000

92-96 35.000

93-99 120 000

96-99

96-99 27.000

99-03 29.500

99-03 33.000

DBS 6 Vantage

DBS V8

V8 Volante

Zagato

Virage

Virage Volante

V8 Vantage

NR7 Volante

V8 Coupé

V8 Vantage Volanti

Quattro turbo	80-89	15,000	11,000	5500	2750	2144	135	
Quattro 20V	89-91	22,500	15,000	9000	5000	2226	142	
AUSTIN Seven	_	(01372 4661				_		7173
Seven saloon	30-34	12,000	9000	5250	2750	747	50	
Seven Chummy	31-34	17,500	13,500	8000	5000	747	50	
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60	
Seven Ruby saloon	34-39	10,000	7500	4000	2000	747	53	
A125/A135	47-57	9000	7250	3750	1750	3995	89	
A40 Devon/Dorset	47-52	5000	3650	1750	750	1200	76	A
A70 Hamps/Heref	48-54	7500	5000	2400	1000	2199	83	A
A90 Atlantic con	49-50	24,000	18,500	9500	5000	2660	92	
A90 Atlantic coupé	50-52	20,000	15,000	8500	3500	2660	92	
A40 Sports	50-53	12,000	9000	4500	2750	1200	80	
A40 Somerset	52-54	4500	3000	1400	600	1200	72	
A40 Somerset con	52-54	7500	6000	3250	1600	1200	72	A
Metropolitan cpé	54-61	12,500	9000	4500	2200	1489	78	
Metropolitan con	54-60	15,000	10,000	5000	2500	1489	78	г
A30/A35	51-59	5900	4000	2000	800	948	75	•
A40, A50, A55	53-59	4250	2900	1200	550	1200	70	Ξ
A55/A60 Cambridge	59-69	4000	2750	1100	500	1622	78	Н
A90, A95, A105	54-59	8500	6750	3000	1200	2639	91	
A40 Farina	58-67	5000	3250	1500	650	1098	82	
A99/A110	59-68	6250	5000	2000	750	2912	102	
1100/1300	63-74	2750	1850	825	425	1098	85	-
1300GT	69-74	8000	5500	2500	1200	1275	96	
3-litre	68-71	5250	3500	2000	800	2912	106	-
1800/2200	64-75	3250	2000	800	350	1798	96	Н
	73-75				350	1748	104	-
Allegro 1750/Sport TC		2250	1500	650			_	-
Seven/Mini Mkl	59	22,500	17,500	11,500	8000	848	71	-
Mini Mkl	60-67	11,000	8000	4000	2750	848	71	
Mini MkII	67-69	5500	4000	1500	750	998	79	
Mini MkIII-V	70-90	4000	3000	1250	650	998	82	
Mini Cooper 997/998	61-69	19,500	16,000	9000	6000	998	90	
Mini Cooper 1071S	63-64	32,500	27,500	17,500	12,500	1071	95	
Mini Cooper 970S	64-65	30,000	25,000	16,500	12,000	970	82	
Mini Cooper 1275S	64-67	35,000	30,000	20,000	13,500	1275	96	
Mini C'r 1275S MkII/III	67-71	25,000	20,000	12,500	9000	1275	96	
Mini Moke	64-85	15,000	11,000	5500	3000	998	70	
Mini 1275GT	69-80	6500	4500	2000	1000	1275	89	
Mini Clubman	70-80	3750	2600	1000	400	1098	82	
AUSTIN-HEALEY	,			Healey Club				ONE
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	
100S	55	625,000	510,000	440,000	380,000	2660	119	
100/6 BN4/6	56-59	46,000	32,500	22,000	12,500	2639	105	
3000 Mkl	59-61	52,500	37,500	25,000	13,000	2912	112	
0000 MI II DM7								_

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BENTLEY				Bentle	ey Drivers' (Club (01:	295 73	8886)
3 Litre Tourer	22-25	350,000	225,000	150,000	100,000	2996		A
4.5 Litre Tourer	27-31	950,000	675,000	525,000	375,000	4398	92	A

				Private sa	ale			2				Private sa	ile							Private sal	е		, a
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	0	Top speed Price chance	DENOTES NEW ENTRY TO	Year	Concours/ Dealer	Mint	роод	Rough		Top speed Price change	NE DENOTES NEW ENTRY TO PRICE GUIDE	/ear	Concours/ Dealer	j <u>.</u>	роод	Rough	8	Top speed Price change
6.5 Litre Speed Six	28-30	1.2m	950,000	_	500,000		86 🔻			ners' Club (0				esn (bris	toloda.com)	135M/MS Cabriolet	46-53	295,000	180,000		90,000		n/a
4.5 Litre 'Blower' 8 Litre	29-31	2.5m 1.6m	2.1m 1.3m	1.75m 950.000	1.5m 475,000	4398 7982	98 A		47-50 49-55	62,500 50,000	45,000 32,500	25,000 18,000	16,500 12,500	1971 1971	92 ▲ 94 ▲	235 Chapron coupe	51-54	100,000	75,000	45,000	20,000	3557	120
Derby 3.5 Park Ward	33-37	100,000	75,000	50,000	29,500	3669	91	Arnolt-Bristol	54-61	250,000	200,000		90,000	1971	109	DELLOW		Dellow Re	, ,	umelia Lane			
Derby 3.5 coachbuilt Derby 4.25 PW	33-37 36-39	250,000 120,000	180,000 80.000	110,000 52,500	50,000	3669 4257	91 96	404 405 coloon	54-55 54-56	75,000	55,000	35,000	22,000	1971	110	Mark I-V sport-trials	49-57	12,500	9250	4500	2500	1172	65
Derby 4.25 coachbuilt	36-39	325,000	250,000	150,000	60,000	4257	96	405 saloon 405 con	55	37,500 100,000	27,500 80,000	15,000 45,000	9000	1971 1971	100	DELOREAN		DeLor	rean Owner	s' Club UK (0	07915 6738	89, delore	eans.co.uk)
MkVI 4.3/4.6-litre MkVI con	46-52 51-52	37,500 100,000	27,500 75,000	15,000 40,000	8500 27,500	4566 4566	100 A	400	58-61	35,000	25,000	13,500	8000	2216	104	DMC-12 coupé	81-82	30,000	22,500	15,000	10,000	2849	109
R-type saloon	52-55	40,000	29,000	16,000	9000	4566	106	410, 411	62-69 69-76	32,500 37,500	22,500 27,500	12,500 14,000	7000 8000	5130 5900	122 140	DE TOMASO				De Tomas	so Drivers' (Club (012:	26 321686)
Coachbuilt saloons Coachbuilt con	52-55 52-55	57,500 125,000	39,500 95.000	19,500 55.000	12,500 32.000	4566 4566	106 A	412, Beaungnter	76-93	35,000	20,000	12,000	6500	5900	150	Mangusta	67-72	200,000	150,000	,	65,000		150
R-type Continental	52-55	875,000	725,000	550,000	475,000	4566	115	603,Britannia,Brigand	76-94	32,000	22,000	12,000	7500	5900	150	Pantera Deauville	72-89 70-88	65,000 27,500	42,500 20,000	25,000 10,000	16,000 4500		160 150
S1/S2 saloon S1 Continental Mulliner	55-62 55-59	40,000 350,000	30,000 275,000	17,000 185.000	8250 140.000	4887 4887	101 115	BUGATTI						_	242 662914)	Longchamp	72-89	28,500	21,000	11,000	5500	5763	150
S1 Cont P Ward con	55-59	300,000	250,000	175,000	125,000	4887	114	Type 57 Galibier sal Type 57 Ventoux 2dr	34-39	275,000 425,000	210,000		115,000	_	95 95	DKW				DK	W Owners'	Club (012	24 743429)
S2 Cont Mulliner S2 Park Ward con	59-62 59-62	240,000 205,000	180,000		_	6230 6230	115 115	Type 57 Stelvio con	34-39	650,000	,	400,000	250,000	3257	96	Sonderklasse/3=6	53-59	15,000	12,000	7000	4000		76
S2 Flying Spur	59-62	120,000	90,000	56,000	36,000	6230	120	Type 57 Atalante cpe Type 57S Atalante cpe	35-38 36-38	1.25m 6m	1m 5.25m	750,000 4.5m	550,000 4m	3257 3257	100 115 A	1000SP/A Union sp 1000/1000S sal/cpé	58-65 58-63	17,500 9000	12,500 6000	6500 3250	3500 1950		82 80
S3 saloon S3 MPW 2dr coupé	62-65 62-65	42,500 120,000	32,000 87,500	18,500 56,000	8500 39,000	6230 6230	116 120	EB110	92-95	300,000			_		209 🛦	F102 saloon	64-66	3000	1850	900	525	1175	84
S3 MPW con	62-65	190,000	150,000	100,000	65,000	6230	116	CATERHAM					Lotus Seve	n Club (O	1483 277171)	DODGE							
S3 Flying Spur 4dr T1 saloon	62-65 65-76	150,000 16,500	120,000	75,000 6500	50,000	6230 6750	118 120	Seven (solid axle)	73-89	15,000	10,500	7000	4500	1599	108	Viper RT 10/GTS	92-02	40,000	27,500	20,000	15,000	7974	165
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120	Seven (de Dion)	87-91	16,000	11,500	7750	5250	1715	112	ELVA				Elv	a Owners' (Club (019	03 823710)
MPW/Corniche coupé	66-80	45,000	35,000	22,500	10,000	6750	_	CHEVROLET	C	lassic Chevr	olet Club (C	1376 55247	B); Corvette	Club (01	702 200881)	Courier sports/cpé	58-61	11,250	8250	5000	2500		100
MPW/Corniche conv Mulsanne/Eight	67-85 80-92	55,000 12,500	45,000 10,000	30,000 6000	16.000 2000	6750 6750	118	Corvette Corvette	53-54 55-57	125,000 65,000	100,000 47,500	30,000 30,000	36,000	3800 4343	107	MkIII/MkIV T-type	62-69	12,000	9000	5500	3000	1798	110
Mulsanne Turbo	82-86	15,000	12,000	6500	2400	6750	_	Corvette	58-62	75,000	55,000	32,500	22,000	4639	132	FACEL VEGA	E4.50	175 000	105.000				21 818608)
Turbo R/RL Continental MPW conv	85-97 84-94	22,000 65,000	15,000 55,000	7000 40,000	2500 25,000	6750 6750	135 V	Corvette Sting Ray Camaro	63-67 67-69	72,000 22,000	52,500 17,500	26,000 9500	17,500 5000	5359 5735	142 A	FVS 4.5/4.8/5.4/5.8 HK500	54-59 59-61	175,000 185,000	125,000 135,000		60,000 65,000		125 130 A
Continental R	91-02	44,000	34,000	23,000	18,000	6750	151	Camaro conv.	67-69	25,000	20,000	14,000	8000	5735	130	Facel II	62-64	300,000	250,000 35,000	165,000 20,000	125,000 12,000		132 114
Continental T Brooklands	96-02 92-98	62,000 17,000	50,000	40,000 10,500	30,000 7000	6750 6750	175 140	Corvette Stingray Corvette Stingray	68-72 73-77	25,000 21,000	21,000 15,000	14,000	5500 5000	6997 5737	151 125	Facellia/Facel III	60-64	45,000	33,000				
DEDVELEY				Dardaday E		OL. L (01	400 AZE000	Corvette	77-82	15,000	11,000	6500	3500	5733	125	FAIRTHORPE Electron Minor	57-73	5000	3750	Fairthorpe S 2250	Sports Car (1250	_	9 5 256799) 80
BERKELEY Sports SA322/SE328	56-58	6750	5000	Berkeley E 2500	1400	328	483 475330 65	Corvette C4 Corvette ZR1	84-96 90-95	11,000 17,500	9000	4500 11,000	2000 7500	5733 5727	145 180	TX-GT/S/SS coupé	67-73	4500	3250	1850	750		112
Sports SE492	58-59	7250	5500	2750	1600	492	80			,	,	,				FERRARI				Corro	ri Numoro' (Pub (01/0	85 544500)
B95/B105 T60 3-wheeler	59-61 59-61	7750 6750	5000	3000 2400	1750 1250	692 328	90	CISITALIA 202 coupe	47-54	260,000	210,000	160,000	125,000	_	cisitalia.net) 105	166 MM Barchetta	48-50	4.25m	3.25m	2.4m	2m		125
DIZZADDINI						4										166 Inter	48-51	800,000	625,000		360,000		115 120 🛦
BIZZARRINI												0	V O (N.L (07.0	000 0400E0				1 m	850 000	700 000		
5300 GT Strada	65-69	475,000	400,000	325,000	250,000		pizclub.com 165	CITROËN Light 15/Big 15	35-55	20,000	14,000	7250	itroën Car (4000	1911	72 (100 248258)	212 Inter 340 America open	51-52 51	1.2m 2.4m	1m 2m	850,000 1.65m	700,000 1.2m	2562 4101	135
ng.	65-69	475,000	400,000	325,000		5354	165	Light 15/Big 15 2CV	48-60	10,000	7000	7250 3500	4000 2000	1911 425	72 49 ▲	340 America open 340 America closed	51 51	2.4m 2m	2m 1.75m	1.65m 1.5m	1.2m 1.1m	4101 4101	135 A 136 A
BMW 328	65-69 36-39	475,000 640,000	400,000 525,000		BMW Car	5354 Club (01		Light 15/Big 15 2CV				7250	4000	1911	72	340 America open	51	2.4m	2m	1.65m	1.2m	4101 4101	135 🔺
BMW 328 501 V8/502/2.6/3.2	36-39 55-63	640,000 45,000	525,000 32,000	400,000 15,000	BMW Car 300,000 8000	Club (01) 1971 2580	165 225 709009 100 100	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate	48-60 60-90 56-68 59-75	10,000 7000 16,000 17,500	7000 5000 12,000 13,000	7250 3500 2500 5000 6000	4000 2000 1250 2000 2500	1911 425 602 1911 1911	72 49 A 71 A 88 88	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena	51 51 53-55 56-59 56-59	2.4m 2m 1.4m 2.6m 600,000	2m 1.75m 1.1m 2.2m 525,000	1.65m 1.5m 900,000 1.8m 400,000	1.2m 1.1m 700,000 1.55m 300,000	4101 4101 2963 4962 2953	135 A 136 A 126 165 A 157
BMW 328	36-39	640,000	525,000	400,000 15,000	BMW Car 300,000 8000 50,000	Club (01) 1971 2580 3168	165 225 709009 100	Light 15/Big 15 2CV 2CV DS19/ID19	48-60 60-90 56-68	10,000 7000 16,000	7000 5000 12,000	7250 3500 2500 5000 6000	4000 2000 1250 2000	1911 425 602 1911	72 49 ▲ 71 ▲ 88	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica	51 51 53-55 56-59	2.4m 2m 1.4m 2.6m	2m 1.75m 1.1m 2.2m	1.65m 1.5m 900,000 1.8m 400,000 4.25m	1.2m 1.1m 700,000 1.55m	4101 4101 2963 4962 2953 2953	135 A 136 A 126 165 A
BMW 328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300	36-39 55-63 56-59 56-59 55-65	640,000 45,000 130,000 1.2m 26,500	525,000 32,000 100,000 1m 20,000	15,000 15,000 70,000 825,000 14,000	BMW Car 300,000 8000 50,000 650,000	Club (01) 1971 2580 3168 3168 298	165 225 709009 100 100 115 135 60	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6	48-60 60-90 56-68 59-75 63-78 68-75 70-75	10,000 7000 16,000 17,500 165,000 30,000 57,500	7000 5000 12,000 13,000 125,000 20,000 37,500	7250 3500 2500 5000 6000 90,000 8000 22,000	4000 2000 1250 2000 2500 60,000 3500 10,000	1911 425 602 1911 1911 2175 2347 2670	72 49	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Cal' Spider Iwb	51 51 53-55 56-59 56-59 57-59 58-60 58-62	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m	4101 4101 2963 4962 2953 2953 2953 2953	135
BMW 328 501 V8/502/2.6/3.2 503 coupé 507	36-39 55-63 56-59 56-59	640,000 45,000 130,000 1.2m	525,000 32,000 100,000 1m	0 400,000 15,000 0 70,000 825,000	BMW Car 300,000 8000 50,000 650,000	Club (01) 1971 2580 3168 3168	165 225 709009 100 100 115 135 60 65	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas	48-60 60-90 56-68 59-75 63-78 68-75	10,000 7000 16,000 17,500 165,000 30,000	7000 5000 12,000 13,000 125,000 20,000	7250 3500 2500 5000 6000 90,000 8000	4000 2000 1250 2000 2500 60,000 3500	1911 425 602 1911 1911 2175 2347	72 49	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta TdF 250 GT PF coupé	51 51 53-55 56-59 56-59 57-59 58-60	2.4m 2m 1.4m 2.6m 600,000 5m 450,000	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000	4101 4101 2963 4962 2953 2953 2953 2953 2953	135
BMW 328 501 V8;502/2.6;3.2 503 coupé 507 Isetta 250/300 6000 1500/1800 2000/ti lux/tii	36-39 55-63 56-59 56-59 55-65 58-59 62-72 66-72	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500	525,000 32,000 100,000 1m 20,000 24,000 4500 6000	15,000 15,000 70,000 825,000 14,000 2000 3000	BMW Car 300,000 8000 50,000 650,000 8000 9500 1100 1400	Club (01) 1971 2580 3168 3168 298 585 1766 1990	225 709003 100 100 115 135 60 65 100 105	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750	7000 5000 12,000 13,000 125,000 20,000 37,500 2500	7250 3500 2500 5000 6000 9 90,000 8000 22,000 1000 2000	4000 2000 1250 2000 2500 60,000 3500 10,000 450 900	1911 425 602 1911 1911 2175 2347 2670 1220 2347	72 49 ▲ 71 ▲ 88 88 100 ▲ 120 135 ▼ 100 137	340 America open 340 America closed 250 Europa S(SI) 410 Superamerica 250 GT Berlinetta TdF 250 GT PF coupé 250 GT Spider Iwb 250 GT Spider swb 250 GT SWB (steel) 250 GT SWB (alloy)	51 51 53-55 56-59 56-59 57-59 58-60 58-62 60-63 60-63 59-62	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5m	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m 4.75m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135
BMW 328 501 V8 502/2.6 3.2 503 coupé 507 Isetta 250 300 600 1500 1800	36-39 55-63 56-59 56-59 55-65 58-59 62-72	640,000 45,000 130,000 1.2m 26,500 30,000 6000	525,000 32,000 100,000 1m 20,000 24,000 4500	0 400,000 15,000 0 70,000 825,000 14,000 16,000 2000	BMW Car 300,000 8000 50,000 650,000 8000 9500 1100	Club (01) 1971 2580 3168 3168 298 585 1766	165 225 709009 100 100 115 135 60 65 100 105 100	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750	7000 5000 12,000 13,000 125,000 20,000 37,500 2500	7250 3500 2500 5000 6000 9 90,000 8000 22,000 1000 2000	4000 2000 1250 2000 2500 60,000 3500 10,000 450 900	1911 425 602 1911 1911 2175 2347 2670 1220 2347	72 49 ▲ 71 ▲ 88 88 100 ▲ 120 135 ▼ 100 137	340 America open 340 America closed 250 Europa S(SII 410 Superamerica 250 GT Boano(Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider swb 250 GT SWB (steel)	51 53-55 56-59 56-59 57-59 58-60 58-62 60-63 60-63	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5m 5.5m	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135
BMW 328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa	36-39 55-63 56-59 56-59 55-65 58-59 62-72 66-72 66-77 68-75 71-74	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 5000 10,000 13,500	525,000 32,000 100,000 1m 20,000 24,000 4500 6000 3500 7000 10,000	15,000 15,000 70,000 825,000 14,000 2000 3000 1650 3500 5250	BMW Car 300,000 8000 50,000 650,000 9500 1100 1400 650 1600 2400	Club (01) 1 1971 2580 3168 3 3168 298 585 1766 1990 1573 1990	165 225 709009 100 100 115 135 60 65 100 105 100 112 110	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/2(/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750 6000	7000 5000 12,000 13,000 125,000 20,000 37,500 2500 4500	7250 3500 2500 5000 6000 0 90,000 8000 22,000 1000 2000	4000 2000 1250 2000 2500 60,000 3500 10,000 450 900	1911 425 602 1911 1911 2175 2347 2670 1220 2347 **Club (0' 875	72 49	340 America open 340 America closed 250 Europa S(SII 410 Superamerica 250 GT Boano,Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GTO	51 51 53-55 56-59 56-59 57-59 58-60 58-62 60-63 60-63 59-62 60-63 60-63 62-64	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 1.1m 325,000 29m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 950,000 240,000 26m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 700,000 160,000 n/a	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m 4.75m 550,000 110,000 n/a	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 165 ▲ 157 143 ▲ 145 155 149 150 155 160 140 ▲
BMW 328 501 V8/502/2.6/3.2 503 coupe 507 Isetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii	36-39 55-63 56-59 56-59 55-65 58-59 62-72 66-72 66-77 68-75 71-74 71-75	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 5000 10,000 13,500	525,000 32,000 100,000 1m 20,000 4500 6000 3500 7000 10,000 9500	1 400,000 15,000 7 70,000 825,000 14,000 2000 3000 1650 3500 5250 5000	BMW Car 300,000 8000 50,000 650,000 8000 9500 1100 1400 650 1600 2400 2500	Club (01) 1971 2580 3168 3168 298 585 1766 1990 1573 1990	165 100 100 115 135 60 65 100 105 100 112 110	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750 6000	7000 5000 12,000 13,000 125,000 20,000 37,500 2500 4500	7250 3500 2500 5000 6000 0 90,000 8000 22,000 1000 2000	4000 2000 1250 2000 2500 60,000 3500 10,000 450 900	1911 425 602 1911 1911 2175 2347 2670 1220 2347 **Club (0' 875	72 49	340 America open 340 America dosed 250 Europa S[SIII 410 Superamerica 250 GT Benno/Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Cal' Spider Ivb 250 Cal' Spider swb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cabrio Se2 250 GTE 2+2	51 51 53-55 56-59 56-59 57-59 58-60 58-62 60-63 59-62 60-62 60-63	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 1.1m 325,000	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 950,000 240,000	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 700,000 160,000	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m 4.75m 550,000 110,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 165 ▲ 157 143 ▲ 145 155 149 150 155 160 140 ▲
BMW 328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000[1800 2000[1800 2002/Touring 2002 cabrio/targa 2002ti	36-39 55-63 56-59 56-59 55-65 58-59 62-72 66-72 66-77 68-75 71-74 71-75 73-74 69-71	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 13,000 50,000	525,000 32,000 100,000 1m 20,000 4500 6000 3500 7000 10,000 9500 40,000 12,000	1 400,000 15,000 170,000 825,000 14,000 2000 3000 1650 3500 5250 5000 27,500 6500	BMW Car 300,000 8000 50,000 650,000 9500 1100 1400 650 1600 2400 2500 18,500 3500	Club (01) 1971 2580 3168 3168 298 585 1766 1990 1573 1990 1990 1990 2788	165 225 709003 100 100 115 135 60 65 100 105 100 112 110 120 130 120	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750 6000	7000 5000 12,000 13,000 125,000 20,000 37,500 4500 3750 6 Ridgedale 2200	7250 3500 2500 5000 6000 90,000 8000 22,000 1000 2000	4000 2000 1250 2000 2500 60,000 3500 10,000 450 900 Ian Owners 700	1911 425 602 1911 1911 2175 2347 2670 1220 2347 \$\mathbb{Club}(0)\$ 875	72 49 A 71 A 88 88 100 A 120 135 V 100 137 656 744741) 102 038 844 6TX 83	340 America open 340 America open 340 America closed 250 Europa S[SIII 410 Superamerica 250 GT Benno Ellena 250 GT Benno Ellena 250 GT Berlinetta TdF 250 GT Spider Ivb 250 Cal' Spider Ivb 250 GT SWB (stee) 250 GT SWB (stee) 250 GT Cabrio Se2 250 GTO 250 LM 250 LM 250 CT Lusso 400 Superamerica cpé	51 51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 59-62 60-63 62-64 64-66 62-64 60-64	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 1.1m 325,000 29m 9.5m 1.45m 2.25m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 950,000 240,000 26m 8.5m 1.25m 1.8m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5m 700,000 160,000 n/a 7.5m 1m 1.5m	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m 4.75m 550,000 110,000 n/a 800,000 1.3m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135
BMW 328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 1500/1800 2000\text{it lux/til} 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002til 2002 turb 2800CS/CSA 2500/2800/3.0/3.3	36-39 55-63 56-59 56-59 55-65 58-59 62-72 66-72 66-77 68-75 71-74 71-75 73-74 69-71 69-77	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 5000 10,000 13,500 13,000 16,500 7500	525,000 32,000 100,000 1m 20,000 24,000 4500 6000 7000 10,000 9500 40,000 12,000 5250	1 400,000 15,000 170,000 825,000 14,000 2000 3000 3500 5250 5000 27,500 6500 2500	BMW Car 300,000 8000 50,000 650,000 8000 9500 1100 650 1600 2400 2500 18,500 3500 1400	Club (01) 1971 2580 3168 3168 298 585 1766 1990 1573 1990 1990 1990 2788 2494	165 100 100 100 115 135 60 65 100 105 100 112 110 120 110	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIMILER	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750 6000	7000 5000 12,000 13,000 125,000 20,000 37,500 2500 4500 3750 3750 Daimler	7250 3500 2500 5000 6000 9 90,000 8000 22,000 1000 2000	4000 2000 1250 2000 2500 60,000 3500 10,000 450 900 Ian Owners 700	1911 425 602 1911 1911 2175 2347 2670 1220 2347 \$\circ\$ Club (0) 875	72 49	340 America open 340 America open 340 America closed 250 Europa S(SII) 410 Superamerica 250 GT Bonon(Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Call Spider Iwb 250 Call Spider Iwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cabrio Se2 250 GTC 2-2 250 GTO 250 GT	51 51 53-55 56-59 56-59 57-59 58-60 58-62 60-63 59-62 60-63 62-64 64-66 62-64	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 1.1m 325,000 29m 9.5m 1.45m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 950,000 240,000 26m 8.5m 1.25m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 700,000 160,000 n/a 7.5m	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m 4.75m 550,000 110,000 n/a 800,000 1.3m 875,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135
BMW 328 501 V8/502/2.6/3.2 503 coupe 507 Isetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002 turbo 28000S/CSA 2500/2800/3.0/3.3 3.0CS/CSI	36-39 55-63 56-59 56-69 55-65 58-59 62-72 66-77 68-75 71-74 71-75 73-74 69-71 69-77 71-75 72-75	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 13,000 50,000 16,500 75,000 75,000	525,000 32,000 100,000 1m 20,000 4500 6000 3500 7000 10,000 9500 40,000 5250 15,000 55,000	15,000 15,000 15,000 825,000 14,000 16,000 2000 3000 1650 3500 5250 5000 27,500 6500 2500 3500 3500 3500 3500 3500 3500 3	BMW Car 300,000 8000 50,000 650,000 9500 1100 1400 650 1600 2400 2500 1400 5000 22,000	Club (01) 1971 2580 3168 3168 298 585 1766 1990 1990 1990 2788 2494 2985 3003	165 100 100 115 135 60 65 100 105 100 112 110 120 130 120 130 130 131	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMILER DB18/Consort DB18 con	48-60 60-90 56-68 59-75 63-78 68-75 70-75 77-89 71-74 DAFO Wn 68-72	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750 6000 5000	7000 5000 12,000 13,000 125,000 20,000 37,500 4500 4500 Daimler 6250 22,000	7250 3500 2500 5000 6000 90,000 8000 22,000 1000 2000 Rd, Bolsove 800 & Lanchest 2750 12,000	4000 2000 1250 2000 1250 2000 3500 10,000 450 900 lan Owners 700 er, Chester 350 er Owners 850 6500	1911 425 602 1911 1911 2175 2347 2670 1220 2347 **Club (0) 875 **Tible (0) 1108	72 49	340 America open 340 America cosen 340 America closed 250 Europa S(SII 410 Superamerica 250 GT Boano(Ellena 250 GT Berlinetta TdF 250 GT Spider Iwb 250 Cal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTE 2+2 250 GT Lusso 400 Superamerica cpé 500 Superfaits 275 GTB (steel) 275 GTB (steel)	51 51 53-55 56-59 56-59 57-59 58-60 60-63 59-62 60-62 60-63 62-64 64-66 64-66 64-66 64-66	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 1.1m 325,000 29m 9.5m 1.45m 2.25m 1.5m 1.6m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 6m 950,000 240,000 26m 8.5m 1.25m 1.35m 1.35m 1.75m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 700,000 160,000 n/a 7.5m 1.5m 1.15m 1.2m	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 4.25m 4.47m 4.75m 550,000 110,000 n/a 800,000 1.3m 875,000 900,000 1.2m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135
BMW 328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002ti 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSL 3.0CSL 3.0CSL 'Batmobile'	36-39 55-63 56-59 56-59 55-65 58-59 62-72 66-77 68-75 71-74 71-75 73-74 69-77 71-75 72-75 72-75	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 13,000 50,000 16,500 7500 20,000 75,000 125,000	525,000 32,000 100,000 1m 20,000 24,000 4500 6000 3500 7000 10,000 9500 40,000 12,000 5250 15,000 110,000	1400,000 15,000 170,000 825,000 14,000 2000 3000 16500 5250 5000 27,500 6500 2500 32,000	BMW Car 300,000 8000 50,000 650,000 8000 1100 1400 650 1600 2400 2500 18,500 3500 1400 5000 22,000 65,000	Club (01) 1971 2580 3168 3168 298 585 1766 1990 1990 1990 2788 2494 2985 3003 3153	165 100 100 1115 135 60 65 100 105 100 112 110 120 130 120 110 130 131 131 133 134 138	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMILER DB18/Consort DB18 con DB18 Sports Special	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89 71-74 DAF Own 68-72 39-53 39-50 49-53	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750 6000 5000 8500 29,000 32,000	7000 5000 12,000 12,000 13,000 125,000 20,000 37,500 4500 6 Ridgedale 2200 Daimler 6250 22,000 24,000	7250 3500 2500 5000 6000 90,000 8000 22,000 1000 2000 Rd, Bolsove 800 & Lanchest 2750 12,000 14,000	4000 2000 1250 2000 2500 2500 3500 10,000 450 900 850	1911 425 602 1911 1911 2175 2347 2670 1220 2347 **Club (0) 875 1108 **Club (0) 2522 2522 2522 2522	72 49	340 America open 340 America closed 250 Europa SISII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Cal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTC Cabrio Se2 250 GTU 250 LM 250 GT Lusso 400 Superamerica cpé 500 Superfast 275 GTB (steel)	51 53-55 56-59 56-59 58-62 60-63 60-63 59-62 60-62 60-62 60-64 64-66 64-66 64-66 64-66	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 6.5m 1.1m 325,000 29m 9.5m 1.45m 2.25m 1.5m 1.45m 2.25m	2m 1.75m 1.1m 2.2m 360,000 5.75m 9m 5.25m 6m 950,000 240,000 26m 8.5m 1.25m 1.35m 1.35m 1.75m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 700,000 160,000 n/a 7.5m 1.5m 1.5m	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m 4.75m 550,000 n/a 800,000 1.3m 875,000 900,000 1.2m 750,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135
BMW 328 501 V8;502/2.6;3.2 503 coupe 507 Isetta 250;300 600 1500;1800 2000[t lux/til 1600;1602/1502 2002/Touring 2002 cabrio;targa 2002 turbo 2800CS/CSA 2500/2800;3.0/3.3 3.0CSI/Satmobile' 633;628 CSI 635 CSI	36-39 55-63 56-59 55-65 58-59 62-72 66-72 66-77 73-74 71-75 73-74 69-71 71-75 72-75 76-87 78-89	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 13,500 16,500 20,000 75,000 125,000 8500 12,000	525,000 100,000 1m 20,000 24,000 4500 3500 7000 10,000 9500 12,000 55,000 11,000 8500 8500	15,000 15,000 170,000 825,000 14,000 2000 3000 1650 3500 5250 5000 27,500 6500 2500 8500 32,000 2750 4250	BMW Car 300,000 8000 650,000 8000 9500 1100 650 1600 2400 2500 1400 5000 1400 5000 22,000 65,000 1200 2000	Club (01) 1971 2580 3168 3168 585 1766 1990 1573 1990 1990 2788 3003 3153 3210 3453	165 225 709003 100 100 115 135 60 65 100 105 100 112 110 120 130 134 138 138 138	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/2(23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMILER DB18/Consort DB18 con DB18 Sports Special Regency Conquest/Century	48-60 60-90 56-68 59-75 63-78 70-75 70-85 77-89 71-74 DAF Own 68-72 39-53 39-53 39-53 52-56 53-58	10,000 7000 16,000 17,500 165,000 30,000 57,500 3750 6000 5000 ers' Club, 5 3500 29,000 32,000 9000 8250	7000 5000 12,000 13,000 125,000 20,000 37,500 2500 4500 Afridgedale 2200 Daimler 6250 22,000 24,000 6000 6000	7250 3500 2500 2500 6000 90,000 8000 22,000 1000 2000 Rd, Bolsove 800 & Lanchest 2750 12,000 14,000 3000 2500	4000 2000 1250 2000 2000 3500 10,000 450 900 450 900 4r, Chesterf 700 4r, Chesterf 850 6500 6500 1250 1000	1911 425 602 1911 1911 2175 2347 22670 1220 2347 **Club (0) 875 **Club (0) 875 **Club (0) 875 **Club (0) 252 252 252 252 252 243 3468 2433	72 49	340 America open 340 America cosed 250 Europa S(SIII 410 Superamerica 250 GT Boano,Ellena 250 GT Berlinetta TdF 250 GT Pr Coupé 250 Cal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT Lusso 400 Superamerica cpé 500 Superfast 275 GTB (alloy)	51 51 53-55 56-59 56-59 57-59 58-60 60-63 59-62 60-63 62-64 64-66 64-66 64-66 64-66 64-66 66-68 64-66	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 1.0m 5.5m 6.5m 1.1m 325,000 29m 9.5m 1.45m 2.25m 1.6m 2.25m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 950,000 240,000 240,000 26m 8.5m 1.25m 1.35m 1.35m 1.75m 1.75m 1.95m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 5.5m 5.5m 700,000 1/a 7.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m	1.2m 1.1m 700,000 3.75m 300,000 4.25m 7.25m 4.47m 4.75m 550,000 110,000 n/a 800,000 1.3m 875,000 900,000 1.2m 80,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135
BMW 328 501 V8/502/2.6/3.2 503 coupe 507 Isetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002 turbo 2800CS/CSA 2500/2800(3.0/3.3 3.0CS/CSI 3.0CSL 3.0CSL 3.0CSL 3.3628 CSI 635 CSI	36-39 55-63 56-59 55-65 58-59 62-72 66-72 68-75 73-74 69-71 71-75 72-75 72-75 78-89 85-89	640,000 45,000 130,000 1.2m 26,500 30,000 8500 5000 10,000 13,500 13,500 13,500 16,500 75,000 20,000 75,000 125,000 25,000 25,000	525,000 32,000 1m 20,000 24,000 4500 7000 10,000 9500 15,000 15,000 10,000 9500 10,000 20,000 20,000	15,000 15,000 170,000 825,000 14,000 16,000 3000 1650 3500 27,500 6500 27,500 6500 2500 27,500 190,000 2750 4250 12,000	BMW Cari 300,000 8000 650,000 8000 9500 1100 6650 1600 2400 2400 2500 14,500 1400 65,000 1200 65,000 1200 66,000	Cub (01) 1971 2580 3168 298 585 1766 1990 1970 1990 1990 2788 2494 2985 3003 3210 3453 3453	165 100 100 100 100 100 100 105 100 105 100 105 100 100	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMILER DB18/Consort DB18 con DB18 Sonts Special Regency Conquest/Century Century drophead	48-60 60-90 56-68 59-75 70-75 77-89 71-74 DAFO WIT-78 39-53 39-53 49-53 52-58 52-58 54-55	10,000 7000 7000 16,000 17,500 30,000 57,500 3750 6000 5000 8500 29,000 32,000 9000 8250 12,500	7000 5000 12,000 13,000 13,000 20,000 37,500 2500 4500 Dainler 6250 22,000 24,000 6000 9000	7250 3500 2500 6000 0 9 90,000 8000 22,000 1000 2000 2000 2000 14,000 3000 14,000 3000 6000 6000 6000 6000 6000 6000	4000 2000 1250 2000 2500 60,000 3500 10,000 900 900 900 or, Chesteri 350 6500 8000 1250 1000 2500	1911 425 602 1911 1911 2175 2670 1220 2347 2670 1220 875 1108 (Club (O) 2522 2522 2522 3468 2433 2433	72 49	340 America open 340 America cosed 250 Europa SI(SII 410 Superamerica 250 GT Boanol/Ellena 250 GT Berlinetta TdF 250 GT Berlinetta TdF 250 GT Spider Iwb 250 GT Sylder Iwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cabrio Se2 250 GTC 250 GT Cabrio Se2 250 GTU 250 GT Lusso 400 Superamerica cpé 500 Superfast 275 GTB (steel) 275 GTB (steel) 275 GTB (alloy) 276 GTS 275 GTB (alloy) 276 GTS 275 GTB (44-cam) 330 GT 2-2 330 GTC	51 51 53-55 56-59 56-59 58-62 60-63 60-63 60-63 62-64 64-66 62-64 64-66 64-66 64-66 64-66 64-67 66-68	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 1.0m 5.5m 6.5m 1.1m 9.5m 1.45m 2.25m 1.6m 2.25m 1.6m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 950,000 240,000 240,000 1.35m 1.35m 1.75m 1.15	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 5.5m 700,000 160,000 n/a 7.5m 1.5m 1.5m 1.5m 1.5m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m	1.2m 1.1m 700,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.47m 4.75m 550,000 110,000 n/a 800,000 1.3m 875,000 900,000 1.2m 750,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135
BMW 328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 1500/1800 2000lt lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/CSI 3.0CSL 3.0CSL 3.0CSL 635 CSI M635 CSI M635 CSI M1 3231 (E21)	36-39 55-63 56-59 55-65 58-59 66-72 66-72 66-72 71-74 71-75 73-74 69-71 71-75 72-75 72-75 72-75 78-89 79-80 77-82	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 50,000 16,500 75,000 125,000 8500 12,000 25,000 6500 6500	525,000 32,000 100,000 1m 20,000 40,000 6000 3500 7000 12,000 40,000 12,000 55,000 110,000 6000 8500 210,000 55,000	1 400,000 15,000 170,000 825,000 14,000 2000 3000 1650 5250 5000 27,500 2500 8500 2500 8500 27,500 2500 8500 27,500 27,500 27,500 2500 27,500	BMW Car 300,000 50,000 650,000 9500 11400 650 1600 2400 2400 22500 18,500 3500 1400 65,000 1200 2000 100,000 1300	Cub (01) 5354 Cub (01) 1971 1971 2580 3168 298 585 1766 1990 1990 1990 2788 3003 3153 3210 3453 3453 3453 2315	165 100 100 100 100 100 100 100 100 100 10	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMLER DB18/Consort DB18 con DB18 Sports Special Regency Conquest/Century Century drophead Conquest Rdster/DHC 104/Majestic	48-60 60-90 56-68 68-75 70-75 70-85 77-78 DAFOW 49-53 39-50 49-53 52-56 53-58 54-57 56-62	10,000 7000 16,000 116,000 116,000 116,000 165,000 165,000 57,500 3750 6000 8500 8500 82500 12,500 8000 8000	7000 5000 12,000 12,000 12,000 125,000 20,000 20,000 4500 4500 4500 Dainlei 6250 22,000 6000 6000 6000 6000 6000 6000 6	7250 3500 2500 5000 6000 90,000 8000 1000 2000 Rd, Balsov 812,000 114,000 3000 2500 6000 11,000 3000	4000 2000 1250 2000 2500 60,000 3500 450 900 450 700 er Owners 850 6500 8000 1250 1000 900	1911 425 602 1911 2175 2347 2670 1220 2347 2670 875 1108 Club (01 2522 2522 2522 2522 2522 2433 2433 3794	72 49	340 America open 340 America copen 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Beano Ellena 250 GT Berlinetta TdF 250 GT Berlinetta TdF 250 GT Spider swb 250 Cal' Spider swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Carbrio Se2 250 GTD 250 LM 250 GT Lusso 400 Superfast 275 GTB (steel) 275 GTB (alloy) 275 GTB (alloy) 275 GTB (alloy) 275 GTB (300) 330 GT 2*2 330 GTC 330 GTS Dino 206 GT	51 51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 62-64 64-66 64-66 64-66 64-66 64-66 66-68 64-67 66-68 64-66 66-68 64-66	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 1.0m 5.5m 6.5m 1.1m 325,000 29m 9.5m 1.45m 1.6m 2m 2.25m 1.2m 2.25m 2.25m 2.25m 3.5m	2m 1.75m 1.1m 2.2m 525,000 4.6m 9m 5.25m 6m 950,000 240,000 26m 1.35m 1.35m 1.35m 1.95m 1.	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 700,000 1/a 7.5m 1m 1.5m 1.1m 1.2m 1.5m 1.5m 1.75	1.2m 1.1m 200,000 1.55m 300,000 3.75m 175,000 175,000 172,000 172,000 172,000 172,000 173,000 174,000 174,000 175,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 150 150 150 150 160 170 150 160 170 150 160 170 150 160 170 150 160 170 150 160 170 150 160 170 150 160 170 150 160 165 150 ▼ 150 150 144
BMW 328 501 V8;502/2.6;3.2 503 coupe 507 Isetta 250;300 600 1500;1800 2000[ti lux/tii 1600;1602/1502 2002/Touring 2002 cabrio(targa 2002xii 2002 tub 2800CS;CSA 2500;2800;3.0/3.3 3.0CS;CSi 3.0CSL 3.0CSL 'Batmobile' 633;628 CSi M635 CSi M1 323;(E21) 320;325 Baur cabrio	36-39 55-63 56-59 55-65 58-59 66-72 66-72 66-77 71-74 71-75 72-75 72-75 76-87 78-89 85-89 77-82 85-89 77-82 85-89 85-80 85-80 85-80 85-80 85-80 85-80 85-80 85-80 85-80	640,000 45,000 130,000 1.2m 26,500 8500 5000 10,000 13,500 13,500 13,500 20,000 75,000 125,000 25,000 26,000 6500 6500 6500 6250	525,0000 32,000 100,000 1m 20,000 4500 4500 6000 3500 10,000 12,000 5250 15,000 110,000 8500 20,000 210,000 4250	15,000 15,000 170,000 825,000 14,000 16,000 2000 3000 1650 3500 5250 5000 27,500 6500 8500 32,000 90,000 2750 4250 12,000 140,000 2500	BMW Car 300,000 50,000 650,000 650,000 1100 1400 2500 18,500 3500 5000 65,000 100,000 100,000 650	Club (01) 1971 2580 3168 3168 585 1766 1990 1573 1990 2788 2494 2985 33153 3210 3453 3453 3453 2315 2495	165 100 100 100 100 100 105 66 60 65 100 105 112 110 120 110 130 134 138 132 140 158 158 158 126 126	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMLER DB18/Consort DB18 Con DB18 Sports Special Regency Conquest/Century Century drophead Conquest Rdster/DHC 104/Majestic Majestic Major	48-60 60-90 56-68 59-75 63-78 68-75 770-75 770-85 771-74 9 71-74 39-53 39-53 39-53 39-50 49-53 54-55 54-55 54-55 54-66 66-68	10,000 7000 16,000 117,500 165,000 30,000 57,500 6000 5000 8500 29,000 9000 9250 12,500 29,000 10,000 10,000	7000 5000 12,000 12,000 125,000 20,000 20,000 4500 4500 Brideedale 2200 Damler 6250 22,000 6000 6000 6000 7750	7250 3500 2500 6000 9 90,000 8000 1000 2000 1650 Rd,Bolsove 800 12,000 14,000 3000 3750	4000 2000 1250 2500 60,000 3500 10,000 900 450 900 450 900 2500 6000 1250 6000 1250 6000 1500	1911 425 602 1911 1911 2175 2347 2670 1220 2347 6 Club (0) 875 1108 2522 2522 2522 2522 2522 2433 3794 4561	72 49	340 America open 340 America copen 340 America closed 250 Europa S[SIII 410 Superamerica 250 GT Boano,Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabro Se2 250 GT Cabro Se2 250 GT Cabro Se2 250 GT E 2+2 250 GT OB Cabro Se2 250 GT E 2+2 250 GT Cabro Se2 250 GT Cabro Se2 275 GTB (alloy) 276 GTB (alloy) 276 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy) 276 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy) 276 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy) 276 GTB (alloy) 276 GTB (alloy) 276 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy) 276 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy) 276 GTB (alloy) 277 GTB (alloy)	51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 59-62 60-62 60-62 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 66-68 64-67 64-67 64-	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 1.5m 6.5m 1.1m 29m 9.5m 1.45m 2.26m 1.5m 1.6m 2m 1.2m 2.25,000 565,000 1.2m 2.2m 2.25,000 2.25,000 2.25,000 2.25,000 2.25,000 2.25,000 2.25,000 2.25,000 2.25,000	2m 1.75m 1.1m 525,000 4.6m 360,000 9m 5.25m 6m 990,000 240,000 26m 8.5m 1.25m 1.35m 1.35m 1.75m 1.95m 1.80,000 465,000 1.6m 1.95m 1.	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 5.5m 5.5m 700,000 1/a 7.5m 1.1m 1.2m 1.5m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m 1.75m	1.2m 1.1m 200,000 1.55m 300,000 3.75m 175,000 4.45m 7.25m 4.47m 4.75m 800,000 110,000 1.2m 875,000 900,000 1.2m 800,000 1.5m 800,000 1.5m 800,000 1.5m 800,000 1.5m 800,000 1.5m 800,000 1.5m 800,000	4101 4101 2963 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 150 150 150 150 150 150 150 150 150 15
BMW 328 501 V8,502/2.6/3.2 503 coupe 507 Isetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002turbo 28000S/CSA 2500/2800(3.0/3.3 3.0CSL 3.0CSL Batmobile' 633/628 CSI 635 CSI M3 323 (E21) 320(325 Baur cabrio M535 Bur cabrio M535 Esu	36-39 55-63 55-65 55-65 58-59 66-72 66-77 71-74 71-75 73-74 69-71 69-77 72-75 72-75 72-75 72-75 78-89 79-80 77-82 81-85 80-87 85-89	640,000 45,000 130,000 1.2m 26,500 30,000 8500 5000 10,000 13,500 13,500 13,500 20,000 75,000 125,000 8500 12,000 25,000 6500 6250 6000 22,000 22,000	525,000 32,000 100,000 1m 20,000 24,000 6000 3500 700,000 12,000 9500 40,000 12,000 55,000 110,000 6000 20,000 210,000 5000 4050 4000 16,500	15,000 15,000 170,000 825,000 14,000 3000 16,000 3000 1650 3500 27,500 6500 2500 32,000 90,000 2750 4250 12,000 140,000 2500 2000 8250	BMW Can 300,000 50,000 650,000 9500 11100 1400 2500 18,500 22,000 66,000 1200 2000 650 100,000 1300 650 100,000 1300 650 100,000 1300 650 100,000 1300 650	Club (01) 5354 Club (01) 1971 2580 3168 3168 13168 298 1766 1990 1573 1990 1990 2788 3003 3153 3210 3453 3453 3453 3453 3453 3453 3453 345	165 225709003 100 100 110 115 60 65 100 112 110 120 120 120 133 140 138 132 140 138 162 126 136 136 152	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMILER DB18/Consort DB18 con DB18 Sports Special Regency Conquest/Century Century drophead Conquest Rdster/DHC 104/Majestic Majestic Majort 2½-litre/V8 250	48-60 60-90 56-688 59-75 63-78 68-75 70-75 70-85 71-74 DAFOW 68-72 39-53 39-50 49-53 39-50 49-53 52-56 54-55 54-55 54-55 56-62 60-68	10,000 7000 16,000 16,000 16,000 30,000 57,500 3750 5000 8500 29,000 32,000 9025 12,500 29,000 10,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000	7000 5000 12,000 12,000 125,000 20,000 37,500 37,500 3750 Belies 2200 Dainles 22,000 24,000 6000 6000 9000 7750 32,500 13,000	7250 3500 2500 5000 6000 90,000 1000 2000 1650 Rd, Balsow 8 Lanchest 2750 112,000 114,000 3000 111,000 30750 117,500 60000	4000 2000 1250 2000 2500 60,000 3500 450 900 450 900 450 900 1000 1250 1000 1000 1500 12,500 2750	1911 425 602 1911 1911 1911 1911 1911 1911 1911 19	72 49	340 America open 340 America cosed 250 Europa SISII 410 Superamerica 250 GT Benno Ellena 250 GT Benno Ellena 250 GT Berlinetta TdF 250 GT Percupé 250 GT Spider Ivib 250 GT Sylle (stee) 250 GT Sylle (stee) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cpé 500 Superfast 275 GTB (stee) 275 GTB (stee) 275 GTB (alloy) 275 GTS 330 GT 2+2 330 GTC 330 GTS Dino 206 GT Dino 246 GT Dino 246 GTS 365 GT 2+2	51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 60-62 60-63 62-64 64-66 64-66 64-66 64-66 64-66 66-68 66-68 68-69 69-73 72-74 67-71	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 325,000 29m 9.5m 1.45m 2.25m 1.5m 1.6m 2.2m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.25m 6m 950,000 240,000 240,000 240,000 1.25m 1.8m 1.35m 1.75m 1.8m 1.95m 1.60,000 1.	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 5.5m 700,000 160,000 n/a 7.5m 1.1m 1.2m 1.5m 1.5m 380,000 1.3m 220,000 125,000 185,000 85,000	1.2m 1.1m 200,000 1.55m 300,000 1.55m 300,000 1.75,000 175,000 175,000 110,000 1.3m 875,000 900,000 1.2m 750,000 1.5m 800,000 1.5m 800,000 1.5m 800,000 1.5m 800,000 1.0m 1.0m 1.0m 1.0m 1.0m 1.0m 1.0m 1	4101 4101 2963 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 165 ▲ 157 143 ▲ 145 155 149 150 150 160 140 ▲ 158 159 150 162 170 150 165 160 150 165 160 150 165 160 150 150 165 150 165 150 150 150 150 150 150 150 150 150 15
BMW 328 501 V8/502/26/3.2 503 coupé 507 Isatta 250/300 600 1500/1800 2000lti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 28000/3.0/3.3 3.0CS/CSI 3.0CSL 3.0CSL 635 CSI M635 CSI M1 3231 (E21) 320/325 Baur cabrio M535 M5 (E28) M5 (E28)	36-39 55-63 56-59 55-65 56-59 62-72 66-72 66-77 71-74 71-75 72-75 72-75 76-87 78-89 85-89 77-82 81-85 80-87 80-87 80-87	640,000 45,000 130,000 1.2m 26,500 6000 8500 5000 13,500 13,500 13,500 20,000 75,000 20,000 75,000 125,000 8500 6250 6000 6250 6000 15,000 15,000	525,000 32,000 100,000 1m 20,000 4500 4500 6000 10,000 9500 110,000 5250 110,000 6000 85000 20,000 20,000 40000 5000 40000 110,000 6000 85000 40000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000	15,000 15,000 170,000 825,000 14,000 2000 3000 1650 5250 5000 27,500 2500 8500 2750 4250 12,000 2500 2500 2750 4250 12,000 2500 2500 2500 2500 2500 2500 2500	BMW Car 300,000 50,000 650,000 8000 1100 1400 2500 18,500 1400 22,000 665,000 1200 2000 100,000 1300 650 1300 1400 1200 1300 1300 1300 1300 1300 1300 13	Club (01) 1971 2580 3168 3168 1990 1976 1990 1990 2788 2494 3453 3210 3453 3453 3453 3453 3453 3453 3453 345	165 100 100 100 100 100 100 100 115 60 65 100 105 105 100 112 110 120 110 130 120 110 130 120 110 130 120 110 130 120 110 130 120 110 130 132 140	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIMLER DB18/Consort DB18 con DB18 Sports Special Regency Conquest/Century Century drophead Conquest Rdster/DHC 104/Majestic Majestic Major SP250 sports SP250 sports SP250 Sports Sovereign (420)	48-60 60-90 56-68 56-68 58-75 70-75 77-89 71-74 71-74 71-74 39-53 39-53 39-53 49-53 52-56 63-58 54-55 54-55 56-62 66-69 66-69	10,000 7000 16,000 116,000 116,000 116,000 165,000 57,500 30,000 57,500 3500 8500 825,000 32,000 9000 825,000 112,500 8000 110,000 45,000 14,000 14,000	7000 5000 12,000 12,000 12,000 125,000 20,000 25,000 4500 4500 4500 Dainlei 6250 62200 6000 6000 6000 6000 7750 32,500 11,000	7250 3500 2500 5000 6000 90,000 8000 1000 2000 Rd, Bolsow 800 11,000 3000 3750 6000 117,500 6000 5000	4000 2000 1250 2000 2500 60,000 3500 450 900 450 900 450 900 1250 1000 1250 1000 900 11500 112,500 2750 2000	1911 425 602 1911 1911 1911 1911 1911 1911 1911 19	72 49	340 America open 340 America copen 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Beano Ellena 250 GT Beano Ellena 250 GT Berlinetta TdF 250 GT Spider Ivub 250 Cal' Spider Ivub 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Carbrio Se2 250 GTD 250 LM 250 GT Levi 250 GT Levi 250 GT Levi 250 GT Levi 250 GT Carbrio Se2 250 GT Evi 250 GT Levi 250 GT Levi 350 GT Levi 360 GT Levi 3	51 53-55 56-59 56-59 57-59 58-60 60-63 59-62 60-62 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-67 66-68 68-69 68-68 68-69 73 72-74	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 29m 9.5m 1.45m 1.6m 2m 2.22m 2.25m 1.2m 2.2m	2m 1.75m 1.1m 2.2m 525,000 4.6m 9m 5.25m 6m 950,000 240,000 240,000 1.35m 1.35m 1.95m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 700,000 1/a 7.5m 1.1m 1.2m 1.5m 1.5m 1.75m 1.75m 130,000 380,000 125,000 125,000 430,000 430,000	1.2m 1.1m 2.0m 1.2m 1.2m 1.1m 2.0m 1.2m 1.1m 2.0m 2.0m 2.0m 2.75m 2.25m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 157 143 ▲ 145 155 149 150 155 160 155 150 150 150 150 150 150 150 150 15
BMW 328 501 V8/502/2.6/3.2 503 coupe 507 Isetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Turling 2002 cabrio/targa 2002t urbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSi, 'Batmobile' 633 CS2 CSI MG35 CSI MI 3231 (E21) 320/325 Baur cabrio M5351 M5 (E28) M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30)	36-39 55-63 56-59 55-65 56-59 62-72 66-72 66-77 71-75 73-74 69-71 71-75 72-75 72-75 78-89 85-89 79-80 85-89 88-97 85-88 88-95 88-87 88-88 88-95 88-89	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 13,500 13,500 20,000 75,000 22,000 25,000 26,000 6500 6250 6000 22,000 15,000 37,500 50,000	525,000 32,000 100,000 1m 20,000 4500 4500 4500 10,000 11,000 9500 40,000 12,000 55,000 110,000 8500 20,000 210,000 210,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000 40,000	15,000 15,000 170,000 825,000 14,000 16,000 2000 3000 1650 3500 5250 5000 27,500 6500 2500 2750 4250 12,000 140,000 2000 8250 2000 8250 2000 2000 8250 2000 200	BMW Car 300,000 50,000 650,000 650,000 1100 1400 2500 18,500 22,000 65,000 22,000 65,000 100,000 650 650 950 5500 12,500 12,500	Club (01) 1971 2580 3168 3168 5554 1766 1990 1990 1990 1990 1990 1990 3153 3453 3453 3420 3535 3535 2302 2302 2302	165 100 100 100 100 100 105 66 60 65 100 105 112 110 120 110 130 134 138 138 138 140 158 158 136 155 143 143	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/2(22)Pallas SM V6 GS(GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMILER DB18/Consort DB18 con DB18 Sports Special Regency Conquest (Century Century drophead Conquest Rister/DHC 104/Majestic Majestic Major SP/250 sports 2½-littre/W3 250 Sovereign (X45) SVIII Double-Six SVIII	48-60 60-90 56-68 68-75 70-75 70-75 71-74 DAF 0,	10,000 7000 16,000 16,000 16,000 165,000 30,000 57,500 5000 5000 5000 5000 29,000 32,000 9000 8250 12,500 29,000 45,000 10,000 45,000 10,000 11,000 11,000 11,000	7000 5000 12,000 12,000 12,000 125,000 20,000 37,500 37,500 37,500 0	7250 3500 2500 6000 0 90,000 8000 22,000 1000 2000 2000 2750 1650 12,000 11,000 2500 6000 11,000 3750 17,500 6000 5000 5000 5000 5000 5000 5000	4000 2000 1250 2000 2500 60,000 3500 10,000 900 450 900 450 900 450 900 10,000 450 900 10,000	1911 425 602 1911 1911 1911 2175 2347 2670 1120 2347 2 Club (0) 2522 2522 2522 2522 2522 2522 2522 25	72 49	340 America open 340 America cosen 340 America closed 250 Europa SISII 410 Superamerica 250 GT Boano, Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Cal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTC Cabrio Se2 250 GTC 250 LM 250 GT Lusso 400 Superfast 275 GTB (alloy) 275 GTB 275 GTB (alloy) 275 GTB 330 GTC 350 GTB (41 Cam) 360 GT 2+2 375 GTB (51 Cam) 375 GTB (51 C	51 51 53-55 56-59 56-59 57-59 58-60 60-63 59-62 60-62 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 66-68 66-68 66-68 66-68 66-69 73 72-74 68-70 72-74 72-73	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 1.0m 5.5m 6.5m 1.1m 225,000 29m 9.5m 1.45m 2.25m 1.6m 2.25m 1.8m 395,000 300,000 200,000 620,000 620,000 1.9m	2m 1.75m 1.1m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 950,000 26m 8.5m 1.25m 1.35m 1.35m 1.75m 180,000 465,000 1.6m 180,000 185,000 240,000 150,000 240,000 150,000 150,000 150,000 150,000 150,000 125,000 150,000 150,000 150,000 150,000 150,000 125	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 5.5m 5.5m 700,000 160,000 1.3m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5	1.2m 1.1m 1.1n 0.000 1.55m 300,000 1.55m 300,000 4.25m 175,000 4.47m 4.47m 4.75m 650,000 1/a 100,000 1.50m 800,000 800,000 1.50m 800,000 800,0	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 157 143 ▲ 145 155 149 150 155 160 155 160 150 150 150 150 150 150 150 150 150 15
BMW 328 501 V8,502/2.6/3.2 503 coupe 507 lsetta 250/300 600 1500/1800 2000/t lbu/kli 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/CS 3.0CSL 'Batmobile' 633/628 CSI 635 CSI M635 CSI M636 CSI M	36-39 55-63 56-59 55-65 55-65 66-72 66-77 71-74 71-75 72-75 72-75 72-75 72-75 78-87 78-89 79-80 77-82 85-89 85-89 85-89 88-89 88-95 88-89 88-89	640,000 45,000 130,000 1.2m 26,500 30,000 8500 5000 10,000 13,500 13,500 13,500 16,500 75,000 125,000 25,000 260,000 6500 6250 6000 22,000 15,000 25,000 25,000 25,000 25,000 26,000	525,000 32,000 100,000 1m 20,000 4500 4500 6000 3500 10,000 110,000 9500 40,000 110,000 55,000 110,000 20,000 210,000 4000 110,000 20,000 110,000 20,000 20,000 210,000 20,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000 210,000	15,000 15,000 170,000 825,000 14,000 3000 16500 3500 27,500 6500 27,500 8500 32,000 190,000 2750 12,000 140,000 2500 2000 8250 2000 8250 2000 826,000 13,500	BMWCar 300,000 50,000 660,000 8000 1100 1100 12400 2500 18,500 22,000 65,000 1200 6000 1100,000 1300 650 650 650 650 850 850 850 850 850 850 850 850 850 8	Club (01) 1971 2580 3168 298 585 1766 1990 1990 2788 2494 2985 3210 3453 3453 3420 3555 2302 2494	165 225709003 100 100 115 60 65 100 112 110 120 130 120 130 120 134 138 132 140 158 162 178 188 182 186 185 186 185 186 185 186 186	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF 55 Marathon coupé DAIMILER DB18/Consort DB18 Con DB18 Sports Special Regency Conquest/Century Century drophead Conquest Rdster/DHC 104/Majestic Majestic Major SP/250 sports 2½-litre/V8 250 Sovereign (V420) Sovereign (V420) Sovereign (V430) SVIII 4.2 coupé	48-60 60-90 56-688 59-75 63-78 68-75 70-75 70-85 71-74 DAF Own 68-72 39-53 39-50 49-53 52-56 54-57 56-62 66-69 69-79 77-77 77-78	10,000 7000 16,000 16,000 16,000 30,000 57,500 3750 6000 8500 29,000 32,000 9000 12,500 29,000 45,000 20,000 14,000 9750 10,000 12,500	7000 5000 12,000 12,000 12,000 125,000 20,000 37,500 2500 3750 2500 2500 2500 2500 2500 2500 2500 2	7250 3500 2500 6000 90,000 1000 1000 1650 Rd, Balsow 8000 22750 12,000 14,000 3000 11,000 3000 11,000 6000 6000 11,000 6000 5000 2500 6000 3750	4000 2000 1250 2000 2500 60,000 3500 450 900 450 900 450 900 1250 1000 1250 1000 1250 2750 2000 950 11000 1250	1911 425 602 1911 1911 1915 2347 1220 2347 875 Club (01 875 2433 3794 4561 2548 2548 4235 4235 4235 4235 4235 4235 4235	72 49	340 America open 340 America cosen 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Beano Ellena 250 GT Berlinetta TdF 250 GT PSouple 250 GT Spider Ivib 250 Cal' Spider Ivib 250 GT SWB (steel) 250 GT SWB (steel) 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cpé 500 Superfast 275 GTB (steel) 275 GTB (steel) 275 GTB (alloy) 275 GTS 330 GTC 330 GTS Dino 206 GT Dino 246 GT Dino 246 GTS 365 GTC 242 365 GTC 42-2 365 GTC 42-2 365 GTC 42-2 365 GTC 42-2	51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 59-62 60-62 60-62 60-64 64-66 62-64 64-66 64-66 64-66 66-68 64-67 66-68 64-67 66-68 64-67 66-68 64-67 66-68 64-67 66-68 64-67 66-68	2.4m 2m 1.4m 2.6m 600,000 5m 450,000 6.25m 1.1m 3.25,000 29m 9.5m 1.45m 1.5m 1.6m 2m 2.25m 1.2m 2.2m 225,000 565,000 1.8m 2.2m	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.25m 6m 950,000 240,000 240,000 1.35m 1.35m 1.95m 1.80,000 465,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 5.5m 5.5m 700,000 160,000 1.3m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5	1.2m 1.1m 2.000 1.55m 300,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m 4.75m 800,000 1.10,000 1.2m 875,000 900,000 1.2m 800,000 1.5m 80,000 300,000 1m 160,000 85,000 150,000 340,000 225,000 324,000 225,000 324,000 225,000 300,000 225,000 340,	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 150 150 150 150 150 150 150 150 150 15
BMW 328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 1500/1800 2000\tilde{\text{ta}} itux/\tilde{\text{ta}} ifo00/1602/1502 2002/Touring 2002 cabrio/targa 2002xii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/ CSi 3.0CSL 3.0CSL Batmobile' 633/628 CSi 635 CSi M635 CSi M1 323 (E21) 320/325 Baur cabrio M535i M5 (E28) M5 (E28) M3 (E30) M3 Evo II (E30) Z1 840(850 coupé Z3M Coupe	36-39 55-63 56-59 55-65 56-59 62-72 66-72 66-77 71-74 71-75 73-74 69-71 71-75 72-75 78-89 85-89 79-90 85-89 85-89 85-89 85-89 85-89 85-89 86-91 85-89 86-90 88-90 89-90 89-90 99-90	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 13,500 13,500 20,000 75,000 22,000 25,000 26,000 6500 6250 6000 22,000 15,000 37,500 50,000	525,000 32,000 100,000 1m 20,000 4500 4500 6000 3500 10,000 12,000 5250 15,000 55,000 20,000 210,000 4250 4000 40,000 210,000 4250 4000 22,000 21,000 22,000 21,000 22,000 20,000 20,000 20,000 20,000 20,000 20,000	15,000 15,000 170,000 825,000 14,000 2000 3000 16500 5250 5000 27,500 6500 27,500 6500 2750 4250 12,000 2000 8250 2000 2000 2000 2000 2000 2	BMW Car 300,000 50,000 650,000 8000 1100 1400 650 2400 2400 2500 1400 5000 1200 2000 650 950 100,000 1300 650 950 12,500 12,500 12,500 16,500 8500 8500 8500 8500 8500 8500 8500	Club (01) 1971 2580 3168 3168 3168 585 1766 1990 1990 1990 1990 2788 2494 2985 3453 3210 3453 3210 3453 3232 2332 2494 4941 3201	165 100 100 100 100 100 105 66 65 100 105 112 110 120 110 120 110 130 120 110 130 120 110 130 120 110 130 120 140 138 132 140 140 158 136 135 136 143 143 143 143 143 145 155 159	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIMLER DB18/Consort DB18 con DB18 Sports Special Regency Conquest/Century Century drophead Conquest/Centur	48-60 60-90 56-68 68-75 70-75 70-75 70-85 77-89 71-74 39-53 39-53 39-53 39-53 39-53 52-56 53-58 54-55 54-55 56-62 60-68 69-79 72-79 75-78 77-88	10,000 7000 16,000 16,000 16,000 165,000 165,000 57,500 6000 5000 6000 6000 6000 6000 6000	7000 5000 12,000 12,000 12,000 125,000 20,000 37,500 4500 4500 2200 Dainlet 6250 22,000 6000 6000 9000 13,000 13,000 6500 6500 6000 7750 32,500 6500 6500 6500 6000 7750 6500 6000 7750 6500 6000 60	7250 3500 2500 6000 9,0,000 8000 1000 2000 1650 1650 12,000 3000 3750 17,500 6000 5000 5000 5000 5000 5000 5000	4000 2000 1250 2500 60,000 3500 450 900 450 900 450 900 1250 1000 1250 1000 12,500 900 11500 12,500 900 11500 12,500 900 11500 12,500 900 11500 11500 650	1911 425 602 1911 1911 2175 2347 2670 1220 2347 875 (club (0) 875 2522 2522 3468 2433 3794 4561 2548 4235 5343 4235 5343 4235	72 49	340 America open 340 America copen 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Boano Ellena 250 GT Boano Ellena 250 GT Berlinetta TdF 250 GT Spider swb 250 Caf Spider swb 250 Caf Spider swb 250 GT SwB (steel) 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT E2+2 250 GTO 250 LM 250 GT E2+2 250 GTD 250 GT Lasso 400 Superfast 275 GTB (steel) 275 GTB (steel) 275 GTB 275 GTB (steel) 275 GTB 330 GTC 330 GTC 330 GTC 330 GTC 330 GTC 350 GT E2+2 365 GTC 365 GTS 4 Spider 365 GTS 4 Spider 365 GTC 4 2+2 365 GTC 4 2+2 365 BB	51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-67 66-68 64-67 66-68 68-69 69-73 72-74 67-71 72-73 70-72 70-72-76 75-76	2.4m 2m 1.4m 2e,6m 600,000 5m 450,000 6.25m 1.1m 5.5m 6.5m 1.1nm 325,000 29m 9.5m 1.45m 1.6m 2m 1.2m 2.25m 2.25,000 565,000 1.8m 2.20m 250,000 300,000 525,000 525,000 300,000 300,000 300,000 300,000 300,000 300,000	2m 1.75m 1.1m 525,000 4.6m 360,000 525m 6m 950,000 240,000 240,000 1.8m 1.95m 1.8m 1.95m 1.80,000 465,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 125,000 240,000	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 5.5m 700,000 160,000 1/2 1.5m 1.1m 1.2m 1.5m 1.75m 1.30,000 380,000 1.25,000 125,000 125,000 125,000 125,000 127,500 150,000 27,500 150,000 27,500 150,000 127,500	1.2m 1.1m 2.000 1.55m 300,000 1.55m 300,000 3.75m 175,000 4.25m 7.25m 4.4m 4.75m 800,000 110,000 85,000 110,000 85,000 100,000 12.2m 160,000 85,000 100,000 10	4101 4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 150 150 155 149 150 150 160 170 150 160 170 150 150 150 150 150 150 150 150 150 15
BMW 328 501 V8/502/26/3.2 503 coupé 507 Isatta 250/300 600 1500/1800 2000lti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 28000/3.0/3.3 3.0CS/CSI 3.0CSL 3.0CSL 635 CSI M635 CSI M1 3231 (E21) 320/325 Baur cabrio M535i M5 (E28) M5 (E28) M5 (E34) M3 (E30) M5 (E30) M7 (E30) M7 (E30) M7 (E30) M7 (E30) M8 (E30) M8 (E30) M8 (E30) M8 (E30) M8 (E30)	36-39 55-63 56-59 56-69 56-69 56-67 68-75 68-75 71-74 71-75 73-74 69-71 71-75 72-75 72-75 72-75 72-75 78-87 78-88 88-89 88-89 88-95 88-90 88 88-91 90-99	640,000 45,000 130,000 1.2m 26,500 30,000 8500 5000 10,000 13,500 13,500 50,000 16,500 75,000 125,000 260,000 6500 6250 6000 22,000 15,000 20,000 20,000 20,000 20,000 21,000 21,000 21,000 22,000 20,000	525,000 32,000 100,000 1m 20,000 24,000 6000 3500 7000 12,000 9500 40,000 11,000 55,000 110,000 6000 20,000 210,000 6000 400,000 11,000 29,000 40,000 9000	15,000 15,000 170,000 825,000 14,000 2000 3000 16500 5250 5000 27,500 6500 27,500 6500 2750 4250 12,000 2000 8250 2000 2000 2000 2000 2000 2	BMW Can 300,000 50,000 650,000 9500 11100 1400 2500 18,500 22,000 66,000 1200 650 100,000 1300 650 100,000 100,000 12,500	Club (01) 1971 2580 3168 3168 298 585 1766 1990 1990 1990 2788 2494 2885 3210 3453 3210 3453 3235 2332 2332 2332 2494 4941	165 100 100 100 100 100 100 105 66 65 100 105 112 110 120 110 120 110 130 120 110 130 120 110 130 120 140 138 132 144 138 132 144 145 155 155 143 143 143 140 155 159	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIF 55 Marathon coupé DAIMLER DB18/Consort DB18 Con DB18 Sports Special Regency Century drophead Conquest/Century Century drophead Conquest Rister/DHC 104/Majestic Majestic Major SP250 sports 2½-litre/W2 250 Sovereign (XJ6) SVII Double-Six SVIII 42 coupé Double-Six Coupé	48-60 60-90 56-68 56-75 63-78 68-75 770-85 770-85 77-89 71-74 39-53 39-53 39-53 49-53 52-56 63-58 54-55 54-55 56-62 66-69 66-69 67-72 77-77 77-77-77-77	10,000 7000 16,000 16,000 16,000 165,000 57,500 30,000 57,500 3500 8500 8250 12,500 8000 10,000 8000 11,000 45,000 10,000 14,000 14,000 14,000 11,000	7000 5000 12,000 12,000 12,000 125,000 20,000 20,000 37,500 2550 4500 4500 Bridgedale 2200 Dainlei 6250 22,000 6000 6000 6000 6000 32,500 11,000 6500 7000 10,000	7250 3500 2500 6000 90,000 1000 1000 1000 1000 11000 2000 8000 11000 2000 11000 2000 11000 2000 11000 2000 11000 200	4000 2000 1250 2000 2500 60,000 3500 450 900 450 900 450 900 1250 1000 1250 1000 112,500 2000 950 1000 1000 11250 1000	1911 425 602 1911 1911 2175 2347 2670 1220 2347 875 (club (0) 875 2522 2522 3468 2433 3794 4561 2548 4235 5343 4235 5343 4235	72 49	340 America open 340 America copen 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Boano Ellena 250 GT Berlinetta TdF 250 GT Pr Coupé 250 Cal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GT E 250 GT Cabrio Se2 250 GT E 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT Lusso 400 Superamerica cpé 500 Superfast 275 GTB (alloy) 330 GT 2+2 330 GTC 330 GTC 330 GTC 330 GTC 330 GTS Dino 246 GT Dino 246 GT Dino 246 GT SGT SGTB 4 Daytona 365 GTC 4 2+2 365 GTC 365 GTB 4 Daytona 365 GTC 4 2+2 365 GT4 2+2 365 GT4 2+2 365 GT4 2+2	51 53-55 56-59 56-59 57-59 58-60 60-63 59-62 60-62 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 66-68 66-68 66-68 66-68 67-73 72-74 72-73 70-72 72-76 75-76 75-76 76-85	2.4m 2m 1.4m 2e 600,000 5m 450,000 6.25m 1.0m 5.5m 6.5m 1.1m 225,000 29m 9.5m 1.45m 2.25m 1.6m 2.25m 1.2m 2.25m 0.656,000 1.8m 2.25m 0.000 250,000 300,000 200,000 60,000 1.9m 275,000 200,000 220,000	2m 1.75m 1.1m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 990,000 240,000 240,000 185	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 5.5m 5.5m 700,000 160,000 17.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1	1.2m 1.1m 1.1m 1.1n 300,000 1.55m 300,000 1.55m 300,000 4.25m 175,000 110,000 110,000 1.2m 800,000 1.2m 800,000 1.2m 800,000 1.2m 100,000 52,000 100,000 100,000 1100,000 52,000 1m 100,000 52,000 1m 100,000 90,000 140,000 90,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 150 150 150 150 150 150 150 150 150 15
BMW 328 501 V8/502/26/3.2 503 coupé 507 Isetta 250/300 600 1500/1800 2000lti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 touring 2002 cabrio/targa 2002tii 30.CSL 30.CSL 30.CSL 30.CSL 633 628 CSI 635 CSI M635 CSI M1 3231 (E21) 320/325 Baur cabrio M5351 M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30) Z1 840/850 coupé Z8 BOND	36-39 55-63 56-59 55-65 58-59 62-72 66-72 66-77 71-75 73-74 69-77 71-75 72-75 76-87 78-89 85-89 87-82 81-85 80-87 88-89 88-95 86-90 88 88-95 86-91 90-99 98-02 00-03	640,000 45,000 130,000 1.2m 26,500 5000 13,500 13,500 13,500 13,500 20,000 75,000 20,000 125,000 6500 6500 6500 6250 6000 6500 625,000 15,000	525,000 32,000 100,000 1m 20,000 4500 4500 6000 10,000 5250 15,000 55,000 6000 85000 20,000 4200 110,000 9000 40,000 110,000 9000 110,000	15,000 15,000 170,000 825,000 14,000 3000 16500 3500 27,500 6500 27,500 8500 32,000 190,000 2750 12,000 140,000 2500 2000 8250 5500 20,000 26,000 13,500 4500 12,500	BMWCar 300,000 50,000 660,000 8000 1100 12400 2500 18,500 22,000 65,000 1200 6600 100,000 100,000 1200 1200 1200 1200 1	Club (01) 1971 2580 3168 298 585 1766 1990 2788 2994 3210 2788 3153 3210 3353 3210 3453 3453 3420 3535 2302 2494 4941 3201 4941	165 100 100 100 100 100 100 105 66 65 100 105 112 110 120 110 120 110 130 120 110 130 120 110 130 120 140 138 132 144 138 132 144 145 155 155 143 143 143 140 155 159	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIF 55 Marathon coupé DAIMLER DB18/Consort DB18 con DB18 Sports Special Regency Conquest/Century Century drophead Conquest Rdster/DHC 104/Majestic Majestic Major SP250 sports 2½-litre/W2 250 Sovereign (XJ6) S\III Double-Six SIII Double-Six SIII Double-Six SIII DATSUN	48-60 60-90 56-68 68-75 70-75 70-85 77-89 71-74 99-53 39-50 39-53 39-50 52-56 63-58 54-55 54-55 56-62 60-68 68-79 72-79 76-77 79-86 79-86	10,000 7000 16,000 16,000 16,000 165,000 57,500 30,000 57,500 33500 8500 8250 12,500 8000 10,000 8000 14,000 97,500 14,000 97,500 14,000 97,500 14,000 97,500 14,000 97,500 14,000 97,500 14,000 97,500 14,250 6000 8000	7000 5000 12,000 12,000 12,000 125,000 20,000 20,000 37,500 25500 4500 4500 Dainlei 6250 22,000 6000 6000 6000 6000 32,500 11,000 6500 7700 11,000 6500 7000 10,000 4250 5500	7250 3500 2500 6000 90,000 8000 1000 2000 1650 Rd, Balsov 800 12,000 11,000 3000 3750 6000 11,000 3000 3750 6000 11,500 6000 11,500 6000 11,500 6000 11,500 6000 11,500 6000 11,500 6000 11,500 6000 1880 2250	4000 2000 1250 2000 2500 60,000 3500 450 900 450 900 450 900 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 22750 2000 950 1000 1000	1911 425 602 1911 1911 1911 2175 2347 1220 875 1108 (Dip (Dip (Dip (Dip (Dip (Dip (Dip (Dip	72 49	340 America open 340 America copen 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Beano Ellena 250 GT Beano Ellena 250 GT Berinetta TdF 250 GT Spider Ivub 250 GT Sylider Ivub 250 GT Sylider Sylider Ivub 250 GT Sylider Sylider Sylider 250 GT Sylider Sylider 250 GT Lusso 400 Superamerica cpe 500 Superfast 275 GTB (steel) 330 GTC 330 GTC 330 GTC 330 GTS Dino 246 GT Dino 246 GT Dino 246 GT Silider 365 GTS 4 Sylider 365 GTS 4 Sylider 365 GTC 4 2-2 365 GTC 306 GTB 4 Cylider 365 GTG 4 2-2 365 GTB 8 BB 308 GTA 2+2 308 GTB (grp)	51 51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 60-64 64-66 64-67 64-66 66-68 64-67 66-68 68-69 69-73 72-74 68-70 72-76 70-72 72-76 75-76 76-73-80 75-77	2.4m 2m 1.4m 2m 1.4m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 6.5m 9.5m 1.11m 325,000 29m 9.5m 1.45m 1.6m 2m 1.2m 2.25m 1.2m 2.2m 2.25,000 565,000 1.8m 395,000 250,000 300,000 200,000 200,000 300,000 220,000 47,500 125,000 125,000	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 950,000 240,000 240,000 1.25m 1.35m 1.35m 1.35m 1.95m 180,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 5.5m 1.5m 1.5m 1.5m 1.5m 1.2m 1.5m 1.2m 1.5m 1.5m 1.2m 1.5m 1.5m 1.2m 1.5	1.2m 1.1m 2.000000000000000000000000000000000000	4101 4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 150 150 155 160 140 ▲ 158 159 150 162 170 150 165 150 165 150 155 155
BMW 328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 1500/1800 2000\tilde{\text{ta}} \text{ in/ctile} 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002til 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/CSi 3.0CSL 3.0CSL 3.0CSL 635 CSi M635 CSi M635 CSi M1 323 (E21) 320/325 Baur cabrio M535i M5 (E28) M5 (E28) M3 (E30) M3 Evo II (E30) Z1 840(850 coupé Z3M Coupe Z8 BOND Minicar MkA-G	36-39 55-63 56-59 55-65 56-59 55-65 68-79 66-72 66-72 71-74 71-75 73-74 69-77 71-75 72-75 78-89 85-89 77-82 81-85 80-87 88-89 98-92 98-92 98-92 90-93 98-02 00-03	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 13,500 13,500 20,000 75,000 125,000 25,000 260,000 6500 6250 6000 22,000 37,500 50,000 20,000 20,000 20,000 20,000 6500 6250 6000 22,000 20,000 20,000 20,000 20,000 20,000 6500 6500 6250 6000 22,000 37,500 50,0	525,000 32,000 100,000 1m 20,000 4500 4500 6000 3500 10,000 12,000 5250 15,000 55,000 6000 40,000 20,000 210,000 4250 4000 210,000 4250 4000 21,000 21,000 21,000 21,000 21,000 21,000 21,000 3600	15,000 15,000 170,000 825,000 14,000 2000 3000 16500 5250 5000 27,500 6500 2500 8500 27,500 6500 2750 4250 12,000 2000 2000 2000 2000 2000 2000 2	BMW Car 300,000 50,000 50,000 650,000 8000 1100 1400 2400 2400 2500 14,500 1200 220,000 650 100,000 11	Club (01) 5354 Club (01) 1971 2580 3168 3168 3168 585 1766 1990 1990 1990 1990 2788 2494 2985 3003 33210 3453 3210 3453 3220 2302 2302 2494 4941 3201 4941	165 100 105 105 106 65 100 107 107 108 109 109 109 109 110 110 120 110 120 110 120 110 130 120 110 130 120 110 130 120 140 133 132 140 140 158 162 162 165 165 165 165 165 165 165 165 165 165	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIRLER DB18/Consort DB18 Consort DB18 Consort DB18 Sports Special Regency Conquest/Century Century drophead Conquest Retser/DHC 104/Majestic Majestic Major SP/250 sports 2½-litre/V8 250 Sovereign (420) Sovereign (420) Sovereign (420) Sovereign (420) Sovereign SIII Double-Six Coupé Sovereign SIII Double-Six Coupé Sovereign SIII Double-Six SIII DATSUN	48-60 60-90 56-68 59-75 63-78 68-75 770-75 770-85 77-89 71-74 39-53 39-53 39-53 39-53 39-53 52-56 53-58 54-55 54-55 54-55 54-62 60-68 69-79 72-79 75-78 79-86	10,000 7000 16,000 16,000 16,000 16,000 165,000 30,000 57,500 5000 8500 29,000 32,000 32,000 32,000 9000 9000 10,000 11,000 12,500 10,000 11,000 11,500 6000 8000 8000 8000 8000 8000 8000 8	7000 5000 12,000 12,000 12,000 125,000 20,000 37,500 4500 4500 22500 4500 Dainler 6250 22,000 6000 6000 7750 32,500 6600 7750 32,500 6600 7750 11,000 4250 11,000 4250 11,000 4250 11,000	7250 3500 2500 6000 9,0,000 8000 1000 2000 1650 1650 12,000 3000 3750 11,000 3000 3750 17,500 6000 11,000 11,000 3750 4500 1850 2250 (Club (1)44 5750	4000 2000 1250 2500 60,000 3500 450 900 450 900 450 900 1250 1000 1250 1000 12,500 900 12,500 12,500 900 12,500 12,500 12,500 12,500 10,000 12,500 10,000 12,500 10,000 12,500 10,000 12,500 10,000 12,500 10,000 12,500 10,000 10	1911 425 602 1911 1911 2175 2347 2670 1220 2347 875 1108 075 2522 2522 3468 2433 3794 4561 2548 4235 5343 4235 5343 4235 5343 4235 2548 2548 2548 2548 2548 2548 2548 254	72 49	340 America open 340 America copen 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Boano Ellena 250 GT Boano Ellena 250 GT Boano Ellena 250 GT Boano Ellena 250 GT Spider Ivbb 250 GT Sylder Ivbb 275 GTB (steel) 275 GTB 300 GTC 330 GTC 330 GTC 330 GTC 330 GTS Dino 246 GTS Dino 246 GTS Dino 246 GTS 365 GTC 24 365 GTC 42 36	51 51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-67 64-66 68-68 68-69 69-73 72-74 68-74 72-75 72-76 75-76 75-76 77-78	2.4m 2m 1.4m 2m 1.4m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 1.1n 325,000 29m 9.5m 1.45m 1.5m 1.6m 2m 2.275 2.270 2	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 240,000 240,000 240,000 1.8m 1.3m 1.3m 1.3m 1.3m 1.3m 1.3m 1.3m 1.4m 1.95m	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 700,000 160,000 n/a 7.5m 1.1m 1.2m 1.5m 1.5m 1.75m 1.1m 1.2m 1.5m 220,000 125,000 430,000 430,000 430,000 120,000 21,000 21,000 42,500 42,500	1.2m 1.1m 1.1n 1.1n 300,000 1.55m 300,000 1.55m 300,000 1.75,000 1.72,25m 4.4m 4.75m 7.25m 800,000 1.3m 875,000 900,000 1.3m 875,000 1.5m 80,000 1.5m 100,000 1.5m 100,000 1.5m 100,000	4101 4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 150 150 150 150 160 140 ▲ 158 159 150 160 150 165 150 150 150 150 150 150 155 150 150 15
BMW 328 501 V8/502/26/3.2 503 coupé 507 Isetta 250/300 600 1500/1800 2000lti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 touring 2002 cabrio/targa 2002tii 30.CSL 30.CSL 30.CSL 30.CSL 633 628 CSI 635 CSI M635 CSI M1 3231 (E21) 320/325 Baur cabrio M5351 M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30) Z1 840/850 coupé Z8 BOND	36-39 55-63 56-59 55-65 58-59 62-72 66-72 66-77 71-75 73-74 69-77 71-75 72-75 76-87 78-89 85-89 87-82 81-85 80-87 88-89 88-95 86-90 88 88-95 86-91 90-99 98-02 00-03	640,000 45,000 130,000 1.2m 26,500 5000 13,500 13,500 13,500 13,500 20,000 75,000 20,000 125,000 6500 6500 6500 6250 6000 6500 625,000 15,000	525,000 32,000 100,000 1m 20,000 4500 4500 6000 10,000 5250 15,000 55,000 6000 85000 20,000 4200 110,000 9000 40,000 110,000 9000 110,000	15,000 15,000 15,000 170,000 825,000 14,000 2000 3000 1650 5250 5000 27,500 2500 8500 2500 2500 2500 2500 2500 2	BMW Car 300,000 50,000 650,000 8000 1100 1400 2500 18,500 1400 22,000 665,000 1200 1200 1200 1200 1200 1200 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 12,500 14,500 12,500 12,500 12,500 14,500 12,500 12,500 14,500 12,500 12,500 12,500 14,500 12,500 14,500 12,500 14,500 14,500 14,500 14,500 14,500 14,500 14,500 14,500 14,500 15,500 16,500	Club (01) 1971 2580 3168 3168 3168 585 1766 1990 2788 2494 4285 3210 2302 2302 2302 2494 4941 3201 4941 (Club (01) 1971 278	165 100 100 100 100 105 60 65 100 105 115 120 110 120 110 130 134 138 132 140 138 138 143 143 144 145 155 159 155	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIF 55 Marathon coupé DAIMLER DB18/Consort DB18 con DB18 Sports Special Regency Conquest/Century Century drophead Conquest Rdster/DHC 104/Majestic Majestic Major SP250 sports 2½-litre/W2 250 Sovereign (XJ6) S\III Double-Six SIII Double-Six SIII Double-Six SIII DATSUN	48-60 60-90 56-68 68-75 70-75 70-85 77-89 71-74 99-53 39-50 39-53 39-50 52-56 63-58 54-55 54-55 56-62 60-68 68-79 72-79 76-77 79-86 79-86	10,000 7000 16,000 16,000 16,000 165,000 57,500 30,000 57,500 33500 8500 8250 12,500 8000 10,000 8000 14,000 97,500 14,000 97,500 14,000 97,500 14,000 97,500 14,000 97,500 14,000 97,500 14,000 97,500 14,250 6000 8000	7000 5000 12,000 12,000 12,000 125,000 20,000 20,000 37,500 25500 4500 4500 Dainlei 6250 22,000 6000 6000 6000 6000 32,500 11,000 6500 7700 11,000 6500 7000 10,000 4250 5500	7250 3500 2500 6000 90,000 8000 1000 2000 1650 Rd, Balsov 800 12,000 11,000 3000 3750 6000 11,000 3000 3750 6000 11,500 6000 11,500 6000 11,500 6000 11,500 6000 11,500 6000 11,500 6000 11,500 6000 1880 2250	4000 2000 1250 2000 2500 60,000 3500 450 900 450 900 450 900 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 22750 2000 950 1000 1000	1911 425 602 1911 1911 1911 2175 2347 1220 875 1108 01 2522 2522 3468 2433 3794 4561 2548 4235 5343 4235 5343 4235 5343	72 49	340 America open 340 America copen 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Beano Ellena 250 GT Beano Ellena 250 GT Berinetta TdF 250 GT Spider Ivub 250 GT Sylider Ivub 250 GT Sylider Sylider Ivub 250 GT Sylider Sylider Sylider 250 GT Sylider Sylider 250 GT Lusso 400 Superamerica cpe 500 Superfast 275 GTB (steel) 330 GTC 330 GTC 330 GTC 330 GTS Dino 246 GT Dino 246 GT Dino 246 GT Silider 365 GTS 4 Sylider 365 GTS 4 Sylider 365 GTC 4 2-2 365 GTC 306 GTB 4 Cylider 365 GTG 4 2-2 365 GTB 8 BB 308 GTA 2+2 308 GTB (grp)	51 51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 60-64 64-66 64-67 64-66 66-68 64-67 66-68 68-69 69-73 72-74 68-70 72-76 70-72 72-76 75-76 76-73-80 75-77	2.4m 2m 1.4m 2m 1.4m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 6.5m 9.5m 1.11m 325,000 29m 9.5m 1.45m 1.6m 2m 1.2m 2.25m 1.2m 2.2m 2.25,000 565,000 1.8m 395,000 250,000 300,000 200,000 200,000 300,000 220,000 47,500 125,000 125,000	2m 1.75m 1.1m 2.2m 525,000 4.6m 360,000 5.75m 9m 5.25m 6m 950,000 240,000 240,000 1.25m 1.35m 1.35m 1.35m 1.95m 180,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000 240,000 185,000	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 5.5m 1.5m 1.5m 1.5m 1.5m 1.2m 1.5m 1.2m 1.5m 1.5m 1.2m 1.5m 1.5m 1.2m 1.5	1.2m 1.1m 2.000000000000000000000000000000000000	4101 4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 150 150 155 160 140 ▲ 158 159 150 162 170 150 165 150 165 150 155 155
BMW 328 501 V8/502/26/3.2 503 coupé 507 lsetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002ti urbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/CSi 3.0CSL 3.0CSL 3.0TSL Batmobile' 633/628 CSI M635 CSI M7 320/325 Baur cabrio M535i M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30) ZI 840/850 coupé Z8 BOND MINICAR MKA-6 GT2+2/GT4S	36-39 55-63 56-59 55-65 56-59 62-72 66-72 66-77 71-75 73-74 69-71 71-75 72-75 72-75 78-89 85-89 79-80 85-89 87-80 88-89 88-91 99-99 98-02 00-03	640,000 45,000 130,000 1.2m 26,500 30,000 6000 8500 10,000 13,500 13,500 13,500 16,500 75,000 20,000 75,000 125,000 26,000 6250 6000 22,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 15,000 20,000 10,000 20,00	525,000 32,000 100,000 1m 20,000 4500 4500 4500 40,000 5250 110,000 20,000 210,000 4000 4000 4000 210,000 4000 4000 4000 4000 4000 4000 400	15,000 15,000 170,000 825,000 14,000 16,000 2000 3000 1650 3500 5250 5000 27,500 6500 2500 8500 32,000 90,000 2750 4250 12,000 2000 8250 2000 2000 8250 2000 2000 8250 2000 8250 8500 850	BMW Car 300,000 50,000 650,000 650,000 1100 1400 2500 18,500 22,000 65,000 10,000 65,000 10,000 650 10,000 11,500 12,500	Club (01) 1971 2580 3168 3168 3168 555 1766 1990 1971 1971 1971 1970 1971 1970 1971 1971	165 100 100 100 100 105 60 65 100 105 115 120 110 120 110 130 134 138 132 140 138 138 143 143 144 145 155 159 155	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIF 55 Marathon coupé DAIMLER DB18/Consort DB18 con DB18 Sports Special Regency Conquest/Century Century drophead Conquest Roster/DHC 104/Majestic Majestic Major SP250 sports 2½-litre/N2 250 Sovereign (XJ6) SVII Double-Six SIII Double-Six SIII DAISUN 2402 2602 280ZX/2+2	48-60 60-90 56-68 68-75 70-75 77-89 71-74 39-53 39-53 39-53 39-50 49-53 59-64 66-69 66-69 72-79 75-78 75-77 79-86	10,000 7000 16,000 16,000 16,000 16,000 30,000 57,500 5000 5000 5000 5000 5000 50	7000 5000 12,000 12,000 12,000 125,000 20,000 37,500 37,500 37,500 37,500 37,500 37,500 37,500 37,500 37,500 37,500 37,500 37,500 37,500 37,500 37,500 32,50	7250 3500 2500 6000 90,000 8000 1000 2000 1650 1650 12,000 3000 3000 3750 6000 11,000 3000 2500 3000 17,500 6000 11,500 5000 2500 3000 1880 2250 1880 2250	4000 2000 1250 2000 2500 60,000 3500 450 900 450 700 450 900 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 1250 1000 900 1500 1250 1000 950 1000 950 1000 950 1000 950 1000 950 1000 950 1000 950 1000 950 1000	1911 425 602 1911 1911 1911 2175 2347 1220 875 1108 (Dib (0) 875 2522 2522 3468 2433 3794 4561 2548 4235 5343 4235 5343 4235 5343 2566 2753	72 49	340 America open 340 America open 340 America closed 250 Europa (SISII 410 Superamerica 250 GT Beano, Ellena 250 GT Beano, Ellena 250 GT Berinetta TdF 250 GT Spider Invib 250 GT Sylder Invib 250 GT Sylder Sylder Sylder 250 GT Sylder Sylder 250 GT Sylder Sylder 250 GT Lusso 400 Superamerica cpe 500 Superfast 275 GTB (steel) 275 GTB (Steel) 275 GTB 275 GTB (Steel) 275 GTB 330 GTC 330 GTC 330 GTS Dino 246 GT Dino 246 GT Dino 246 GT Dino 246 GT Sylder 365 GTS/4 Sylder 3	51 51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 60-64 60-64 60-64 64-66 64-66 64-66 64-66 64-66 64-67 76-71 68-70 72-74 72-73 70-72 72-76 75-76 78-70 77-80 80-82 80-82 80-82 80-83 80 80-83 80-	2.4m 2m 1.4m 2m 1.4m 600,000 5m 450,000 6.25m 10m 5.5m 6.5m 6.5m 1.1m 325,000 29m 9.5m 1.225m 1.45m 1.2m 2.25m 1.5m 1.6m 2m 1.2m 2.25,000 565,000 1.8m 395,000 250,000 300,000 220,000 47,500 60,000 75,000 75,000	2m 1.75m 360,000 5.25m 18.5m 1.35m 180,000 150,000 150,000 150,000 175,000 105,000 65,000 675,500 60,000 66,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 61,000 61,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 61,000 61,000 61,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 60,000 61,000 61,000 61,000 60,000 60,000 60,000 61	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 8.5m 5.5m 5.5m 5.5m 1.5m 1.5m 1.5m 1.5m 1	1.2m 1.1m 2.000000000000000000000000000000000000	4101 4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 126 126 165 ▲ 157 143 ▲ 145 155 149 150 155 160 140 ▲ 158 159 150 162 170 150 165 150 165 150 150 155 150 155 150 155 150 155 150 155 150 155 155
BMW 328 501 V8,502/2.6/3.2 503 coupé 507 lsetta 250/300 600 1500/1800 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 turbo 2800C/SCA 2500/2800/3.0/3.3 3.0CSi/CSi 3.0CSi	36-39 55-63 56-59 55-65 56-59 56-67 66-72 66-77 71-75 73-74 69-71 71-75 72-75 72-75 72-75 78-89 85-89 79-80 77-82 88-89	640,000 45,000 130,000 1.2m 26,500 30,000 8500 5000 10,000 13,500 13,500 13,500 16,500 75,000 20,000 75,000 22,000 25,000 26,000 6250 6000 22,000 15,000 20,000	525,000 32,000 100,000 1m 20,000 4500 4500 4500 10,000 11,000 55,000 110,000 55,000 110,000 20,000 42,000 40,000 210,000 40,000 40,000 11,000 40,000	15,000 15,000 170,000 825,000 14,000 16,000 2000 3000 16500 27,500 6500 27,500 6500 27,500 6500 27,500 6500 27,500 6500 27,500 6500 27,500 6500 27,500 2500 2500 2000 27,500 140,000 2500 2000 2000 2000 2000 2000 2000	BMW Car 300,000 50,000 650,000 8000 1100 1400 650 1400 2400 2500 1400 1500 1200 2000 650 100,000 1100,	Club (01) 1971 2580 3168 3168 3168 585 1766 1990 1990 1990 1990 1990 2788 2494 2985 3003 3210 3453 3210 3453 3220 2302 2494 4941 3201 4941 Club (01) (01) (01) (01) (01) (01) (01) (01)	165 100	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS decapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIF 55 Marathon coupé DAIMLER DB18/Consort DB18 Con DB18 Sports Special Regency Conquest/Century Century Century Century Century Majestic Major SP250 sports 21/=/litre/V8 250 Sovereign (A20)	48-60 60-90 56-68 68-75 70-75 70-75 77-89 71-74 39-53 39-53 39-50 49-53 52-66 53-58 54-55 54-57 75-78 77-79-86 68-79 72-79 75-78 75-77 78-83	10,000 7000 16,000 16,000 17,500 165,000 30,000 57,500 5000 57,500 5000 5000 5000	7000 7000 7000 7000 7000 7000 7000 700	7250 3500 2500 6000 9 90,000 8000 22,000 1000 2000 2000 Rd,Bolsows 800 12,000 14,000 2500 6000 11,000 3750 17,500 6000 2500 4500 1880 2250 4500 2000 Lib (0) 34	4000 2000 1250 2500 60,000 3500 10,000 900 10,000 450 900 2500 60,000 10,000 10,000 450 900 10,000 1	1911 425 602 1911 1911 2175 2347 2670 1220 2347 875 1108 075 2522 2522 3468 2433 3794 4561 2548 2435 5343 4235 5345 4235 5345 4235 5345 4235 5345 4235 5345 4235 5345 4235 5345 4235 5345 425 535 5345 425 535 535 535 535 535 535 535 535 535 5	72 49	340 America open 340 America open 340 America closed 250 Europa S SIII 410 Superamerica 250 GT Beano Ellena 250 GT Beano Ellena 250 GT Berlinetta TdF 250 GT Pocupie 250 GT Spider Ivub 250 Cal' Spider Ivub 250 GT SWB (steel) 250 GT Lusso 400 Superamerica cpé 500 Superfast 275 GTB (steel) 275 GTB (s	51 51 53-55 56-59 56-59 57-59 58-60 60-63 60-63 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-66 68-69 69-73 72-74 67-71 68-70 72-73 70-72 72-76 75-76 75-77 77-80 75-77 77-80 80-82 80 80 80 80 80 80 80 80 80 80 80 80 80	2.4m 2m 1.4m 2m 1.4m 600,000 5m 450,000 6.25m 1.0m 5.5m 6.5m 1.1m 225,000 29m 9.5m 1.45m 2.25m 1.6m 2.25m 1.8m 395,000 250,000 300,000 200,000 620,000 620,000 1.9m 275,000 60,000 47,500 125,000 70,000	2m 1.75m 360,000 465,000 175,000 45,000 47,500 47,500 52,500 47,500 52,500 47,500 52,5	1.65m 1.5m 900,000 1.8m 400,000 4.25m 265,000 5m 5.5m 5.5m 700,000 160,000 17.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1	1.2m 1.1m 2.000000000000000000000000000000000000	4101 4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	135 ▲ 136 ▲ 136 ▲ 136 ▲ 157 143 ▲ 145 155 149 150 150 160 140 ▲ 158 159 150 162 170 150 150 165 160 150 150 150 150 150 150 150 150 150 15
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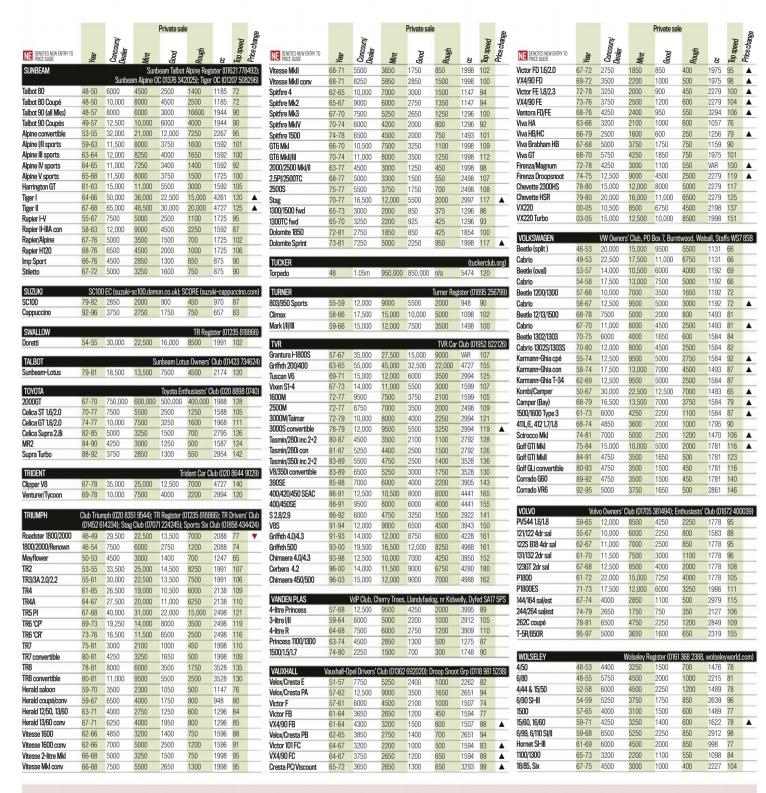
PRICE GUIDE

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Cortina 2000E 73-76 6500 4500 2200 1050 1933 105 Hawk SI-IV 57-68 5250 3650 1750 650 2267 86 A Interceptor con 74-76 55,000 40,000 20,000 10,000 7212 140 A Cortina 23 Ghia 76-79 3250 2200 875 425 2293 110 Snipe Pman MkI-IV 45-56 9750 7000 3250 1500 4139 91 Escort Mixin Cam 68-71 40,000 32,500 1500 1328 83 Snipe Pman MkI-IV 45-56 9750 7000 3250 1500 4139 91 Escort Mixin Cam 68-73 9000 6500 3000 1600 1298 83 Snipe Pman MkI-IV 45-56 9750 7000 4000 4006 80 Snipe Pman MkI-IV 45-56 9750 4750 1900 800 2651 106 Javelin 47-54 9000 6250 3250 1600 1486 87 Fistor TSMOE 77-75 8000 5500 2750 1400 1298 94 Imperial 64-67 7000 4750 2000 900 2651 106 Javelin 47-54 9000 6250 3250 1600 1486 87 Fistor TSMOE 70-75 47,500 40,000 7500 4000 1599 99 Sceptre MkI-II 63-67 4500 3200 1400 600 1725 90 Septre MkI-II 63-67 4500 3200 1700 1700 500 1725 90 Septre MkI-II 63-67 4500 3200 1700 1700 1700 1700 1700 1700 1700 1						_			-																
Scort Mid 11/13 68-75 5000 3250 1600 800 1298 83 Snipe PmanMid-IV 45-56 9750 7000 3250 1500 4139 91	Cortina 2000E		6500	4500	2200	1050	1993	105				5250			650	2267 8	l6 A	Interceptor con	74-76	55,000	40,000	20,000	10,000	7212	140 🔺
Secort Twin Came 68-71 40,000 32,500 24,000 17,500 158 113 A Super Snipe dhc 49-52 12,000 1,000 7000 4000 4006 80 100	Cortina 2.3 Ghia									-								Jensen-Healey/GT	72-76	8500	6500	3250	1000	1973	120
Secort GT Sport 68-73 9000 66-73 9000 66-70 3000 1600 1298 94 A Super Snipe SI-VA 58-67 6750 4750 1900 800 2651 106 Javelin 47-54 9000 6250 3250 1600 1400 1									•									JOWETT	Jowett Ca	er Club (0124	5 256944)	: Jupiter Own	ers' Auto (Club (0139	94 385709
Scort Mexico 70-75 20,000 14,000 7500 4,000 7500 4,000 7500 4,000 1599 9 Scort Mexico 63-67 4500 3200 14,00 600 1725 9 Scort Mexico 14,000 12,000 12,000 12,000 101 113 Scort Mexico 14,000 10,000 12,000 15,000 12,000 15,000 12,000 15,000	Escort GT/Sport	68-73	9000	6500	3000	1600	1298	96			58-67	6750	4750	1900	800	2651 1	06		47-54	9000	6250	3250	1600	1486	77
Scort RS1600 70-75 47,500 40,000 29,500 21,000 1601 13 Scort PMill 67-76 3750 2500 100 500 1725 98 LGCONDA LGC	Escort 1300E				_				A		_		_					Jupiter	50-54	26,500	20,000	14,000	8500	1486	85
Scient RS2000 73-74 25,000 19,000 12,500 800 1933 108 Scient Mkil Short 75-80 8250 6500 3500 1650 1599 101 A Rivolta 62-70 72,500 57,500 33,500 20,000 5359 140 Rapide 61-64 140,000 100,000 50,000 30,000 3950 135									-									LAGONDA					Lagonda (Club (012	52 845451
Escort Mkil Sport 75-80 8250 6500 3500 1650 1599 101 🔺 Rivolta 62-70 72,500 57,500 33,500 20,000 5359 140 Rapide 61-64 140,000 100,000 50,000 30,000 3995 135	Escort RS2000	73-74		19,000	12,500	8000	1993	108			2. 70		_505					2.6/2.9	_				15,000	2922	100
	Escort Mkll Ghia Escort Mkll Sport										60.70	70 500	57 500	_											
	Escort MkII Mexico							_					_												

			P	Private sale	е		- Bl					Private sa	lle			Jge Jge					Private sale	9		
NE DENOTES NEW ENTRY TO PRICE GLIDE	ra.	Concours/ Dealer	iji iji	роог	Rough	8	Top speed Price change	NE DENOTES NEW ENTRY TO PRICE GUIDE	/88r	Concours/ Dealer	Mint	poog	Rough	6	Paads do	Price change	DE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	8	Price ch
LAMBORGHINI	2		Lamborghini C		_			Elan Sprint Coupé	71-73	34,000	27,000	16,500	11,000	8 1558	121		190/200 Fintail sal	61-68	12,000	9000	4000	1750	1988	90
350 GT/400 GT Inter 400 GT	64-67 67-68	500,000 425,000	_	300,000 265,000	225,000		147 150	Elan Plus 2	67-74	18,000	13,000	6750	4250	1558	121	A	220/230 Fintail sal 300SE/L Fintail sal	59-68 61-65	14,000 20,000	10,000	5000 7500	2250 3000	2281 2996	100
Miura P400	66-69	550,000			250,000		170	Europa S2 Europa TC/Special	67-71 71-75	20,000	14,000	7500 8750	3750 5250	1470 1558	110	A	220SEb coupé	61-65	35,000	25,000	16,500	9000	2195	107
Miura 400S	69-71	750,000	,	525,000	400,000	_	172	Elite, Eclat	74-82	5500	4000	2000	800		129		220SEb cabrio	61-65	70,000	50,000	27,500	17,500	2195	107
Miura SV Islero	71-75 68-70	1.2m 175,000		900,000	700,000 60,000		175 160	Esprit S1	76-78	22,500	16,500	10,000	7000		124	_	300SE coupé 300SE cabrio	62-67 62-67	45,000 80,000	32,500 60,000	20,000 32,500	11,000	2996 2996	110
Jarama	70-78	75,000		35,000	20,000		162	Esprit S2 Esprit Turbo	78-81 80-87	15,000 16,500	12,000	7500 8500	5000 5500	1973 2174	130 148	_	230SL sports	63-67	75,000	52,500	30,000	19,250	2496	121
Espada I/II/III	68-78	80,000	,	35,000	20,000		154	Esprit S3	82-87	13,500	10,500	7000	4500		134		250SL sports 280SL sports	67-68 67-71	82,000 90,000	60,000 65,000	35,000 37,500	22,000		121 121
P250 Urraco P300 Urraco	73-74 75-76	29,000 32,500	1	14,000 18,000	9000		148 158	Excel Esprit X180	82-88 87-90	7250 12,000	5000 9500	2600 6750	1000	2174 2174	130	_	600 saloon	64-81	120,000	80,000	45,000	30,000	_	120
Silhouette	76-77	39,000		18,000	11,000		160	Esprit Turbo/SE	87-92	14,500	12,000	8000	6500	2174	156	_	250/280S/SE saloon	65-72	9000	6000	2750	1250		116
Jalpa C'tach LP400 Periscop	82-86 no 74-76	60,000 850,000	-,	30,000 500.000	17,500 350.000	_	153 192	Esprit S4 Turbo	93-96	19,000	15,500	12,000	8500	2174	161		250SEC/280SEC cpé 250/280SE cab	65-69 65-69	32,500 70,000	24,000 50,000	12,500 25,000	7500 15,000	_	116 116
Countach LP400	76-78	400,000		,	175,000		192	Carlton/Omega	90-92	18,000	14,000	10,000	7000	3615	177	_	280SE coupe (low grille	70-72	40,000	30,000	15,000	9000	2778	116
C'tach LP400S	78-82	340,000		180,000	120,000	_	164	Elan SE turbo Elan S2	89-92 94-95	8000 9000	6500 7500	4250 5500	1750 3500	1588 1588	137 137	_	280SE cab (low grille) 280SE 3.5 coupé	70-72 69-71	100,000 95.000	80,000 72,500	40,000 45,000	22,500 25,000	2778 3499	116 127
C'tach LP5000S Countach 5000qv	82-84 85-90	190,000 225,000	,	115,000 150,000	80,000		165 179	Elise S1	95-00	12,500	10,000	7500	6000	1796	126	A	280SE 3.5 cabrio	69-71	200,000	160,000	_	70,000		127
Diablo	91-99	125,000			60,000		202	Esprit V8	96-04	22,500	18,500	14,000	11,000	3506	175		300SE/SEL saloon	65-69	9000	6750	3500	1400	2996	115
LANGUEGTER			D. 1 01		0 1	01.1.0704	00 050005)	340R	00-02	25,000 22,500	21,000	16,000 15,000	13,500	1796 1796	133 136	_	300SEL 6.3 saloon 200/220/230.4 sal	67-72 67-76	42,500 6750	30,000 4250	16,000 2000	9500 700	6329 2197	132 105
Ten (LD10)	46-51	5500	Dullillor &	Lancheste 2000	1000	oldb (or o	10 356285) 69	Exige S1	00-02	22,300	10,000	10,000	13,000	1790	130		230.6/250/280 sal	67-76	7250	4750	_	800		125
Fourteen	51-54	6500		3000	1750		75	MARCOS	Ma	arcos Owner	s' Club (013	384 561524)	; Club Marc	cos Int (01	1225 707	7815)	250CE/280CE coupé	68-76	10,500	8000	4000	1900	2746	125
LANOIA					0. 1. 4		1.1.	GT 1800	64-66	20,000	15,000	8000	4750	1780	115		280/300 SE/SEL 3.5	69-72	14,000	10,000	5000	2750	3499	128
LANCIA Aprilia	37-49	30,000		ancia Moto 12,000	or Club (lar 6500	_	club.co.uk) BO	1500/1600 3-litre	66-68 69-72	15,000 20,000	11,000	6000 7500	3500 4000	1598 2978	117 120	_	280/350/380/420SL 500/560SL sports	71-89 82-89	15,000 16,750	11,000 12,750	5500 6750	2400 2750	4196 5547	130 142
Appia saloon	53-63	10,000	7000	4000	2000	1089	80	Mini-Marcos	65-74	8250	6000	3250	1600	1275	100		300SL (R107)	85-89	16,500	12,500	6500	2500	2962	124
Aurelia B10/21/22	50-55	30,000		12,500	6500	_	90	Coupé	81-87	11,000	8000	4750	2750	2792	130		350/380/450SLC cpé	71-81	11,000	7500	3400	1250		137
Aurelia B20 GT Aurelia B24 Spider	53-58 55-56	145,000 950,000	-,	75,000 650.000	50,000 525,000		113 115	Mantula Mantara	84-87 93-97	11,500	9,000	6000 10,500	3500 8000	3528 3946	150 158		280S/SE sal 350/450SE/SEL sal	72-80 72-80	6750 6900	5500 5000	2600 2500	900 750		118 130
Aurelia B24 conv	57-58	325,000	,	200,000	150,000		108	Mantis	97-98	16,000 26,000	23,000	18,500	15,000		170		200/230 saloon	75-84	5000	3200	1500	600	2299	114
Flaminia saloon	57-70	9000		3750	1750		100							. 01 1 /0			250/280E saloon	75-84	5500	3600	_	650		124
Flaminia coupé Flaminia GT/GTL/3C	59-67 59-67	48,000 70,000		20,000 32.000	14,000	_	112 115	MASERATI A6G/2000 Zagato cpé	54-57	1.2m	1.05m	900,000		ati Club (0 1986	1494 /1. 131	//01)	230/280CE coupé 450SEL 6.9 saloon	77-85 76-80	6500 27,500	4500 20,000	2000	750 5000		125 140
Flaminia convertible	59-67	125,000		57,500	37,500		110	A6G/2000 coupé	54-57	500,000	450,000		350,000		131	_	300SL/SL300 (R129)	89-95	10,500	8000	3500	1500		142
Flaminia Sport Zag	59-67	325,000		160,000	100,000	_	130	3500 GT coupé	58-64	200,000	160,000		80,000	3485	142	A	500SL/SL500 (R129)	89-95	12,000	8500		2000		155
Flavia saloon Flavia coupé 1.5/1.8	61-70 62-68	5500 15,000		2000 5500	850 2500	1488 1800	105	3500 GT Spider	58-64 62-66	600,000 180,000	475,000 140.000		275,000 55.000	3485	140	•	600SL/SL600 (R129) 380/420/500SEC	89-95 81-91	13,000	9250 8000	6000 3000	3750 750	5987 4973	155 138
Flavia Sport Zagato	63-67	55,000		25,000	15,000	_	120	Sebring 3.5/3.7/4.0 Mistral coupé	63-70	120,000	95,000	57,500	40,000	3692	147	Â	560SEC	86-91	12,000	9500	_	850		151
Flavia 2000 saloon	70-74	5500		2000	850		110	Mistral Spyder	64-70	400,000	320,000		165,000	_	147	A	500/560SEL saloon	86-91	5000	3750		650	_	156
Flavia 2000 coupé Fulvia Berlina	69-73	12,500 5000		4250 1600	2200 500		115	Quattroporte 4.1/4.7	63-71	47,500	35,000	22,000	11,000	4136	130	_	190E 2.5-16 230/300CE	85-93 87-93	20,000	15,000 3250	9000	5000 375		143 139
Fulvia coupé	65-76	12,500		4500	2200		96	Quattroporte III Mexico	79-90 65-72	13,000 75,000	10,000	5000 32,000	2750	4930 4719	122	_	E220, E320 Cabrio	91-97	12,750	9250	4500	2500		142
Fulvia Sport Zagato	68-72	27,500	_	12,500	7500		109	Indy	66-74	60,000	45,000	27,500	20,000	4719	156	A	500E saloon	92-94	20,000	15,000	8500	5500		155
Fulvia HF SI/SII Stratos	68-72 72-74	30,000 320,000		15,000 210,000	10,000 175,000		115 130	Ghibli 4.7	67-70	150,000	110,000	-,	50,000	4719	155		SLK 230 Komp'	97-04	5500	3400	1500	775	2295	140
Beta Coupé 1.6/2.0	73-84	4500		1250	600	1995		Ghibli Spyder Ghibli 4.9 SS	69-71 70-73	500,000	425,000	_	250,000 62,500	4930	154	<u>A</u>	MESSERSCHMITT		Owners'	Club (0129	33 871417); Er	ıthusiasts'	Club (014	483 7692
Beta Coupé Volumex	83-84	5250		1750	850	_	126	Ghibli SS Spyder	71-72	185,000	500,000		300,000		172	_	KR175/200	53-64	27,500	20,000	12,000	7000		65 75
Beta Spider 1.6/2.0 Beta HPE	75-82 75-85	6500 4500		1750 1350	850 650		114	Bora 4.7/4.9	71-79	110,000	90,000	50,000	32,000	4719	160		TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75
Montecarlo	75-84	10,000		3500	1600		120	Merak	72-75	37,500	25,000	15,000	8000	2965	135				954 231125); (
Gamma	76-84	4000		1250	500		121	Merak SS Khamsin	76-83 74-82	47,500 80,000	32,500 65,000	18,000 42,500	9500 27,500	2965 4930	147 151	_	SA saloon SA tourer/dhc	36-39 36-39	44,000 65,000	35,000 45,000	25,000 32,500	14,000		80
Gamma Coupé Rally 037 Stradale	76-84 82-83	7000 240,000		2250 150,000	850 120,000		121 ▲	Kyalami 4.1/4.9	76-83	35,000	25,000	15,000	9000	4930	150		VA saloon	37-39	30,000	24,000	16,250	10,000		
HF Turbo	84-90	5250		1500	850	1585		Biturbo 220-425	81-88	6500	4500	2200	1000	2491	138		VA tourer/dhc	37-39	42,500	31,000	20,000	13,500	1548	
HF Integrale	87-91	15,000		5000	3000		134	Biturbo Spyder Ghibli II	84-91 94-97	9000	7000	4000 5500	2000 3000		138 155	_	WA saloon WA tourer/dhc	38-39 38-39	47,500 80,000	37,500 60,000	27,500 42,500	16,000 25,000		91 91
Integrale Evo 1 Integrale Evo 2	91-93 93-95	26,500 30,000		12,000 15,000	7500 10,000	1995 1995	135	3200GT	98-01	14,000	10,500	8000	5500	3217		▼	TA/TB/TC	36-49	32,500	24,000	16,000	10,000	1250	78
Thema 8.32	88-90	10,000		3500	2000	2927											TD TF 1250/1500	49-53 53-55	26,500	17,500 26,000		7000 9000	1250 1466	
								MATRA Bagheera	73-79	5500	3600	Matra E 2000	nthusiasts 850	Club (018 1442		964)	YA/YB	47-53	35,000 15,000	10,000		2750	1250	
LAND ROVER Series I	48-53	30,000	01363 82666 20,000); SII Club, 7500	PO Box 2:	1, Barnsle 1595		Murena	80-83	5750	4250	2500	1000	2155		-	YT con	48-51	30,000	20,000		5500	1250	71
Series I	53-58	15,000		5000	2250	1997											Magnette ZA/ZB MGA Roadster	53-59 55-62	12,500 32,000	9000 22,500	4000 13,000	1750 8500		98 98
SII/IIA 2.2/2.6	58-71	12,500		4000	1750	2625		MAZDA RX7	78-86	4000	azdarotary 3000	vclub.com; N	(X-5 Owner 600	rs' Club (r 2292		o.uk)	MGA Coupé	56-62	20,000	15,000		6250		98
SIII 2.2/2.6/3.5 Range Rover 2dr	71-85 70-72	8000 30,000		2000 10,000	750 5500	3528 3528		RX7 S2	86-91	4400	3250	1750	500		140	-	MGA Twin Cam Rdstr	58-60	44,000	34,000		14,000		115
Range Rover	73-89	20,000	-	6000	1500	3528		MX-5	90-97	5000	3500	1800	500	1597			MGA Twin Cam Cpé Magnette III/IV	58-60 59-68	32,500 4500	25,000 3500		10,000 750		115 87
																_	1100/1300	62-71	4250	2750		650		97
LEA-FRANCIS	10.51	40.000		Lea-Franci				McLAREN Fi	93-98	7.5m	6.5m	5.75m	5.25m	6064	240	$\overline{}$	MGB roadster	62-67	15,000	12,000		2500		103
14hp/14/70 saloon 14hp/2½-litre Sports	46-54 50-53	10,000 50,000		4000 25,000	2750 15,000	1767 2496		× -	33-30	1.JIII	0.0111	J./ JIII	J.ZJIII	0004	240	-	MGB GT MGB Mkll roadster	65-67 67-71	10,500 12,000	7250 8750	3500 4250	1500 1750		103
1411p/2/2 ilue oporto	00 00	00,000	10,000	20,000	10,000	2100	100	MERCEDES-BENZ	M-Ber	nz Club Ltd (C	7071 8188	68); M-Benz	Owners' A	ssoc. (01	892 860	1922)	MGB Mkll GT	67-71	9500	6500	2850	1200		103
LOTUS Club L	otus (0136)	2 694459); H	istoric Lotus I	Register (C	01293 8715	41); Lotus	DC (01926	500K Cabrio A/B/C	34-36	1.3m	1.05m	750,000		5016		▼	MGB MkIII roadster	71-74	11,000	8250	4000	1600		100
			07000 57258:					500K Tourer 500K Sports/Roadster	34-36 34-36	1.2m 3m	1m 2.4m	700,000 2m	375,000 1.5m	5016		•	MGB MkIII GT MGB roadster	71-74 75-80	8000 7500	5500 5500		900		96 96
Six Elite	53-56 57-63	35,000 72,000		17,500 37,500	13,000 25,000	1172 1216		540K coupe	36-39	500,000	400,000		_		104	_	MGB GT	75-80	5000	3250		500		104
Seven SII	60-68	25,000		12,500	8000	1098		540K Cabrio A/B/C	36-39	2m	1.6m	1.1m	650,000		100		MGC roadster	67-69	22,000	16,000		4000		120
Super Seven 1.3-1.6	61-69	30,000	24,000	16,000	10,000	1498	103	540K Special Roadster 180/190 Ponton sal	36-39 53-62	6m 12,000	5m 9000	3m 4500	1.8m 2500		106 87	_	MGC GT MGB GT V8 chrome	67-69 73-74	15,000 12,000	11,000 9250		2250 2750		120 125
Seven SIII 1.3/1.6	68-70	26,000		12,500	8000	1599		219/220S Ponton sal	56-59	15,000	12,000	6000	3500	2195	101	_	MGB GT V8 rubber	74-76	10,000	8000		2500		125
Seven S4 Lotus Cortina Mkl	69-73 63-64	15,000 49,500		6000 26,500	3250 18,000		108 103 🔺	220S/SE cabrio	56-60	115,000	90,000	57,500	44,000	2195	101	▼	Midget Mkl	61-64	10,000	7000	3250	1600	1098	96
Lotus Cortina Mkl	64-66	45,000		24,500	16,500		103	220S/SE coupé 300A/B/C/D saloon	57-60 51-62	45,000 55,000	35,000 37,500	22,000	15,000 12,500		101	_	Midget Mkll-III Midget 1500	64-74 74-79	8000 5000	5750 3500	2750 1500	1300 500		96 101
Cortina II Lotus	67-70	21,000		10,500	6500		102	300 cabrio D	57-62	200,000	160,000		50,000		100	_	Metro 6R4	85-86	75,000	60,000		35,000		120
Elan S1 dho	62-64 64-68	32,500		17,500	11,000	1558		300S cab/rdster	52-55	360,000	285,000			2996	_		RV8	93-96	15,000	12,500	9500	6000	3946	136
Elan S2-3 dhc Elan S4 dhc	68-71	27,500 26,000		13,500 12,500	7500	1558 1558	119	300Sc cab/rdstr 300SL Gullwing	55-58 54-57	575,000 1m	495,000				112 145	•	MGF	95-01	3750	2500	800	350	1796	126
Elan S3/S4 cpé	66-71	24,000		11,000	6500	1558		300SL roadster	57-63	950,000	850,000		_		130	1	MORGAN	Sp	orts Car Club	01384 2	54480); Th <u>r</u> e	e-Wheeler	Club (01	823 2778
Elan Sprint con	71-73	40,000	32,000	20,000	13,500	1558	121	190SL roadster	55-63	130,000	95,000	55,000	37,500	1897	109		4/4 Series I	36-50	26,500	21,000	15,000	10,000	1267	70

PRICE GUIDE

		1		Private sa	ale		98					Private sal	е			a a a a a a a a a a a a a a a a a a a				Private sa	le	
DENOTES NEW ENTRY TO PRICE GUIDE	_	Concours/ Dealer	.	20	Rough		Top speed Price change	NE DENOTES NEW ENTRY TO PRICE GUIDE	_	Concours/ Dealer	£	9	48		Top speed	NE DENOTES NEW ENTRY TO	_	Concours/ Dealer	~	9	5	
PRICE GUIDE 4 (Vanguard)	50-53	32,500	25,000	16,500	10,500		<u>ලි දී</u> 85	914-4	69-75	් යි සී 16,000	12,000	6000	3500	8 1795	윤 급 112	Phantom I	25-29	<u>පිළු</u> 350,000	<u>₩</u> 225,000	110,000	45,000	8 7668
4 (TR)	54-69	30,000	22,500	15,000	10,000		96	914-6	69-73	60,000	48.000	30.000	20.000	1991	125	Phantom II	29-35	290,000	180,000		42,500	7668
SS	61-69	65,000	50,000	32,500	20,000		120	911S 2.4	71-73	150,000	120,000	80,000	60,000		144	Phantom III	36-39	240,000	150,000		35,000	7340
III/IV/V	54-68	21,000	16,500	12,000	8500	1498	85	Carrera RSL	72-73	650,000	550,000	450,000	375,000	2687	149	Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9500	4257
IO/CVH	68-88	19,500	15,000	10,500	7000		105	Carrera RST	72-73	520,000	420,000	325,000	275,000	2687	149	Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566
	85-87	20,000	16,000	11,000	8000		109	9112.7	73-77	30,000	22,000	12,500	7500		135	Silver Dawn PW con	51-55	75,000	60,000	40,000	25,000	4566
	68-72 73-86	34,000 26,500	28,500	20,000	12,500 9000		125 125	911S 2.7 Carrera 2.7	73-77 73-77	42,500 125,000	32,500 100,000	22,000 75,000	15,000 50,000		140 148	Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887
injection	84-04	32,000	26,500	16,000	9000		125	911 Turbo (930) 3.0	75-77	100,000	80.000	55,000	40,000		156	SCI Mulliner con	55-59	250,000	200,000		100,000	4887
IIIJOOUOII	0101	02,000	20,000	10,000	0000	OOLO	120	Carrera 3.0	76-77	65,000	50,000	30,000	18,000		146	Silver Cloud II sal	59-62 59-62	37,500	27,500	16,000	8000	6230
RIS	Morris F	legister (019	34 832340); Morris Mi	nor Owners	dub (013) 'Club	32 291675)	924	76-85	3000	2250	1000	400		126	SCII Mulliner con Phantom V MPW lim	60-68	225,000 84,000	165,000 65,000	100,000 37,500	70,000 22,500	6230 6230
MM lowlamp	48-51	7500	5500	3000	1500		64	924 Turbo	78-83	5250	4000	1800	850	1984	144	Silver Cloud III sal	62-66	42,500	32.000	18,500	9000	6230
MM L-L Tourer	48-51	11,500	8250	4500	2850		64	924 Carrera GT	80-81	50,000	36,000	22,000	16,000		150	SCIII MPW con	62-66	250,000	195,000		80,000	6230
I MO	48-54 49-54	5250 6500	4000 5000	1750 2400	850 1000	1476 2215		924S/Le Mans	85-88	5500	3200	1500	500		136	Phantom VI limo	68-77	100,000	75.000	42,500	25,000	6230
MM/SII	50-56	5250	3750	1750	650		63	928/S/S2 928 S4	77-87	10,000	7750	4000	1750		155	Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750
MM/SII conv.	50-56	8500	6000	3000	1600		63	928 GT	86-95 89-92	16,000 20,000	11,000	5500 10,000	2500 6500		161 168	MPW/Corniche coupé	66-80	37,500	28,500	17,500	9000	6750
SII Traveller	53-56	9000	6250	2750	750		63	928 GTS	91-95	25,000	20,000	14,000	10,000	_	171	MPW/Corniche con	67-90	50,000	40,000	26,000	14,000	6750
1000	56-70	5500	4000	1850	625		77	911 Turbo (930) 3.3	77-90	75,000	55,000	35,000	25,000		160	Camargue	75-86	45,000	34,000	21,000	14,000	6750
1000 conv.	56-69	12,000	8000	4000	2000	_	77	911SC	77-83	30,000	24,000	16,500	11,000		149	Silver Spirit/Spur	80-89	12,750	10,000	4500	1850	6750
1000 Traveller	56-71	11,000	8000	3500	1000	_	76	911SC cabrio	82-83	32,000	26,500	18,500	12,500	2994	145	Corniche II/III	87-94	60,000	52,500	37,500	20,000	6750
y 1200/1500	54-57 55-58	3000 6000	2000 4500	1000	500 900	1489 2639	90	Carrera 3.2	83-89	29,500	22,500	15,000	10,000	3164	158		10.11	24500 57240	O) DE 00	2472125		00/04
111-111	54-60	4750	3600	1600	850	1489		Carrera cabrio	83-89	32,000	25,000	17,500	12,000	_	155	ROVER P4 Dri		01582 57249 er P6 Drivers				
I V-VI	59-71	4000	2750	1100	500	1622		Carrera 3.2 Supersport		45,000	35,000	22,500	15,000	3164	158	P3 60	48-49	8250	7000	3500	1500	1595
								911 Speedster	88-89	125,000	100,000	70,000	50,000	_	158 190	DO TE	48-49	9500	8000	4250	1750	2103
			wners' Club			Club (012	_	959 Carrera Club Sport	87-88 87-89	650,000 100,000	575,000 70,000	500,000	400,000	2994 3164	190 154	P475 'Cyclops'	50-52	12,000	9000	4500	2000	2103
	58-72	5250	3500	1500	750		71	944	82-87	5250	3750	2100	650	_	134		52-62	6500	4500	2000	700	2286
Prinz coupé	59-67	7000	4750	2500	1400		76	944 Turbo	85-91	12,000	8500	4500	2250		157	P4 90	54-59	7000	5000	2200	800	2638
l spider	64-67	16,500	12,500	7000	4000		95	944S	86-88	5750	4500	2650	1300		140	P4 105R	57-58	6250	4250	1750	700	2638
	64-72 67-72	4000 17,500	2500 12,500	1000 7500	500 4500	_	B0 110	944 S2	88-92	7000	5000	3000	1450		149	P4 105S	57-59	9000	6750	3000	1100	2638
	67-76	7500	5500	2250	550		108	944 S2 Cabrio	89-92	12,000	8000	4200	2300	2990	149	P4 95/100/110	60-64	8500	6000	2400	850	2625
	01 10	7500	3300	2230	000	333	100	944 Turbo Cabrio	'91	14,000	10,500	7500	6000		150	P5 3-litre	58-67	8000	6000	2750	1000	2995
	Vauxhall-(Opel Drivers	'Club (0136	32 692020);	Opel Manta	OC (mant	a.club.org)	911 (964)	89-94	25,000	18,500	12,000	7500		158	P5 Coupé	63-67	10,000	7500	3400	1250	2995
	68-73	12,500	8500	4000	2000	1897	111	911 Turbo (964)	90-94	60,000	45,000	30,000	22,000	_	167	P5B 3½-litre	67-73	10,500	8000	3500	1200	3528
A coupé	70-75	6500	4250	1750	850		105	968	92-95 93-95	12,500 20,000	10,500	7500 11.000	3900 7000		150 154	P5B 3½-litre Coupé	67-73	15,000	9500	4500	1750	3528
GT/E	75-88	4250	3000	1400	600		122	968 Club Sport 911 Carrera (993)	94-97	45,000	32,000	21,000	14,000		160	P6 2000/2200/TC	63-77	3750	2750	1250	500	2205
a/Manta 400	79-83	20,000	15,000	9000	5000	2410	125	911 Turbo 4 (993)	95-98	75,000	60,000	40,000	26,000	_	180	P6 3500	68-76	4750	3000	1400	600	3528
ARD			Р	anhard et Le	evassor Cli	h GR (0161	483 8262)	911 C4S/C2S (993)	95-97	49,500	36,000	25,000	15,000	3600	171	PO 33003	71-76 76-86	8500 4000	3000	2750 1100	1000 450	3528 3528
aloon	59-64	5500	4000	2000	1000	_	75	911 Carrera RS (993)	94-95	250,000	210,000	175,000	125,000	3746	175		80-86	4750	3500	1300	550	3528
coupé	64-67	6500	5000	2650	1400		100	911 GT2 (993)	95-96	520,000	450,000	350,000	250,000		187	SD1 Vitesse	82-86	5500	4000	1750	850	3528
								Boxster 2.5	96-99	6750	5750	3600	2100		149	SD1 Vitesse TP	85-86	6500	5000	2500	1250	3528
HER OVA OF O	_	her Car Clu			Enthusiasts			Boxster 2.7 Boxster 3.2S	99-04 99-04	9900 12,000	7900 9750	4900 5600	2850 3500	2687 3179	156	-x						
8/4.2/5.3 le 4.2/5.3	72-81 74-85	25,000 40,000	20,000	15,000 22,500	10,000	4235 5343	115	DUASIEI 3.23	33-04	12,000	3130	3000	3300	3173	104	SAAB	S	aab Owners'	Club (0707	71 719000); E	nthusiasts'	Club (01
(allista	76-90	8500	6500	3500	2000		98	RELIANT	Sabre	& Scimitar (Club (020 89	977 6625); S	cimitar Driv	ers' (014	153 54888		60-65	7000	5000	3000	1400	841
a 2.8/2.8i/2.9i	82-90	9750	7500	5000	2750	2933		Sabre 4/6	61-64	10,000	8000	5500	2500		110	96 Longnose	65-68	6000	4500	2750	1250	841
								Scimitar SE4/a/b	64-70	7000	5750	2850	1500		121	Sport/Monte Carlo 96/95 V4	62-66 67-79	10,000 4750	7000 3500	3750 1650	2000 700	841 1498
LESS/WARWICK		05.000	10.000	10.000		gister (012		Scimitar GTE SE5-6/6a	68-80	9000	4000 7500	1500 3500	600 1500		123 119	Sonett	67-74	16,000	12,000	5500	2750	1498
	57-62	25,000	18,000	12,000	7000	1991	105	Scimitar GTC Scimitar GTE SE6b	80-85 80-86	5500	4500	1800	650	2792 2792	400	99	68-84	3750	2200	1000	500	1985
EOT				C	Olub Peugeo	t UK (020 l	8888 8772)	Scillital GTE SEOD	00-00	3300	4500	1000	000	2132	122	99 Turbo	77-82	8500	6250	3250	1750	1985
aloon	48-60	9000	6500	3000	1250	1290	70	RENAULT			Rena	ault Owners'	'Club (rena	ultowner	sclub.cor) 900 Turbo	79-93	4500	2750	1000	500	1985
aloon	55-66	4900	3750	1750	700	1468	B1	4CV	47-61	7000	4750	2500	1250	747	65	900 Convertible	86-93	5200	4000	1750	650	1985
abrio	57-61	12,000	9000	6000	2000	1468		Dauphine	54-63	6000	4250	2000	1000		70	_						
04 saloon	65-74	3000	2000	850	300	1288		Dauphine Gordini	58-67	12,500	9500	5000	2500		83	SIMCA				,	Simca Clu	
04 coupé	67-75	4200	3000	1750	700	1288		Floride coupé Floride convertible	59-62 59-62	9500 11,000	7000 8250	2750 3500	1250 1750		83	iooo allo/opcoidi	69-78	3250	2000	1000	500	1294
04 cabrio	67-75	5250	4250	2000	1000	1288		Caravelle coupé	62-68	10,000	7500	3000	1600		90	iooo Boi toilo ooupo	62-67	10,000	7000	3750	1650	944
loon loon	60-75 68-83	4850 3000	3850 2200	1850 800	550 300	1618 ±		Caravelle convertible	62-68	12,000	9000	4000	2000		90		67-71	12,000	8500	4250	2000	1204
ibrio	69-83	18,500	13,500	7500	3500	1971		R4	62-80	4000	2500	1000	400	1108		_	nger.Ωwnor	s (01780 762)	74N): Assoc	ciation of Sir	ger Car Ou	mers (O1
upé	69-83	7500	5500	3000	1200	1971		R8/R10	62-71	3500	2500	1200	500	1108	84	9 Roadster/4A/4B	39-52	14,000	10,500	6000	4000	1074
cabrio	74-83	25,000	19,000	10,000	4250	2664		R8S	68-71	5250	4250	2000	750	1255		SM Roadster	51-55	13,500	10,000	5750	3250	1497
6	83-85	140,000	115,000		60,000	1774	130	R8 Gordini	67-70	35,000	30,000	20,000	12,500	1255		Gazelle saloon	55-67	4250	2650	1100	550	1497
Ti 1.6	84-90	6000	4500	2000	750	1580		16 GL/DL/TS/TX 17TS/Gordini	65-79 72-78	4500 4750	3000 3400	1400 1650	650 750	1565 1565	105	Gazelle con	56-62	8250	5750	2750	1250	1497
1 cabrio	86-92	4750	3000	1500	500		120	5 Gordini/Turbo	76-84	6500	4500	2250	1000		116	Vogue I-IV 1.6/1.7	61-66	4500	2750	1100	600	1725
ì 1.9	87-94	8000	5750	2500	1000	1905	126	5 Turbo 2	83-86	52,500	42,500	30,000	21,000		124	Chamois	64-70	4500	2850	1200	550	875
1	Din	er Sports a	nd Racing C	ar Club, ema	ail: contact	@theningr	club org uk	5 GT Turbo	86-91	5500	4000	2000	1000	1397		New Gazelle/Vogue	66-70	2400	1750	750	300	1725
1.6	68-74	30,000	24,000	16,000	10,000	1599		Clio Williams	94-95	5500	4000	1650	750	1998		SKODA				Skode O	vners' Club	of CD (C
-		.,	.,	-,	2,300			Sport Spider	95-97	18,500	15,000	12,000	9500	1988	134	Octavia 1.1/1.2	59-64	4000	3000	5koda UV 1500	oners Club	1089
CHE		Porsche Clu		8 652911); E	Enthusiasts		46 279358)	RILEY		Riley RM	Club (0135	2 700427); I	Rilev Motor	Club (O1	902 77310	- F. b	59-64	8500	6000	3000	1500	1221
e-A	49-55	160,000		85,000	65,000		90 🔺	RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2500	_	81	1000MB, S100	65-77	3500	2200	850	300	988
brio 1.3/1.5	51-55	200,000		110,000			90 🔺	RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	4000	2443		S110R coupé	70-80	4750	3750	1500	500	1107
eedster	54-58	250,000		150,000			92	Roadster RMC	48-50	32,500	25,000	16,000	8500	2443	100							
	58-59	125,000		75,000	50,000	1488		RMD convertible	48-51	30,000	22,500	13,500	7000	2443		STANDARD	10.70	0500	4500		ndard Motor	
	55-59	84,000	60,000	38,000	24,000	1582		2.6/Pathfinder	53-59	8000	5000	2250	900	2443		Vanguard II/III	48-52	6500	4500	2200	1000	2088
nvertible D	60-65	75,000	55,000	33,000	22,000		113	One Point Five	57-65	4850	3850	1750	750	1489		Vanguard II/III	53-58 56-58	4500 5500	3200 4000	1500 1750	700 750	2088 2088
nvertible D		110,000	82,500	55,000	40,000	1582		4/68, 4/72 Elf Mkl/II 848/998	59-69 61-69	4650 6500	3500 4750	1500 2250	650 900		88 A	Vanguard Sportsman Vignale	56-58 58-61	5500 4250	3000	1500	700	2088
onvertible D C cabrio	55-59	100,000	75,000 240,000	50,000 185,000	37,500 140,000	1582	113 113 A	Kestrel 1100/1300	65-69	3600	2400	1200	650	1098		Luxury Six	61-63	5000	3500	1500	650	1998
onvertible D C cabrio C cabrio	55-59 60-65	300 000					113 A		55 00	5500	2.00	.200	000	. 550	J.	Eight	53-59	3500	2250	1000	400	803
onvertible D C cabrio C cabrio B Carrera	55-59 60-65 55-62	300,000	350,000	UUU,UUU	200,000	1300		ROCHDALE				Rochda	le Owners'	Club (013	364 <u>6544</u>		54-59	4000	2500	1200	550	948
cabrio C cabrio B Carrera a 2	55-59 60-65 55-62 63-65	400,000		80 000	60.000	1991	131	ROUNDALE								iony: enimant					000	
convertible D C cabrio C cabrio B Carrera	55-59 60-65 55-62 63-65 64-65	400,000 150,000	120,000	80,000 40.000	60,000		131 131	GT	57-61	6500	5000	3000	1250	1172	85	Ensign	57-61	2750	1850	950	400	1670
onvertible D C cabrio C cabrio B Carrera a 2	55-59 60-65 55-62 63-65	400,000		40,000	60,000 32,000 60,000	1991	131 131 140		57-61 60-73	6500 8000	5000 6750	3000 4250	1250 2750	1172 1489		Ensign Ensign de luxe	57-61 62-63	2750 3200	1850 2250			
C cabrio B Carrera a 2	55-59 60-65 55-62 63-65 64-65 66-67	400,000 150,000 85,000	120,000 65,000	40,000	32,000	1991 1991	131	GT Olympic			6750	4250	2750	1489	105	Ensign de luxe			2250	950 1100	400 450	1670 2138
convertible D C cabrio C cabrio //B Carrera Ta 2 D D D D D D D D D D D D D D D D D D D	55-59 60-65 55-62 63-65 64-65 66-67 66-69 65-69 67-73	400,000 150,000 85,000 155,000 35,000 65,000	120,000 65,000 120,000 27,500 48,000	40,000 80,000 17,000 29,000	32,000 60,000 11,000 20,000	1991 1991 1582 2195	131 140 112 131 A	GT Olympic ROLLS-ROYCE	60-73	8000	6750 R	4250 olls-Royce E	2750 inthusiasts	1489 Club (01	105 327 8117 8	Ensign de luxe SUBARU	62-63	3200	2250 Th	950 1100 ne Subaru Im	400 450 preza Drive	1670 2138 ers' Club
C cabrio C cabrio PB Carrera ra 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	55-59 60-65 55-62 63-65 64-65 66-67 66-69 65-69	400,000 150,000 85,000 155,000 35,000	120,000 65,000 120,000 27,500 48,000 56,000	40,000 80,000 17,000	32,000 60,000 11,000	1991 1991 1582 2195 2341	131 140 112	GT Olympic			6750 R 1.4m	4250	2750	1489 Club (01 7428	105 327 8117 8 75	Ensign de luxe			2250	950 1100	400 450	1670 2138



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Rock star cruises the Riviera



My first experience of owning a classic American car was a brief but amusing flirtation with a 1979 5.0-litre Pontiac Grand

Prix, which looked - and handled - like an ornamental fireplace. I eventually killed it after drifting it around a skid pan all day at Kent Police HQ.

After that I decided that I needed something with a bigger engine and after scanning the small ads of Street Machine magazine found a run-down 1965 Buick

Riviera living on the streets of Crouch End with no MoT. It had to be worth a shot - the ad claimed it had a 370bhp 425ci engine and the correct Rallye wheels and finned brake drums. And being a '65 car, it had those awesome vertically opening clamshell headlight covers.

Sadly, all was not well with it. Its TH400 transmission was shot, the rear window surround was rusty, the boot floor was rotten and some goon had keyed every panel. More encouragingly, it seemed solid underneath and firing it up elicited the sort of deep bassy idle you only get from a big-block V8. That was enough for me - we struck a deal for £1200 and I sent it home on the back of an AA recovery truck.

My local garage sorted the transmission; and amazingly a new steering balljoint was all it needed to sail through an MoT. Delighted, I parked it up at home, went

to raise the electric window - and of course it wouldn't budge.

The previous owner claimed that he was a close friend of Siouxsie and The Banshees drummer Peter Clarke (aka Budgie) and had bought the car directly from him. Apparently Budgie used it to ferry the band all over the UK while on tour during the Eighties. He also mentioned that they had taken it over to Amsterdam, a story that came back to me when I took the door apart to repair the electric window motor and found a suspicious hole cut into the inner door. Somewhere discreet to

store certain goods, perhaps?

I took it to the Ace Café one day and bumped into a chap called Eddie Cross. He claimed he'd built the Riviera's engine and told me that it was actually a modified 401ci motor with a hot camshaft from Poston

Enterprises in the US. No wonder it scared BMWs out of the fast lane!

When I succumbed to the lure of a 1993 Chevrolet Camaro Z/28 with a 400bhp LT1 V8 in 2004 I sold it to Elo at the London Motor Museum for £1500. He soon found a buyer who fully restored it.

A year later I was a staffer on Street Machine and American Car World and we featured it in the magazine. It was great to see that new owner Aidan Liddell had done such a great job of restoring it.

When an old friend is clearly loved, it makes losing it a little bit easier. Chris Jenkins

SEND US YOUR STORIES of cars bought on impulse or regrettably sold (along with some pictures) to classic.cars@bauermedia.co.uk

FEBRUARY ISSUE ON SALE DECEMBER 30

If you or someone you know is aged between 16 and 24 and interested in work experience opportunities at Bauer, get in touch! Go to www.gothinkbig.co.uk

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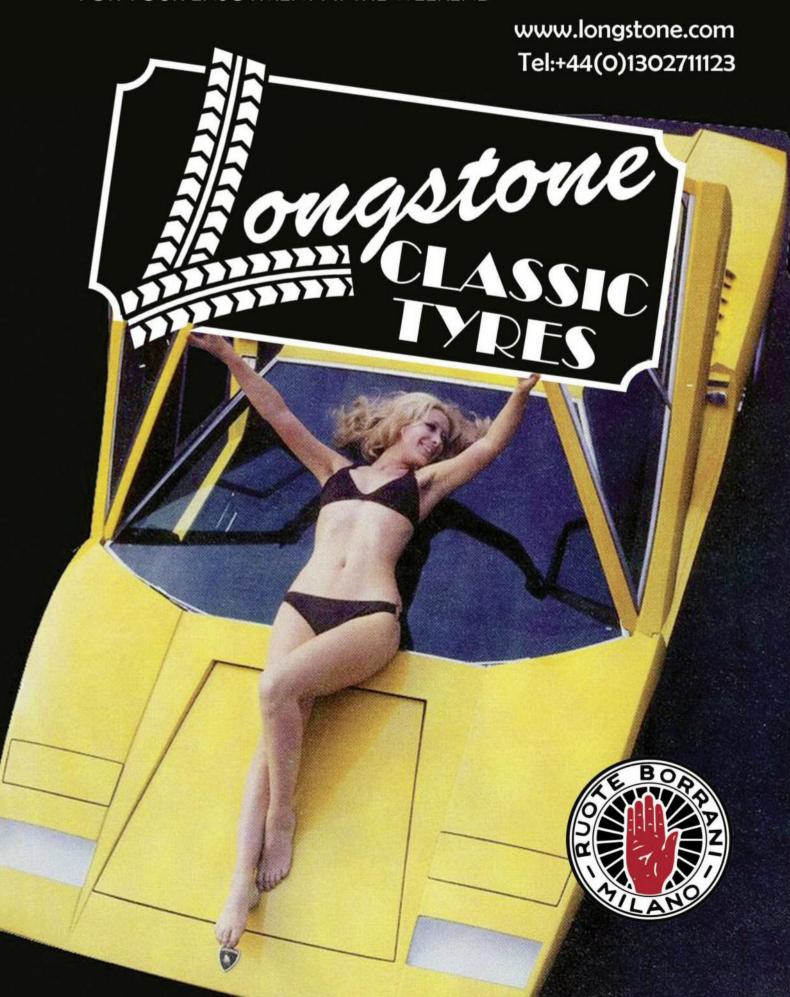
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CLASSIC CAR INSURANCE?



THE HARD WAY

- Ring an insurance company that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- Cough up a £15-50 "certification" fee, on top of your policy premium.
- Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



THE EASY WAY

- Call Hagerty. 0333 323 1383.
- Go for a relaxing drive.

