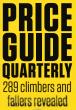


Porsche Carrera GT From garden-found wreck to perfection



Unleashed after a 27-year slumber





# Classic Cars HOTTEST HATCHES Tyre-scrabbling showdown to name 2017's best £2-15k buy





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## Welcome

Phil remembers hot hatch hedonism, admires a Porschelover's perseverance and revels in two classic A-listers



The group of near-perfectly original cars in our big test is both a sharp reminder of why hot hatches created such a stir the first time around, and a vivid illustration of why the generation that grew up with them is now chasing down the best examples with such vigour. They stand up as time capsules from a thrusting age and retain an exciting air of crisp modernity. And though their performance figures now look a little quaint, five minutes behind the wheel of any one of them is guaranteed to raise a wicked grin.

The prospect of taking on the gardenfind Porsche 924 Carrera GT in this month's Epic Restorations feature would wipe the smile off most of us. This damp and mildewy mess turned out to be a test of ingenuity and perseverance for the Bolton Porsche dealership. It was taking part in a nationwide challenge to restore transaxle cars from 924 to 928, marking 40 years of these watercooled, front-engined Porsches.



Such rapid growth of interest in the more modern classics doesn't seem to be having any negative impact on the appeal of chrome-era cars, as underlined by the experiences of our writers while out and about in the Bizzarrini 5300 GT Strada and first generation Chevrolet Corvette. In both cases the road testers felt like A-list celebrities, until they realised that it was the car that was drawing all of the adulation.

Whether your head is turned by a flash of chrome bumper or the brash of a bright red Turbo graphic, enjoy the issue and have a classic 2017.









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# P56 Corvette C1 deep in the midwest – of Kent – en route to specialist Claremont

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## The List

Jaguar E-type
'Preferably a 1966 drophead
like the one I owned in the
Seventies. Mine had a Heron
panoramic hardtop.'

Daimler Dart SP250
'I owned A- and C-spec
Darts in the Seventies and
think that they're massively
underrated. I'd love to be
reacquainted with them.'

'I had a Carlton 3000GSi in the Nineties but always fancied a go in the ultimate sports-saloon.'

'Another car that I owned when they were cheap. I wish I still had it now!' Rob Norton grew up on a diet of second-hand Sixties sports cars, but the **Sunbeam Tiger** has eluded him since the Seventies. Will driving the one that got away meet his expectations?

Words SAM DAWSON Photography JAMES PARDON

e're in the wish-fulfilment business here at *Classic Cars* and put a lot of thought into matching one of our readers to dream drives. It's the reason why we ask you to submit a list of the cars you've owned – it helps us to work out what kind of classic you're most likely to enjoy.

Reader Rob Norton's wishlist baffled us though, because he'd already owned most of the cars, or at least versions of them. But there amid cars such as the Jaguar E-type and Lotus Cortina was one car that doesn't appear

on his ownership list - the Sunbeam Tiger.

I meet Rob in the car park of UK Sports Cars in rural Kent where a very special Tiger is waiting for him. While the staff manoeuvre it around Lotuses and Caterhams into the early autumn sunshine, Rob produces a pair of photo albums detailing his life in cars.

'You guessed correctly – it was the one that got away,' he says, leafing through the faded images from the Seventies. 'Back then I used to buy these cars when they were just cheap second-hand transport. I started with an Austin-Healey Frogeye Sprite and MGBs, then bought a Jaguar E-type with a Heron hardtop for £1000 – hard to believe now. I loved my Daimler SP250s the most – it was that combination of a British sports car and a V8 engine, I think. The Sunbeam Tiger was the one I always wanted, though but there were a number of reasons why I never got my hands on one. Firstly, the oil crisis meant that the very few in circulation tended to be bought only by people who could afford to run them, which kept the prices higher than cars with smaller engines. Also, the Ford V8 engine meant that they were very popular among ModSports racers, either for racing or just for their engines. I've owned various cars since, but the Tiger is still out of my reach and that's one of the reasons why

## 'You have to be aware of your driving skills – I've no doubt that it would spin if I misused all that power'

I think today is going to be so exciting – I never thought I'd ever get the chance to drive one!'

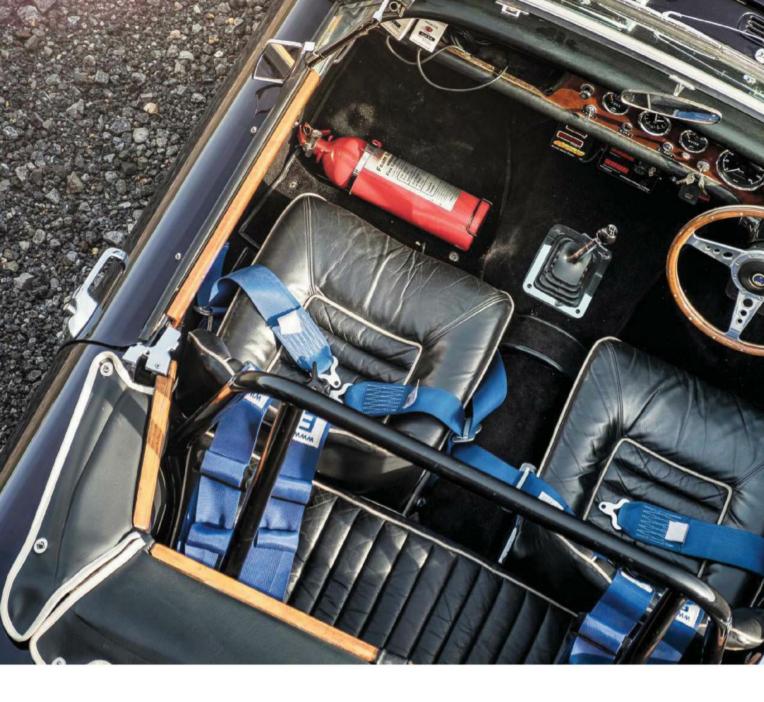
The Tiger is out in the open air now, its Ford V8 throbbing and rumbling and a flickering heat-haze tracing a line of warmth around the bonnet and tailpipes as though it's fuelled with Ready-Brek. Rob walks around it, contemplates the driver's seat then decides to take a look at the engine first. We twist the handles at the top of the bonnet – part of a period modification to prop it open slightly and improve cooling – and open it to reveal the Tiger's thundering heart.

'Look at that – it's huge!' says Rob. 'As I understand it, workers on the production line had to take hammers to the bulkhead to get it to fit – I can see why they struggled to keep these cars cool.'

There's more to this particular Tiger's engine than meets the eye too. It's a Mkl – as all UK-market right-hand drive Tigers were – but unlike others, it boasts a later Mkll-style 289ci V8 rather than a 260. This car was the last Mkl sold, having been used as an exhibit on a turntable in the window of a Rootes Group showroom in 1965. It was sold when Sunbeam stopped marketing the Tiger in the UK, but the first owner wanted the latest engine. So it's not just a 289, but a







special-order Shelby-fettled K-Code V8 – the engine that helped the Tiger to win the National Hot Rod Association's production car dragracing championships in 1965.

Rob gets comfortable in the driver's seat and fastens the four-point harnesses fitted to the car as part of a package of classic rallying modifications. 'There's more room

in here than I was expecting,' he says. 'The steering wheel is grazing my knees, but I suppose that's normal for a car of this era. It makes you realise just how bulky modern dashboards are – just a huge slab of instruments and that's it. Everything else in here feels light and airy, especially with the roof down.'

Rob doesn't say much during his first ten minutes behind the Tiger's wheel as he spurs it down the narrow, rutted country lanes. But before long he's smiling, as much in memory as appreciation. 'It's the kind of car – and drive – I remember so well,' he says. 'You have to think all the time and be so aware of your skills and responsibility as a driver, otherwise you'll end up in all sorts of trouble. Misuse all of that power and I've no doubt that it'll spin – I managed to spin my Darts a few times back in the Seventies and the chassis flex actually made the doors pop open. I don't fancy doing that today!'

## 'The smooth ride is particularly impressive – motorway cruising is really easy in this car'

He's rapidly gaining confidence in the car, enjoying the V8's highly-amplified chunter as we turn on to the fast-flowing Adisham Road, keeping the gearbox in third to enjoy the sound and immediate, analogue throttle response. 'The gearbox takes some getting used to,' Rob shouts over the chilly wind whipping round the windscreen.

'Early on I felt as though I had to rummage around to find the ratios, but it's much easier to negotiate now that I've realised that they're at the extremities of the gate. The steering is very heavy – certainly compared to cossetting modern cars – but what amazes me the most is how precise and immediate it is. I must confess that I was expecting it to roll a lot in corners, but it's incredible how quickly it can change direction and how planted it feels on the road.'

That'll be Shelby's design in action – the Tiger wasn't just an Alpine subjected to a hot-rod engine-swap job. Modifications included a wider track, bigger wheels, firmer dampers, a Panhard rod to control the live rear axle and space-saving rack and pinion steering rather than the usual recirculating-ball box to clear the huge engine.

Next, we subject the Tiger to a three-lane, 70mph section of the A2 running south towards Dover. As we pull on to the motorway,



outside-lane warriors hurtle by in their hulking Vauxhalls and Audis, causing the comparatively little Tiger to shudder in their wake. But Rob isn't fazed at all and rather than adopting the traditional classic-driver motorway position – skulking along at 60mph between lorries in the inside lane just in case something breaks or falls off – he selects third gear, plants the throttle and sets off in pursuit.

'Motorway cruising is really easy in this car,' Rob shouts over the roaring V8. 'I hardly feel like I need to shift into top gear. Obviously we're quite exposed because it's open-topped, but it's hardly out of its depth when used as a motorway machine. The ride is particularly impressive – it shames all of these other hard-riding modern cars – and yet it doesn't have that typically bouncy, lolloping gait that so

many classics have either. It's really smooth – something that a lot of cars simply can't manage nowadays.

'However, I know that I can't take liberties with it. There's a hell of a lot of torque and it's delivered almost instantly when I hit the pedal. It's got a very short wheelbase for something so powerful too. Come to think of it, I seem to remember that the Tiger had a reputation for inherent instability back in the Seventies, especially in the wet. I'm thankful that it's dry today.

Having said that, I like the fact that I can test my driving skills in it without having to be silly with it.'

Rob powers the car down to the Dover junction, pulls off the motorway and drives along a meandering, leafy lane towards the imposing stronghold walls of Leeds Castle. We've half a mind to park the Tiger in front of it, grab a coffee and answer the inevitable battery of questions from passing tourists but perhaps predictably, much of the castle's environs are now pedestrianised and we can't get anywhere near it. But while we're sitting at a pair of red traffic lights wondering where to go next, the pedestrian crossing in front of us is blocked by a phalanx of school children on a history trip to the castle. It seems they can't take enough photos of the little sports

car making a big noise, a machine that was built four decades before they were born. In the end their teachers have to physically usher them out of the way and on to the safety of the pavement.

I think for a moment, then remember another focal point that I'd spotted earlier on our way here. Rob executes a neat U-turn and we head back up the A2 to a venue that resonates more with the car's aftermarket history than cosy images of Olde England – Lydden Hill.

## Sunbeam Tiger 289 MkI

Engine 4727cc V8, ohv, Ford four-barrel carburettor Power and torque 200bhp @ 4400rpm; 282lb ft @ 2400rpm Transmission Four-speed manual, rear-wheel drive Brakes Discs front, drums rear Suspension Front: independent, wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, Panhard rod, semi-elliptic leaf springs, telescopic dampers Steering Rack and pinion Weight 1145kg Performance Top speed: 122mph; 0-60mph: 75sec Fuel consumption 17mpg Cost new £1446 Current values £23,500-£52,500



This small track – England's shortest, in fact – is as iconic as it is famous. Rallycross was invented here after an outbreak of Foot and Mouth Disease forced the cancellation of the RAC Rally in 1967. James Hunt scored his first race win here in Formula Ford and it was one of the first venues to introduce professional drift-racing to the UK. Unlike the thoroughbreds of so many other circuits, Lydden's most successful cars are often unique, overpowered specials that wouldn't taste victory anywhere else, and to this end it suits the Tiger perfectly. Not only because of its over-endowed hot-rod nature, but also in the way that this particular car spent much of the Seventies fitted with an automatic gearbox, widened wheelarches, slot-mag wheels and paintwork designed to make it look as though it was covered in fish scales.

Thankfully it was restored to period-style perfection last year, the only modifications nowadays being for classic regularity rallying, but the hot-rod and street machine era actually resonates surprisingly deeply for Rob. 'I remember cars like that back when I was buying Sixties British sports cars,' he recalls. 'They were fun, I suppose, but I always preferred my cars to be in original condition. Still, it was an important part of motoring culture that perhaps we're in danger of losing – I mean, who has a customised Jaguar E-type or Sunbeam Tiger these days? And who would want one? And yet it's a key moment in this car's history.

'I remember seeing ModSports cars racing back in the day at circuits like Lydden Hill – traditional small motor sport venues with only one or two grandstands that weren't completely plastered with adverts. It seems like an appropriate place to bring the Tiger because even though this is a Sixties car through and through, today has actually taken me back to the Seventies in many ways – to an era of cheap and widely available Sixties sports cars that were driven hard and enjoyed for what they were. It was a time when owners felt less bound-in by history and rigid adherence to originality – they were their cars to do with as they pleased, although if I had one, I'd want it to be like this one.

'I'm so pleased that the Tiger is no longer the one that got away now that I've driven it, but I now dearly wish that I could say that I have owned a Tiger of my own – either today or back in the day. It's just a shame that I have the same problem now as I had back in the Seventies – I still can't afford to buy one!'

**Thanks to:** UK Sports Cars (uksportscars.com, 01227 728190), Lydden Hill Circuit (lyddenhill.co.uk, 01304 830557)

## [Want a drive?]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive, along with a CV of the classic cars you've owned to classic cars@bauermedia.couk. It may mean long-distance travel and an early start, but it will certainly be unforgettable.



## THE IMPORTANT MODELS



## **SHELBY THUNDERBOLT**

When Enzo Ferrari refused to supply Rootes Group with Dino V6s in 1962, the company turned to Carroll Shelby. Two prototypes were built in 1963 – one by Shelby, codenamed Thunderbolt, and another by Ken Miles – using Ford V8 engines and Alpine Series 2s. Shelby's was the most production-ready and involved replacing the Alpine's recirculating-ball steering with sharper rack and pinion.



## **SUNBEAM TIGER MKI 260**

The Tiger was rushed into production in late 1963 based on the concurrent Alpine MkIV. Jensen built the first 14 cars with Borg-Warner gearboxes and Ford 260ci V8s. Once it reached full production in 1964, Ford supplied Mustang gearboxes and a Panhard rod was added to provide rear axle lateral location. The Alpine was updated to MkV spec in 1965, giving that year's Tigers a retrospective 'MkIA' designation.



## LISTER LE MANS FASTBACK

Two Lister steel-monocoque racing Tigers, which looked similar to a Harrington-bodied Sunbeam Alpine coupé, contested the 1964 Le Mans 24 Hours. Each could hit 140mph but suffered mechanical problems and didn't finish the race. The Tiger was more successful in production-class competition – K-Code performance-spec Shelby V8s dominated their class in American SCCA and drag racing.



## **SUNBEAM TIGER MKII 289**

The 1966 MkII used a 4.7-litre Ford 289ci V8 in the Alpine MkIA bodyshell. It was sold only in the US following poor UK MkI sales from 1965-'66. By this point the car had 200bhp and 282lb ft of torque but Chrysler curtailed the Ford engine deal when it bought a controlling stake in Rootes Group in 1967. The fact that Chrysler's own small-block V8 wouldn't fit in the engine bay ended Tiger production.



## Bonhams



## The Month in Cars

Rarities abound at the NEC, including a VW SP2, one-off show cars from Austin and Maserati, an unfinished V8 Panther, a garage-find Fairthorpe and export Vauxhalls

CLASSIC MOTOR SHOW, NEC, BIRMINGHAM

## **Vauxhall goes International at NEC**

## VAUXHALL VIVA GT, WYVERN, ENVOY & VELOX.

Vauxhall dominated most of Hall Five at this year's Classic Motor Show, bringing a selection of unusual export models that demonstrated Vauxhall Heritage's restoration abilities.

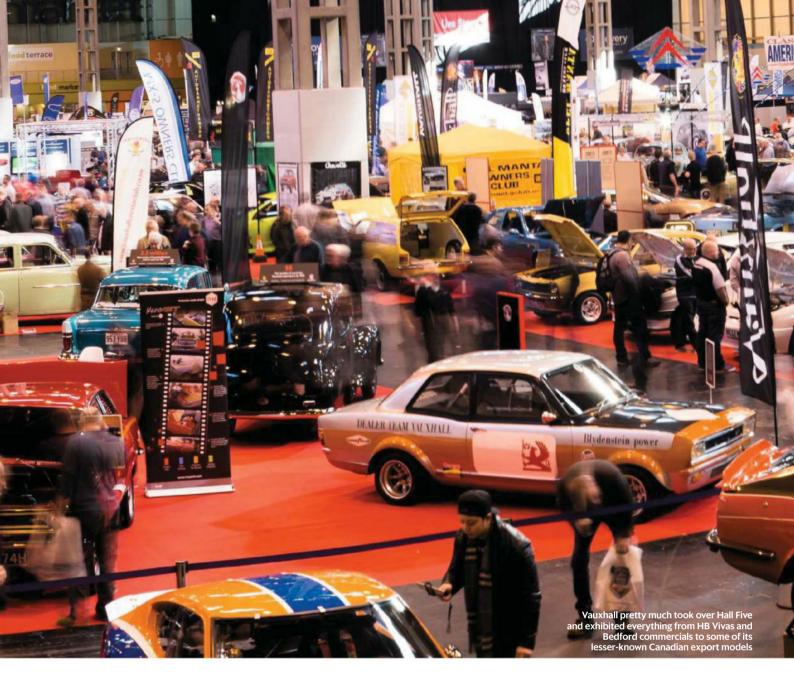
"We bought this Vauxhall Four – in effect an L-type Wyvern – from Portugal a year ago when we realised that the Forties was the only decade not represented in the heritage collection,' said Vauxhall's product communications manager, Simon Hucknall. 'It came via the Netherlands where it was restored, and was actually driven from Holland to Luton by its owner. We were lucky to come by it – the owner, a serial Vauxhall buyer, was only selling it because he needed the space.

The other two export models reflect Vauxhall's big export drive to Canada. Up to 1965, 10 million Vauxhalls were made for export, representing a third of GM's global business. The Envoy was basically a rebadged F-type Victor that was sold through Pontiac and Buick dealerships. The front chrome, side decoration and interior décor were different and it used GM's American market colours. As part of the Commonwealth, Canada was more amenable to British than German imports. More so than American cars too - the Canadians and South Americans liked Vauxhalls because they were simple, durable and spaceefficient. Fuel rationing meant that they couldn't afford to run American cars but they still wanted something styled like one. Vauxhall was also one

of the first manufacturers to undertake durability testing – in a gravel pit near Luton. We had to because many of the markets buying the cars were driving them on unpaved roads.

'This Velox was an Ontario car, bought by a Spanish enthusiast ten years ago and then sold to a British expat living in Portugal.

'All Vauxhall design had to be passed by the board at GM, which brings us to the HB Viva GT we've just restored. Development work began in 1963, with David Jones as the head stylist of Vauxhall's new design department. A styling buck based on the HA was taken to Detroit in 1964. Bill Mitchell took one look at it and said, 'I don't like it.' Mitchell took Jones out to lunch and said to Chevrolet designer Leo Pruneau, 'See what you can



do with this.' Pruneau added the Coke-bottle curve and swallowtail rear, and the changes were so extensive that they had to ditch the HA platform.

Pruneau was seconded to Luton for six months to put it into production but ended up staying until the end of the Sixties.'

## **FAIRTHORPE ATOM MAJOR**

'It's one of only three made and is still in as-found condition,' said Martin Collins of his unusual barn-

find sports car. 'It was based on the Fairthorpe Electron Minor, which usually had a 650cc BSA motorbike engine and a Standard 10 gearbox. But the Atom Major got the Standard engine too – and this one was supercharged. The power-to-weight ratio must have been phenomenal.

'It was believed that there was only one survivor but this one was found last month after spending 40 years in a Bristol garage. The owner contacted me after he discovered my Fairthorpe blog and





recognised it from his childhood. He'd driven it on private land in 1973 as a 14-year-old, but his father refused to put any more fuel in it, fearing that he'd try to drive it on the road. It took us three days to clear all the rubbish out of the way to get to it.

'According to chassis data it's the first one made, which means it raced at Snetterton in the 1959 Autosport Three-hours.'

## **PANTHER J99**

The Panther Club displayed this striking – and remarkably clean, following a decade spent hidden in a shipping container – unfinished supercar. Robert Jankel bought the rights to the Panther name from a group of South Korean investors in 1994, designed this car, and got me to make



## NEC CLASSIC MOTOR SHOW, BIRMINGHAM CONTINUED

it work,' said mechanic Dennis Perry. 'He fitted a Lincoln Continental V8 engine and adapted Lincoln suspension components. He also bolted on a supercharger and had to get a standalone ECU made because Lincoln wouldn't sell him the wiring.

'Sadly he died before the car was finished, which made things difficult because mechanically he was making it up as he went along. He'd ask me to make things work as and when he came up with the ideas – the gullwing doors, for example still don't have a proper hinging mechanism because he died before we got round to those. He'd also found a way to adapt the Lincoln automatic transmission to operate as a paddleshift manual, but it was never installed. Ultimately his intention was to sell it through Lincoln dealerships in the US, like the De Tomaso Pantera.'

## **MASERATI GHIBLI SPYDER TARGA**

It's the only one in the world, said Tony Young of his Maserati Ghibli. 'In 1970, Maserati was the only manufacturer in its class not to offer a T-bar style lift-off hardtop – Porsche had the 911 Targa and Ferrari the Dino 246 GTS – so coachbuilder Pavesi built this Ghibli.



'It was on Pavesi's stand at the 1970 Geneva show but Maserati never took it up – maybe it felt that the Spyder's detachable hardtop worked just as well, though it didn't offer the adaptability of the Targa roof; the individual stainless-steel panels are much easier to stow.'

## AUSTIN 1100 COUNTRYMAN 'SKELETON CAR'

It was displayed at the 1966 Geneva and 1967 Earls Court shows,' said Tony Cole of the minimal Austin he and five other members of the 1100 Club's Essex branch spent 600 hours restoring. It was built like this from the start, rather than being converted from a standard car. We bought it from the



Gaydon museum archives. It was rusty and nothing worked, though a lot of it was never intended to work – we added a half-gallon lawnmower fuel tank just to get the engine running because originally it didn't have one. It's now got rear brakes too – the show car only had them on the front.

'Surface rust on a car like this does a lot of damage – straight through the beams in some cases – but we restored it to retain patina, so while we gutted and resprayed the bodywork, we kept the original seats and crossply tyres. It had no miles on the clock when we got it, but thanks to the fuel tank it now has 1.8!

'We haven't managed to restore are the electric motors that moved the folding seats up and down on the show stand because they use obsolete AC components. We've kept the original parts, though.'

## VOLKSWAGEN SP2

This Brazilian-made Volkswagen coupé brightened Just Kampers' aircooled VW parts stand. 'It's a late 1976 model, from the last year of SP2 production,' said Just Kampers' Stephen Gosling. 'It came about because the Brazilian market wanted a sports car at a time when the Brazilian government had banned imports in order to support domestic industry. It has a 1.7-litre twin-carburettor engine and a top speed of 100mph.

'It came from a collector in São Paolo who was selling his cars in two different groups – Volkswagen and Porsche. Our director ended up buying this, a Puma (a VW-based Sixties kit-form sports car), and a Porsche 914. The SP2 needed new paint, but nothing else.

'There are only three SP2s in the UK. Volkswagen itself has one in Germany and there was one for sale in Belgium recently, but they're very rare outside Brazil.'



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COYS

SPECIALISTS IN FINE HISTORIC AUTOMOBILES



MILANO AUTOCLASSICA, ITALY

## Lancia raises the standard in Milan

Lancia dominated the largest section of the Milano Autoclassica show, with a vast display of 15 rarely seen heritage fleet cars to celebrate the launch of the new Lancia Classiche programme. Exhibits included rare Stradale versions of the 037 and Delta S4 Group B rally machines.

Lancia owners can now apply for Certificates of Origin online, and restoration services will be offered at the Mirafiori factory. Over time, Fiat's other brands will be offered the same services - more information can be found at fcaheritage.com.

## **LANCIA FLAMINIA LORAYMO**

Raymond Loewy, who designed the Coca-Cola bottle and Lucky Strike logo, had this Flaminia Coupé V6-based car built for his personal use by Turinese coachbuilder Rocco

Motto. It was displayed at the 1960 Paris Motor Show and has a variety of odd features, including retracted front wings, fog lights on nacelles and a familiar, Coke-bottle shape to the body. It's not terribly practical there is no external bootlid. There is however an adjustable flap above the rear window to improve downforce at the high speeds the 150bhp Nardi-tuned engine (up 31bhp over standard) made possible.

## **FACETTI 308 CARMA FF GROUP 5**

The ex-1981 Daytona 24 hours Facetti 308 Carma FF has emerged fresh from restoration after being hidden away since the Nineties.

With Porsche dominating Seventies sports car racing and Lancia struggling to keep up, ex-Alfa Romeo T33 works driver Carlo

Facetti and 1979 European Touring Car Championship winner Martino Finotto decided to create their own challenger. The pair had enjoyed success in 1980 behind the wheel of a Lancia Beta Turbo but they set their sights on defeating both Lancia and Porsche with a one-off creation.

The basis was a glassfibre-bodied Ferrari 308 GTB that Facetti had driven to several victories in the Italian Group 4 GT championship in 1978 and 1979, but under silhouette rules very little 308 remained once the bodywork was complete. Facetti designed his own cylinder heads then fitted two turbochargers to the engine, before getting Alba Engineering to build bespoke, lighter front and rear subframes. The car boasted 700bhp in race specification, and 840bhp with the boost turned up in qualifying trim.

Its first event was the 1981 Daytona 24 Hours, where it started from sixth on the grid. Facetti got the car up to third and set the fastest lap. Then an inlet manifold weld cracked after five laps, and the electrics failed.

Things didn't get much better throughout that season; it retired from sixth at Mugello because of electrical problems, and the fuel pump failed on the warm-up lap at Monza after Facetti put it on pole. The gearbox let go at Silverstone and Facetti crashed it at the Nürburgring.

It won a round of the Italian Group 5 Championship at Vallelunga, but poor reliability continued to plague





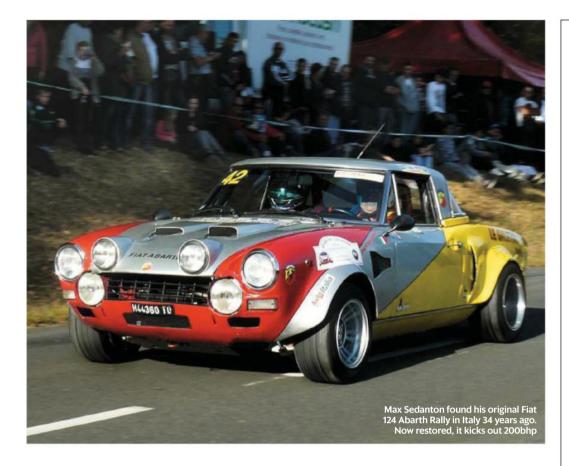
the car. It took second on the grid at Kyalami but the engine blew again.

Finotto and Facetti gave up, and the car eventually ended up in the hands of a tyre dealer in Italy, but a lack of eligibility for historic racing led to it being sold at auction in the late Nineties.

## **LMX SIREX 2300 HCS**

One of just 35 LMX Sirex 2300 HCSs built to this specification between 1968 and 1974 was for sale on the Rastoriche stand. It used a 124bhp 2.3-litre V6 engine from a Ford Taunus and weighs just 950kg. The glassfibre body was styled by Franco Scaglione. 'It's always been in Italian ownership,' said Carlo Storiche of Rastoriche. 'It's had a total restoration, though it's difficult to find parts.' In total 50 LMX Sirex were built with a variety of engines, including some experimental cars (one being a supercharged 200bhp variant) and a single cabriolet prototype.





MONTÉE HISTORIQUE, LA MOTHE-SAINT-HÉRAY, FRANCE

## Climbing high on the Montée Historique

As a sign of its increasing popularity, nearly 100 competitors stormed up what on any other day is the first 2.5km of the road from la Mothe St Héray to Melle. The first kilometre of the Montée Historique is straight but undulating, which can trick unwary drivers into carrying too much speed into the 270-degree Dame de Chambrille double-hairpin.

## **DB MONOMIL**

Angoulême-based Michel Labarde has owned his Monomil for 20 years. 'It oozes history', he said. 'It's one of the earliest Monomils. Fernand Chaussat raced the car in the early Fifties. Between 1950 and 1953 it won the Bol d'Or twice, the Coupe d'Or twice and the GP de Caen. It was competitive in the historic Monomil series held in the Seventies and Eighties throughout Europe and I've

raced it extensively. This year it's been used in hill climbs at Vélines, Périgueux and Coti Chiavari, and on the circuits at Bressuire and Nogaro. It favours circuits but hill climbing in it is great fun!

'It's no museum piece – it's regularly raced hard. Keeping it as original as possible is my tribute to its history although I've made some modifications to the bodywork.'

## **FIAT 124 ABARTH RALLY**

Max Sedanton's ex-works Fiat 124 Abarth Rally turned more than a few heads at la Mothe. 'It's a rare car,' he said. 'There are many replicas in France but only two originals. I found it in Italy in 1982. It was in poor condition so I spent two years restoring it in my workshop using only genuine Abarth parts. Having a son who's a classic Fiat



parts specialist helped! It was an expensive, ground-up body and engine restoration and no corners were cut, but it's just been valued at €80,000 so I think it's been justified.

'It's difficult to drive. The 1756cc Biotteau-prepared twin-carb engine develops 200bhp and was designed to be driven by professionals, so it needs physical and mental strength. I use the car is mostly used for rallies, where it comes into its own – La Mothe is its first hill climb this year.'

## MGA SEBRING REPLICA

Jean-Camille Moreaux brought his MGA – in preference to his TC and BGT – to the la Mothe hill climb for the first time. 'It's the most sporting of the three cars,' he said. 'I've owned it for eight years and replicated the Sebring specification myself. It wasn't difficult because I started with an excellent car with good mechanics and bodywork. A British friend made regular trips to Moss to source any parts I needed. I finished it with the paint scheme worn by the MGAs that finished 19th, 20th and 22nd in the 1956 Sebring 12-hour race.



## **PAUL ROSCHE, 1934-2016**Paul Rosche, the engineer who designed some of BMW's finest

high-performance engines, has died aged 82.

Munich-born Rosche joined BMW in 1957 and worked under Alexander von Falkenhausen on the 507's V8. However, Rosche's mastery came to fruition in motor sport design. He masterminded the 2002 Turbo project, a result of a European Touring Car Championship programme, and devised the powerplants that spurred BMW into supplying engines for single seater racing, initially March Formula Two cars.

As head of BMW Motorsport from 1975, Rosche oversaw BMW's entry into Formula One with the 1500bhp Brabham turbo, and also the E30 M3's S14 in touring car racing.

One of his last projects before he retired was the McLaren F1's V12, which differed from his usual approach in being normally aspirated, albeit at the behest of designer Gordon Murray.



## MICK 'DUFFY' COLLARD, 1947-2016

Mick Collard, the stock-car driver who made the Ford Escort an oval-racing star, has died aged 69.

Collard built his racing cars on his Hampshire farm and competed in National Hot Rod racing - effectively a European take on the NASCAR formula, scaled down to fourcylinder, greyhound-stadium proportions and resulting in frantic action - to great success. Collard often drove a reardrive Ford Escort and came close to winning the 1974 World Championship before seizing both European and World titles in 1980. It was during this time that he recorded the first-ever 16-second lap. National-level titles followed in 1983 and 1984.

Collard made racing a family business – his son Rob graduated from oval-racing to become one of the most competitive works drivers in the BTCC with MG and BMW.



## CLASSIC CAR INSURANCE?



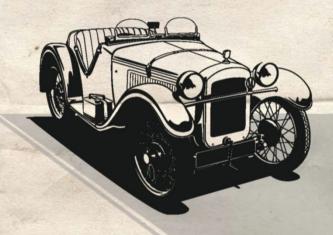
## THE HARD WAY

- Ring an insurance company that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
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- 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.
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## **2017 Events Planner**

The release of the 2017 Formula One calendar has caused some events to be rescheduled

## **January**

8 Traversée de Paris en Anciennes. Paris, France vincennesanciennes.com 8 Bicester Sunday Scramble. Bicester Heritage, Oxfordshire bicesterheritage.co.uk 12-15 Interclassics Maastricht. Maastricht, Netherlands ic-tm nl

## **February**

8-12 Rétromobile. Paris. France retromobile.com 17-19 Olympia Historic Automobile Fair & Auction. Olympia, London olympiahistoric.com 19 International MG and Triumph Spares Day. Stoneleigh Park, Coventry mgandtriumphsparesday.co.uk 23-26 London Classic Car Show.

Ticket also includes entry to Historic Motorsport International. Excel. London thelondonclassiccarshow.co.uk

24-25 Rally Catalunya Històric. From Barcelona, Spain to Perpignan, France rallycatalunyahistoric.com 24-26 Race Retro. Stoneleigh

Park, Coventry raceretro.com

10-12 Amelia Island Concours d'Elegance. Amelia Island, Florida, USA ameliaconcours.org 11-18 Rallye Maroc Classic Marrakech-Casablanca, Morocco rallve-maroc-classic.com 18-19 75th Members' Meeting. Goodwood Circuit, Sussex goodwood.com

**31-April 2** Practical Classics Classic Car & Restoration Show. NEC, Birmingham necrestorationshow.com

## April

2 Bromyard Speed Festival. Bromyard, Warwickshire bromyardspeedfestival.co.uk 5-9 Techno Classica Essen. Essen, Germany siha.de 28-30 Donington Historic Festival. Donington Park, Derby doningtonhistoric.com



26-28 Concorso d'Eleganza Villa d'Este. Como, Italy concorsodeleganza villadeste.com 27-28 Grand Prix Historique de Pau. Pau. France grandprixdepau.fr

3-4 Wilton Classic & Supercar Weekend, Wilton House, Wiltshire wiltonclassicandsupercar.co.uk 5-8 Rallye Megeve - Saint-Tropez. Alpes-Maritimes, France cyrilneveupromotion.com 29-July 2 - NEW DATE Goodwood Festival of Speed. Goodwood House, Chichester,

West Sussex goodwood.com

8-9 Chateau Impney Hill Climb. Chateau Impney, Droitwich Spa, Worcestershire

chateauimpneyhillclimb.com

15-16 Sherborne Castle Classic and Supercars. Sherbourne, Dorset classicsatthecastle.co.uk

28-30 - NEW DATE

Silverstone Classic Silverstone Circuit,

Northamptonshire silverstoneclassic com

## August

17-20 Monterey Motorsports Reunion. Laguna Seca, California, USA mazdaraceway.com 18 The Quail, A Motorsports Gathering. Quail Lodge, Santa Lucia, California, USA signatureevents.peninsula.com 20 Pebble Beach Concours d'Elegance. Monterey, California, USA pebblebeachconcours.net

## September 1-3 Concours of Elegance.

Hampton Court Palace, London concoursofelegance.co.uk 8-10 Goodwood Revival. Goodwood Circuit, West Sussex goodwood.com 10 Chantilly Arts et Elegance. Chantilly, France

chantillyartsetelegance.com

## 29-October 1

Hungaroring Classic. Budapest, Hungary peterauto.peter.fr

## October

21-23 Motorclassica. Melbourne, Australia motorclassica.com

## **November**

10-12 Classic Motor Show. NEC, Birmingham necclassicmotorshow.com





## Bicester New Year Sunday Scramble, January 8

Drop in on Bicester Heritage to join owners' clubs (including Aston Martin, MG, Bentley, BMW, Porsche and Triumph), have Hagerty value your car, and book a flying lesson in an ex-RAF Tiger Moth. Go to bicesterheritage.co.uk.

## Olympia Historic Automobile Fair & Auction, February 17-19

If you've a taste for expensive cars, head to Olympia in London on February 17-19. There's a Coys auction, and visitors can try classic cars out for size and chat to experts about buying them. Restoration showcases focus on Ferrari and Mercedes-Benz. Visit olympiahistoric.com.

## Wilton Classic & Supercar Weekend, June 3-4

After a hiatus in 2016, the Wilton Classic & Supercar event returns with a 100-car Concours d'Histoire - where history, rather than condition, is key. Go to wiltonclassicsupercar.co.uk.

## Nürburgring 90th anniversary, June 17-18

The infamous 'Green Hell' turns 90 in 2017, and an enormous track demonstration will celebrate nine decades of action. Details are scant at this time, so monitor nuerburgring.de for updates.

## French Grand Prix celebration, Magny-Cours, July 1-2

Magny-Cours will be hosting a celebration of one of the world's oldest officially organised motor races, the French GP. Expect carriage-wheeled centennials, spindly Sixties cigar-tube racers and winged Seventies monsters. See magny-cours.fr.

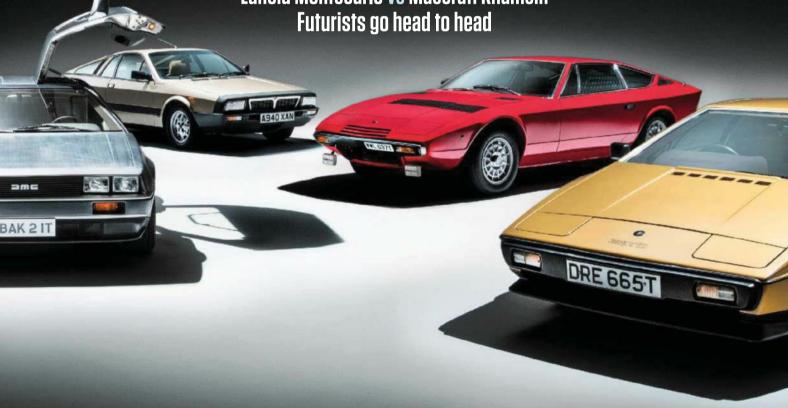


November 25-February 26 Hosted by Turin's National Automobile Museum, this three-month exhibition charts the six-decade career of one of Italy's greatest car designers. Combining car show with art exhibition and industrial history, Giugiaro and his Journey starts with the young Giorgetto's earliest drawings of cars, many previously unpublished, some made when he was still a child; charts his life as a Fiat apprentice, his work at Ghia and Bertone,

**Giugiaro and his Journey** 

## Next Month Don't miss these exciting stories in the March issue of Classic Cars

Lotus Esprit vs DeLorean DMC-12 vs Lancia Montecarlo vs Maserati Khamsin



PLUS Design hero Oliver Winterbottom on his greatest work Epic restoration of an Alfa Giulia Spider | Toyota 2000 GT driven We put a reader in his dream Jaguar XK120 | Citroën 2CV road trip Ford V8 Pilot buying guide



## **Your Letters**

Lesser-loved Range Rovers, a McLaren F1 boarding pass, and running a Lagonda on cheese and biscuits



Life of a Riley
Mr Palmer's Riley RMD (Epic OF THE MONTH Restorations, December 2016) brought back memories of some 50 years ago as a 19-year-old sharing a flat in Bradford with a friend Pete Thompson. We were apprentices at the English Electric Company in Thornbury. He was a car nut with a 2.5-litre RMB, which he drove with great verve until the big ends gave up.

I remember helping to put it up on bricks behind the flat, and removing the pistons and conrods while lying on my back in the gutter. A local company re-metalled the big ends but they didn't last long, so we returned them to the re-metalling company, who informed us that they should have been scraped-in with engineers' blue and scraper before going back in. Oops! After another re-metalling, and this time a good scraping-in, the Riley was back in full use.

Pete's next car was a 1950 Aston Martin Lagonda 2.6-litre saloon, which he bought using all of his university grant. He spent six months living on cheese and biscuits, which were free in the halls of residence café.

The last time I saw Pete back in 1970 he had just recovered from a serious accident on his pushbike, after going over the top of a car that pulled out on him. Of course this was a blessing in disguise, with the not inconsiderable compensation being invested in a Daimler SP250.

Alan Grinter

## **McLaren F1 entry**

Thanks to Ivan Ostroff for an excellent article on the McLaren F1, and for conveying so clearly the driving excitement it provides. His comment 'treat the McLaren with respect and it won't bite you' is true enough, but any car that can break traction at 130mph on a wet road demands close attention as well as respect!

However, his difficulty getting in is down to technique. Instead of 'backside first', the correct approach is one hand on the driver's seat back, the other on the edge of the passenger seat, feet together and swing them into the footwell. Backside follows naturally into the central bucket. You could even do it in a skirt...

Peter Taylor

## **Overlooked six-pot bargain**

I enjoyed the article on six-cylinder bargains and was pleasantly surprised to read it's possible to get a fourwheel-drive Porsche for £15k.



But what did the Scimitar GTEs do wrong? You can get a sleek and sporty SE5A, a 6A with extra space and a 6B with a galvanised chassis – all three for £15k!

They are great cars for touring with lots of luggage room. My wife and I have used our 6A for holidays in Scotland, Wales and the Isle of Man.

**Andrew Higgins** 

## Four-door Range Rovers in vogue?

I agree with Quentin Willson (Smart Buys, December 2016) that the later four-door Range Rovers are seriously undervalued.

Later versions of cars can lose the original vision's purity, but the four-door Classic best defines what the Range Rover has become, and is also more usable. The SE is wonderful with its high spec including aircon. However I do believe that the ill-proportioned LSE is overrated, and that a lot of the charm of the interior was lost in the soft-dash models.

My choice is the 3.5 EFi Vogue SE. It's the best built with the most reliable engine, and the prettiest leather seats. Also, low mileage and service history might read well in an advert, but horrors can still be hiding. In my experience of these cars, condition is king. Adam Tedder

## A Triumph over a French goddess

The article on the Citroën DS23 (The List, December 2016) gave a real insight into what it was like to drive one of these treasures.

It reminded me of the early Sixties, when a family friend took me with him to see a similar car he was considering. As a youngster, I was captivated by its sleek styling, and the way it almost magically rose up on its suspension and floated along the road. But it was the basic ID19 version, and he was put off by the unassisted steering.

> Instead, he chose the traditional virtues of a Triumph Renown.

It gave excellent service, but even then its sharp styling was as dated as the ID's was modern. How I wished he'd bought the Citroën! David Krieger



Lynch Wood, Peterhorough PE2 GEA. UK

## Classic Cars

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## **Quentin Willson**



Quentin suspects that the worse things get on the global stage, the better they'll get in the classic car world – and 2017 may have the definitive answers

redicting the old car market is getting tough. By rights, it should follow other sectors and ebb and flow with the global economy. But lately it's been behaving weirdly.

We saw some trickling downwards in the middle of 2016 with Brexit, but Trump and the Italian referendum didn't even touch the sides. In fact the final weeks of the year saw an unprecedented pick-up in prices and demand. Silverstone, Historics, Bonhams and H&H all did surprisingly well in November and December when things should have been freezing over. Oil jumped 10 per cent – threatening higher inflation and interest rates – and the Euro and Eurozone looked increasingly damaged. But instead of falling back, the market took a final leap of faith in December and went absolutely nuts.

You'll already have read about the RM Sotheby's Duemila Ruote auction, in which 423 classics seized by the Italian government contributed to an auction total of £40 million. But it wasn't just the prices that were interesting. Some 96 per cent

of the cars sold for over estimate, 5000 people attended, 25 per cent bid online, 83 per cent were new customers, 50 per cent were less than 50 years old and the mix of buyers came from 57 different countries. Some pundits are calling the record results a one-off, but with such a wide global spread of energy and interest I don't think that this is a fluke. In fact I'm wondering if the market may be entering a new phase.

I'm going to take a deep breath here, but the feedback that I'm getting from auction houses, dealers, collectors and enthusiasts is so uniformly positive that we may be in a situation where the worse things get geopolitically, the more money will flow into collector cars. We know that they've become a new asset class but the stellar rises in values still keep coming. Some of the cars that fell back in 2015 are now climbing again and you'll have already made money if you bought cleverly in mid-2016. This really shouldn't be happening, given how much political turmoil and financial uncertainty there is at the moment. But it is.

We saw the same thing in the 2008 recession when classic cars went against

the tide of declining global optimism. And I think that it could be happening again. Sure, escapism plays a part – classics are a welcome relief from the general doom and gloom, after all – but there are two new factors at play here.

The first is asset performance. Old cars have outperformed every other market over the past eight years – and then some. And even if interest rates rise (which they will) they'll never come even close to offering the sort of crazy gains that we've seen in the last decade. That established track record now gives everybody a feeling of confidence.

The second is the effect from a new breed of buyers. They're not Baby Boomers anymore – they're Millennials who are decisive, financially savvy and have caused an explosion of values in modern classics and supercars. Things are showing a surprising resilience and defying some of the worst shocks that we've seen in European post-war history. Could this be a peak before a fall? Or could 2017 continue with classic cars as the new financial safe haven? Hold your breath, we're about to find out.

Quentin Willson will talk about his latest

Smart Buys recommendations at the London Classic Car Show (February 23-26). thelondonclassiccarshow.co.uk



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## **Tom Tjaarda**



Our man swoons at a 1954 Maserati A6 GCS and celebrates its unsung designer Aldo Brovarone, one of Pininfarina's most influential stylists

ast year's best of show at the Concorso d'Eleganza at Villa d'Este was a 1954 Maserati A6 GCS. The extraordinary charm of this sport tourer was enhanced by the setting on Lake Como, and although there were many beautiful cars on display at this year's event the Maserati was in a league all of its own.

I couldn't take my eyes off it. It was designed some 60 years ago and brought back memories as a kid growing up in Detroit when I first saw these Italian exotics in specialist magazines. The Italian bodywork artisans were producing cars of such style and refinement at that time that they started to influence the world – it was the beginning of an Italian design movement that changed the way people looked at cars.

Names such as Pininfarina, Bertone, Ghia, Ferrari and Maserati were soon to become world-famous for automotive design, purity and elegance. But back then these companies, not an individual, were deemed responsible for the design. So who were the designers who actually drew the curves?

Over the years automotive researchers have revealed who did what, and one of the most prolific and prominent was Aldo Brovarone, a talented designer who worked his entire professional life at Pininfarina.

Brovarone was the designer of the Maserati A6 GCS and many more. Many Italian stylists took the limelight over the years – Scaglione, Michelotti, Gandini, Giugiaro, Fioravanti to name a few – but the individual that had the most influence in creating the Italian style was Brovarone.

A modest man, he never insisted on having his name attached to his creations because that was the way it was back in the Fifties and Sixties. But if you review the list of his designs it's clear what a phenomenal influence he had on Pininfarina's reputation.

The Ferrari 375 America was one of his designs, as was the Alfa Romeo Super Flow 6C 3000 - the one with Plexiglass covers over the front wheels and headlights. Its long profile was emphasised by the prominent rear fins and long transparent roof. This prototype turned out to be the styling theme for the 1966 Alfa Romeo Spider made famous in the 1967 movie

The Graduate starring Dustin Hoffmann and Anne Bancroft.

Then there was the 1962 Ferrari 410 Superfast II, an elegant design clearly aimed at the American market. In 1965 Brovarone designed the Alfa Romeo Giulia 1600 Coupé Speciale, a sensuous form that has become a classic. But his favourite car is the Ferrari Dino Berlinetta Speciale which was first shown at the Paris Show in 1965. It had a transverse rear-mounted 2000cc V6 engine and is a design exercise that shows perfect harmony of form and proportion.

One of Brovarone's more extreme expressions is the Ferrari F40 supercar. This daring piece of design gave the visual sensation of speed and performance at a standstill, and with a 2.9-litre V8 producing 478bhp the aggressive styling was no bluff.

The list goes on and on. Even today, aged 90, Brovarone is still active and draws prototypes for design house Studiotorino. His eyesight is good, his hand is as steady as ever and – crucially – he still has that special Italian touch that has produced so many great designs over the last seven decades.

[gm]/ jaardu

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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## **Gordon Murray**



Gordon reflects on the decision to buy his first Lotus Elan that left him down to his last £15 – one that would later inspire a quest for perfect steering

've always been consistent in naming the original Lotus Elan as my favourite sports car. I lived in Durban, South Africa in my late teens when the Elan was launched and I remember being bowled over by the concept. Colin Chapman was already my hero from the innovative Grand Prix designs from the late Fifties and early Sixties but the Elan really clinched it for me. I was impressed with the minimalism of the Lotus 7 but, of course, none of us knew then how perfect that design was. It was the Elan that fired up my imagination. I used to get car magazines by sea-mail in the Sixties so our news was always a month behind!

After racing my homebuilt IGM for two seasons in 1967 and 1968 I sold everything and left for the UK in winter 1969. We were no longer in the Commonwealth so a visa was granted against the currency one had in hand. I raised £1000 from the sale of my cars and personal belongings and found a rough bedsit in Shepherd's Bush for £10 a week. With no contacts in England and no job I decided to buy a high-mileage 1967 S3 fixed head Lotus Elan for £840. It was my

everyday car during 1970 and when I landed the job at Brabham I was down to £15.

My yellow Elan had been kit-built and suffered the usual problems plus a few more: the generator even fell off on the M4! Eventually the chassis broke, but none of these failures tarnished my love of the Elan. In the mid-Eighties I drove a 1968-model S3 fixed head and more recently I bought a 1970 S4 fixed head from Paul Matty that had all the fixes and mod-cons for it to be used as an (almost) everyday car. I often drive it to work or on trips to Goodwood.

There isn't anything I don't like about the Elan. The styling is sublime and it passes my 360° test – when you walk all the way around the car it looks good from any angle. The packaging is fantastic: I'm 6'4" and I don't need the seat all the way back. For such a small car the boot size and luggage space behind the seats is plenty for touring.

But driving is where the Elan excels – at 700kg with 50/50 weight distribution, dynamics don't get any better. The primary control weights are just right and the Ford gearbox has a satisfying rifle-bolt action. The twin-cam on 40 DCOE Webers has great

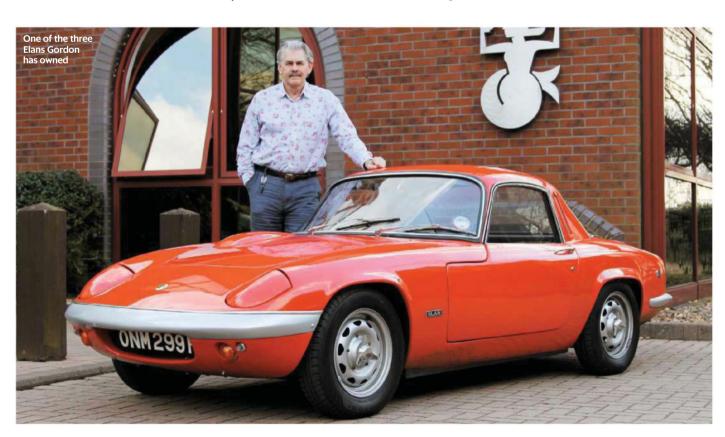
character, with the right combination of middle-range torque and willingness to rev – and the overrun exhaust crackle is the icing on the cake. The Elan steers like no other car I've ever driven with perfect weighting and masses of feedback – it's been well documented that I attempted to better the Lotus steering with the McLaren F1 and failed. It remains my benchmark today.

It's a shame there's no modern equivalent. Mazda came close with the first MX-5 by buying several Elans and analysing them. They couldn't match the weight or steering feel but the general idea was carried over. Subsequent versions of the MX-5 drifted further away from the original Chapman ethos with each new variant becoming larger, heavier and more complex. The latest reverses that trend by attempting to emulate the old Elan in going back to basics. What a testament to a 50-year-old design.

A life goal of mine is to create an affordable mid-engined sports car (preferably rear mid-engined) that can be used as an everyday car, with the original Elan ethos and the practicality the little Lotus delivered back in the Sixties.



Gordon Murray is one of the most innovative automotive designers of his generation. He designed GP-winning F1 cars for Brabham and McLaren and the McLaren F1 road car





"When I became the first Englishman to win the British Grand Prix on home soil at Aintree in 1955 did Fangio let me sneak it on the last corner?

I honestly don't know. I saw the opening and went for it - all over in a split second and I was the winner."

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## **Simon Kidston**



It's all change in the global political landscape – but Simon's 2016 retrospective deliberates wins and losses closer to home (well, the garage...)

o that was the year that was. We've voted to guit the European race (although nobody seems to know what that actually entails...), the French and Italians are about to have a driver change, our American friends have elected a reality TV show host as their next team manager-in-chief and a bloke who sounds like Castrol has definitively resigned as head comrade-mechanic in Cuba. Oh, and the newly crowned F1 champ has barely finished spraying bubbly before announcing he's had enough too. Has anything survived 2016 unscathed? Ah yes, the classic car market. And Bernie Ecclestone – still running the racing world despite selling it. Again.

Aliens taking a sneak preview before visiting would be baffled, especially if they read *Classic Cars*. Economic mayhem and political turmoil have done nothing to prevent record auction prices for everything from a \$35 million Ferrari sports-racer (bought by the late owner's family 45 years earlier for less than \$10,000) to a very plain-looking Patek Philippe watch that recently

made \$11 million. And to think I sold mine 18 years ago to fund a Fiat Dino Spider...

Pop culture has lost some of its most colourful figures, from Muhammad Ali and Bowie to Prince and Ronnie Corbett. In the motoring world, we've said goodbye to old friends whom we'll miss greeting at the next meeting. Racing ace Mike Salmon will no longer be arriving in his well-used Ferrari 275 GTB/4, nor impersonating Aston team boss John Wyer's stern plummy accent and 'death ray' stare. His widow Jean Bloxham, on some days even faster than her husband, won't be reunited with the Astons of her heyday again either. Mike's one-time Le Mans classwinning 330 LMB co-driver, 'Gentleman Jack' Sears, checked out this year too. You'd never think a Norfolk farmer in an AC Cobra could catch and pass lackie Stewart in an E-type, but he did. Cars were in his blood - his father Stanley was one of Britain's pioneering collectors, and Jack's own stable ranged from 1914 TT Sunbeam to 250 GTO.

US racing legend, and Paul Newman's cigar-chomping, Indy team-owning partner Carl Haas bade us farewell. Back in Britain, former Ford, BMC and Rootes works rally

driver Peter Riley – who drove solo for 14 hours to finish the last-ever Mille Miglia in 1957 – left for his last special stage.

It's ironic that in the 50th anniversary year of Ford's first trouncing of Ferrari at Le Mans, where the kiwi duo of Bruce McLaren and Chris Amon shared driving duties, the survivor bowed out just as celebrations were underway. Good-humoured but famously unlucky, Chris went on to win the Daytona and Monza endurance greats but was plagued by unreliable machinery in F1 and never took the chequered flag in a Grand Prix. Rival Mario Andretti famously commented that if Chris became an undertaker, people would stop dying.

A final motoring word has to go to the patron saint of car dealers (and Jaguar XJ6 owners) who drove to that great forecourt in the sky this year – actor George Cole, aka Arthur Daley. Auction cataloguers have taken inspiration from Arthur since he first appeared on our TV screens in 1979 with classics such as 'Every one a go-er', 'My word is my Eurobond,' and 'You only get out of life what you put in. And a bit more if you can find a couple of mugs.'

RIP all of you, and bring on 2017.

fina Cidstan

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.





# 

Write-offs and tasteless modifications plagued hot hatches for years but demand for



## HATCHES

original perfection means they're sizzling once again. Here's our pick of the hottest five



emember the time when few people thought that the Ferrari Testarossa would ever come back into fashion, simply because it was too vulgar? Many people – baby boomers in the main – once believed that hot hatches would be consigned to the same dustbin of history along with slick Gordon Gekko types, fey New Romantics and women with bubble perms, leg warmers and glittery make-up.

But nostalgia isn't the sole preserve of a single generation and the people who bought hot hatches new have triggered a frenzy centred on the cars that shaped their lives. For them, badges to continue to resonate over a quarter of a century.

like GTI and Turbo continue to resonate over a quarter of a century after their Eighties heyday.

The cars may have tumbled down the ownership food chain to be stolen, written off or modified – often badly – in the intervening years, but each has battled its apparent destiny to never again be hip and now their time has come.

Come with us as we transport you back to that thrilling watershed when GTIs and Turbos were cooler than Hugo Boss and Armani.

Giorgetto Giugiaro's linear edges place the **Volkswagen Golf GTI MkI** firmly a generation earlier than the rest of the cars assembled here, yet they lend it the most purposeful outline. Its details – the famous Pirelli P-slot alloy wheels, muscular wheelarch extensions, deep front spoiler, black side stripes and VW grille badge, and the

red pinstripe surrounding the radiator grille – each seem simple in isolation, but combined they're loaded with meaning. They demonstrate exactly why the GTI was elevated to must-have status for the man or woman who had a long-held driving bent but also had to meet the day-to-day needs of a nuclear family.

Climbing inside reveals that the seats are cossetting but leave me sitting quite high up. The thin windscreen pillars and large tinted glasshouse put the other cars' all-round visibility to shame – although the similarly upright Maestro comes close – and standard kit on this particular model extends to a leather steering wheel, trip computer and sliding sunroof.

Firing it up and blipping the throttle produces no mellifluous intake blare – just the refined note of the fuel-injected 1.8-litre transverse four-cylinder engine. At a stroke, Bosch K-Jetronic fuel injection improved starting reliability, driveability and power output over lesser Golfs – the original 1.6-litre GTI had 110bhp, compared to the standard 75bhp 1.6.

The famous plastic golf ball-topped gear lever has a long throw but slots into gear efficiently, making the most of the eager engine as it whizzes cleanly through the rev range. In period, it must have felt like the motoring equivalent of an aerated mousse compared to the standard carburettor-fed engine's turgid spotted dick.

The Golf is named not after the sport, but the German word for Gulfstream – Golfstrom – something that suits the car's light character perfectly, as I soon discover when I deviate off the straights and get into some twisty sections.



The high-set seating position is forgiven and forgotten as the steering – so heavy at rest – responds precisely to inputs, allowing the lithe chassis to dance its way nimbly through the corners. Front and rear anti-roll bars, uprated spring and damper settings, wider tyres and reduced ride height were designed to improve the Golf's handling, and Volkswagen's engineers got it spot-on.

Enter a corner at speed and it naturally understeers, but adopting an earlier turn-in reveals that it can be controlled with the throttle – there's no need to wrestle with the steering wheel. And all the while the exhaust note – urgent, but never intrusive – provides just the right amount of aural titillation. Only the slightly soggy brakes compromise the GTI's highly polished package.

'For me, the Golf GTI represents the time when cars went from being old to modern,' says Richard Masters of Golf MkI specialist Crazy Quiffs (golfmk1.co.uk). 'You can pick one up with an MoT for £4k, but a low-mileage one can fetch up to £20k. Parts availability is much better than it used to be, although panels remain an issue. Check underneath for corrosion; rear axle mounts and sills being key areas. Accident damage is given away by poor door fit and bends in the boot floor or chassis legs.'

The Golf GTI was launched in 1976 but didn't arrive in the UK in right-hand drive until '79. It created a stream of imitators, each desperate to stake their own claim on this brave new automotive market, but time hasn't diminished the effect of the original.

For many of us, the original Golf GTI was the daddy of hot hatches – and nothing has changed.

## Owning a Golf GTI MkI

it all back together for me.



'I used to have a Golf GTI MkI at university,' says Dan Parsons, 'and always fancied owning a mint one. Then my grandparents left me some money and told me to spend it on something that I had always wanted.

'I bought this car in 2012 – before that it had been garaged for 15 years. The brakes had rusted on, and stripping back the bodyshell exposed all manner of rust and holes. While the welding was being done I sent the engine and gearbox off to be rebuilt and NJ Restorations put

'I've only done 550 miles in it since then. It drives really well although the gearbox can be a bit tricky to master.

'Most parts are available, and Crazy Quiffs is a great help in sourcing them. The Mkl owners' club is an excellent source of information too.'

## 1983 Volkswagen Golf GTI MkI

Engine 1781cc inline four-cylinder, ohc, Bosch K-Jetronic fuel injection Power and torque 112bhp @ 5800rpm; 109lb ft @ 3500rpm Transmission Five-speed manual, front-wheel drive Suspension Front: independent, MacPherson struts, wide-based wishbones, coil springs and anti-roll bar. Rear: semi-independent, trailing arms, torsion beam axle, coil springs, telescopic dampers Brakes Servo-assisted. Front: vented discs. Rear: drums Steering Rack and pinion Weight 872kg (1921lb) Performance Top speed: 114mph; O-60mph: 8.3sec Fuel consumption 29mpg Cost new £6808 Values now £5000-£15,000



olkswagen's rivals certainly took their time in launching Golf GTI competitors, leaving the Wolfsburg giant alone in this new market sector. Until, that is, the 1983 arrival of the Ford Escort XR3i. Unfortunately, though it may have looked good, its coarse 105bhp CVH engine and crashy ride – thanks to overly stiff suspension – were rather underwhelming and a distinct case of style over substance.

When Ford's Special Vehicle Engineering Division delved back into the marque's past to resurrect the RS moniker, the resulting Group A homologation special – the **Escort RS Turbo** – was everything its predecessor wasn't. 'It's unique, a

RS Turbo – was everything its predecessor wasn't. 'It's unique, a different car altogether,' says Graham Worthington of Widnes-based specialist GS Escorts. 'The only thing that it shares with the XR3i is the bodyshell. There's another 30bhp from the turbocharged engine, plus twin anti-roll bars, bigger wheels and different tyres.'

Despite having Italian car leanings I must admit that, just like Andy Devonport, who owns the car here, I lusted after the RS when I was on the cusp of passing my driving test. Resplendent in white, with matching go-faster body kit, contrasting blue decals and seven-spoke 15-inch RS alloy wheels, it just looked so of its time, and back then bang on the secondhand car money. Unfortunately, insuring one was near-impossible for besotted 17-year-olds like me (who had to make do instead with a humble 1.3).

It was probably for the best, though, because even then I wouldn't have fitted into its Recaro sports seats; they're so narrow that they

impinge uncomfortably on my upper back. Disappointingly too, the cabin isn't far removed from a standard car's, though the chunky steering wheel is a tactile pleasure and the low seating position is every bit as sporting as the Golf's isn't.

It's voluble in all the right ways under load: the raspy exhaust note is complemented by the haunting whistle of a Garrett T3 turbocharger – a first for a production UK Ford engine – as it comes on boost at just 1500rpm, meaning there's less need to rev the engine hard (something it doesn't do particularly well) than there was in the XR3i. It does however rival the Maestro for torque steer, but was the first front-wheel-drive production car to have a viscous coupling limited-slip differential.

Unlike the Golf, the Escort's heavy steering doesn't lighten at speed, which leaves it feeling a touch stodgy in this exalted handling company. There's plenty of feedback from the rack-and-pinion set-up but instead of nailing an apex with ease when I get my line correct coming into a bend, I find myself constantly correcting my inputs just to keep it on point. Coupled to this are brakes that feel uninspiring to the point of being seriously underpowered; my first experience of them is genuinely unsettling.

For me, though, it doesn't quite deliver as a hero car. The 5 GT Turbo, Golf GTI and 205 GTI out-handle it by a significant margin and the Maestro Turbo trounces it for practicality, straight-line performance and rarity – Ford made Series 1s and 2s in the thousands. It sounds like I'm giving the Escort a right royal pounding but it still looks glorious, performs strongly and evokes all the right



visual memories. It still deserves its place towards the top of the hot hatch tree on style and image alone.

'You can pay anywhere between £4k and £20k for an RS Turbo Series 1,' says Worthington, 'although some mint low-mileage examples have sold for much higher sums at auction. Original trim and bodykits are getting tricky to source, but most mechanical parts are still available.

'Any prospective purchase should be checked thoroughly for rust, and that means looking just about everywhere – the battery tray, lower bulkhead, sills, chassis legs, boot floor, front crossmember and floorpans are all known rot-spots. It's easy to spend three to four weeks just welding a rusty car, so it's much better to spend a few grand more on a better one.'

Today the RS turbo hasn't scintillated as much as I wanted it to, but if I'd broken my motoring cherry in one back in the day then I've no doubt that it would have done; it's just that I've romanced numerous other hot hatches that have been much more enticing in the intervening years – and indeed here today.

Not that my opinion matters in the slightest to Andy Devonport; his spotless low-mileage example acts as both a rolling advertisement for his Platinum Paintworks bodywork business and the fulfilment of a dream of owning a car that he's desired for as long as he can remember.

And after all, the RS moniker, allied to the super-loyal classic Ford faithful, will ensure that its desirability and collectability only continues to increase.

## **Owning an Escort RS Turbo**



'I always wanted an RS Turbo Series 1 when I was younger, but couldn't afford one at the time,' says Andy Devonport. 'In early 2009, when I was looking to buy another of my favourite Fords – an RS2000 MkII – I kept seeing this RS Turbo popping up and

eventually contacted the owner.

'It was tucked away in a dark garage near Glasgow and hadn't been on the road since 1988. It was clear that it needed a large amount of work doing to it when we pulled it out but the interior was immaculate and it only had 18,003 miles on the clock. My only concern was how much I was going to pay, because I wasn't leaving without it.

'Genuine parts are in very short supply, so you have to pay a premium for an original car.'

## Ford Escort RS Turbo

Engine 1597cc inline four-cylinder, ohc, Bosch KE-Jetronic fuel injection, Garrett AiResearch T3 turbocharger Power and torque 130bhp @ 6000rpm; 133lb ft @ 3000rpm Transmission Five-speed manual, front-wheel drive Suspension Front: MacPherson struts, coil springs, transverse links triangulated with tie bars, anti-roll bar. Rear: MacPherson struts, coil springs, transverse and trailing links, anti-roll bar Brakes Servo-assisted ventilated discs front, drums rear Steering Rack and pinion Weight 97lkg (2141lb) Performance Top speed: 126mph; 0-60mph: 78sec Fuel consumption 28mpg Cost new £9250 Values now £3250-£11,000

## THE ALTERNATIVES

Nothing quite tickled your whistle yet? Then how about these sizzling contenders...



## **Vauxhall Astra GTE MkII**

Slippery aerodynamics replaced sharp edges in the transition from Astra MkI to Astra MkII and ensured that it regularly topped the hot hatch performance charts. It was available initially with 115bhp and later 130bhp, then from 1989 a walloping 150bhp 16v engine. It had a Cosworth-designed twin-cam 16-valve red-top cylinder head though untidy chassis dynamics couldn't match its performance. That didn't prevent it from becoming a BTCC touring car star, though, not to mention a competitive rally car.

What to look for. Inspect the bodyshell for rot, especially around the rear wheelarches and where the front wishbones join the chassis legs. The biggest issue concerns parts supply, so make sure all components are in working order and that items such as door mirrors and lights aren't cracked. The digital dashboard display was prone to faults even when new and isn't cheap to fix. The 16-valve is the pick of the bunch but avoid the distributor coil pack version because the bearings tend to let go in the distributor head, resulting in running problems.

**Price range** £2000-£5000



cloaking bonkers internals, the 800kg three-cylinder GTti proved to be an absurdly rapid little car. Its 993cc twin-overhead-cam engine had semi-forged pistons and produced 99bhp, making it the most powerful 1.0-litre car you could buy for years. It redlines at a frenetic 7500rpm but its capable chassis nonetheless ensured a fairly refined ride and ample grip. Add a crisp gearchange and rack-and-pinion steering, and it was the discreet slayer of fellow hot hatches for those

in the know; it could easily keep pace with the Volkswagen Golf GTI and Fiat Uno Turbo ie in the 0-60mph sprint but still return 40-45mpg.

What to look for. All areas of the bodyshell are prone to corrosion, but the inner wheelarches and rear suspension turrets are particularly vulnerable. It's very rare to find a car that's never been welded, and any prospective purchase that has had regular rustproofing is a bonus. Mechanically they are strong, with very reliable engines, though many have suffered poor-quality modifications that can cause poor running or even engine damage. Gearboxes are known to jump out of fifth, but it's not too difficult to fix. Some genuine parts are now obsolete, so sourcing secondhand items online or through the owners' club is the best option.



SZ-27-DF

## Mazda 323 Turbo 4WD

It may have looked like yet another Japanese econobox but the 323 Turbo was actually a rally-bred homologation special. Just 500 came to the UK and its £14,000 list price – compared to £17,000 for a Delta Integrale – and fully loaded specification couldn't offset a somewhat bland exterior and interior. However, its stiffened sills, lockable centre differential and wider track, allied to a 148bhp turbocharged engine, ensured that it was an uncompromising machine.

What to look for. Rear arches and inner sills suffer particularly badly from rust, but the whole body should be checked. Turbo seals are prone to failing and smoking, while the rear differential can suffer damage if a car is driven particularly hard. Brake calipers were prone to sticking even when new, so look for pulling to either side when braking. The engine is basically an MX-5 unit and so is especially rugged and long-lived. Your biggest challenge today will be finding one.

Price range £1000-£5000



ate modified car magazine *Max Power* could be blamed for the demise of many an innocent **Renault 5 GT Turbo**. It inspired a whole generation of boy racers to inflict all manner of bodily, mechanical and trim indignities upon them. Other hot hatchbacks experienced similar treatment of course, but the 5 GT Turbo seemed to star on its lurid front covers more than most.

That makes an original example like Simon Thomas's Phase 2 all the more special and a reminder of how relatively discreet this little car is. It's certainly the polar opposite of its aggressive mid-engined, wide-bodied homologation Renault 5 Turbo sibling, a car for which it's regularly mistaken, despite the factory body kit, 'GT Turbo' rear badge and flank decals. And yes, it's supposed to have that dimpled texture, though it's less obvious than it was on the Phase 1's unpainted body kit.

It really does look Dinky toy-sized compared to its competition, and even more so out in the real world today; alongside it an Audi Q7 looks like a supertanker. It's still a tidy design but slip inside and the cabin seems every bit as tight as the exterior suggests, a feeling further enhanced by a driver's seat that holds you in place with a vice-like medial grip. It doesn't matter how wildly you misbehave in this car – your backside is going nowhere.

The Renault's interior may have felt cheap when it was new, but the riot of Amstrad computer-mimicking moulded plastic and red instrument dials feels utterly retro-cool today. There are genuine delights to be found in here – the notch-cut gearknob slots perfectly into the palm of your hand and the chunky, deep-dished three-spoke sports steering wheel feels as good as it looks.

Up front sits a 1.4-litre version of the humble Cléon-Fonte engine that dates back to 1962, but here placed transversely and boosted with a Garrett T2 turbocharger and air-to-air intercooler. The result is 120bhp and 122lb ft of torque – combined with a kerbweight of just 820kg, the GT Turbo is a proper little flyer.

Getting the best out of one of these cars is not at all like driving a conventional car, in which you simply bury the throttle and accelerate smoothly away. It's more like shaking a bottle of fizzy pop to agitate the gas and then flipping the lid off. There's a delay as the turbo spools up – a period during which you can actually sense the build-up of kinetic energy – before the front tyres grip and you whistle wildly away. Its blown engine behaves in a similar fashion to the hardcore MG Maestro and much more luridly than it does in the Ford Escort RS Turbo.

But its steering is more direct and its chassis more finely-tuned than either of them so the only thing they'll see on a twisting B-road is that neatly slanting rear end drawing inexorably away. The brakes are as sharp as the 205's and the handling isn't far behind. All second-generation 5s got a MacPherson strut/trailing arm set-up, so it's easy to see why the original 115bhp GT Turbo Phase 1's resultant go-kart handling gave Peugeot such a fright.

'Compared to other non-turbo hot hatches of the period, they're very tuneable,' says Bob Beaumond of Shropshire-based 5GTT specialist CGB Motorsport, thereby explaining their period



attraction to modifiers. 'You can get another 30bhp for £10-£15, and 170bhp-180bhp is easily achievable.' Today visually standard cars are the most sought-after, although a bit of extra pep under the bonnet is acceptable. 'Ten years ago there were always 30 or 40 unmolested cars for sale online at any given time, but now there are usually only one or two available at most.

'A car with a blown-up engine shouldn't necessarily put you off because a full rebuild only costs around £800. In fact, it's the originality – or otherwise – of any purchase that's key. Interior parts are now so incredibly rare – and therefore so incredibly expensive – that it's essential to check their condition before you buy. For example, you'll pay £500 for an original gearknob in good condition and up to £1500 for a pair of good used seats – if you can find them. Combined with original bumpers and grilles, good trim like this can add upwards of £1000 to the value of a car.'

Fashion's cyclical nature has brought each of the Eighties hot hatches gathered here back into vogue, but those modified to within an inch of their bodyshells are unlikely ever to follow suit. And for that we can thank a satirist with a biting take on the often tasteless modifications habits of the *Max Power* culture. The unforgettable image of a yellow and outrageously be-spoilered GT Turbo streetracing a rival's similarly modified GTT – all the while sticking rigidly to the urban speed limits – in the movie *Ali G Indahouse* remains etched in the memories of a generation. It helps to ensure that only standard examples remain truly 'wicked' in the eyes of most discerning buyers.

## **Owning a Renault 5 GT Turbo**



1 owned a pearlescent white GT Turbo Phase 2 in in the late Nineties and it's still the car I most regret selling,' says Simon Thomas.
1 bought this one in 2013 as a project to do up with my dad. Sadly he passed away during the restoration, but I was determined to finish

it in his memory.

'It's extremely hard to locate genuine parts and most used bits are now more than 25 years old. However, every part of my car has been replaced with new genuine items – doors, wings, boot lid, tailgate, bonnet, body kit, glass, lights, wiring loom – you name it and I replaced it.

'The best place for advice and knowledge is through the local owners' clubs and Facebook groups – you'll struggle to maintain a GT Turbo today without them.'

## **Renault 5 GT Turbo**

Engine 1397cc inline four-cylinder, ohv, Solex 32DIS carburettor, Garrett AiResearch T2 turbocharger Power and torque 120bhp @ 5750rpm; 122lb ft @ 3750rpm Transmission Five-speed manual, front-wheel drive Suspension Front: independent by MacPherson struts, lower wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent by trailing arms, transverse split torsion bar, telescopic dampers, anti-roll bar Steering Rack and pinion Brakes Servo-assisted. Discs front, drums rear Weight 820kg (1808lb) Performance Top speed: 123mph; 0-60mph: 71sec Fuel consumption 23mpg Cost new £7360 Values now £3000-£8000



ome believe that reports of the **Peugeot 205 GTI's** tendency for lift-off oversteer are greatly exaggerated. And yet most people I've spoken to – including the owner of the car shown here – who say they used to own one during the Eighties and early Nineties usually follow this up by admitting that they 'stacked it', 'smashed it' or completely 'wrote it off' at some point.

The issue was two-fold, Firstly, as they depreciated

The issue was two-fold. Firstly, as they depreciated and became affordable to drivers with limited experience, it was a case of way too much, way too soon. Putting 130bhp into the hands of a testosterone-fuelled – or often oestrogen-fuelled – late teen or early twentysomething with marginal driving ability could only ever end one way.

And that's because of the second factor – the car's inherent nature. It goads you into driving it hard from the off thanks to a combination of an exhaust note – louder and more intrusive than the rest – that rewards the heavy of foot, and a lightness of handling and chassis dynamics that keeps you utterly entranced.

Peugeot transformed its humble family car into the original 205 GTI 1.6 and instantly created a B-road terrier. Like the original Golf GTI, it set new standards for the class and demonstrated just how far the performance hatchback had come. And when its rivals started to get too close to it, Peugeot responded by simply slotting a 1.9-litre engine under the bonnet.

'The 1.6 is the more balanced unit of the two,' says Matthew Jobling of Brackley-based 205 specialist Pug1Off. 'It's freer-revving and has a

more linear power curve. However the 1.9 is more desirable so you'll pay around 20 per cent more for one.'

Matthew puts this down to the fact that it's the more powerful model – few of us believe that less is more – and the look of the 15-inch alloy wheels. And it's only those wheels, together with the rear wing badges, that visually differentiate the 1.9 from the 1.6.

The extra torque – up 20lb ft to 119lb ft – makes itself known at motorway speeds, with the instant clout available in fourth gear particularly appealing. It's not quite in Maestro Turbo territory, though – and where the MG remains relatively composed and bearable at speed, the 205's exhaust note is intrusive. It sounds like there's someone sitting behind me going 'mmmmmmm' in my ear even during a town crawl; but at 70mph it's as if they've engaged CAPS LOCK and it's now 'MMMMMMMMM'. It's also a bit tiring at low speeds where on/off throttle work results in an annoying level of driveline shunt.

I instantly forgive it both of these vices once I get out into the countryside, because it comes alive in a way that none of the other cars here can. Rather than getting lighter at speed, the steering gets heavier the more lock I wind on but there's a constant stream of information transmitted to my fingers and the harder I push on, the better it responds.

Each corner I encounter increasingly flatters my skills, as I clip apexes with aplomb; with the revs rising, engine pulsing away and exhaust bombing. It's easy to see how many got carried away, tipped the scales and were bitten by this unassuming little assassin.



The Peugeot 205's taut lines may be elegant but I lusted after the more extrovert-looking RS Turbo when I was younger. The roles are reversed when I climb into the Peugeot's lairy cabin, and time spent with all of this month's Big Test subjects elicits only one winner in the handling contest.

'Cars range from £2750 for an average 110,000-mile 1.6, through to £12,500 for a mint 33,000-mile 1.9,' says Matthew. 'However, the real low-mileage rarities have gone sky-high of late; an 8000-mile 1.9 recently sold at auction for £32k.

'Rot is the biggest problem; even cosmetically sound-looking cars can hide up to £6k-worth of necessary repairs underneath. Main areas to check are the boot floor, sills, lower rear wing, inner arches, under the rear seats, and the front panel if previously damaged.'

Cylinder head wear and corrosion are increasingly common and can cost over £1200 to rectify. And like the Renault 5 GT Turbo it's the parts that are no longer available – including the dashboard, carpets and exterior trim and bumper mouldings – that must be checked particularly closely.

I may have just about got away with keeping an Escort RS Turbo, 5 GT Turbo, MG Maestro Turbo or Golf GTI on the road when I was a young thruster but I suspect that the zesty and intoxicating 205 GTI 1.9 would simply have encouraged me to go faster and faster until I inevitably pushed it too far and ended up joining the burgeoning ranks of young hedge-munchers.

Today, though, I'm older and wiser and better prepared to tame the best hot hatchback of the Eighties.

## **Owning a 205 GTI 1.9**



'My mum had a 205 GTI 1.9 and I loved its shape and the noise it made,' says Tom Collins. 'I wrote it off three days after I passed my test – she wasn't best pleased but happy that I'd made it out in one piece. It was my wife's first car too, and she'd not long passed

her test when she crashed hers too. It's nice to have one again because we both have unfinished business.

'It's not the easiest car to drive but you can have plenty of fun in it on a country road; point it where you want to go and it goes there... most of the time.

'In the three years I've had it it's had new foglights (£250), a battery and new red bumper strips – other than that it's factory spec. The biggest issue with it is people trying to nick it near our London home. It now lives in a garage in Oxford – it's safer but prevents us from driving it as often as we'd like.'

## Peugeot 205 GTI 1.9

Engine 1905cc inline four-cyl, ohc, Bosch L-Jetronic injection Power and torque 130bhp @ 6000rpm; 119lb ft @ 4750rpm Transmission 5sp manual, front-wheel drive Suspension Front: independent, MacPherson struts, coil springs, lower wishbones, anti-roll bar. Rear: independent, torsion bars, trailing arms, telescopic dampers, anti-roll bar Steering Rack and pinion Brakes Servo-assisted discs Weight 875kg (1929lb) Performance Top speed: 127mph; O-60mph; 78sec Fuel consumption 28mpg Cost new £12,265 Values now £3750-£12,500



kay, so pop goes my theory that the next generation of classic car owners are sparking this new hot hatch feeding frenzy. Phil Pope – one of the aforementioned baby boomers – has dive-bombed proceedings as an infiltrator with his **MG Maestro Turbo**. There are no rules in classic car ownership; you're as likely to seek to revisit your youth as you are to act on formative childhood memories.

These cars passed me by when they were new – hardly surprising given that only 504 were built between January and November 1989 – and the same was true for the general motoring public. And that's a shame because one performance figure in particular was fairly startling – it could get from 0-60mph in 6.7 seconds.

'I still remember the original advert for the Maestro EFi,' says Phil, as he hands me the keys to his car. 'It read, "The Golf GTI will be along in a second."' Well, our GTI MkI will be another 0.6sec on top of that and even the next swiftest – the 5 GT Turbo – still lags 0.4 seconds behind the Maestro.

I remember the Maestro Turbo advert too, which claimed that it was 'faster than a Ferrari, a Porsche, a Lamborghini, a Lotus, an Aston...' Cheeky, but actually true – as long as you were comparing it to the slowest versions.

Up close the Turbo is a brute. There's no demure demeanour here – it wears its Tickford bodykit with all the subtlety of a pneumatic

reality TV star wearing three fig leaves and a prayer. You can easily imagine your nan pootling up the family driveway in the poverty-spec model of any of our assembled cars, but somehow the standard Maestro's pipe-and-slippers image fits it best. Which makes what happens when you get the Turbo out on to the open road and put your foot down all the more shocking.

It's an absolute howler. You have to be progressive with the throttle because applying too heavy a foot invokes torque steer – where the front wheels start squirming all over the place. That said, it's nowhere near as unruly as the early hooligan Montego Turbo.

Just as I move to shift the Honda-sourced gearbox up a gear at 3000rpm, the Garrett T3 turbocharger kicks in with a wild whistling noise, and... Houston, we have lift-off. Into second gear, and there's a brief pause as the revs build. Then it hits the sweet blown zone again and tears off down the road. It's utterly bonkers.

None of the other cars here can stay with it – its massive 169lb ft of torque powers it forward so brutally that it leaves a sea of disconsolate faces in its wake. Phil doesn't care – he's only looking one way and it sure as hell isn't backwards.

The Maestro Turbo was criticised in period for having steering so light that it felt a little disconnecting, but Phil's subtle modifications – lower springs, uprated dampers, Polybushed suspension and wider Montego wheels – have sharpened everything up and increased grip. It's taut and balanced through corners and lends a feeling of security at all times; unlike the 205 GTI, it never feels as though it'll bite



without warning if you push it hard. It may have rear drum brakes but the ventilated discs up front mask any of their shortcomings and provide sharp stopping power. So, based upon period road tests, how would that compare to standard transport?

Viewed purely as an all-round family car, it's the best here. It has the most spacious interior – even if it feels the most dated – five doors and decent boot space. However, like all Maestros and Montegos, the Turbo is a niche model with little or no dedicated specialist support – unless you can find a mechanic who used to work on them in period. Those in the know tend to be owners' club members – and therefore the owners themselves – and so this has to be your best resource if you're thinking of buying one.

'Most owners of cars in top condition tend to hold on to them,' says Phil. 'Projects that need work used to fetch hundreds of pounds, but now even cars in poor condition tend to be over £1000 – if you can find one. You're looking at over £10,000 for one in top condition. Interior trim is hard to find, so check seats and door trims are good. The O-Series engine is robust, but check for oily exhaust smoke, which could point to turbo wear. And like most cars of this era check for rust – rear of sills, door bottoms, and especially the tailgate, which can let water in that rots the boot floor.'

This car is certainly rare and has the kudos of the MG badge. And while the Maestro's pensioner image may have held it back in period, today it looks exactly what it is – a blunt, extrovert and extremely brisk family performance car.

## **Owning an MG Maestro Turbo**



'My first sensible car in the Eighties was an MG Maestro EFi,' says Phil Pope. 'It was quick, practical, reliable and economical. But I always lusted after the Turbo because of its rarity and amazing performance.

'I bought this low-mileage but long-unused project for £550 in 2002 and spent around £1000 restoring it. I did all the welding myself – a replacement door and front wing came from a scrapyard and the friendly and helpful Maestro and Montego Owners' Club (maestro.org.uk) found me a boot floor panel.

'Today panels are becoming harder to find and some parts, such as the seats, aren't shared with other Maestros – but generally there are still plenty of spares available.'

## **MG Maestro Turbo**

Engine 1994cc inline four-cylinder, ohc, SU carburettor, Garret AiResearch T3 turbocharger Power and torque 152bhp @ 5100rpm; 169lb ft @ 3500rpm Transmission Five-speed manual, front-wheel drive Suspension Front: independent, MacPherson struts, lower wishbones, coil springs, telescopic dampers and antiroll bar. Rear: trailing arms linked with torsion beam axle, coil springs, telescopic dampers and anti-roll bar Steering Power-assisted rack and pinion Brakes Servo-assisted and vented discs front, drums rear Weight 1080kg (2379lb) Performance Top speed: 128mph; 0-60mph: 6.7sec Fuel consumption 26mpg Cost new £13,995 Values now £2000-£10,000

## **Hottest hatches**

heft, boy racers, joyriding, the modifying scene and write-offs resulted in an insurance maelstrom during the Eighties but our freshly mature owners can now enjoy their vices free of any such worries.

All of these cars will provide you with a quintessential hot hatch experience but after that it's down to personal preference. The RS Turbo is a feisty performer and sharp looker but while it was great to meet my first hero, its dull brakes and stodgy steering ultimately left me feeling just a touch flat.

The effervescent 5 GT Turbo is an absolute hoot to drive, though its cabin is a bit too tight for my liking and it can never compete with the Renault 5 Turbo that's already in my garage.

One of the biggest surprises is just how much I like the MG. It's a real whippersnapper in grandad's clothing and will devour anything here in a straight line, holding pace with many more exotic and expensive pieces of period machinery.

It took the arrival of the Renault Clio Williams in 1993 to supplant the Peugeot 205 GTI 1.9 as the star of the hot hatch show. I wouldn't recommend the Pug for family commitments as a daily driver, but for weekend hoons it's simply in a class of its own.

But the Volkswagen Golf GTI is the one that I'd choose. For me, it has those all-important nostalgic triggers and historical kudos. As a hot hatch all-rounder, there's absolutely no doubt in my mind that it's still The Daddy.

Thanks to: The owners, Steven Carter, The Devonport family, Platinum Paintworks (platinumpaintworks.epageuk.com), The Mk1 Golf Owners' Club (wwgolfmk1.org.uk), Maestro and Montego Owners' Club (maestro.org.uk), The Ford RS Owners' Club (rsownersclub.couk), Crazy Quiffs (golfmk1.co.uk), Pug1Off (pug1off.com), GS Escorts (gsescorts.co.uk), CGB Motorsport (cgbmotorsport.net), Vaux Centre (vauxcentre.co.uk), DCY Europe (japaneseimportspecialists.co.uk), Walkers Garage (walkers-garage.co.uk), GTti Developments (gttidevelopments.couk), Freelance Mazda (freelancemazda.co.uk), DTR European Sports Cars (dtrsports.com) Nathan Munns



## **Ouentin Willson's choice**



I regularly cheated death in all of these five hot hatches during the Eighties and Nineties. I bought, sold and

tore round in them all.

The Maestro Turbo was always going wrong and took ages to sell. The R5 GT Turbo was riotous fun but bits fell off, turbos expired, it never quite had enough street-cred and felt fragile. The R5 Turbo always sold instantly and pulled like a train but attracted blokes who could never get finance. Their

reputation is better now with some strong prices but I think they've peaked.

For me it comes down to two cars – the Pug 205 and the VW Golf. The 205 was seriously quick and totally bewitching. But I must have owned 25 Golf GTI Mkls and they handled neatly, never went wrong and went faster the more miles you racked up.

For me the best buy is a Y- or Aplater on Pirelli alloys with sunroof, low mileage and history. Soon very special ones will be £35k.

And to think I once sold a 5000-miler for four grand...





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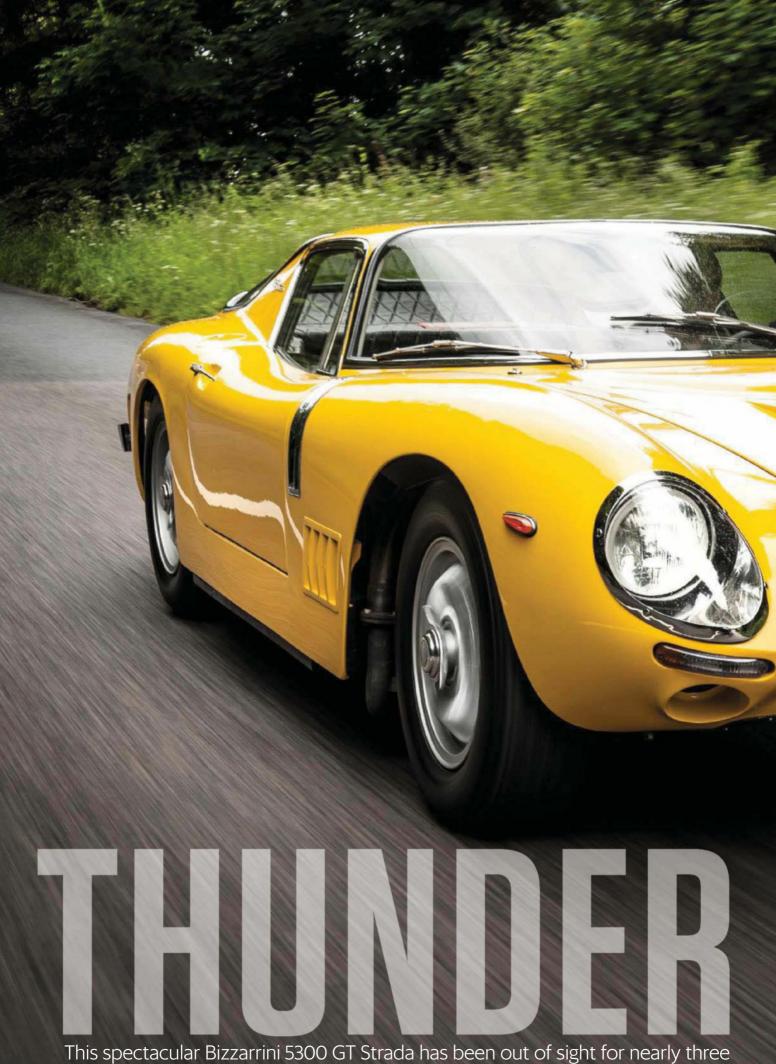














Words ROSS ALKUREISHI Photography LAURENS PARSONS

## Bizzarrini 5300 GT Strada

nsconced in the cacophonous Cucina Italiana on Orpington High Street this morning, with coffee aromas punctuated by wafts of hot butter, closing my eyes I can almost fool myself I'm in a café in Porto Livorno, just down the road from Pisa.

Samuel Laurence's sales manager Davide De Giorgi shatters the illusion as he opens the cafe door and, instead of the gentle lapping of the Mediterranean, the white noise of south London's rush hour washes in after him. We shake hands and he lays a set of keys on the table.

'It's here?' I ask, seeing the distinctive Eagle emblem on the key ring. 'Really?' I stifle a laugh at the thought of an early alloy-bodied 5300 GT Strada sitting outside amid a sea of modern mundane machinery – especially one fresh from a

meticulous restoration.

I settle the bill, step outside and there indeed, 50 yards up the road in a parking bay, sits an unfeasibly low and sleek aerodynamic vision in yellow, a glorious burst of Mediterranean sun illuminating everything in close vicinity. Even Sophia Loren perched on a plinth in her luscious prime would struggle to have the effect currently being provoked in the locals.

I'm not immune either – Giorgetto Giugiaro's seductive lines, realised from a sketch by Giotto Bizzarrini himself and made flesh by Piero Drogo's Sports Car Modena works, ensure that gravity momentarily overcomes the resistance offered by my jaw muscles.

It's a visual symphony with a sweeping front, belligerent haunches and aggressive vents – all functional. Only the flat flanks housing fuel tanks in each sill interrupt its curves, and it's free from adornment save for chrome bumpers and a touch of scripting.

Acutely aware of my audience, I open the light aluminium door, stretch my leg across the wide sill, insert it into the footwell, allow cheeks to meet seat, and then repeat with the left before a limbo manoeuvre brings my torso to the party. Once in, a bit of pedal *Riverdance* gets me comfortable.

The black leather bucket seat is supportive, but the foot-well is narrow thanks to the wide transmission tunnel; the engine is set so far back in the chassis that the distributor is adjusted through a removable panel on the dashboard. The three-spoke leather steering wheel sports a central Bizzarrini badge, but

# 'It fires with a hollow clatter which hardens to a thunderclap'

a rather large clue to the car's heritage is visible in the Iso A/3L-branded Veglia Borletti gauges.

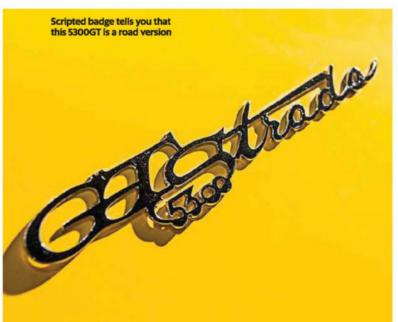
I prime the carburettor with several pumps of the throttle and it fires with a hollow clatter, which hardens to a thunderclap as the gargantuan Holley allows all eight cylinders to gorge on fuel. Even though I'm prepared for it, the fact that I'm greeted by the unmistakable sound of pure blue-collar American iron and not the wild tones of an Italian V12 still comes as a shock, the Chevrolet Corvette-sourced V8 a seemingly odd partner to that sultry Italian body.

The clutch isn't obtrusively heavy and the tall lever travels quite a distance but with a satisfying kink in the movement before the synchromeshes guide it home with a firm shove and accompanying mechanical clunk. There are no wing or door mirrors and turning in my seat reveals only a vast expanse of luggage room and a lottery of a view stacked against me. Thankfully Davide is on hand to wave me out.

















There's instant heft available even at the lowest revs and as they build I can feel the branched exhaust manifold resonating through the footwell – trying to imagine what that's going to feel and sound like at full chat has me salivating. As I crawl along I change gear too early and momentarily bog the engine down; first gear is very tall so there's little need to change up below 30mph.

Heads on both sides of the street turn at the approaching rumble and a number of people hurriedly exit shops to identify the noise. This is by no means the Bizzarrini's natural environment – raised pedestrian crossings challenge the sump's two-inch clearance and mechanically it's not at ease – but the suspension is supple and easily deals with road imperfections. I'm not complaining. The effect of the car is akin to The Emperor's New Clothes, minus laughter and with genuine visual substance.

Finally, we shake loose our town centre anchor and start to build up some speed. I have to regulate throttle pressure, just as I would in a Corvette, because with 360lb ft of torque it's easy to spin the rear wheels and send the tail drifting out – this example's locked differential making it a smidgeon more rear-end happy than a standard example. Worse, I could propel it forwards too hastily and bury the bonnet into the back of the car in front. Lay down the power progressively and the level of mid-range surge is breathtaking; the redline sits at 5800rpm, but pretty much all the torque is delivered in the first three quarters of the rev range so second and third do the job perfectly in normal driving.

Working my way out towards the countryside and quieter roads I'm surprised at how easy this beautiful brute is to drive. As the miles pass I settle into a pulsating rhythm of bursts of heavy acceleration with the exhaust note hardening from rumble through blare to guttural snarl, followed by soothing cruising, with the engine burbling in the foreground. The acoustics mean that the 0-60mph sprint feels like it'll take rather less than the claimed 6.8 seconds.

You could be forgiven for thinking that mechanically the engine is the star of the show here – or villain, for purist Italian car aficionados – yet that honour goes to Giotto Bizzarrini's engineering prowess. Setting the engine 16-inches further back in the chassis – as with Iso Grifo – resulted in far better balance than its Iso Rivolta GT forebear, and that's clear through both slow and fast corners.

Prior to entry, a hard foot on the brake pedal is welcome; the all round discs are more than adequate but require a hefty shove to wake them up. It feels as if the car is squatting on all four tyres rather than nose-diving and the pedal will take quite a push before the wheels lock.

Get braking done early, load up the steering and there's immense grip, the handling remaining neutral – period road tests state that it

will understeer on the limit, but I'm far from there today. As the road straightens, it's hard on the throttle as I let the brute off the leash once more – it's gloriously bawdy and addictive.

That it matches aesthetic beauty with a chassis that delivers such a balanced driving experience should come as no surprise. Giotto Bizzarrini was schooled at the University of Pisa, from where the Tuscan mechanical engineering graduate joined Alfa Romeo, working on the development of the Giullieta



### **OWNING A BIZZARRINI**

'I come from a Porsche family,' says A Salzano. 'But I always had a passion for real exotics, and Bizzarrinis in particular. When I saw this car in 2007, I simply had to have

it. Since new it had passed through several owners and returned to its original region of Tuscany but I had an educated guess of exactly what the chassis was and the special story that came with it.

'The research work took a long time to conduct and I can't quantify the costs of the restoration. Having stalled as a project with the previous owner it was in disrepair when I found it, but I got lucky because it came with a lot of original parts.

'It has a lot of crazy little details like a locked differential and exhaust pipes that really warm up the footwell, but it's definitely all been worth it. As more of a soft race car than a GT, it's quite a harsh and demanding drive; I think that's one of its most fascinating aspects but I can understand that it doesn't appeal to everyone.

'Giotto took it long-distance racing with the Iso Grifo, so it's a very reliable car – even the engine is easy to maintain.' Sprint, Spider and Berlina before moving to Ferrari in 1957. There he swiftly rose to the position of chief engineer, working on the 250 2+2 and 250 SWB before completing the initial development on the now legendary 250 GTO.

Unfortunately, those labours would not be completed by Bizzarrini himself, because as one of the gang of five during Modena's infamous Machiavellian palace revolt, Enzo Ferrari famously cast him forever into the wilderness.

After a brief dalliance with Count Giovanni Volpi's ATS car-making and short-lived racing team, he designed and built the glorious V12 engine which powered Ferrucio Lamborghini's new 350 GT. It was an engine that, in numerous models, would last an inconceivable five decades in production.

His next stop was another rich industrialist's project – the luxury four-seater Iso Rivolta GT. His chassis design was

teamed with an elegant Giugiaro-penned body and, in a first for an Italian GT, a Chevrolet Corvette V8, which instantly removed difficulties with servicing and parts support in the all-important US market.

But with racing fuel coursing through his veins it was inevitable that Bizzarrini would push in that direction and the result was the two-seater Iso Grifo. Debuting at the 1963 Turin Motor Show, in both road-going A3/L and A3/C racer forms, it featured a shortened Rivolta chassis with the engine now set much further back.

On track, the racer would come 14th overall in the 1964 Le Mans 24 hours with a class win in the over 5.0-litre category the following year. But patron Renzo Rivolta had little interest in track efforts and with both wanting to take such radically different roads, their relationship inevitably broke down. Astutely, Bizzarrini had previously registered the Grifo name and, in exchange for its continued use by Iso, he was able to secure parts and continue to build the car under his own banner at Società Autostar (later Bizzarrini) in his home town of Livorno.

The car was produced in three forms: 5300 GT Strada (road); Corsa (race); and GT America (glassfibre bodies replacing the riveted all-alloy unit, and independent rear suspension instead of a De Dion set-up). Bizzarrini continued to trade but production would come to an end after just three years; unfortunately, his business acumen didn't match his engineering skill.

This example is one of 139 GTs officially built – although the exact number is thought to be closer to 100. Chassis #0260 is the only Bizzarrini to have been registered in the republic of San Marino and its first owner was crooner and film star, Antonio Ciacci. He called himself Little Tony and was also known as the Italian Elvis, thanks in part to his endearingly flashy style but mostly because of his passing resemblance to The King.

His considerable success in the charts and on screen allowed him to build an impressive collection of Italian sports cars, including the Bizzarrini – it featured in a photo shoot in the March 1967 edition of 'gentlemen's publication' *Kent*, as well as his motion picture film *Riderà* that same year. In 1968 it was sold to Vittorio Tommasini of Bologna before going to the States three years later with Nick Tomljanovich. In 1991 it was sold to Enrico Laudicino and returned to Italy. By then its form was much





modified – roof periscope, front air dam and tail spoiler. The inevitable restoration wasn't finished before current owner A Salzano took possession in 2007. He commissioned Mabert of Villastellone, Turin, to restore the body while Managlia of Modena rebuilt the engine. Ferraresi redid the interior, with the leather by Foglizzo – both based in Turin.

The result and colour combination ensure that it's one of the most striking of the Bizzarrinis, yet despite being an impressive driving experience I'm still not sure I fully *get* the car. There's only one thing left to do. It's surely most people's idea of driving hell, but today, in this car, it's perfect. Approaching a roundabout I signal right, take the second exit and thunder down the slip road on to a blessedly clear M25 motorway as the road straightens.

The engine is throatily vocal, emitting surprising higher pitches as it climbs the rev range; like all big Sixties sports cars the feel is right when there's too much of it. Underfoot the exhaust pipes transmit a great deal of sound, heat and vibration, which puts me in brutally direct communication with the car. It's hot, loud, then it gets shaky, and then it gets hotter and louder. But it's all good – I'm smiling and the scenery is flashing past as the Bizzarrini devours other vehicles on the motorway. This long-distance runner now makes complete sense on my makeshift high-speed oval. Unlike an early Miura it'll remain stable up to a top speed of 161mph – not Bizzarrini's claimed 180mph – and the drivetrain feels indestructible, as if it could continue there without issue for, oh, say, 24 hours.

The Iso Grifo A3/C's 1964 Le Mans debut demonstrated the 5300 GT Strada's potential. Surely its combination of slippery aerodynamics coupled with robust running gear could have seen it further

developed to compete with the Ferrari 275P, 330P and 250 GTO. Alas, a patron with so little interest in motor racing coupled with a shoestring budget meant that potential would remain unfulfilled, and for Bizzarrini himself that must have been a regret.

So where does that leave the 5300 GT Strada? As a brand, Bizzarrini was an impudent middle finger to Ferrari. Couple that to the Italians' love of beautiful and sophisticated engines – an American V8 is neither – and it's always been frowned upon. Though it doesn't have the prestige and period race success of rivals, it remains one of the most spectacular-looking cars ever designed, and yet one you could service on your driveway. No wonder it's so sought-after now.

As I step out, trembling from the buzz of my morning drive, I realise that I owe Enzo Ferrari a debt of gratitude for unleashing Giotto Bizzarrini to do his own thing.

**Thanks to:** Samuel Laurence (samuellaurence.com), where the car is currently for sale

## 1966 Bizzarrini 5300 GT STRADA

Engine 5358cc V8, ohv, four-barrel Holley carburettor Power and torque 350bhp @ 6000rpm; 360lb ft @ 3600rpm Transmission Four-speed manual, rear-wheel drive Brakes Magnesium Campagnolo discs front and rear, twin servos Suspension Front: wishbones, coil springs, telescopic dampers, anti-roll bar Rear: trailing arms, de Dion tube, Panhard rod, coil springs, telescopic dampers Steering Recirculating ball Weight 1243kg (2740lb) Performance 0-60mph: 6.8sec; Top speed: 161mph (est) Fuel consumption 16.5 mpg Cost new n/a Values now £400,000-£600,000

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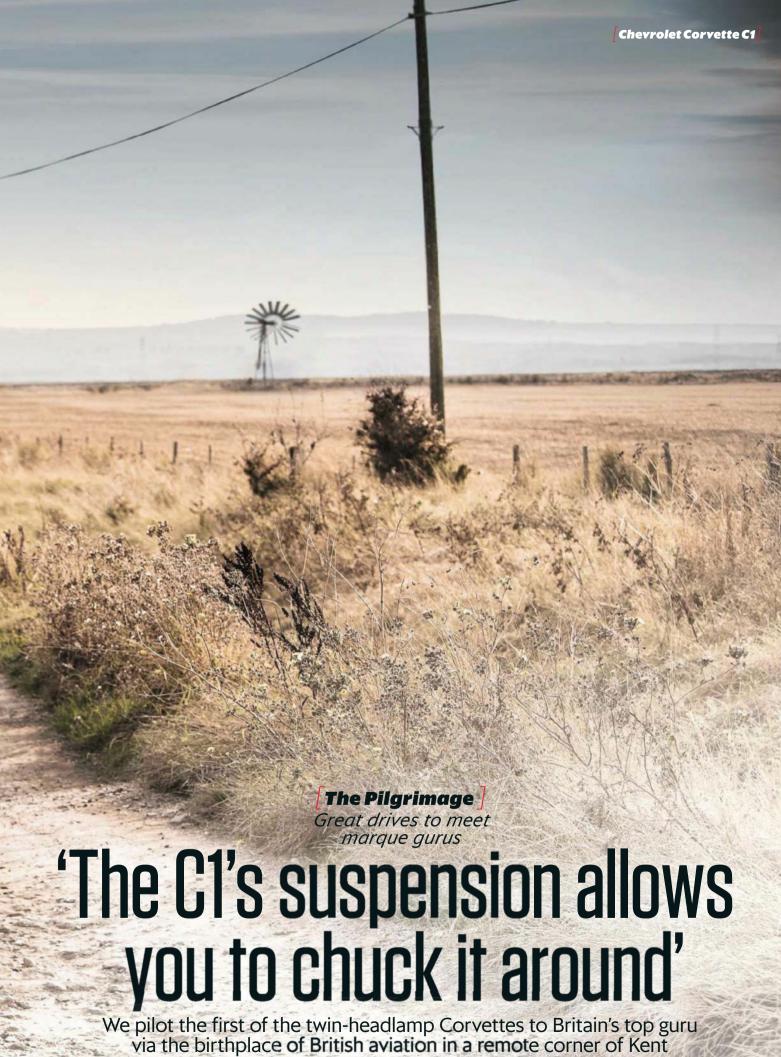
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Words RUSS SMITH Photography CHARLIE MAGEE

## Chevrolet Corvette C1

magine, if you will, the attention that would be generated by Benedict Cumberbatch and Beyoncé driving a neon pink Lamborghini roadster down Oxford Street. That's about the level this Corvette achieves on its own. It's quite embarrassing. I'm used to cars attracting the standard British appreciative thumbs-up, or people sidling up for a chat when you park, but we're getting hooted at – frequently – and heads are poking out of cars and lorries for a better look and shouting compliments. And we're always waved out of side-turnings. It seems an American car incites American behaviour, even if we are only just off the M20 in Kent. Then again, you have to admit that it does look sexy in triple black – body, top and interior – with more chrome than a Las Vegas amusement arcade.

All this and we've only driven the mile to the petrol station in Snodland. I need to find a suitable landscape to experience this car – somewhere with a dusty, period Midwestern look. The Isle of Sheppey it is, then. Time to take the back roads.

But we start with something brand new, crossing the justopened Peters Bridge across the Medway to the new Peters Village development - 1000 homes being built on the site of an old pit. The road through and out of this - yet to be beaten into submission by construction traffic – is possibly the smoothest I've ever driven on. Even with its fairly crude 60-year-old suspension design the Corvette rides like a Citroën here. But the open, sweeping blacktop is the perfect place to get the measure of the car. To begin to prove or dispel all the demeaning comments I've read in the past about the Corvette C1's dynamic shortcomings. All of which should be very much to the fore here because our car has the base-spec 230bhp V8 coupled to the so-unsporting-I-hardly-dare-mention-it two-speed Powerglide automatic gearbox. And now I shall risk my hard-won credibility as a petrolhead by saying that it doesn't matter a jot. In a car this light and with this much low-revving torque, that muchmaligned gearbox is just fine. Now I've driven it, I believe the secret to enjoying a 'Vette C1 is to realise that it's not a sports car - not by any familiar European measure anyway - so get over it.

The trouble is down to the car's jet-age looks again, aided and abetted by the rumbling thunder of the small-block V8. Despite the clue in those whitewall tyres, it's hard not to think of the Corvette as a thoroughbred that should be chasing Ferraris, whereas it really bears more relation to a V8 MGB, similarly saloon-derived. Once you can hold that thought it all falls into place. The saloon-based suspension is actually both competent and forgiving, allowing you to chuck the 'Vette around roundabouts with some enthusiasm, if you choose. The engine just pulls and pulls, and only the brakes disappoint, though not as much as I expected from an all-drum set-up. Later Corvettes might lap Laguna Seca more quickly, but this is still no dummy. Certainly not as a road car.

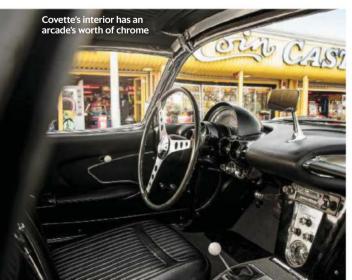
Rejoining more normal roads now I take a short stretch of the historical Pilgrims Way (and will bag some more later) before dropping down a mile of A229 then turning left for Sandling, from where I head north over the M20 on Boxley Road. This winds and climbs entertainingly roughly north through the farmland and woodland for which Kent is famous and which you miss on the busy main roads. The Corvette takes all this in its stride and is small enough, even with left-hand drive, not to feel vulnerable on country lanes. I do have to stop to replace the throttle pedal, though, something that will become a regular part of our trip. The plastic floor-hinged part upon which you place your boot is pushed on to two round metal pins. Specialist Tom Falconer later admits that it's a flawed piece of design that doesn't hang together well. It's irritating but only takes a couple of seconds to pop back into place.

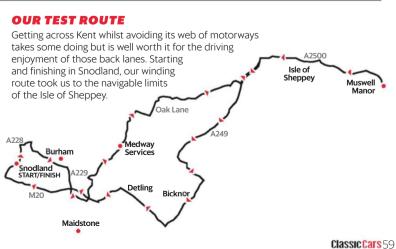
The road's name changes regularly, but I stay on it for several miles until just before the M2 where, to avoid heavily populated Rainham I take a right onto Dunn Street Road to Bredhurst. Then it's right again on to the even smaller Kemsley Street Road and Matts Hill Road which winds along roughly parallel to the M2 before crossing it at Medway Services. I grab a quick burger here and learn that the now





















rather shabby services first opened in November 1963 as Farthing Corner and went on to become a popular late-night meeting place for Sixties motor enthusiasts.

It's a good time to eyeball the Corvette, too. 1958 was a big change year for the styling, marked out most obviously by the twin headlamps. At the time *Road & Track* found the new look too fussy and mourned the loss of 'elegant simplicity'. But to my eyes it's those lights, the partly filled side coves and one-year-only details like the washboard bonnet and chrome boot strakes (both done to reinforce glassfibre panels, but found to be unnecessary and so dropped for 1959) that make the '58 the most desirable of all Corvette C1s and deserving of all of the attention it attracts.

Time to slip back into the driver's seat, which to be honest is the least appealing feature of the otherwise wonderfully jukebox interior – black vinyl with heat-formed fluting, too flat to offer much support in corners. In balance though, I do love the interior door release. A smaller version of the white cue-ball gear knob, it looks like it should open the hatch of an early Apollo space capsule.

ore near-empty lanes carry us to Upchurch and a right turn in to the increasingly desolate marshlands that border the Medway estuary. The 'Vette looks much closer to home here against a backdrop of big skies, flat emptiness and occasional abandoned industrial units. Then the skyline becomes dominated by the 35-metre high Sheppey Crossing, opened ten years ago to improve traffic flow to the port at Sheerness. But I'm taking the old-school route across The Swale to the Isle of Sheppey – the Kingsferry Bridge, which sits below the newer

structure and is roughly the same age as the Corvette. It still works well too – it carries trains and cars and has the technical excitement of a vertically lifting centre span to let ships through.

I shun the busy-ness of Sheerness and head for the holiday attractions of Leysdown at the far end of the island. There used to be Fifties chalets here that might provide a fitting backdrop. But times change and what I find is a road of amusement arcades and lots of mobile homes, so I burble onwards to the very end of the A2500 at Shellbeach. Gold dust. Not only does the road peter off into a dirt track that looks like Oklahoma circa 1958, complete with ancient wind pump and crooked telegraph poles, but this turns out to be the birthplace of British aviation - the Cape Canaveral of its day. In the middle of nowhere I find a statue of the three Short Brothers - Oswald, Horace and Eustace - who were the first volume producers of aircraft and built their first factory right here in 1909. Sadly it's now the site of a load of chalets, as a passing dog-walker explains once I've told him enough about the Corvette. A plaque describes the Shorts as, 'Magnificent makers of flying machines', though something about their sculpting and arms-aloft pose puts me more in mind of what an Edwardian version of Michael Jackson's Thriller video might have looked like.

Planes weren't just made here – this is also the site of the first powered flight by a Brit – JTS Moore-Brabazon on May 2 1909. It luckily ended well – he would later become transport minister Lord Brabazon and give his name to the Bristol Brabazon airliner. He also had something of a sense of humour and later in 1909 took his plane up with a small pig in a wastepaper basket attached to a wing strut, 'to prove that pigs can fly!' Different times.

I refit the throttle pedal for the umpteenth time and fire up the 'Vette again. Despite much stopping, starting and shunting around it continues to behave impeccably. Chevy V8s are renowned for being the heartbeat of America, and this one's assisted by a new Holley carburettor and a modern distributor. I leave the Isle of Sheppey behind, this time by the new bridge, and continue along the A249 so the car can stretch its legs a bit. It proves to be a comfortable cruiser on open roads, and I've even come to terms with the





## **The Guru** - Tom Falconer

There may be more knowledgeable people in America but as far as we are concerned Tom Falconer is Mr Corvette. He has written ten books on them and owned more than 900 since

buying his first – a 1966 327ci Convertible – from the Animals lead singer Eric Burdon in 1970. Tom studied architecture at university, but that early exposure to Corvettes turned his head and he started buying and selling cars and parts from a historic windmill on Claremont Road in Newcastle – which gave the company its name – in 1977. Despite all that he cycles to work, 'Cars and roads have been hijacked by commuters who mostly don't even enjoy driving.'

reversed shift pattern of this era of Powerglide gearboxes that has Park by the seats and Drive next to the dashboard.

I take a diversion via Bicknor and Hollingbourne Hill to have a run on another section of the Pilgrims Way across to Detling, then finish off with a blast along the M20 to the A228 which takes me into Snodland and my destination at Claremont Corvette, the marque's British home for the last 30 years.

Appropriately for a pilgrimage, this shrine to Americana is housed in a converted church. Though now it is painted white and has no steeple; only the building's tall, arched windows hint at its past. Within, it's all parts, memorabilia and Corvettes of all ages, here to be repaired, restored or sold. Taking pride of place is XP-897GT, the mid-engined twin-rotor 1973 Corvette concept car. Tom Falconer rescued it from the roof of the Bedford commercial plant in Luton 33 years ago, following a tip-off. It was about to be crushed but he persuaded Chuck Jordan - GM's head of styling - to let him rescue it. It has a steel body built by Pininfarina, so needed plenty of work. It was engineless when I last saw it 16 years ago, but Tom has since installed a Mazda rotary engine and shown it at the Cartier concours. He also has the rolling chassis GM displayed at the 1982 Frankfurt and Geneva shows to preview the all-new C4 series of Corvettes that debuted two years later. Tom proudly points at the tyres. 'They are the original one-year-only Goodyear Eagles that have an inset rather than raised script on the sidewalls. Concours guys in the States will pay \$6000 for a set of those." NEXT

Tom then shows me his normally out-of-bounds hoard of used parts that takes up much of the building's first

floor. 'I hadn't thrown anything away for 40 years, but for the last four years I've been steadily selling it off via a dedicated online shop.' It's hard to imagine what it looked like four years ago because the shelves, floor and ceiling still look full. He indicates a pair of cylinder heads with '1955' marker-penned on the ends, 'You can swap those with any small-block Corvette built up until 1985 – tell that to Jaguar.' A lot of our tour is educational like that. Tom knows every item, what year it came from and what makes it different from other years. It's fascinating – and great that there are people like this to make running or restoring a Corvette that much easier.

Outside is an almost identical '58 car to ours that's just had an electric power steering conversion. Tom says, 'That's now become very popular and we can do it for £2750. Take it round the block and see what you think of it.' I do just that and return impressed by how much easier it makes the car to manoeuvre without losing much in the way of feel. It's all out of sight too.

Rather more visible is the 1962 C1 on American Racing alloys that Claremont has built up for a customer. At the other end of the scale from our very original car, it has been backdated to look like a '61 model and fitted with 1996 C4 running gear, a special chassis and right-hand drive. 'It has 400bhp, plus another 200bhp from nitrous oxide injection,' says Tom.

It's time for me to hand back the keys to the Corvette, something I do with genuine reluctance. The seat and throttle pedal issues – not to mention all that being hooted at by other drivers – have shrunk to minor irritations that I'd happily put up with because this Fifties Corvette has thoroughly exceeded my expectations. I truly want one, and would go so far as to add it to my top ten list of dream cars. It really is that good.

## 1958 Chevrolet Corvette C1

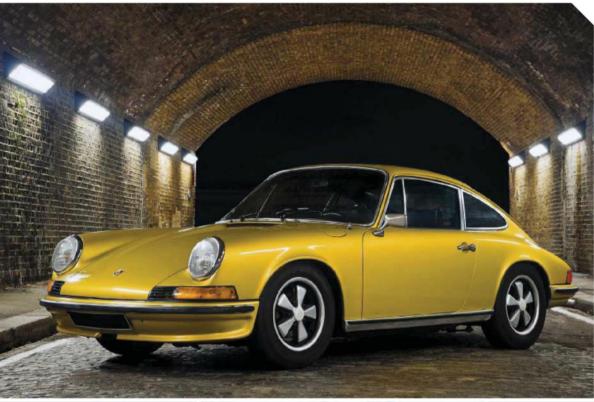
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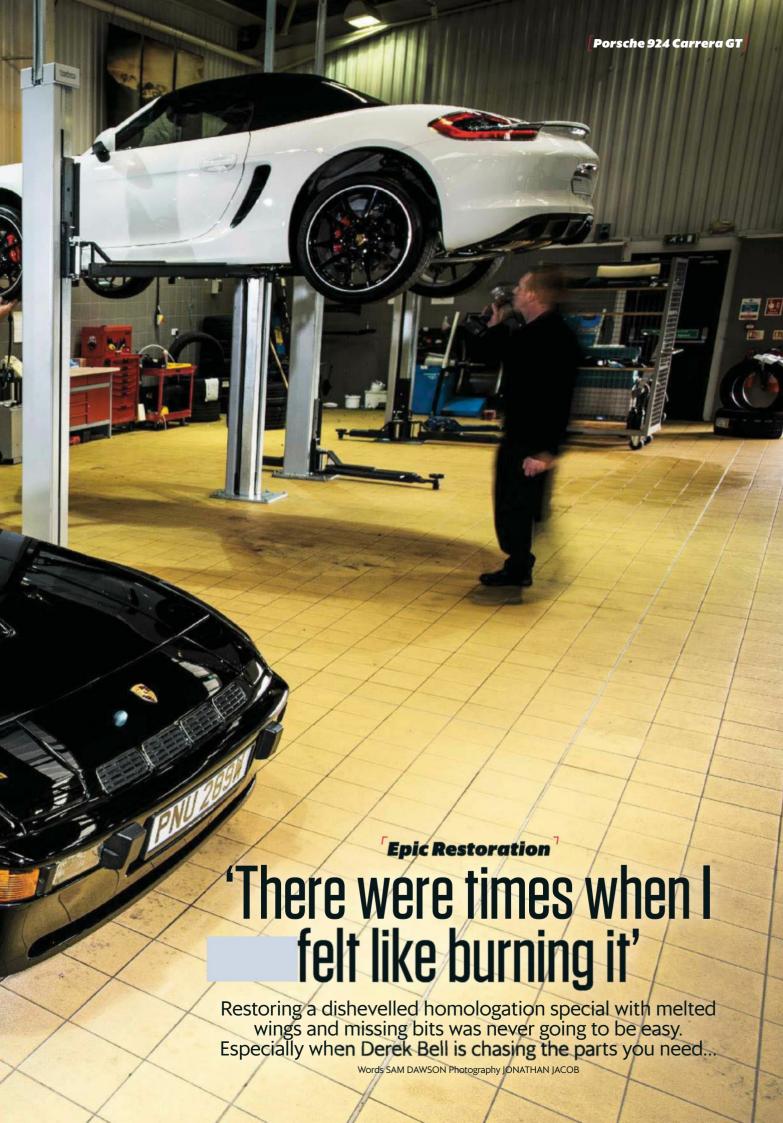




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hen Porsche decided to celebrate 40 years of the front-engined transaxle cars by challenging its dealers to restore tired examples, for Steve Webb there was only one viable candidate.

'Only 406 924 Carrera GTs were made, and that figure includes the six prototypes and just 75 right-hand drive examples,' says the dealer principal from Bolton. 'This right-hand drive car had been owned by a local chap for 15 years, but he'd done little with it.'

Low point

When reassembling, I often

found myself asking, "There

should be something

felt ready to burn it'

there - what's missing?"

There were times when I

The car was found by John Bradshaw, managing director of Manchester-based supercar restoration and competition specialist Road & Race. 'John had sourced and sold it as a project,' says Steve, 'but the person who'd

bought it quickly got cold feet when he started to strip it down.' John bought it back and offered the car to Steve for restoration.' I had to say yes. Rarity is part of its attraction.'

Steve appointed Lee Wibbley as project manager. 'It just appeared to be a rolling chassis – front and rear axles and that was it,' Lee recalls. 'Everything else was in an unlabelled, disorderly pile and we didn't know what worked and what didn't. Wiring loom, heater matrix... they were all stuffed in boxes. There were some key bits missing too, like the windscreen, rear exhaust section and

oil cooler – we knew immediately that we'd have to get these parts specially made. They're no longer available, even through Porsche.

'The car hadn't been driven for 15 years and the last owner was a racing driver. We suspect, looking at the way the car had been dismantled, that it had been used as a parts donor to repair or upgrade a 944, because we kept finding 944 bits in various boxes.

'First of all technician Dan Bennett and I went through all the parts one Sunday, laying them out on the floor and getting the rest of the running gear off the car. This way the bodyshell could be sent to Owen Thomas at Road & Race for stripping and then to Ribble Technology in Preston to be chemically treated.

'At first glance the body itself wasn't too bad – corrosion in one of the front wings had to be cut out and new metal welded in and we found accident damage in one of the rear wings. John Bradshaw at Road & Race was a great source of advice when it came to working on the bodyshell because he'd managed the restoration of the ex-Andy Rouse/Tony Dron 924 GTP.'

John picks up the story, 'It hadn't been stored well – it had been parked under a powerful heater. Presumably the owner thought that it would dry the car out and keep rust at bay, but instead the polyurethane wings had deformed in the heat. The plastic sections had rippled so we had to apply heat to soften them up and gradually roll them to reshape them. There was lots of reheating and reshaping before we got them right.'

It wasn't just the plastic that caused problems. 'The metal fasteners holding the arches on had rotted – and they were bonded-in when new. We had to make new fasteners – replacements are unavailable – and bond them back into the polyurethane during the heating process. It took a long time, because in ironing the ripples out of the polyurethane you inevitably ruin the shape. And with the car being black it shows up much more – it wouldn't have been so noticeable if it had been Guards Red.

'It had suffered a front-end shunt at some point, and needed a new front panel. New replacement nose cones for Carrera GTs are no longer available so we tracked down a parts car in Cornwall,

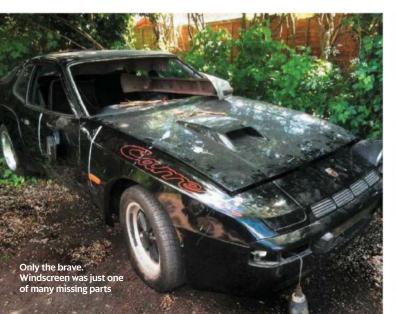
repaired the front crossmember and fitted the resprayed nose. Whoever had previously repaired the accident damage hadn't welded it properly either – they'd used plug welds instead of spot welds.'

Once the 924 had been acid-dipped at Ribble Technology to remove the paint, John could address the corrosion, much of which had been hidden. 'The rear quarterpanels and front chassis legs had rusted and there were holes in the inner wings,' he says. 'These cars were galvanised when new, but it's not the be-all and end-all of rust

prevention. Put one in the wrong environment, subject it to salt and then fail to clean it and it will rust through. A Porsche will last longer than most cars – and Ferraris especially – but they do ultimately rust in the places that any car does. And once it starts, it spreads.'

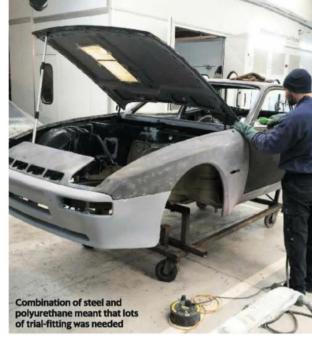
To remedy the situation the team used electrophoretic painting, where a component is electrically charged and dipped in a fluid containing charged pigment particles which bond to it. Dan Bennett explains, 'It's not cheap, but it gets into all the box-sections; with the body positively charged and the bath negative, it goes on and stays on. It's the way cars are rust-proofed today and improves paint adhesion. Hot-dip zinc galvanising eats into the steel in order to adhere – it's a mechanical rather than a chemical bond.

'The bare shell returned to us in March 2016. We repainted the panelwork, mounted the panels, knocked any remaining dents out of the rear wings, and, following the dry-build [used to check that everything fits], skimmed them with small amounts of filler. You'll never get a completely flat surface otherwise.'





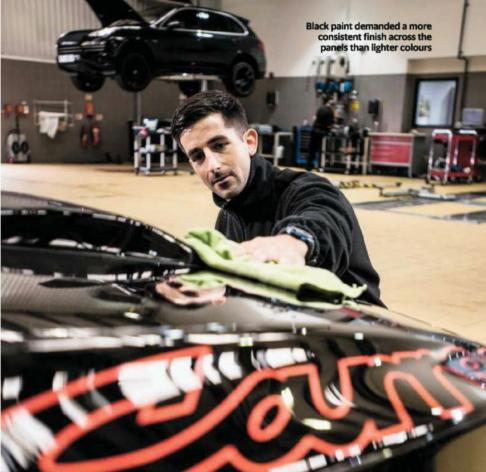














John knew that there was one aspect they needed to save before the bodywork was subjected to the electrophoretic dip, 'All of the sound-deadening pads were cracked and needed to be replaced, but we made a complete map of where they all went before we removed them and took loads of photos so we could work out where all the brackets fitted.

'The rest of the interior had been removed and stored, thankfully in better conditions. However, it needed to be washed six times, and the distinctive red piping had faded to

orange. Rather than retrimming parts of the seat, the piping itself was re-dyed, then resealed with clear protective plastic resin. When Ricky Caesar, the Porsche Owners' Club's 924 Turbo registrar heard about the lengths we'd gone to in order to reuse the original seats he said, "You should've told me. I've got a complete red-piped black interior for a Carrera GT, but Derek Bell is interested in buying it!"

Next, the engine needed to be overhauled, as Lee explains, 'It had been partly stripped when we got it, with the cylinder head and ancillaries removed. We took off the crankshaft and oil sump and realised that it needed new bearings. We sent the turbocharger off to Turbo Technics in Northampton for refurbishment.

'The electronic fuel injection system was effectively missing – there were no injectors or accumulator there. I ended up tracking new old-stock replacements down through injector specialist KGM – nothing is available through Porsche. It's quite a basic system, a combination of Bosch K-Jetronic electronics and an older mechanical fuel-injection set-up. One of the injector pipes was blocked by a bit of dirt when we reassembled it but it still started first time – albeit on three cylinders. The bottom end on these engines is immensely strong and the dirt was forced out of the pipe.'

Dan Bennett took the Porsche's discarded wiring loom home and enrolled himself on an electrical training course, 'I went through every length of wire, replacing any connectors that were worn and cleaning them with distilled salt and vinegar in my back garden. You can't get the white insulation tape originally used by Porsche any more so I improvised and used physiotherapists' strapping tape. It does the same job and looks identical.

'One of the window regulators had broken, the brake light switch was missing and it had a whole series of horrendous Eighties aftermarket electronics – alarm, radio, Scotchloks – that needed to be extracted from the wiring loom. It was all colour-coded though, which helped.

'The worst type of restoration is one that arrives in boxes. When you pull a complete car to pieces at least you know where the various bits came from and where they need putting back. That said, we had a secret weapon in John Bradshaw's original, unused 924 workshop manual. These things are like hens' teeth. Only post-1986 Porsche workshop manuals have been digitised and Porsche's own 924 workshop literature is stored in a vast Kardex filing system in Stuttgart.'

Repairing the running gear proved to be tricky,' says Dan. 'We took the rear torsion beam apart – they can explode under too much pressure. Everything needed to be stripped down and glass bead-blasting – shot-blasting stains aluminium and sand-blasting can actually kill suspension parts.

'A combination of lack of use, temperature fluctuations and bad storage meant that the

## **High point**

'It's all about taking a part that's aged and making it right again. It's important to maintain the integrity of the car – that's the beauty of restoration' gearbox had deteriorated but it responded well to a strip-down and rebuild.

'The hardest part of the rebuild was stopping Steve Webb from panicking! He knew that it had to be ready for judging and display at the Nürburgring in June and kept wanting to know when it was going to be ready. Sourcing the missing parts was tricky. It's not just that they're no longer available – if you need to fabricate something, you can't easily find another car for reference or an internet guide. When reassembling, I often

asked myself, "There should be something there – what's missing?" There were times when I felt ready to burn it.

'For example, when we came to fit the new oil cooler, we realised that we couldn't get the fixing brackets for the intercooler, wastegate, exhaust manifold, fuel hose clips. There are all small differences between the ones used on a Carrera GT and a regular Turbo. We were actually going to get them 3D-printed, but then the printer broke and couldn't be repaired in time. We ended up having to get them made at a cost of £8 each.

'The Fuchs alloy wheels have anodised outer rims and are actually matt-finished. A lot of people don't like this and polish them up but this doesn't work. They need to be electrochemically stripped back, replated and repainted.

'Even when restoring a car at this sort of level, you still have to get round problems economically. This doesn't mean cutting corners – it's about knowing how to get it right first time in the most efficient way possible whilst also spending the least amount of money. That's why you recondition as much as possible. That's the beauty of restoration – it's easy to get replacement bits, but for me it's all about taking something that's aged and making it right again. It's important to maintain the integrity of the car – these parts

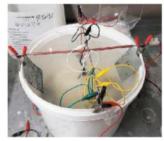
contribute to the history of the whole."

The Carrera GT narrowly missed out on Porsche's restoration trophy and came second to a 968 Clubsport, but Steve is typically philosophical. 'The interior was the only thing that stopped us from winning, but we had to keep it as original as possible. Porsche takes restoration very seriously, though. More parts are available now than there were three years ago – ultimately, exercises like this mean that running a 924 should be no different to owning and running an MGB.

'In the end, I bought it for myself. It's garaged in our showroom in Bolton. Porsche kept the 924 Carrera GTP John restored in its museum in Germany so I wanted to keep hold of this. It's an important car – not just for us, but for Porsche as a marque. There have been times in Porsche's history when it was touch-and-go as to whether it would survive, and 1980 was one of those moments. It was before the arrival of the 956, the 911 was getting old, and Porsche needed to prove its new car at Le Mans. It's very rare too – this is one of just 44 Carrera GTs known to have survived, making it rarer than many of the most sought-after 911s.

'It's not a museum piece though – it's been round the Nürburgring! I don't like getting it dirty but I have a rule that anyone involved in the restoration is free to borrow it for the weekend whenever they want. That said, no-one has taken me up on my offer yet because they say they don't want to see it deteriorate. There are pieces of themselves in this car.'

## **MY FAVOURITE TOOL**



**Technician Dan Bennett needed** to re-plate the steel injector pipes, and found an unusual solution. 'I rigged up my own electroplating bath in a bucket in the corner of the workshop,' he says. 'We used zinc - you can't cadmium-plate parts because the process uses cyanide and is banned. But zinc works nearly as well. Following Porsche's health and safety guidelines, we had to rig up a perimeter of warningtape around it and a sign reading 'Danger - Keep Out!', and I knew that we'd get shut down if the management saw it. It looked like something from Walter White's lab in Breaking Bad!'



## Life Cycle

# The life story of a Ford Escort 1300 XL

Rosemary North won this Escort MkI in a driving competition in 1973. Now, after being restored, written off and restored again, it's entertaining the next generation

Words ANDREW ROBERTS Photography ALEX TAPLEY

s the Ford Escort approaches its 50th birthday, it seems a perfect time to pay tribute to one of the finest surviving examples of a car that once dominated Britain's roads. At a time when there appear to be rather more RS2000s, Twin-Cams, Mexicos and GTs than were ever actually made in Halewood, it is a pleasure to encounter David Green's wholly original four-door 1300 XL. TBY 3M goes by the name of Toby and to see its coke-bottle lines is to be instantly transported back to a time of Cadbury's Amazin' Raisin bars and Man About the House on television in the evenings. But Toby is much more than just a rare classic Escort MkI that has been owned by the same family since new - it's a car with a fascinating history.

The story begins with Rosemary North, a Cambridgeshire telephonist and keen motorist who confesses, 'I'd always enjoyed taking the wheel ever since I learned to drive.' Certainly, a cabinet full of rally trophies at home serves as a testament to her skills.

Rosemary's son Ian spotted an article in the *Daily Mail* in 1972 inviting entries for its *British Best Women Driver* competition. He encouraged Rosemary to enter and she went on to finish in third place, winning a new caravan for her troubles.

Her grandson David says, 'This resulted in some fantastically sexist press coverage commenting on how she was bucking the trend by demonstrating that not all women drivers were terrible!'

Looking at Rosemary's press clippings today is an instant reminder of the days when *On the Buses* had to have a 'hilarious' woman driver routine. The

Daily Mail event was demanding by any standards but there's a distinct note of incredulity within the clippings that none of the entrants crashed while attending to their make-up or became confused by the four-speed gearbox. The ethos of Harry Enfield's Women – Know Your Limits! sketch may have been a reality of the early Seventies but this didn't prevent Rosemary from entering the competition again in 1973.

This time she finished second and won a new Sebring Red Ford Escort, presented to her by the *Daily Mail's* then owner, Lord Rothermere. The first prize was a Consul, the low-spec version of the Granada that Ford was promoting heavily at the time, but David is delighted that his grandmother won the Escort. Rosemary was equally pleased at the time, saying, 'Now I've got a new car to tow the caravan with!'

On arriving at Rosemary's home, Toby was pressed into service as the family's main transport, a role that often involved long distance travel. She says, 'At that time I was a volunteer for the NHS and Social Services, so in addition to its general day-to-day commuting,

the Escort had to transport vulnerable patients or children in care to hospitals, specialist schools or homes up and down the country as far afield as the north west and East Anglia.'

Consequently it was essential that Rosemary's car was 100 percent reliable. She says, 'The thought of breaking down in a remote area in those pre-mobile phone days was not a happy one – thankfully Toby proved to be as dependable and reliable as he was enjoyable to drive.'

By the end of the Eighties Toby had been supplanted in the North household by a 1986 Ford Granada MkIII and relegated to the role of second car. By then











early Escorts were rapidly vanishing from the roads, as David says, 'When we bought a third car in the late Nineties [a Toyota Carina] we only really used the Escort on high days and holidays. It was always MoT'd but friends began to urge grandma to sell it because it was becoming increasingly difficult to get it to pass.'

Rosemary would have none of it, however, and kept the Escort in the garage, partly for sentimental reasons but mostly because David had made his ambitions for the car quite clear from a young age. 'When I turned eight in 1990, grandma would sometimes pick me up from school in it because even at that age I was very interested in old cars. She promised me that the car would be mine one day and, as befitting a future solicitor, I took that to be a binding verbal contract!'

David turned 18 in 2000 and was finally granted the Escort's keys. He says, 'Inevitably it was rough round the edges and it hadn't been used as an everyday car for some time. It was always garaged so the interior was in good condition but there was rust in the front wings and the brakes had seized. I had to free them off using brute force before I could drive it to a local repair centre to have new wings fitted and a certain amount of mechanical refurbishment carried out.'

David regularly drove the Escort when he was a student, something that meant he soon had to master the art of classic motoring. He says, 'I'd learned to drive in a front wheel drive car so this was an altogether new experience. The handling was fantastic, especially on narrow country roads, but the drum brakes were appalling – I always used to say that there was more stopping power if I just took my foot off the throttle and that the brake pedal's main purpose was to operate the rear lights! I knew how to upgrade the brakes but never got around to doing it – if nothing else, they've taught me how to anticipate potential problems on the road.'

As with many owners of early Escorts, David was briefly tempted to fit a bigger engine. 'Some of my friends kept telling me how easy it would be to fit a two-litre engine but I decided to keep the car as original as possible. More power has always been a typical teenager ideal but I soon acquired a sensible trilby-and-car-coat mentality when driving it. One of the guys at the lawn mower shop where I worked part-time once even taped the word 'Flymo' across the boot badge!'

David left the Escort at home when he went off to university but pressed it into service as his daily driver

# The handling was fantastic on country roads, but the drum brakes were appalling

when he started working as a trainee solicitor. It covered 70 miles a day for over 18 months without missing a beat and the sight of a lawyer arriving in an Escort Mkl must surely have invoked *Sweeney*-style memories for briefs and defendants.

Then disaster struck in 2005, as David explains, 'A people carrier making a blind turn over a bridge hit the Escort's driver's side, writing it off. But I had always felt an obligation to the car's first owner so even as the dust settled after the crash, one of my first thoughts was, "How am I going to explain this to grandma?"

Scrapping the car was clearly out of the question so David decided to rebuild it. 'Basically, the front of the car had to be replaced – it needed a new bonnet, bumper, headlights, inner and outer wings and scuttle panels. Fortunately, spares were relatively cheap and easy to come by back then – they're much harder to source today – and I took the opportunity of getting it resprayed in Sebring Red at the same time because the original finish had deteriorated.'

The rejuvenated Escort has since had plenty of exercise, but only in summer when there's no salt on the roads, 'I became a father in December 2015 so I fitted the Escort with rear seat belts in anticipation of lots of family trips. I've noticed that other drivers seem a lot more tolerant of it today than when I first started driving it. When I commuted to work in it on the M6 back in 2000, trying to leave slip roads at 60mph tended to result in other drivers flashing their lights but now they seem to treat it with greater deference as a proper classic. Somebody usually waves at me whenever I am out and a van recently tailgated me simply because its driver wanted to give me a double thumbs-up! I can also pretty much guarantee that someone will approach me whenever I stop for petrol and tell me that they know someone who used to have one."

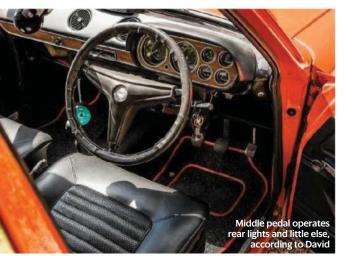


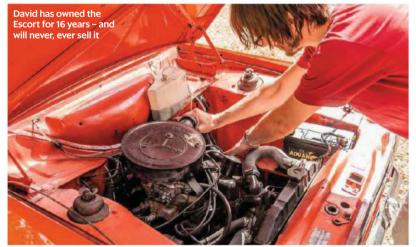


















I certainly fall into that category – my father drove a two-door XL from the car pool whenever our Vauxhall Viva was being serviced in the early Seventies – so I was keen to succumb to a bout of nostalgia. My first impression is of how handsome and well-proportioned the Escort MkI still looks, closely followed by a stark reminder of how hot car interiors could get back in the day. Like all Escort MkIs, David's car lacks effective ventilation and the vinyl trim can make driving a challenge in hot weather. 'It can be a completely awful experience in summer,' he says. 'Open the doors and there is this oven blast of heat – you can't touch the steering wheel or seats for ages!'

I let it cool for 20 minutes or so before reacquainting myself. XL trim meant that buyers got a cigarette lighter, some groovy wheel trims, full instrumentation and a heated rear window – but no reclining front seats. I can only conclude that David is made of sterner stuff than me for having endured that driving position every day. However, this minor idiosyncrasy is soon overtaken by a rush of memories, from the distinctive Kent engine note to the overly loud indicator ticks. Four auxiliary gauges almost entirely obscured by my right hand and the dashboard is made of splendidly artificial wood – these are all essential aspects of the Escort XL's world.

Out on the road, it's hugely entertaining. The rev counter may be surplus to requirements but it never feels sluggish and its road manners belong to a car costing twice as much. The brakes are every bit as

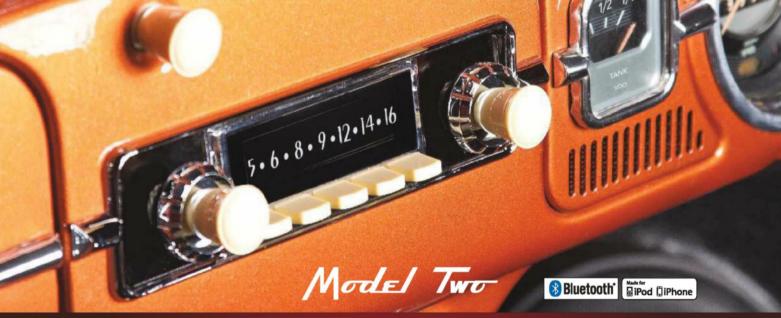
## 'Loud indicator ticks, splendidly artificial dashboard wood... these are all essential aspects of the Escort XI 's world'

entertaining as David claims – press, press, and then press again – but the precise gearchange more than makes up for this. Above all, it feels robust – few other 43-year-old cars feel as ready to tackle long journeys.

A *Motor* magazine test of the Escort XL from October 1973 noted, 'It does everything that's asked of if without fuss or drama,' which is the key to why so many of them could be seen parked outside Fine Fare, doing the school run or resting outside the Watford Gap services on the M1. Sporting Escort MkIs may have rightly earned their place in automotive history but the cheaper versions are just as significant in their own way. TBY 3M represents social history on wheels as much as it does decades of care by one family.

Toby's future looks secure within the Green family. When asked if he would ever sell it, David's reply is unequivocal, 'The chances of that ever happening are precisely zero. And besides, there's now a new family generation to enjoy it in the future.'





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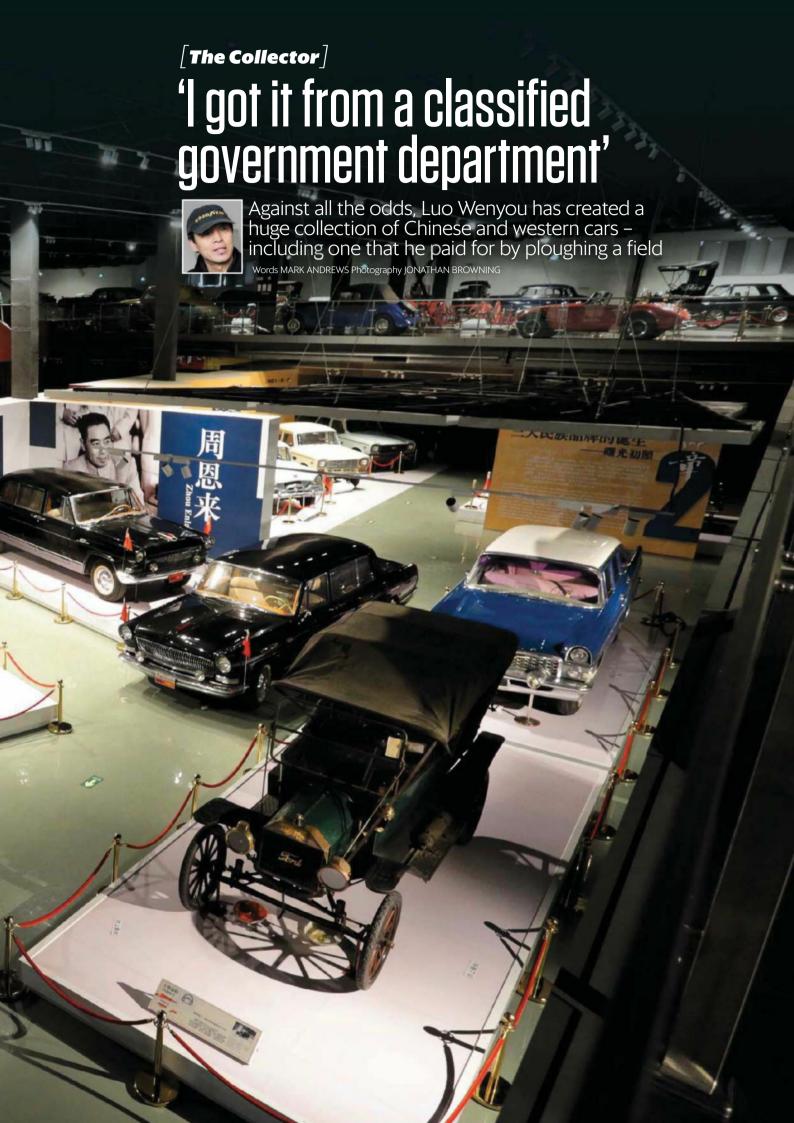
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rowing up in Seventies China, the best transport to which most young men could hope to aspire was a Flying Pigeon bicycle, but Beijing Classic Car Museum owner Luo Wenyou knew he had to have a car, even at a time when they were a rarity in China. 'I used to chase them when I was a little boy,' he says. 'I really liked the smell of the exhaust, for some reason.'

Today Wenyou owns one of the biggest collections of classic cars in China. He currently has around 200 vehicles spread between the museum and overflow storage nearby where lesser exhibits are regularly rotated. From downtown the museum is located beyond Beijing's airport and it takes

a good hour and a half to reach the museum thanks to the city's notoriously clogged traffic.

On entering the main museum, it's obvious that Wenyou is an avid collector. The cars are not restored to the gleaming standards that you might expect and are often still much in the same condition as which he acquired them. 'Money is my biggest problem,' he says. 'I sleep in the museum and do much of the work on the cars myself, which isn't a problem for the Chinese cars, because even the oldest is no older than me.' To save money, the museum also does away with non-essentials such as heating in the freezing temperatures, and lights are quickly switched off.

Downstairs largely tells the story of first 30 years of Chinese motoring history after the communist takeover in 1949.

China's leaders used mainly Soviet vehicles in the early years, so it comes as no surprise when the first car we see is Liu Shaoqi's bullet-proof ZIS-115. The nominal Chinese president fell foul of Mao during the Cultural Revolution and his ZIS was shot at by the Red Guard.

Later the Chinese Hongqi – 'red flag' – became the car most associated with Chinese leadership. The Hongqi CA770W is a second-generation vehicle and the W version is unique.

'It was specially made for the country's Premier, Zhou Enlai, in the early Seventies to act as his ambulance because he was dying from cancer,' says Luo. 'It's the same as any other CA770 on the outside to hide the fact Zhou was ill, but the inside is very different, with space for a stretcher and accompanying doctor and nurse on a fold-down seat.

'It was very difficult for me to get this car. It was stored at a Beijing hospital and I had to go there many times and do

favours for them such as ploughing fields before I finally convinced them in 1995 that it would be better for me to have the car.

'I had to change the oil and do some basic engine maintenance on it to get it going but otherwise it hasn't been restored.'

Entering into a section of the museum that tells the story of China's home-grown car industry, we encounter China's very first car. The Dongfeng CA71 incorporates many classical Chinese features including a golden dragon emblem on the bonnet – dragons are considered auspicious in China – and brake lights that are in the shape of classical Chinese lanterns. Its origins are rather less Chinese, however, because it was based on the Simca Vedette.

This is one of two survivors of the six produced and the car that was shown to Mao and other party officials during their factory inspection on May 21, 1958. It was owned by Peng Zhen, First Secretary of Beijing, from 1958-1966.

'A member of my old car association found it in the boiler room of an institute in the suburbs of Beijing,' says Wenyou. 'The staff

there considered it a burden because its former owner had been labelled a public enemy during the Cultural Revolution in May 1966. They knew it was an important car, but not how important!

'It was in quite a bad state when I got it, so I've had it cosmetically restored. I don't like to drive it because there is a design issue with the brakes, one of the reasons why so few were produced.'

With car usage in the first twenty or so years of Communist China restricted to the upper echelons of the government, Wenyou's collection also reflects the history of modern China. Shanghai emerged as a major car brand, supplying vehicles to staff who were not important enough to warrant a Hongqi. The exception was the Shanghai SH761 parade car. It was based on the lesser 760 and only 14 were ever produced. One of the most important features is that the rear bench seat can be lifted hydraulically so that the official can remain seated but still be seen by the crowds.

'I got it from an important government department,' says Wenyou. 'I can't tell you any more than that because it's classified! Getting it required a lot of guanxi [a Chinese type of social connection] from both me and my father.

'It was in very good condition when I got it. It's very comfortable in the back but not to drive – unless you're very thin! It's no coincidence that the drivers of these cars tended to be very young soldiers with good figures. It was used by the Cultural Revolution faction known as the Gang of Four and former Premier Zhou Enlai.'

Moving past a number of commercial and military vehicles plus a collection of splendid old tractors we enter the main Hongqi section. There are three Hongqi CA-770As in Wenyou's collection but one in particular led to the establishment of the museum. Back in 1998 Louis Vuitton held a classic car run between the Chinese coastal city of Dalian and Beijing. Entry number 48 – this car – was the first ever Chinese classic car to enter an international event.

'The people's response to it was amazing,' says Wenyou. 'I even had police officers saluting it. Seeing all the foreign classics got

me thinking that there was something missing in China so I started an old car association, which in turn led to me opening the museum in 2008 and buying more cars.' At the time Wenyou had three businesses involved in transportation, car repair, and go-karting, all of which he sold to fund his dream.

'This car dates from 1965 and I bought it from a police friend in 1989,' he says. It's powered by a V8 engine and really needs work doing to it every year but I have too many cars so it only gets attention every two years at the moment.

'I was looking for all kinds of old car when I bought this one. They weren't advertised in those days – you had to

look in factories and departments and use personal connections. I worked tirelessly in my transportation business to fund my collection and ate three meals a day in my truck!'

Taking pride of place on a podium with a Hongqi parade car is the first generation car for the leadership – a Hongqi CA-72 – of which only 198 were ever built. Mao felt the Dongfeng CA71 wasn't big enough, part of the reason for its early demise, which led to the Hongqi. The last owner of this particular car was Xi Zhongxun, the father of current president Xi Jinping.

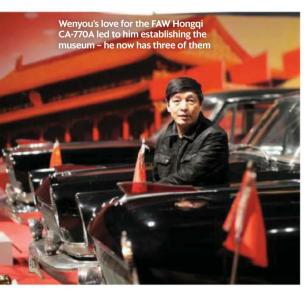
Wenyou is keen to point out the flags on the side of the Hongqis in his collection. 'Cars from different years have different numbers of flags, representing the changing political environment. The five flags on this car represent workers, farmers, students, soldiers and businessmen. There are only 20 of these cars. Cars with three flags represent the Great Leap Forward [China's plan for rapid industrialisation], General Line for socialist construction, which collectivised everything to the point where even private cooking

'It's the actual car that was shown to Chairman Mao and other officials during a factory inspection in 1958'













was banned, and the people's commune, which was a general ideology of how to transform the country. One flag just means Chairman Mao.'

Power comes from a Chrysler 5.6-litre V8, an engine that was carried over to the second generation CA770. The car's grille is meant to resemble a Chinese fan, a design feature used by Hongqi to this day.

Wenyou bought the car in 1999, again using personal connections, and it has since been restored cosmetically and mechanically.

Arranged around the room are 13 other different Hongqi models but Wenyou's CA-770J parade car shares the spotlight on the podium. The woodwork on the dashboard is almost as good as the day it left the factory and Wenyou is keen to point out the picture of Tiananmen Gate fitted below the speedometer.

'Only five were ever produced and this is one of two known to be still in existence. When foreign leaders were transported their country's flag would be flown on the right hand pole and the Chinese flag on the left. Like all Hongqi cars of the time, they were largely hand-built.'

The CB radio suggests that it was last used officially in the Eighties and the cream leather seats have red covers. The rear bench seat can be raised and lowered so VIPs don't tire.

Taking up nearly a whole side of the section is a one-off 10.08m-long Hongqi CA-770 limousine. It was built in 1976 for use by Mao but only completed after his death. Never used since by any important people it is in period condition, complete with telephone and television.

To mark the 112th anniversary of Mao's birth in 2007, Luo took the limousine and some other Hongqis to Mao's Shaoshan birthplace. They drove part of the way but during the middle part of the journey the cars were transported by lorry. While loading the stretched Hongqi it got stuck on the loading rails. When Wenyou tried to push it one of the 100kg rails came flying out from underneath the car, gashing his right leg. He was supposed to rest for a month but the next day he used a wooden stick to continue.

'I like its grandeur but it's difficult to drive,' says Luo. 'You have to start turning the steering wheel long before a corner and I often had to reverse to get round sharp bends.'

#### **ALL THE CARS**1908 Ford Model T

Circa. 1910 Sears Motor Buggy 1910 Studebaker 1910 Buick 1910, '11 and '12 Hupmobiles 1913 Ford Model T 1940s Chevrolet 1946 ZIS-110 (x2) 1946 Pobeda M20 1948 ZIS-115 1949 VW Beetle cabriolet 1949 Dodge Meadowbook 1950 GAZ-12 ZIM 1950 Cadillac Series 75 1950s Yanka 1951 Austin A30 1951 W186 Mercedes-Benz 300 1952 DeSoto Custom 1952 Austin A40 Somerset 1955 W186 Mercedes-Benz 300 1957 FSO Warszawa 200 1958 Shanghai Phoenix 1958 FAW Dongfeng CA71 1958 FAW Hongqi CA72

(Three Flag version)
1959 Dongfanghong BJ760
1959 FAW Hongqi CA72
(Five Flag version)

(Five Flag version)
1959 Volga M
1959 Morris Oxford series V
1960 VW Beetle (x2)
1962 VW Type 2 Kombi (x2)
1963 FAW Hongqi CA770 (x6)
1964 Shanghai SH760
1965 FAW Hongqi CA770J
1965 W108 Mercedes-Benz
(bullet-proof)
1965 FAW Hongqi CA770A (x3)
1967 FAW Hongqi CA771

(bullet-proof)
1965 FAW Hongqi CA770A (x3)
1967 FAW Hongqi CA771
1968 Shanghai SH760A estate
1968 FAW Hongqi CA773
1970s FAW Hongqi CA770W
1970 Shanghai SH761 parade car
1973 Polski Fiat 126p
1979 FAW Hongqi CA774
1976 FAW Hongqi CA770 limousine
1976 Citroën 2CV
1990 Jinlei GT5000

NEXT
MONTH:
ONE MAN'S
STUDEBAKER
OBSESSION

Exiting the downstairs and after the Hongqi section is an FSO Warszawa 200 – Wenyou's very first car. 'It was love at first sight – I first saw it when I was delivering apples to a military garrison when it belonged to the head of the political department. It was almost impossible for a private individual to own a car in 1978 and it took me half a year to buy it. It was in very good condition despite its age and I used it to enjoy a Western-like lifestyle of driving a car and wearing a suit.'

Surrounding the car are pictures of the proud young owner. 'With cars so rare in those days it was better than driving a Rolls-Royce now,' he says, 'though it's in worse condition today than it was when I acquired it.'

Moving upstairs we go through a large number of military jeeps and on to the western collection. One visitor turned out to be an American collector and mentioned that Wenyou didn't have any vintage foreign cars. As a result he gave him a Sears motor buggy in return for a small amount of money. It was built around 1910 and is is powered by a two-cylinder ten horsepower engine.

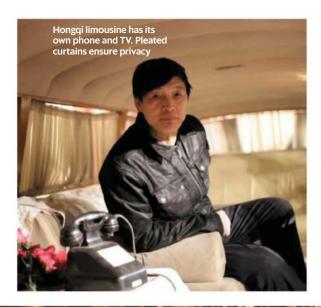
'I'm afraid to drive it because I don't know how to,' he says. 'I'm hoping the collector will come back one day and teach me, because I really like it – it's so strange and different. It doesn't even have a steering wheel, just a handle.'

Nearby is the W186 Mercedes 300 Zhou Enlai presented to Qian Xuesen in the Fifties. Qian masterminded the Chinese rocket programme and was given the car when he was repatriated from research in the US in 1955. It was widely considered to be one of the best cars of its day.

'It belonged to a government department,' says Wenyou. 'One of the members of my old car association has a repair shop and it was taken there for work. The owner later gave the car to him and he passed it on to me.

'It's good to drive – much lighter than a Hongqi and more delicate. It has just had the brakes and ignition system repaired and a recent repaint means it's looking particularly splendid.'

Luo is still keen to collect more cars. 'What I particularly want at the moment is an early western steam-powered car,' he says, 'preferably at a cheap price!'











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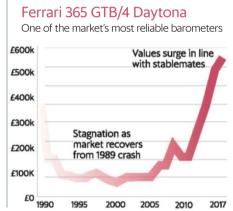


Quentin reckons a dip in Ferrari Daytona values makes them worth a look, and tips E-types (even V12s) for growth

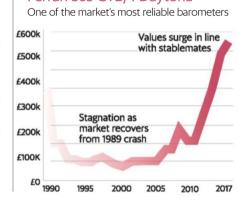
#### 'Keep your eye on values and realise that Ferrari 365 GTB/4 Daytonas have to hit a low point'

t's time to revisit the classics that have tumbled in value. Our market heaves and sighs like the FTSE 100. Take the Daytona. Back in 2014 good LHD 365 GTB/4s peaked at £750k with concours tiny mileage cars close to £1 million. But values rolled back in 2015 and there were even a couple of on-thehush sales at £500k. But the Daytona is like that - a barometer that swings with the overall market. Values have softened and there are 50+ Daytonas for sale globally with 20 on offer in the UK alone - and that means pressure on prices. Bell Classics just sold a red LHD '73 with 31,000 miles and Classiche certification for £425k, which gives you an idea of how values have shifted. Joe Macari has a Bordeaux Rosso '72 for £599k while Justin Banks has two early Plexiglass cars for £675k. Prices are all over the place and have yet to settle, so its time to focus on the moving price curve.

Only 42 Plexiglass cars were built, but any UK-supplied RHD Daytona is rare with 158 delivered. Classiche certification is a must, as is total history from new,



'The Daytona will always be ultra desirable and with so many on the market, now could be the time to snag one of Ferrari's last front-engined V12 warhorses'





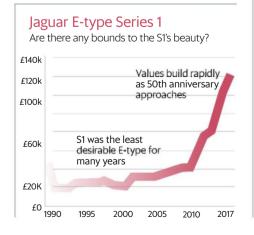


mountains of invoices and no stories. Borranis are worth an extra £10k; deduct £20k if there's no aircon. A famous owner helps, as with the 1970 example at DD Classics bought new by Gerald Ronson CBE. But the reason why the last of Ferrari's front-engined V12 warhorses is worth buying is two-fold. Firstly, the Daytona will always be an ultra-desirable heavyweight icon. As the fastest and most expensive Ferrari of the day it could do 174mph, cost three times more than a Jensen Interceptor and boasted hugely glamorous clientele. Second, most Daytonas on the market now will have had hundreds of thousands of pounds spent on them over the years. Back in 1988 when you could buy one for £200k there were plenty of indifferent cars. These days most are breathtakingly perfect, often totally restored with carefully researched histories and detailed ownership records that equate to decades of time and cash invested. The only dilemma is when to take the plunge.

#### 'The E-type S1 is going through a renaissance – but remember that the big money demands originality'

**After** peaking during the 50<sup>th</sup> anniversary when outsidebonnet-lock roadsters touched £250k, the E-type Series 1 market fell back. But 2016 has seen a steady upward trajectory with the earliest matching-numbers RHD flat-floor '61 cars now chasing £300k. This year there've

been a couple of strong dealer sales for concours UK-supplied outside-bonnet-lock roadsters at £450k, with one specialist currently asking £700k for a perfect sub-50 UK chassis Silverstone's NEC auction in November saw a long-term-ownership and wellrestored UK '62 roadster hit £170k. The Elms Collection has a similar car for £225k and Cotswold Collector Cars has a Californian '61 OTS for £200,000. There's a big premium now for all home-market 3.8s and the



#### [Classic on the Cusp]

#### **Mercedes SL R230**

The Noughties' SL is cheaper now than it ever has been – or ever will be



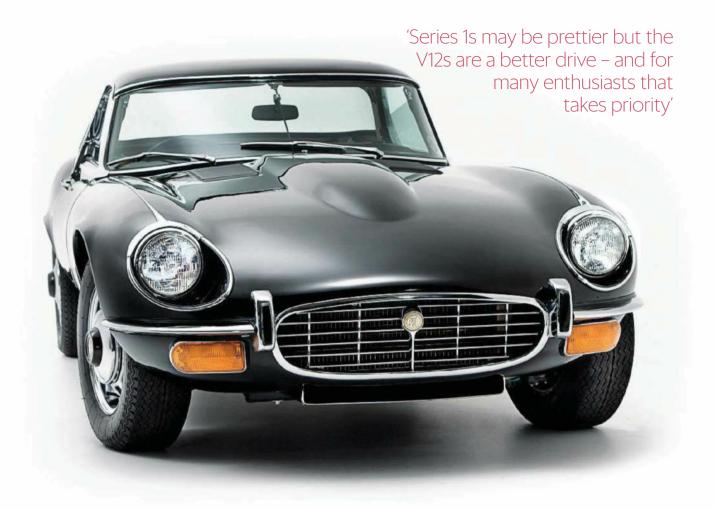
#### COST NEW **£61,600-£149,000** VALUE NOW **£6000-£45,000**

alues of the Merc SL have always defied gravity. In 1976 you could have bought a 1958 300 SL roadster for £5000 (yes, really) and now that's around a million quid. In 1980 a Sixties 190 SL cost around two grand, now minters are making over £100k. Pagodas have become the wheels of fashionistas and the very best R107s are now chasing £70k. And the same thing is happening to R129s with low-mileage SL 500s passing £25k. But there's always a moment in the SL's life cycle when they plateau, just like every other used car. That flatline is now happening to the 2001-2008 R230. Look at the price of Seventies R107s and compare them to the R230 and it all looks very silly indeed.

How can a 150,000-mile 24-year-old 350 SL be worth £20k when you can buy a 12-year-old 30,000-mile SL 500 for £10k? Those laying claim to a level head would rightly say that such a huge age and price difference seems absurd, but it's because we have a special love for the sexy SL. Put on your sensible head and that love affair translates into opportunity. A low-mileage R230 bought now at the bottom of its depreciation curve will, if you use it sparingly, eventually rise in value like every other SL. As well as making for a refined weekend neo-classic, the sixth-gen SL is as audacious as its forebears. The metal roof retracts in 16 seconds, the 5.0-litre V8 makes 306 bhp and there's Active Body Control, a seven-speed auto and a top speed of 155mph.

Yet prices are on the floor. Coastline Cars in Poole has a 2003 silver SL 500 with 46k and full history for £7995 while Station Cars in Colchester is offering a 31,000-mile 2004 for £10,450. This sort of money just about buys a ratty Seventies 350 or 380 SL that will likely need another ten grand just to make it look tidy and drive properly. And yes, I totally understand that the modern SL doesn't have the romantic charm of the dimple-top or Pagoda SLs but for those who don't want to tinker, restore or be losing their car to the local bodyshop for months the R230 is a ridiculously cheap way to enjoy that special SL magic. And if you're prepared to spend a bit more there's the SL55 and later SL63 AMGs that really do have investment-grade potential. LE Autos in Buckinghamshire has a 2003 SL 55 with 58k and full history for £17,995 while Project Torque in Solihull has a 2008 SL63 AMG in black with 48k and total history for £35,000.

So with the market now showing a climbing appreciation for moderns, considering a contemporary SL might be a wise move – especially the 55s, 63s and 65s. The jumbo-engined SLs are already tickling up slightly with 55s showing clear upward movements and growing interest in low-mileage 65s. You need to remember that these 21st century SLs started life with massive price tags: £70k for the 500, £100k for the 55, £115k for the 63, and £149k for the bi-turbo V12 65. So at today's used prices they look compelling value and may well have done all the depreciating they're likely to do. I can't really see a 50k 2003 SL 500 ever being worth less than seven grand. History tells us if you tuck a nice one away, cherish it and wait long enough – you definitely won't lose.

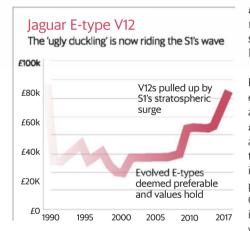


fabled Jaguar dealer demonstrators. Even flat-floor FHCs are moving and I'm wondering what my '61 coupé (the 22<sup>nd</sup> built) might make now. When I sold it in 2014 £202k was a world record but it's worth nearer £300k now.

The 4.2s are climbing too. Silverstone drew £146,250 for an average silver UK-supplied '65 4.2 roadster at its NEC November sale while in the same month Brooklands knocked down a red '65 for £125k. E-type UK in Kent has a concours '66 ex-US roadster in Primrose for £170k and Vintage and Prestige is offering the ex-Duke of Kent '65 FHC with a fabulously detailed history for £245k. But remember that US imports are worth less and the market doesn't like visible modern upgrades. Five-speed gearboxes, wider wires, bigger radiators and free-flow exhaust manifolds may improve the driving experience but the big money prefers factory spec, original colour/ trim combos and matching numbers.

However the odd cheap Series 1 does still pop up. Last week a friend bought 850062 – the 62<sup>nd</sup> outside-lock roadster and the Rossleigh Edinburgh Jaguar dealer demonstrator from June '61 for just £155k. Shiny, matching numbers and driving well, it needs a colour change back to the original Sherwood Green and some detailing but has the potential to be worth £500k. Learning the art of decoding E-type chassis numbers can pay big dividends.

E-type Series 1s are pulling up V12s now with some surprising prices achieved in Q4 2016. H&H drew £31,640 for an automatic '71 coupé that needed everything, while Silverstone sold a project '74 rhd manual roadster for £69,750. At the same sale were two restored Primrose roadsters that made £81,563 and £119,250 with no shortage of bidders. Peter Jarvis in Kent has a mint one-owner soft-top in white with just 21,000 miles for



£165k, and dealers tell me there's renewed interest in V12s and strong money being paid for low-mileage open-top manuals.

There's a £30k gap between RHD and LHD roadsters; excellent UK-supplied V12s with a provable low mileage are now £100k+. The coupés are up too and fine examples are pushing towards £55k. The dream spec is wires, a manual 'box and a popular colour. Heather, Sable, Green Sand and Fern Grey won't impress anybody. Stick with white, red, silver, yellow or black.

While we're discussing black V12 roadsters, the last 50 Commemorative editions have proved stellar investments. Back in 2001 Christie's sold a 20,000-miler for £50k, in 2008 Coys sold a 49,000-mile example for £80k and in 2015 Bonhams knocked down a 9000-miler for £203,000. There aren't any on the market at the moment but if there were you'd be looking down the barrel of £300k. That's why any mint, low-mileage RHD V12 roadster with a long history will continue rising. The V12 E was always the ugly sister compared to the liquid beauty of the Series 1 cars but that's changing now as younger enthusiasts see them as muscular Seventies supercar icons and – perhaps more significantly – realise that they're actually the best-driving E-types of them all.



Quentin Willson will talk about his latest Smart Buys recommendations at the London Classic Car Show (February 23-26). thelondonclassiccarshow.co.uk



#### **RREC Annual Rally 2016**

#### 1952 Bentley R-Type

First in Class and Best in Show **Full Restoration** 

#### 1968 Bentley Pininfarina

First in Class and Best in show runner up **Full Restoration** 

#### 1934 Rolls-Royce Phantom II

First in class and Elegance **Partial Restoration** 

#### 1975 Bentley Corniche

Second in class and Elegance **Full Restoration** 

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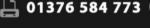


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## Market Watch



#### Around the market

ith everything else running pretty much to script it's impossible not to focus on RM Sotheby's epic three-day Duemila Ruote sale in Milan last November. The Italian government's sell-off of

the seized collection of Luigi Compiano was billed as the biggest car auction in European history. And with everything offered at no

reserve and estimates held low by a paperwork shortage and smart marketing, it was always going to be a feeding frenzy.

The lack of reserves meant that all 423 of the cars offered found homes; the amazing bit was that 96 per cent went for over their top estimate, sometimes by multiples of ten or more. The £333,600 paid for a 1959 Ferrari 250 GT Coupé restoration project was show

Sold within estimate
1.9%

Sold below estimate 2.1%

Sold above estimate

96%

RM Sotheby's Duemila Ruote auction

Ironic though it is to use a pie chart to illustrate a feeding frenzy, this simple graphic shows just how crazy things were in Milan over the three days. At a normal sale any figure higher than 25% over estimate is newsworthy.

car money and the pair of Maserati Ghibli 4.9 SS coupés that each sold for £257,362 confirmed just what a bargain the Bonhams Ghibli (below) really was.

And that's not even considering the bikes, boats, parts and automobilia. RM Sotheby's grossed €47.7m (£40.6m), much of which will land in government coffers.

#### **Ferrari Mondial**

The Mondial was the Lada Riva of the Ferrari world not too long ago. Now it's no longer the cheapest Ferrari and prices are rising steadily in comparison with other Prancing Horses. Values are up 13.5 per cent

#### Market indicators] Jaguar XJ Coupé prices continue to soar, and someone bags a bargain Ghibli



#### 1977 Jaguar XJ12C £43,875

SILVERSTONE AUCTIONS, NOVEMBER 12. We mentioned six months ago that the market for XJ Coupés was hotting up, and noted asking prices as high as £37k. Their temperature gauge has now slipped into the red zone. This car was an immaculately maintained older restoration that was on the concours circuit until five years ago. The £35k top estimate looked bold, but this was no fluke – another XJ12C in the same sale also topped its estimate.



#### 1971 Maserati Ghibli 4.9 SS £203,100

BONHAMS, DECEMBER 4.

Owned since 1989 by the president of the Maserati Club UK, restored for him by Prestige Restorations and looked after since by Bill McGrath Maserati. All you could possibly fault was its colour change from metallic green. It looked good for a result somewhere between its £220k-260k estimate. That didn't happen, so either the market for these cars is slipping or someone bagged it for a £25-£30k discount.



#### 1971 Jaguar E-type V12 fhc £31,640

H&H, NOVEMBER 16.

The partially substantiated 51,000 miles and new stainless exhaust system are good attractions, but this was still the price of a decent driver, not a project. Last MoT'd in 2010, this looked like an opportunity to get carried away and spend a lot of money. At least the interior looked like it might clean up to a presentable standard if you didn't go over the top with making the rest of the car nice. A risky proposition at the price paid.



year-on-year (when some models have fallen) and we've recently seen coupés sell for over £32,000, with even an average, ordinary mileage car making an over-estimate £26,000 at Historics.

Despite all the seats – which is what puts hardcore Ferrari fans off – this is a pretty car that drives like a Ferrari should. Just remember that low values mean that some have been run on shoestring budgets. Good history is crucial.

#### **Ford Cortina MkIII**

The previously downtrodden Cortina MkIII's reputation was saved by its

starring role in *Life on Mars*, since when they have steadily been gaining on Mkll values and may soon overtake them. We had some pointers towards that at Classic Car Auctions' recent sale. Admittedly the star of the two sold was a very early 1600 GT on chrome wheels with three-owner, 45,000-mile history. But £13,420 was a lot of money for any Mklll, and £1420 over estimate. It made the Daytona Yellow with black vinyl roof 2000 GXL look almost cheap at £6380, but that's still more than it would have cost you a year or so back and we reckon they've still got some climbing to do.



#### ▲ 1975 Alfa Romeo Alfetta GT 1.8 £5170

CLASSIC CAR AUCTIONS, DECEMBER 3. This was a good survivor – a UK right-hooker that spent its first 23 years in Spain. All this is documented in a comprehensive history file, though there wasn't enough to confirm the displayed 54,700 miles. Bare-metal-painted 12 years ago after its return to Britain, it had a few imperfections but presented well enough to have been worth somewhere closer to its £7000-£9000 estimate. A smart buy.



#### 1990 Ford Escort RS Turbo £30,375

SILVERSTONE AUCTIONS, NOVEMBER 12. This is one of those results that can cause you to splutter, 'How much?!' You'd be forgiven for thinking that £15,000-£20,000 was a fair estimate but this is the alpha male world of fast Fords where everyone wants the best – in this case a one-owner Escort RS Turbo, drystored since passing its first MoT in August 1994 at 12,570 miles. It's now at just 12,710 miles. A lot of money, but find another.

#### [Price Guide movers]

#### On the up

It's the Brits that dominate with over two-thirds of this month's risers and a strong representation of glassfibre sports cars from Lotus and Marcos

Make and Model	Year	Concours	Mint	Good	Rough	% up
AC 3000 ME	79-84	15,000	11,000	7500	5000	+7.1%
Alfa Romeo Spider S2	70-82	16,500	12,500	6000	2750	+10%
Austin A125/A135	47-57	12,500	8000	3750	1750	+28%
Austin A30/A35	51-59	6500	4250	2200	950	+10%
Austin A55/A60 Cambridge	59-69	4400	2850	1250	650	+10%
Austin Mini Cooper 1071S	63-64	36,000	27,500	17,500	12,500	+11%
Austin Mini Cooper 970S	64-65	34,000	25,000	16,500	12,000	+13%
Austin Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	+14%
BMW 3.0CS/CSi	71-75	35,000	25,000	17,500	10,000	+17%
Bond Minicar MkA-G	48-65	6000	4250	1900	900	+9.1%
Borgward Isabella TS	54-61	9500	7500	4000	2000	+12%
Borgward Isabella coupé	55-61	28,500	20,000	12,000	7000	+19%
Daimler 2.5-litre/V8 250	62-69	20,000	14,000	6250	2750	+7,7%
Daimler 4.2 coupé	75-78	21,000	13,000	7250	2500	+20%
Daimler Double-Six coupé	75-77	25,000	16,500	9250	3200	+25%
errari Mondial	81-94	29,500	22,500	14,000	9000	+7.3%
Fiat 500 Topolino	48-55	14,000	10,000	5000	2500	+12%
ord Cortina MkIII	70-76	6750	4250	2000	1000	+13%
ord Escort Mexico MkII	76-78	19,500	13,500	8000	5250	+11%
Ford Capri 1.3/1.6 Mkl	69-74	8500	6000	2750	1500	+13%
Humber Hawk SI-IV	57-68	5750	3750	1800	750	+9.5%
Humber Super Snipe SI-VA	58-67	9000	6250	2000	950	+33%
Humber Imperial	64-67	9250	6250	2200	1000	+32%
aguar E-type S1.5/S2 2+2	67-70	47500	32.500	16,000	9500	+8.0%
aguar XJ6 Coupé	75-78	20.000	12,500	7000	2500	+60%
aguar XJ12 Coupé	75-78	24,000	16,000	9000	3000	+71%
aguar XJ-S V12 con	88-91	14,500	10,000	5000	2400	+12%
amborghini P250 Urraco	73-74	40,000	26,500	15,000	11,000	+25%
amborghini P300 Urraco	75-76	45,000	32,000	20,000	13,000	+23%
amborghini Silhouette	76-77	52.500	37,500	22,500	14,000	+35%
ancia Beta HPE	75-85	5750	3500	1500	750	+9.5%
and Rover Series I	48-53		27.500		5500	+9.6%
otus Esprit S2		40,000 24,000	17,500	14,000		+9.6%
	78-81 87-90	13,500	10,500	10,000 7000	7000 5000	+8.0%
Lotus Esprit X180				_		_
Lotus Esprit Turbo/SE	87-92	19,000	14,000	9000	6500	+8.6%
Marcos GT 1800	64-66	25,000	19,000	12,500	8000	+11%
Marcos 1500/1600	66-68	20,000	15,000	10,500	7000	+14%
Marcos 3-litre	69-72	22,500	17,500	12,000	7500	+13%
Marcos Coupé	81-87	12,000	8500	5000	3000	+9.1%
Marcos Mantula	84-87	12,500	9000	6000	3500	+8.7%
Mercedes-Benz 280SE 3.5 cabrio	69-71	225,000	175,000	110,000	70,000	+13%
Mercedes-Benz 230/280CE coupé		11,000	7500	3000	1200	+10%
Morris Oxford V-VI	59-71	4400	2850	1250	650	+10%
Porsche 356 Speedster	54-58	275,000	225,000	160,000	110,000	+10%
Porsche 928 GT	89-92	27,500	21,000	12,500	8000	+10%
Porsche 928 GTS	91-95	32,500	25,000	16,000	11,000	+18%
Riley 2.6/Pathfinder	53-59	11,500	7500	3000	1500	+44%
Rover P4 90	54-59	8000	5750	2250	825	+14%
Singer Gazelle saloon	55-67	4950	3250	1500	750	+10%
Singer Chamois	64-70	5250	3500	1650	800	+13%
Singer New Gazelle/Vogue	66-70	2750	1900	900	450	+10%
Skoda Octavia	59-64	4250	3000	1500	650	+6%
Subaru Impreza STi	97-00	9500	6500	3500	2000	+36%
Sunbeam Imp Sport	66-76	5500	3750	1850	900	+10%
Sunbeam Stiletto	67-72	6250	4500	2000	1000	+14%
Triumph Spitfire 4	62-65	15,000	10,000	4500	2750	+50%
Triumph Spitfire Mk2	65-67	14,000	9000	4000	2000	+56%
Triumph Spitfire Mk3	67-70	12,000	7500	3500	1750	+50%
Triumph GT6 MkI	66-70	15,000	10,000	4750	2500	+30%
Volvo PV 544 1.6/1.8	59-65	16,500	12,000	6000	4000	+38%
	55 05	.0,000	.2,000	2000	.000	55.0

#### On the slide

Some adjustment for big Fifties Austins, and the shine continues to come off the market for microcars – they're just so three years ago

Make and Model	Year	Concours	Mint	Good	Rough	%dwn
Austin A90 Atlantic coupé	50-52	26,500	18,500	10,000	5000	-12%
Austin A90, A95, A105	54-59	10,000	7000	3000	1300	-7.7%
Bentley Derby 4.25 PW	36-39	110,000	80,000	52,500	32,000	-8.3%
Bentley Continental R	91-02	42,500	32,000	24,500	18,500	-3.4%
BMW-Isetta 250/300	55-65	23,000	16,000	10,000	6500	-4.2%
Citroën SM	70-75	52,500	36,000	22,500	12,500	-4.5%
Mercedes-Benz 220SEb coupé	61-65	32,500	25,000	16,500	9000	-7.1%
Porsche 911 Turbo 4	95-98	130,000	107,500	75,000	50,000	-3.8%
Škoda 1000MB, S100	65-77	3250	2200	850	450	-7.1%
Subaru Impreza Turbo	93-00	6000	4250	2000	800	-14%
Vauxhall VX220 Turbo	03-05	14,500	12,000	9750	8000	-3.3%
VW Beetle Cabrio 1302S/1303S	70-80	11,500	7750	4400	2400	-4.2%



#### Rate of classic car theft increases by 17%

The increase in the number of classic vehicle thefts across Europe has become so significant that even Interpol is showing an interest in the matter. Ken German, a vehicle crime consultant, told Classic Cars, 'There's been a 17 per cent hike in classic car theft. A recent survey on stolen classics covering 2015/16 showed 217 cars being taken in the UK over a 12-month period, with higher figures for France and Italy.'

Here it appears that classics from the Seventies and Eighties are the favoured targets, particularly Fords. That 217 from the UK included 27 Escorts, Capris and Cortinas, only one of which is recorded as having been recovered. Also popular are Land Rover Defenders, early Minis and Porsche 911s.

Where are they going? Some have been tracked to Lithuania, but it is believed that many are stripped for spares, thereby avoiding identity issues. Many, along with modern cars, will also be leaving the country in 40ft containers that can hold three or four cars and cost as little as £1000 to send to Africa, India or South America, with very few questions asked. Officers in our various dock regions agree that thieves know that there is only around a one in 200 chance of being caught.

Many reasons to ensure that your classic car security is tight.

'Many stolen classics leave the country in containers, with very few questions asked'

#### [In the trade]



#### HEXAGON BRINGS ITS CLASSICS TOGETHER

London dealer Hexagon has brought its classic (formerly in Kensington) and modern classic operations under the same roof. Hexagon Classics is now based in the company's flagship showroom in East Finchley, North London. This larger site was renovated in early 2016 and also houses an art gallery and store. Hexagon Chairman Paul Michaels said, 'This is a fantastic move for our customers, giving them a central point to immerse themselves in our stock, whether it's an original AC Cobra or Porsche 993 Turbo.'

## GLENMARCH AND THE STATE OF THE

#### ONLINE CLASSIC AUCTION DIRECTORY GOES LIVE

Glenmarch has launched a classic car auction directory that aims to make searching for upcoming classic car lot listings and results easier. Founder Rod Laws says, 'I was looking to buy at auction but spent hours trawling through each auction site. I knew then that there was a gap in the market and I believe we have launched the best free-to-access resource on the internet.' Search for individual models from sales since January 2015 and from all upcoming auctions at glenmarch.com.



#### BRIGHTWELLS PREMIUM SALES AT BICESTER

Brightwells has been named as official Bicester Heritage Auction Partner. As well as its regular sales in Leominster, the company will now hold three premium sales at Bicester Heritage in 2017, with the first on April 5. Managing director Richard Binnersley says, 'This allows us to deliver a professional and welcoming sale experience in an authentic setting of post-WW1 Britain.' See brightwells.com.

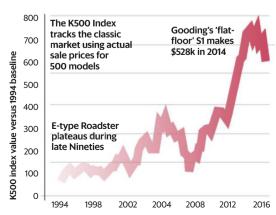
#### [ What the K500 market index says about the...]



#### **Jaguar E-type 3.8 roadster S1** K500's Simon Kidston: 'laguar

K500's Simon Kidston: 'Jaguar made many tens of thousands of E-types, but drill down to

individual models and consider how many survive, and it's a different story. Gooding's record of \$528k in August 2014 for a highly original and well-restored lhd "flat-floor" car may take some beating. But if you apply a rough "only 33 per cent left" rule, there may be only 300 or so rhd 3.8 roadsters still alive and kicking. For this reason, we'd keep an eagle eye on values of early E-types.'





#### DISCOVER BEAUTIFUL BRITAIN WITH CLASSIC CAR TOURS (MK)

Enjoy driving on quiet country roads in spectacular scene

#### 2017 CALENDAR

March/April 31st - 2nd East Anglia Tour

Norfolk and Suffolk. Based near Norwich, starting near A1.

May 21<sup>st</sup> - 27<sup>th</sup> Dales To Wales

Derbyshire/Staffordshire Dales, Peak District, Cheshire, Lake Vrynwy.

#### June 25th - July 2nd Cardigan To Cork

West Wales Welsh Borders, Brecon Beacons, Cardigan. Ferry from Fishgaurd to Rosslare, Clonmel then 3 nights in Kinsale.

#### August 1st – August 8th Borders and Northumberland

Lake District, South West Scotland, Borders, Northumberland, Alnwick

#### August 30th - Sept 1st Autumn Dales

Start nr M6. Pendle Hill, Ribble Valley. Yorkshire Dales, Trough of Bowland

#### Sept 2<sup>nd</sup> - 3<sup>rd</sup> The Passover Tour

Northern Dales to Buttertubs Pass & all Lake District Passes in one day

#### Sept 19th - Oct 1st Pecos and Porto

Ferry to Santander, through Pecos Mountains and across Spain to Porto. 'Rest days' in Porto then return run around coast to Santander via Compostela de Santiago.

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



## Alfa Romeo P3



Simon Kidston explains how the market has changed for P3s like the one offered by RM in Paris

It's funny how tastes change. The P3 was Alfa Romeo's definitive though not ultimate grand prix car – a Thirties single-seater built to take on the might of the Germans. People talk about Mercedes and Auto Union having government backing, but by then the Italian government was also backing Alfa, though with a much smaller budget. As we know, the Germans swept all before them and the P3 was nowhere near as successful as the Alfa 8C 2300 sports car had been at Le Mans etc.

When I started out in this business in the Eighties my then boss bought a P3. It was then at the top of the Alfa hierarchy above the

Monza and Spyder. After racing his P3 at Silverstone he got out of the car dripping with sweat and couldn't believe how hard it was to drive. And while it might be the fastest of that trio there's not a lot you can do with it.

These are still interesting cars for a collector but their values haven't gone anywhere – the P3 is simply not where the market is at right now. Collector interest tends to fall when it comes to cheque-writing. The RM Sotheby's car is a good example but it will have its work cut out to sell it, even at a price that is certainly in the ballpark. The thing is there are three of these on the market at the moment, so any prospective buyer can afford to be choosy.

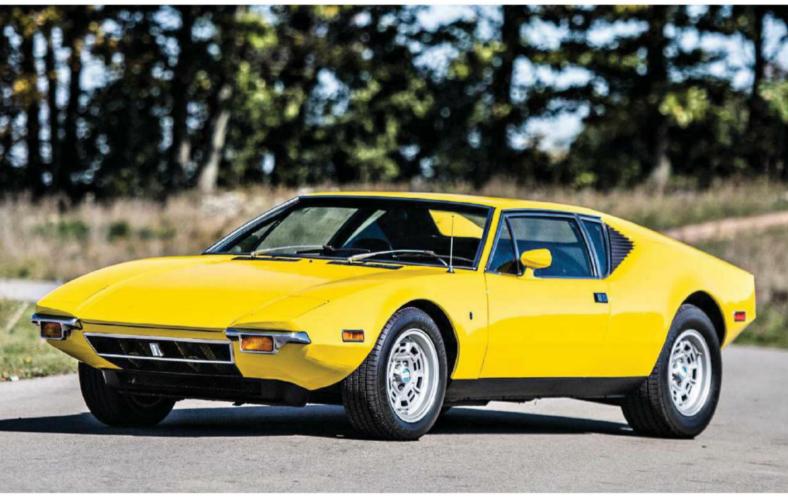


'After racing his P3 at Silverstone he got out of the car dripping with sweat. He couldn't believe how hard it was to drive'



## **Temptations**

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



#### ▲ 1972 De Tomaso Pantera

For sale at Bonhams, January 19, bonhams.com/cars Why buy it? It's an early pre-'L' model so has the pure, unadulterated Tom Tjaarda styling with none of the later big wings. Then there's the striking and immaculate yellow paint and the attention-focusing fact that it has covered fewer than 21,000 miles from new. Almost too good to enjoy, but then again... Price estimate No reserve



#### ▲ 1969 Alfa Romeo A12 hydraulic ladder truck

For sale at Southwood Car Company, southwoodcarcompany.co.uk Why buy it? This has to be the perfect way to stand out from the sea of red Spiders and GTVs at any Italian car show – and get a great view of the event. Previously used to change street light bulbs in Naples and Benevento, it has a great body and the ladder is fully operational.

Asking price £17,000



#### ▲ 1948 Tucker 48

For sale at RM Sotheby's, January 19, rmsothebys.com Why buy it? Unusually original and well sorted, Tucker chassis number 1044 was recently liberated from 30 years spent in storage in an Ohio garage. There is some paint mismatch so the next owner may want to take the opportunity to return it to its documented original shade of green.

Price estimate tba



#### 1964 Citroën DS 19 Chapron Cabriolet

For sale at Bonhams, February 9, bonhams.com/cars

Why buy it? There's something very special about taking a trip to Paris in February and returning with the prettiest version of that most French of classic cars. In superb order inside and out and wearing period-spec Michelin tyres. **Price estimate** £150,000-£180,000

#### 1956 Chevrolet Corvette

For sale at Barrett-Jackson, January 15, barrett-jackson.com Why buy it? Desirable higher performance model with 225bhp thanks to dual fourbarrel carburettors. Presents well with good chrome and what has to be the best Fifties Corvette colour -Cascade Green. Highly original and still has its Wonderbar radio. Price estimate No reserve





#### 1973 Lancia Fulvia Coupé S2

For sale at Anglia Car Auctions, January 28, historics.co.uk Why buy it? This

Why buy it? This lovely, straight Fulvia has covered around 70,000 miles in the hands of three owners – two Italian and one British – and the unusual Verde Cascine paint really suits its delicate lines. Recent rear brake calipers and only just MoT'd.

**Price estimate** £10,000-£12,000

#### UPCOMING SALES

#### JANUARY

Fri-Sun 6-15, Florida, USA. Mecum, Osceola Heritage Park, Kissimmee. mecum.com
Sat-Sun 14-22, Arizona, USA. Barrett-Jackson, WestWorld of Scottsdale. barrett-jackson.com
Wed-Sun 18-22, Arizona, USA. Russo and Steele, N. Hayden Rd, Scottsdale. russoandsteele.com
Thu 19, Arizona, USA. Bonhams, Westin Kierland Resort & Spa, Scottsdale. bonhams.com/cars
Thu-Fri 19-20, Arizona, USA. RM Auctions, Arizona Biltmore, Phoenix. rmauctions.com
Fri-Sat 20-21, Arizona, USA. Gooding & Co, Scottsdale Fashion Square. goodingco.com
Sat 28, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk

#### **FEBRUARY**

**Wed 8,** France. RM Auctions, Place Vauban, Paris. rmauctions.com

**Thu 9,** France. Bonhams, Grand Palais, Paris. bonhams. com/cars

Fri 10, France. Artcurial, Rétromobile, Porte de Versailles, Paris. artcurial.com

Sun 12, Somerset. Charterhouse Auctions, Shepton Mallet. charterhouse-auction.com Fri-Sun 24-26, Warks. Silverstone Auctions' Race Retro Sale, Stoneleigh. silverstoneauctions.com Tue 28, Surrey. Barons Auctions' Classic Winter Warmer, Sandown Park, Esher. barons-auctions.com

#### MARCH

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

**Sat 4,** Surrey. Historics at Brooklands, Brooklands Museum, Weybridge. historics.co.uk



We reveal how to buy a smart example of this up-and-coming Italian from £5500 words Malcolm McKay PHOTOGRAPHY Tom Wood

ancia made cars that were different and clever – if not always cheap to buy or own – but now decent Flavia saloons can be had for around £2000 and coupés for closer to £4000, making them bargains in the current market. With its exclusive lightweight aluminium flat-four engines, front-wheel drive and four-wheel disc brakes, the Flavia was unique among compact saloons of the Sixties and enjoyable to drive.

Lancia made 29 different variants between 1961 and 1974. There were three engines – 1488cc, 1800cc and 2000cc – with several variants of each, and different states of tune with single or twin carburettors, or mechanical or electronic fuel injection. And there were many changes of body styling.

If you fancy a restoration project, avoid cars with many parts missing. Almost anything on a Lancia can be rebuilt but finding missing parts is a real challenge.

Expert advice comes from Andrew Cliffe of Lancia specialist Omicron Engineering, former Lancia specialist Tony Weale, serial Flavia owner Dave Gee and Flavia 2000 Consortium co-ordinator Colin Clamp.

#### [What to pay]

There is a wide range of prices. Around £1000 will buy you a project saloon, and mint examples fetch £10-£15.000, with the best Pininfarina Coupés fetching £25-£35,000, and the best Convertibles at £30-£40.000. Budget £2k for a good, usable saloon and about twice that for a good coupé. ▶ The 2000 D-letronic injection is most desirable, followed by the 1800s and the 1500s. Zagatos are top of the tree. with even projects commanding £15k, and good ones nearer £25k.

#### Which one to choose?

▶ Flavia 815 Berlina Production began in 1961, with clean styling by Pietro Castagnero and a 1488cc, 78bhp flatfour engine that was good for 97mph and 30-35mpg. The 815 series was the best-selling Flavia, with more than 28,000 sold. The engine was redesigned in 1963 and offered in 1488cc or 1800cc form, giving 80bhp/92bhp. In 1965 Lancia offered Kugelfischer mechanical fuel injection and alternator charging, boosting power by 10bhp. Only 4750 Berlinas were sold in 1963-'66.

▶ Pininfarina Coupé (above) Resembling a mini-Ferrari 250 GTE, the 1962 2+2 Coupé had a 90bhp twincarburettor engine, though it was difficult to set up. Nardi soon offered a boost to 1727cc, which Lancia copied, before swapping to the new 1800cc singlecarburettor engine in 1963. It proved successful (19,293 built to 1968). Fuel injection was optional from 1965 (or you could choose a Nardi twin-choke Weber upgrade).

▶ **Vignale Convertible** Also launched in 1962, the charming four-seater convertible was styled by Giovanni Michelotti; just 1601 were built to 1964.

▶ Sport Zagato Truly flamboyant, complete with negative curve electrically-opened rear window, the



2+2 Zagato was 100kg lighter than the Coupé with a 111mph top speed, rising to 118mph with the final twincarburettor 1800s. 726 were built, rather shoddily.

- ▶ 819 Berlina Sleeker styling with a larger boot and higher windows came in 1967, plus the option of power steering. 1488cc or 1800cc engines were supplemented in 1969 by a two-litre with 114bhp on carburettors or 126bhp on Kugelfischer injection. 20,405 were built.
- ▶ Flavia 2000 Fiat rationalised the line in 1970 to just the 2000, with new Girling twin-pot brakes and a new gearbox with diaphragm clutch. Just 706 were built.
- ▶ **820 2000 Coupé** Much-improved Pininfarina design. Options culminated in the 2000HF with D-Jetronic injection and 14-inch alloy wheels. 6791 built up to 1973.
- ▶ Lancia 2000 Fiat dropped the Flavia name with a restyle, smaller 14-inch wheels and a much-improved interior. A five-speed gearbox was soon added and Bosch D-Jetronic became the fuel injection option. Production ended in 1974 with 14,319 built.
- ▶ Others Lancia made around 3000 Super Jolly vans with Flavia running gear; Francis Lombardi made a couple of stretched Berlinas and Zagato made a number of prototypes for a new Sport Zagato in the late Sixties.

**Rust** Like most cars of the era, rust is the Flavia's biggest enemy. No rust protection was provided on early cars and rear wings rotted rapidly. The Sport Zagato with its aluminium body suffered severely with electrolytic corrosion causing doors to drop and windscreens to crack. Flavias are extremely strong and can rust extensively before it becomes obvious, so inspect very carefully. Check everywhere, but especially the wheelarches, sills, floorpan, rear leaf spring mounts, rear chassis rails, box section across under the rear bumper, bottoms of doors and the square tube front subframe. On the 819/820, box sections up in the top corner of the front wings adjacent to the bulkhead rust badly.

**Engine** This is an oversquare all-aluminium flat-four with wet cylinder liners and a camshaft for each bank of overhead valves. Its subframe is attached to the body with six soft rubber mountings. It's not an easy engine to work on because of its layout and location, but is generally reliable. Problems can occur when the gaskets at the bottom of the wet liners deteriorate, allowing the liner to drop slightly, breaching the cylinder head gasket seal. Putting this right can cost between

This 1966 Coupé (designed by Pininfarina) is just one of 29 Flavia variants. Access makes the aluminium flat-four engines difficult to work on



£1000 for simple re-seating and £5000 for a full rebuild. Check carefully for signs of head gasket failure – look for emulsion in the radiator and oil filler cap. If all seems well, give the car a good run to warm the oil and check that the oil pressure is to the centre or right of the gauge when on the move (near-zero at idle is normal; gauges can be unreliable). Listen for a noisy timing chain; if allowed to get extremely worn it can jump when cold, causing a catastrophic clash of valves and pistons.

**History** This is crucial. Has the car been well maintained? If a liner seal failed, were all four replaced, or just one bank – or even just one cylinder?

**Kugelfischer fuel injection** This mechanical system causes trouble if worn but can now be overhauled by Lucas Development. If a car has been converted to carburettors, check that it has been done properly with all the correct parts – now that values are rising, it is worth restoring the injection system.

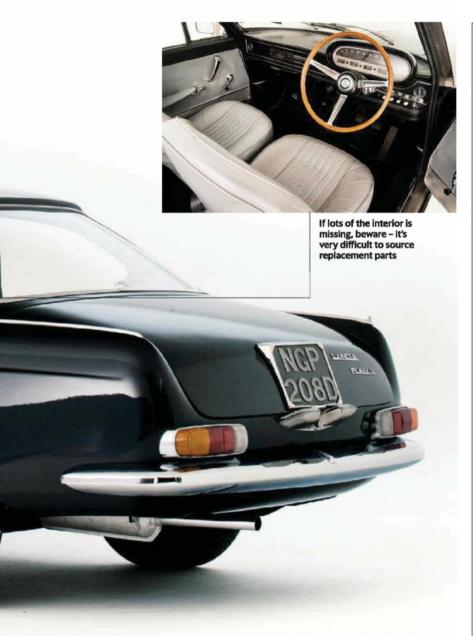
**Interior trim** This is predominantly plastic and unobtainable (cloth came later), but can be retrimmed fairly authentically by a specialist trimmer; obviously it's better to find a good, well-preserved original. The dash

top rail and door tops are prone to cracking. There were numerous different dashboard layouts, starting with strip speedometers and ending with round ones; parts are largely unobtainable but most things can be rebuilt.

**Gearbox** Flavia gearboxes are robust but synchromesh wear can spell a £1500 bill for removal of the gearbox, replacement of synchromeshes and seals and refitting. The same job with new bearings is nearer £3500.

Brakes Dunlop discs all round mean that the braking should be excellent – if it isn't, work will be needed. The tolerances on these brakes is extremely tight so they do seize up readily if not used frequently – and Lancia used a specific servo which is very complex and can be unreliable. It's normally rebuilt as a pair with the master cylinder, costing £1200 (alternatively, substitute a remote Girling servo). For the 2000, Lancia converted to Girling four-piston calipers at the front and the handbrake in a separate (rear) drum, for which special tools are needed. With a different servo it's a much more reliable system – except for the handbrake.

**Door locks** These wear out and are difficult to get right; electric windows (where fitted) are also temperamental.



Suspension This comprises a transverse leaf spring with twin wishbones and an anti-roll bar up front and the rear featured an anti-roll bar and a Panhard rod on a dead axle mounted on leaf springs. There are telescopic dampers all round. The front wheel bearings are difficult to change, requiring special tools, which can be hired from the Lancia Motor Club or Omicron. All bushes and bearings are available. Check the steering box and particularly the idler for wear.

**Exterior brightwork** This is largely stainless steel and lasts very well, but parts are hard to find if missing or damaged (as are some lights and lenses).

**Exhaust** This is low and vulnerable to damage.

**Convertible hoods** These are custom-made and hence expensive; a full hood replacement is a tricky exercise and likely to cost around £2000.

**Cooling** If well maintained, this system is trouble-free but check that the thermostats are working properly – both the conventional one on later cars that operates the electric fan and the one on early cars that opens the radiator shutters.

Inevitably, the main worry with Flavias is rust. The car's underlying structure is so strong that rampant rust may not be immediately apparent. Check carefully – everywhere

#### 「Owning a Lancia Flavia ]



Peter Loftus, High Wycombe, Buckinghamshire 'Although recognised as a high quality car, the Flavia saloon never won any prizes for automobile beauty. So Lancia asked Pininfarina to design a 2+2

fixed-head coupé on a shortened wheelbase, which would make up in elegance for everything that the saloon lacked.

'I bought my 1966 Coupé [photographed in this feature] in 2010 – it had been previously owned by members of the Lancia Motor Club, so had a good history. During my ownership the brightwork has been improved and a few electrical problems have been resolved, but nothing too serious. I budget approximately £1000 each year for the MoT, servicing and any running repairs. The car handles superbly and is very smooth and comfortable to drive on all road surfaces – it is a true GT with typical Italian lines.

'Rumour has it that Rolls-Royce once bought and dismantled a Flavia to see how it was made, and couldn't understand how Lancia could produce a car of such high quality for the price. I would recommend the Flavia to anyone who wants a well-engineered classic car, but you'll need to be quick because there aren't many left.'



Peter Baker, Evesham, Worcestershire
'I have always been a Lancia fan, but never had a
Flavia until last year when I found a low mileage,
rust-free, early 1500 Berlina, still with its Italian

owner. I drove it back from Rome and it never missed a beat. 'Providing you have the correct papers, importing a classic from the EU is easy. Fiat supplied a letter confirming the date of manufacture and that, along with an inspection by the Lancia Motor Club, was enough to persuade the DVLA to issue an age-related registration number. Job done.

'On returning home the 'see to' list was comparatively short, and most parts easily available. The Dunlop brake calipers were stripped and fitted with new seals/pads. Reconditioned wheel bearings replaced the worn items that had rumbled their way happily back from Rome and new bushes were fitted to the front and rear anti-roll bars. The only special tool needed – a hub puller – was hired from Lancia Motor Club.

'The total cost, fully sorted, was under £1000, which when added to the original purchase price, fuel, plus our impromptu four night holiday, came in at a smidgeon under £7000.

'The Flavia Berlina may be no sports car, but it's comfortable and economical. It's perfect for those long cross-country journeys to the Le Mans Classic when the sun is shining and time is of no consequence. There's no better car.'



Tim Heath, Colchester, Essex

Tive long had a love for Lancia and have three different Fulvias. Last year, through a chance conversation with a friend, I acquired a super-rare

Kugelfischer-injected 1800 Flavia Vignale project and I am slowly resurrecting the car to its former glory.

'I've had all the metalwork done (mostly in the sill area), and it has been painted in Grigio Newmarket – a subtle metallic grey of the Flavia period. Last month I got the engine running after having the fuel injector pump checked. The engine hadn't run for ten years but it was as sweet as a nut. It just needs a bit of work on the steering and brakes and a complete interior refit and it will be ready for summer 2017.

'Detail parts are hard to find but luckily the car was mostly complete when I bought it. I do all my own work on the mechanics, farming out metalwork and paint to local specialists. I am looking forward to driving it very much!'

#### ClassicCarsForSale.co.uk



#### 1962 Lancia Flavia 1.5 Pininfarnia £15,995

Recently bought in Italy: Model type 815-130 with 1500 engine, fitted with the special order Nardi twin carburettor conversion. In outstanding condition with its original

Pale Blue coachwork, also with original magnolia leather interior. Age-related historic registration being arranged. Trade.



#### Alfa Romeo Giulietta SZ

ne of just 210 Alfa Romeo Giulietta Sprint Zagatos built has recently emerged at public auction in France after 48 years off the road, much of it awaiting repair and restoration that remains incomplete. The car was delivered new to Algiers in 1961, coming to France the following year. It was bought in 1965 by the Alfa Romeo concessionaire in Béziers, a Mr Gayraud, who rallied it. In 1968 his Gayraud-Martin team entered it for Critérium des Cévennes during which it suffered an impact that rendered the car undriveable.

From there it changed owners several times, spending long periods of time in storage and remaining essentially untouched until restoration work to the body began three years ago. Although the floor and sills were replaced and the crumpled aluminium front end patiently worked back to shape using the original panels, work eventually stalled and the car was offered for sale by Claude Aguttes in Lyon on November 5th. It

## Barn Finds

Nigel Boothman finds a rare sporting Alfa Zagato and Porsche 356, and an Armstrong Siddeley limo facing an uncertain future

SEND US Your Barn Finds Best One Wins £100 matched its estimate of €260k-360k to sell for €288k (£244k).

All the original major mechanical components remain with the car, including the potent 1290cc twin-cam engine. With 100bhp on tap in an aerodynamic little coupé weighing only 785kg, 126mph was perfectly possible and the model was widely used in competition. Today, they're as competitive as ever in historic motor sport and very rarely appear in such original condition, even allowing for the repairs to this car's floor and front end.

The price seems high for a car that could soak up another £50k to £100k to finish, but the Giulietta SZ has an exalted place in Alfa history and circles and the best can command £325k. The longer Coda Tronca version that appeared later in 1961 shows a clear lineage to Zagato's even more exotic Giulia TZ and TZ2 tube-frame models that were built from 1963.

Factor in the guaranteed welcome from a host of prestigious events, and the price starts to make sense.







#### Porsche 356 Speedster

A shabby-looking, disused, non-running four-cylinder Porsche with no competition history sold in November for \$665,500 (£533,700) - more than three times its low estimate - at the Auctions America sale at Hilton Head, South Carolina.

The Porsche in question was a 1957 356 Speedster with only 31,257 miles on the odometer. It was bought new by John Casper of Chicago who used it sparingly through the following 18 summers and then put it into storage in 1975. After Mr Casper died in 2011 the car passed to an old friend of his who kept it for a few years before eventually deciding to put it up for sale.

It appeared to be in extraordinarily original condition, retaining its 1957 spare tyre, jack, dealership invoice, owner's manual and service book, as well as the original interior, tonneau cover, hood and side windows. Rust is said to be minimal.

Nonetheless, the price was truly startling - even a perfectly restored Speedster would struggle to fetch as much. And while this

'The price was startling – even a perfectly restored Speedster would struggle to fetch as much'

one may polish up in to one of the most desirable preservation class cars you could ever hope to see on any concours lawn, careful and sizeable investment will be needed to make it roadworthy again after more than four decades of inactivity.

#### **Armstrong Siddeley Whitley**

Chris Pinn sent us some photos of the kind of car you can still see rotting away by the side of the road in County Wexford, Ireland. This Armstrong Siddeley is resting on a grass verge between Hook Head and Tintern Abbey, where Chris photographed it on a recent holiday. He recognised the make but not the model, so he emailed the Armstrong Siddeley Owners' Club on his return home.

The Club's Andy Blatchford was already aware of the car but pleased to learn that it hadn't been removed, vandalised or scrapped.

'I first came across it some three years ago when it was photographed and subsequently visited by one of our members

to establish the condition,' he says. 'Unfortunately, it's not considered worth the likely cost of recovery.

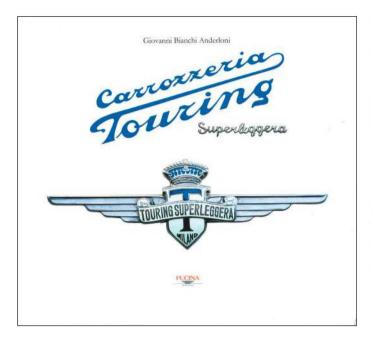
'It's a Whitley Limousine, made around 1952 and therefore powered by an 18hp engine, which I understand seized about 30 years ago. It's certainly a rare beast but the rotten chassis and transportation costs mean the chances of it being reconstructed and refurbished are realistically beyond hope, though many of the parts needed would be available from the ASOC stores."



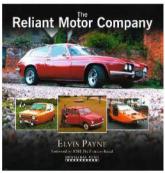
# All models are available from diecastlegends.com

## **Books & Models**

Sam Dawson selects the best of the latest editions and miniature masterpieces







#### Carrozzeria Touring Superleggera

#### By Giovanni Bianchi Anderloni, £240, fucinaeditore.it, ISBN 978 88 88269 49 8

Another month, another extravagant and expensive two-volume history of an iconic Italian coachbuilder. However, this one differs from Gautam Sen's Gandini epic in that it's written by the son of Touring's founding stylist, Carlo Bianchi Anderloni, and combines personal biographical insight with the sumptuous business of car design.

Touring emerges as a styling powerhouse, often producing gradual refinements of similar shapes, influencing but never imitating, ignoring the impositions of brand identity. You can trace the design of the Lamborghini 400GT back via the Aston Martin DB4 and Pegaso Z-102 to early windcheating Alfa Romeo racers.

Ultimately Touring's story is one of artisanship undone by economics, but there are revelations in store here including the missing Fiat 8V saloon, the butchered Lagonda Rapide concept and Touring's trimming of the Sunbeam Alpine's fins. Oh, and evidence that further complicates the Lamborghini Miura's stylistic parentage. It's just a pity that it's so pricey.

#### By John Leaman, £150, stradabiz. com, ISBN 978 0 9935092 2 3

Leaman's collection of photographs and anecdotes harks back to a time when spotting a Lamborghini was an event, and few people carried cameras as a matter of course.

In an age of YouTube dullards recording blurry smartphone videos of show-offs in Knightsbridge, Leaman's photos represent a much more difficult challenge. His subjects were much rarer, and the world they inhabited less glamorous than the marque's aura would have us believe.

As well as then-new Countachs, we see down-at-heel Jaramas and Espadas not much more than a decade old, languishing in breakers' yards. Dog-eared third-hand Miuras sit outside a row of rented concrete lock-ups. Well-used Urracos and Silhouettes owned by ordinary enthusiasts sit in fields during owners' club meetings.

Although the book's price is comical for a 142-page hardback of amateur photos, it is a unique reminder of a time when supercars managed to seem more glamorous yet more normal at the same time. And in this sense, it's a vital chronicle.

#### The Reliant Motor Company

#### By Elvis Payne, £18.95, crecy.co.uk, ISBN 978 1 9083 4736 7

Another story of ingenuity ultimately thwarted by economics, Elvis Payne's chronicle of Reliant from World War One conscientious objector's war-work project to manufacturer of specialist niche projects is both fascinating and bittersweet.

There is some humour in the Reliant story - director Ray Wiggin's insistence that the Robin would be adopted by the 'groovy chicks' of the swinging Sixties, for example. But there's also a great deal of pain. Not least when the company suffered its greatest blow because of the ramifications of Eighties deindustrialisation - its proud but hardup customer base could no longer afford new cars.

But it's Reliant's inventiveness that makes its loss so hard to bear. Rust-free family hatchbacks, sports cars for teenagers, affordable modular commercial vehicles for small businesses, and the first all-aluminium production engine - Payne's book brings Reliant's pioneering spirit vividly to life.

#### **MORE TO ENJOY**

#### Police Stop!

By Paddy Carpenter, £14.99, amberley-books.com A look at the evolution of UK police transport since the days of the horse. Most of the book is dedicated to the car liveries though.

#### Donald Campbell 300+ A Speed Odyssey

By David de Lara, £30, thehistorypress.co.uk A combination of Campbell's own diaries and photographs, plus memories of those closest to him. Stirring stuff, although much has been seen before.

#### The BMW Century

By Tony Lewin, £35, quartoknows.com Large-format hardback marque history of BMW. Beautifully produced and glossily photographed, but a bit corporate.

All these books are available from Chaters, many with discounts. To find out more, go to chaters.co.uk

## MODELS

#### 1:18-scale AMG-Mercedes-Benz 450 SLC

Minichamps, £249.99 Yes, this automatic-gearbox Mercedes entered Le Mans in 1978. A huge, hefty and impressively detailed resin model with deep black-painted window-frames avoiding the medium's traditional stuck-on brightwork problem.



#### 1:43-scale MGB Le Mans

Spark, £51.99 Paddy Hopkirk and Alan Hutcheson's MG from the 1965 Le Mans 24 Hours is worthy but lacks the dazzle of the TR3 below. There are blobby lines around the aerodynamic nose, a lack of depth to the air intake and an oddlylocated rear axle



#### 1:43-scale Triumph TR3

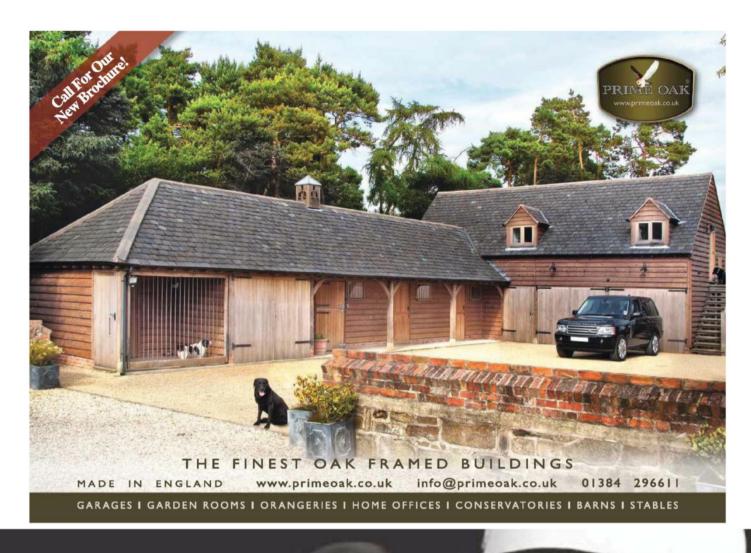
Spark, £51.99

This is an exquisite diecast model of Jean-Jacques Thuner's 1960 Monte Carlo Rally car. There's a nice weight to it, but also a needle-point fineness to things like panel gaps and shutlines. Just a pity about the huge screw lug protruding from the boot floor.



#### 1:43-scale Fiat X1/9

Maxichamps, £34.99 This impressively heavy diecast Fiat is from a new cheaper sub-brand of Minichamps. The proportions and fine detail are superior to most sub-£50 models, but Corgi Vanguards are still better for this sort of thing.



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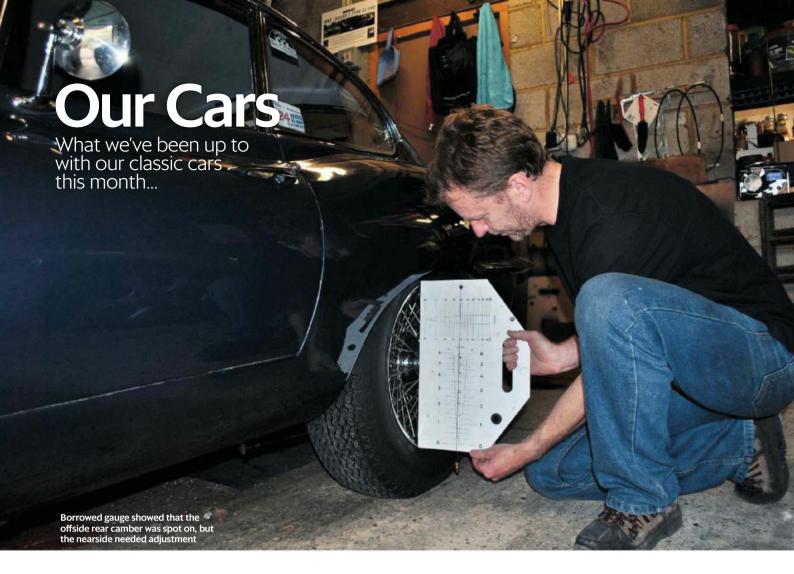
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#### Phil improves the Jaguar by degrees

#### 1962 Jaguar E-type FHC

Owned by Phil Bell, editor, phil.bell@bauermedia.co.uk
Time owned 6 years

Mileage since last report 163

Costs £0

**Previously** Replaced age-hardened Pirelli tyres with new Dunlop Aquajets

hen I had the differential rebuilt back in the spring, Jaguar specialist Ken Jenkins told me that I would have to check and adjust the rear suspension camber afterwards. 'Yes, good point,' I said. 'Hmmm, sounds complicated,' I thought.

The rear driveshafts bolt to the differential output flanges, and any change to the number of shims needed to set the correct backlash on the crownwheel and pinion affects how far out said flanges sit in relation to the differential casing. And because each driveshaft acts as the upper suspension wishbone, any change in how far out it sticks will change the camber, with potentially hairy consequences for the Jaguar's handling.

I'd already read the section of the Jaguar workshop manual on how to reset the camber – sometimes the evenings in rural Bedfordshire are quite quiet – so my head instantly filled with complex images of dangling the rear suspension on genuine Churchill camber setting tools, measuring the angles with an expensive-looking gauge and then part-dismantling the rear suspension to change the number of camber-setting shims.

Then Ken's reassuring words snapped me out of my engineering stupor, 'All you need

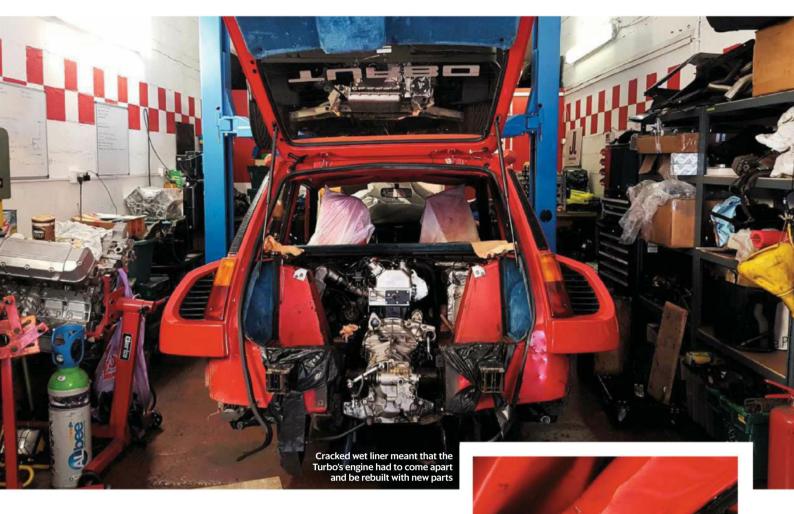
to do is park the car on a level surface with the fuel tank full and you in the driving seat – basically however the car will mostly be driven – while someone uses a camber gauge to check the rear wheels. Ideally you want 0.5-1.0 degrees of negative camber.' Well, when you put it like that...

I duly borrowed the village garage's MoT bay floor (thanks Russell) while mechanic Adam (thanks again) checked the reading with my borrowed gauge (thanks Rob). By fluke the offside was -0.75 degrees – right in the middle of Ken's range – but the nearside was -1.5. Back home I removed the nearside wheel, unbolted the driveshaft from the differential flange and removed three 0.02in shims to get that down to the desired 0.75 degrees negative camber.

So, apart from crossing Adam's palm with a little thankyou money, I'd managed to complete a job on the Jaguar without cost.

As sportsmen like to say after a good result, 'It hasn't quite sunk in yet.'





#### R5's on the road again

#### 1981 Renault 5 Turbo 1

**Owned by** Ross Alkureishi and Richard Head rossalkureishi@yahoo.com

Time owned 13 months Miles this month 225 Costs £3700 (split two ways, thankfully) Previously Back of a flatbed

an-oh-man last year was bad. No, I'm not talking Brexit, Bowie or Trump, but in terms of personal classic driving goodness, 2016 was a stinker. The R5T blew its cylinder head gasket on the way to the London Classic Car Show and the Zagato morphed into Humpty Dumpty when I failed to put it back together again in time for Le Mans.

Well, finally some good news. The 5 Turbo hadn't blown its top after all – no, it's cracked a wet liner. With the cooling system suffering a continual build-up of air pockets, John Law at JL Engineering ruled out all of the possible suspects, leaving us no option but to open up the engine. There, on cylinder number one, sat the cause of our multitudinal trials and tribulations since collecting it from Brescia in 2015.

Cue a three-way discussion between John, me and co-owner Richard. John suggested we do a full job – cylinder head/block, turbocharger – using the best parts. Richard adopted a moneyno-object stance. And I began to twitch and reverse-inhale my coffee.

This is where the benefits of dual ownership come into play, because the resultant bill was going to smart less than if either of us had been flying solo. So John got cracking, which when you're sourcing rare parts – or even having new ones commissioned – is a slow process. He had new wet liners made in France and cleaned, prepped and painted the block.

In the meantime, we decided to whip the driver's door off. Why? Well, wobbling mirrors are a common malady on alloy Turbo 1 doors and ours had obviously been welded at some point in the past, because a crack had appeared where it joins the front section of the window frame.

If you belong to the male of the species, of course, there's only one thing to do in this situation – poke it with a screwdriver – which dislodged a combination of weld and filler and resulted in its own personal Apennine fault line.

So off it went to Richard's friend and artisan welder Deano at Tylah Motorsport (tylahmotorsport.co.uk) in Bracknell. The previous attempt at a repair hadn't bonded properly so it had remained only semi-effective, no doubt masked by the car's relative lack of use. Our reawakening of the car had clearly shaken it loose so Dino set to work doing a repair job that will last, welding the alloy sections back together and fitting a small back plate to give the area added strength. He then primed it and fired it back in our direction.

Imprudent screwdriver poking in

the door opened up a fault-line

Back at JL with our blueprinted engine rebuild – to stock specification – complete, and the car tested and running again, John re-fitted the still unpainted door and after paying the bill – which rather stung – two happy bunnies were on their way, just in time to make it to Bicester Heritage's last Sunday Scramble of the year.

In the immortal words of Willie Nelson, 'We're on the road again.'



#### Plastic surgery, maybe?

#### 1977 MG Midget 1500

Owned by Mike Le Caplain mike.lecaplain@bauermedia.co.uk

Time owned 13 years Miles this month 30 Costs None **Previously** Made it to a summer classic car show by the skin of its teeth

recently roused the Midget from its slumbers at a disturbingly early hour - for a Saturday - before heading off to my local MG specialist, Hall's Garage in Morton. Not, for once, to have yet another problem sorted out, but to join fellow Midgeteers at its inaugural open day.

I love having a proper nose around workshops and classics in varying stages of undress and am always up for having a natter with like-minded enthusiasts. The problem is, the day churned up all manner of delicious-sounding possibilities that could have dire consequences for my credit card.

I'd barely downed my first coffee of the day before I found myself chatting with a friendly chap who recognised the MG from these pages and informed me that its PCB registration prefix means it would have originally been registered in the Preston area. It turns out that a descendant of the dealership that originally sold it - John C Hewitt - is still going strong, too.

Feeling suitably nostalgic, I wandered off to explore workshops that are usually off-limits to the public, getting all mistyeyed over a dusty and engineless MG TC in the very early stages of restoration and intrigued by a rusty and mostly dismantled Midget 1500 fitted with what looked like a twin-cam Suzuki engine. Hmm, interesting...

An even more radical idea presented itself when a brace of rorty-sounding Frogeye Sprites arrived in a flurry of cuteness and parping exhausts. Then I clocked their Rand W-suffix registration numbers. Ah, not original Frogeyes after all, then.

They were actually Tifosi Ranas - Midgetbased but with Frogeye front and rear bodywork. MG anoraks like me might spot the Midget doors from a mile off, but you can actually specify replica Frogeye doors. Hall's has the Tifosi franchise, and I must say that the idea of converting a Midget into a Frogeye-alike for less than £2k (plus paint) has considerable appeal.

It's a good job dreaming's for free.



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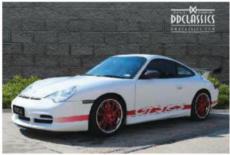
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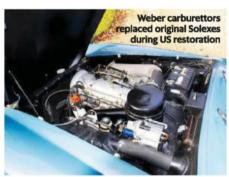
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#### 1961 Mercedes-Benz 190 SL £124,995

A matching-numbers 190 SL that's crying out for a long drive following its recent US restoration, reckons Mike Le Caplain

his 190 SL's previous owner imported it from Morristown, New Jersey a couple of years ago. The vendor bought it in 2015 before having it inspected by the Mercedes-Benz Club UK last August. Cross-referencing it with the original build sheet proved that it is a matching numbers car with all of its original body panels, though whether the hardtop is also original to the car has yet to be established. There are hundreds of photos of the restoration work carried out in the US within the thick history file and the car has been resprayed in its original special order blue (paint code DB-317).

The bodywork is in excellent condition with few paint blemishes. The chip and hook-shaped scratch in the offside rear wing are the most obvious, but it takes a sharp eye to spot the near-invisible touched-in stone chip inside the nearside front wheelarch and the small paint run in the forward edge of the nearside rear wing. All will be rectified before sale.

Minor pickling to the nearside front hubcap aside, the chrome is perfect including – amazingly – the stone guards ahead of the rear wheels, but the nearside rear reflector is loose. Tyres are matching deep-treaded Vredestein Sprint Classics, including the new-looking spare in the boot. The black-painted exhaust also looks new. Door and bonnet seals have yet to bed in – the doors in particular need a good slam for them to latch properly.

The dark blue hood looks in fine order and the immaculate half-tonneau has the correct fixing poppers, but no retainers for them to attach to on the rear deck. This will also be addressed before sale.

The engine bay contains what appear to be original 'Made In Western Germany' and VIN plates. The original twin Solex 44PHH carburettors were replaced by twin Webers during the car's restoration and are fed via braided hoses. The radiator shows no evidence of leaks and the battery is a new Deka. There's a shallow thumb print-sized ding in one of the exhaust manifolds but the oil is clean and to maximum and all pipes and wires look sound.

The most obvious flaws in the stylish interior are a curious smattering of marks

on the inside of the driver's side windscreen and some scuffing to the driver's door card below the window winder. Delightful original details include cool chrome-rimmed translucent sun visors, self-parking wipers and a working Becker Mexico AM/FM radio, but the clock doesn't appear to work and the speedometer glass is a little cloudy.

The SL starts instantly and settles to a muted idle with no ominous exhaust smoke. It splutters a little and doesn't run entirely cleanly, possibly as a result of its lack of recent use, but the gears engage smoothly and quietly and the brakes pull the car up straight and true. It will be tuned, serviced and MoT'd before sale.

The price is on the high side, but the car's overall condition would seem to justify it.

#### **CHOOSE YOUR 190 SL**

- Prototype 190 SL debuts at the 1954 New York Auto Show. Production car appears in May 1955 on a shortened W121 180 saloon platform with new bonnet, bumpers, sidelights and radiator grille, and eyebrow trim over the rear wheelarches. Body options comprise a coupé with a detachable hardtop and a roadster with folding roof and optional hardtop. Engine is a 105bhp 1897cc M121 four-cylinder allied to a four-speed manual gearbox.
- ▶ Thicker cylinder head gasket (2mm compared to 1.5mm) fitted from April 1955. Pressed steel hardtop replaces aluminium original in February '56 with a wider rear window from '59.
- Seat belt anchor points fitted from 1961.
- W113 Pagoda 230 SL replaces 190 SL in 1963.

#### **HAGERTY**

**Quote £505** comprehensive, 3000 miles per year, garaged call: 0333 323 1181



#### 1961 W121 Mercedes-Benz 190 SL

**Price** £124,995 **Contact** Total Headturners (totalheadturners.com, 01992 827157) **Engine** 1897cc, ohc, inline four-cylinder **Power** 105bhp @ 5700rpm **Torque** 105lb ft @ 3200rpm **Performance** Top speed: 112mph; 0-60mph 11.7sec **Fuel consumption** 25mpg **Length** 4290mm **Width** 1740mm







#### 1936 MG TA £28.500

The best-sorted Midget Paul Hardiman has ever driven has a later XPAG engine, TC gearbox – and a fascinating history

his TA comes from cherished long-term ownership and has masses of history. Originally a Lancashire police car, its current history dates back to 1962. Its last owner bought it in 1964, already fitted with cycle wings and a later XPAG engine and MG TC gearbox. At some stage it has been fitted with telescopic dampers and Alfin brake drums and the front axle has been equipped with radius arms.

It was first restored in the Eighties – there are lots of Brown and Gammons bills from this period in the history file – then again in 2002 after completing HERO's Classic Malts and London-Lisbon rallies. This time leading T-series restorer Naylor Brothers took care of the body and trim. There's a photographic record of this work.

Peter Edney rebuilt both the gearbox and the engine in 2010. It's now 0.40in overbored, which works out at 1288cc, close to the original MPJG unit's 1292cc, and incorporates an unleaded cylinder head and electronic ignition. There are extensive handwritten notes on mileage and expenditure from 1983 to 2000 – total spend in this period amounted to £63k.

The chrome – including the radius arm plating – and paint are in excellent order, though there are a couple of paint chips in the leading edge of the driver's door. The leather is good and just wearing in, with just one stain on the driver's seat base. The dash shows good veneer, the instruments have been restored and the Bluemels sprung steering wheel is in good order. The hood is newish and the refurbished sidescreen's windows are clear. Tyres are older half-worn Dunlops on the rear and new Blockleys on the front, with a spare one of each.

The engine is tidy, with braided fuel hoses, correct fabric-covered wiring loom, polished carburettors and manifold and a newishlooking fuel pump. The oil filter is a spin-on conversion, there are no leaks underneath and oil is clear and to a good level. Original toolkit and jack are in the scuttle box.

I have never driven a better-sorted Midget. There's no slop, lost motion or play in the light and super-accurate steering and the telescopic dampers mean that it follows the road rather than skipping over imperfections. As a result the ride is superbly planted and confidence-inspiring for a pre-war leaf-sprung chassis. The brakes are progressive, grab-free and

super-controllable. The pedal is firm and the MG pulls up straight.

You have to work the motor quite hard to keep it on the boil, but the gearchange is a delight – the TC gearbox has slightly taller and closer ratios than the TA original, helping easy double-declutch downchanges into second – and it buzzes along quite happily at around 50mph. Oil pressure is 40psi when running, 35psi at tickover, with water temperature steady at 60 degrees and the ammeter showing charge. The only negative is the loud indicator buzzer, though this could easily be disconnected.

If you don't mind swapping originality for enhanced drivability, then this is a little sweetie. Its price looks fair given that it was advertised at £45k only a few months ago.

#### **CHOOSE YOUR MG T-SERIES**

- ▶ TA replaces PB in 1936, with hydraulic brakes and synchromesh on third and fourth gears. Engine is a version of a Wolseley 1292cc unit tuned to produce 50bhp.
- ▶ TB replaces TA in 1939 with Morris 10 M engine bored out to 1250cc, coded XPAG and good for 54bhp. Synchromesh is added to second gear.
- TC appears in 1945 as a lightly updated TB with wider cockpit and slimmer running boards.
- ▶ 1949-on TD has Y-type chassis, independent front suspension and rack and pinion steering. MkII from 1951 gets 60bhp engine.
- ▶ TF appears in 1953 a facelifted TD with a reclined radiator shell, initially with 57bhp 1250cc, then 63bhp 1466cc XPEG engine from October 1954. Production ends in 1955.

#### HAGERTY

**Quote £139** comprehensive, 3000 miles per year, garaged call: 0333 323 1181



#### 1936 MG TA

**Price** £28,500 **Contact** Classic & Sportscar Consultants and Nicky Paul-Barron (classic-sportscarcouk, 01494 434414) **Engine** 1288cc, ohv, inline 4-cyl **Power** 55bhp @ 5200rpm **Torque** 59lb ft @ 2500rpm **Performance (original TA)** Top speed: 79mph; 0-60mph: 23.1sec **Fuel consumption** 29mpg **Length** 3543mm **Width** 1422mm

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#### 1958 Jaguar 3.4 £52,000

Defining the phrase 'proper, lovely old thing', this cool and rare saloon is great to drive too, says Paul Hardiman

his 3.4 saloon – the Mkl tag wasn't applied until the Mk2 came along in 1959 – was restored in New Zealand, where the Williams father and son found and bought it. It was originally supplied by Henlys in London in Cornish Grey with blue leather.

The delicious Rosso-type red repaint really suits the car. It was done over what must have been a pretty sound car because the door fits and panel gaps are very close and consistent, barring the front edge fit of the right rear spat - the left one is better. The chassis rails are lightly dinged - maybe from being jacked on - in places but, like the floors and sills, look very solid. The rear springs are new, as are the front flexible brake pipes. Chrome - probably replated on the bumpers at least - is all good and the wheels are in fine order and pass the pen-and-spoke soundness test. They're shod in older but decently treaded Michelin XVSs, with a similarly deep Bridgestone on the spare. The boot floor is excellent under nice carpeting and it retains its jack and tools clipped to the rear bulkhead.

It's a similar story inside where it's been retrimmed in the not-too-distant past, but

the vinyl heel pads on the overmats are beginning to wear through. The carpets are all good, the headlining excellent and the leather is all very good too – the driver's seat base shows a little creasing, the left seat a little more and the rear looks hardly used. The dashboard has been nicely refinished and the instruments restored and therefore look like new. The modern stereo is part-disguised by being trimmed in leather to match the gearlever gaiter and there's a small jar of touch-up paint in the glovebox.

The engine is pleasingly stock and unusually still has its original airbox. There isn't even an electric fan, though the distributor has been replaced at some point. Coolant is up to the filler neck and oil is darkish but up to level. There are no leaks from the camshaft covers, no oil on the ground when it's parked and only a couple of small drips hanging from the bellhousing – pretty good for an XK engine.

It starts easily with no nasty noises or exhaust blows. There's one slightly cloppy tappet when cold but this will be attended to – XKs are adjusted by shims.

The car drives well and feels particularly lively. Synchromeshes on the top three gears work fine as long as downchanges aren't

rushed and the overdrive clicks in and out smoothly. The brakes have a firm pedal and plenty of bite. Ride is controlled and quiet – typically slightly roly-poly and a little high at the back but the new springs should settle. Oil pressure is 45psi when warm and running and 30psi on tickover, with temperature steady at just over 70 deg C.

This is a lovely old thing in just-right condition, like a nicely worn-in pair of quality shoes. Jaguar saloons can be had for less, but this stands up for its rarity and super, but very usable condition.

#### **CHOOSE YOUR JAGUAR MKI**

- ▶ 2.4 saloon is launched at Earls Court Motor Show in September 1955. Jaguar's first small saloon since the demise of the upright 1.5-litre six years earlier is a new concept for the company with unitary construction and a short-stroke version of the Le Mans-winning six-cylinder twin-cam XK engine.
- ▶ Jaguar is so concerned about the new chassisless construction that it makes the screen pillars extra thick and no opening sunroof (popular on larger Jaguars) is available. It turns out to be vastly over-engineered.
- ▶3.4 saloon arrives in February 1957 with a 210bhp version of the 3442cc engine, making it Jaguar's first 120mph saloon. It's distinguished by a larger front grille; disc brakes all-round from the end of 1957 for both models.
- ▶19,992 2.4s and 17,405 3.4s are built by the time MkI production ends in September 1959.
- ▶ Replacement Mk2 distinguised by wider rear track, larger windows and more grille strakes.

#### HAGERTY

Quote £241 comprehensive, 3000 miles per year, garaged call: 0333 323 1181



1958 Jaguar 3.4

Price £52,000 Contact Suffolk Jaguar, (suffolksportscars.com, 07967 339424, ) Engine 3442cc inline six-cylinder, dohc Power 210bhp @ 5500rpm Torque 215lb ft @ 3000rpm Performance Top speed: 120mph; 0-60mph 91sec Length 4591mm Width 1695mm Fuel consumption 20mpg







#### 1973 MG Midget MkIII £17,750

Rebuilt with a Heritage shell, the well-sorted Midget drives exactly as it should. Ben Wanklyn inspects it

here isn't much early history for this 94,000-mile MG Midget but a large wad of receipts dating back to the early Nineties shows that it was rebuilt using a Heritage bodyshell in 1993 at a cost of £13,000. A £750 suspension rebuild followed in 2003, then a gearbox rebuild in 2004, a new wiring loom in 2006 and a new hood in 2015.

The paint has no chips or flaws, boasts an excellent shine and this quality extends everywhere, from wheelarches and boot cavity to the tightest corners of the engine bay. The exception is the underside of the floorpans, which are coated in black stonechip. Every exposed nut, bolt and washer is clean and free from corrosion.

The doors, bootlid and bonnet fit perfectly and the front wings are corrosion-free and line up evenly with the bulkhead and sills. The rear wings, valances, spring mounts and chassis legs are in excellent order, the hood sits on a repainted frame and the alloy screen frame, light bezels and grille are unmarked. The bumpers have excellent chrome but the overriders are evidently age-worn older parts and one has light corrosion marks.

The oil is clear and golden and the A-series engine free from grime or leaks. It starts eagerly with a little choke and warms through quickly. Oil pressure is 60psi at idle, though the idle speed is too high. The engine revs smoothly and pulls well but the aftermarket freeflow exhaust manifold, stainless steel system and K&N air filters make the car quite loud.

The clutch bites near the bottom of its travel, but the gearbox is quiet and slick-shifting. The unassisted front disc and rear drums aren't especially sharp but bring the car up squarely with no pulling to either side.

A receipt in the history file reveals that the car has been fitted with Spax dampers. The suspension components are neatly painted, but the Midget appears to sit a little high. Low-profile tyres (which have white painted sidewalls) don't help, although they do have plenty of tread remaining and the silver-painted wire wheels sport immaculate chrome spinners. All rubber bushes appear to be as-new and there are no rattles or crashes over rough surfaces.

Black leather seat covers with contrasting white piping have replaced the original vinyl. They are in good order with no signs of wear. The matching black carpets, vinyl door trims

and plastic window winder handles are also unmarked, though the inertia reel seatbelts are faded. With its crackle-black finish the dashboard is very well presented, and all gauges and switches function correctly apart from the one for the hazard lights.

Although an older restoration, this MG is still in remarkable overall condition, and aside from the vocal exhaust system is very close to original specification. The asking price is high, but it would probably cost even more to restore an ailing Midget to this standard today.

#### **CHOOSE YOUR MG MIDGET**

- Austin-Healey Frogeye Sprite is launched in 1958 with Austin A35-derived front suspension, Morris Minor steering rack and 43bhp twincarburettor 948cc A-series engine, but no bootlid or door handles.
- Sprite MkII is joined by near-identical MG Midget in 1961 with conventional bonnet and front wings, bootlid and restyled tail. 55bhp 1098cc engine and new gearbox introduced from October 1962.
- ▶ 1964-on Sprite MkIII/Midget MkII get windup windows and door handles plus revised dashboard. Sprite MkIV/Midget MkIII get 65bhp 1275cc engine and improved hood from 1967.
- ▶ BL-era revisions from 1969 include new grille and bumpers, black-painted sills, Rostyle wheels and reclining seats. Midget gets round rear wheelarches from 1972.
- ▶ 1974-on Midget 1500 gets square rear arches, plastic bumpers, raised suspension, Triumph Spitfire-sourced 1493cc engine and modified Morris Marina gearbox. Discontinued in 1979.

#### HAGERTY

Quote £148 comprehensive, 3000 miles per year, garaged call: 0333 323 1181



#### 1973 MG Midget MkIII

**Price** £17,750 **Contact** The Motor Shed (vintageandclassiccars.co.uk, 07718 764463) **Engine** 1275cc, ohv, inline four-cylinder **Power** 65bhp @ 6000rpm **Torque** 72lb ft @ 3000rpm **Performance** Top speed: 94mph; 0-60mph: 13.1sec **Fuel consumption** 33mpg **Length** 3495mm **Width** 1394mm

# BEAULIEU GARAGE

National Motor No the Instantial Animales away In



#### 1962 JAGUAR ETYPE S1 3.8 ROADSTER, £139,000

Original RHD well sorted and great driving car. Matching numbers. Finished in its original colour scheme of Cream paintwork with biscuit leather interior Upgraded with 5 speed gearbox and fitted with chrome wire wheels. A real head turner.



#### 1971 MORGAN 4/4 1600 2 SEATER, £19,995

A large file of invoices back to 1980 documents the history of this car MOT's from 1986 show that the car has covered less than 12000 miles in the intervening 30 years. The last owner acquired the car in 1990 at 7300 miles, in 1996 a full body panel rebuild was undertaken at which time the colour was changed to Cream over Russet Brown with light brown leather interior. The car is now fitted with a Ford 1600cc Kent engine with Weber carburettor and 4 speed c/r gearbox.



#### 1958 PORSCHE 356A CONVERTIBLE D. £159,000

The most special is the 356A Convertible D, only 1331 built between 1958 and 1959. The car we have to offer is a 1958 Convertible D which has arrived here from the USA. Finished in Ruby Red with black interior with red piping and supplied with black soft-top and tonneau.



#### 1966 SUNBEAM ALPINE MKV £19.995

We have known this car since 2002 and it has proved reliable and fun. It completed a trip to Monaco without major drama in the hands of the previous owner. Finished in Mediterranean blue with black interior and sporting a black soft-top.



#### 1964 PEUGEOT 404 CABRIOLET £37,500

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 4 seat Grand Tourer is no slouch on the open roads and is a true delight to drive. Not only rare but beautiful.



#### 1995 MGR V8 £19,995

The MGR V8 was supplied to both the Japanese and UK markets, this example returned from Japan in 2004 and has completed a total of just under 20,000 miles since new. Finished in Woodcote Green with oatmeal leather upholstery, fitted with air-conditioning and the very desirable option of electro-hydraulic power steering. Supplied with a good history file.



#### 1937 MG SA DHC BY TICKFORD £85,000

Restored by the marques leading restorer Peter Ratcliffe of SVW at a cost of some £56,000. Featured in MG Enthusiast magazine. Finished in Coffee and Cream with oatmeal leather and dark Chocolatebrown mohair hood. A rare chance to acquire one of MG's finest 4 seater drophead coupes.



#### 1960 MGA ROADSTER £29,995

Loaded with sensible upgrades inc 1622cc block with 1800cc unleaded head, polybushed, oil cooler, s/s exh 4 branch manifold, Petronix electronic ignition, 12v battery, seat belts. 13 years and many Continental trips later the car remains in solid and very presentable condition. Finished in Red with black leather interior and black weather equipment. A very useable example that will give many miles of enjoyable touring.



#### 1987 AUSTIN MINI MOKE LHD £19,995

The 3rd Generation Mini Moke was produced in Portugal from 1981 to 1990, the model we have here is a 1987 Portugese car. In the last owners hands the car has received a total restoration and is now presented in superb condition throughout. Finished in white with green upholstery with red piping and green weather equipment. It would be hard to find a better example. Absolutely stunning.

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Covette 1958 Roadster finished in signat red (orange) with white side cover, matching interior with soft top 4 speed manual, dual quad 283/27/
H Piths very rare 58 Correite is probably the finest in the world, having covered only 10 miles since full professional restoration every nut an boll, it boasts every original part with matching numbers even down to the wipers. If you could purchase a new one today this car would be better Pease go to our website for full information you with be anraced this car if



Mercedes 300St. sports 1987. Finished in unblemished champag gold with lucurious brown hide interior, headrests, rear seal blaupunit sterce system, ABS brakes, alloys, hard & Soft top Auto, Power steering, third gisse, personal registation number, it service history, from new even the wallet that holds the history is ill new with all the original paperweek with the car, just many involced almost every old MOT, garaged all its life, recent service. This car totally when he and of these surveys.



Sentius Priying Spur New W12 finished in Metallic onys black with linen hide and black piping, and back Bentley logas to headersk compolimented by piano black veneers, mulliner driving specification with 21 inch polished wheeks, comfort spec, Multimedia specification in include rear entertainment specification and connectivity periodication, sterring column mounted gear paddies, storage case to Centro connected, blide cushions, deep pile overmats, dual tone steering when the properties of the cushions, deep pile overmats, dual tone steering when more worse orders list stronger.



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972 This car is finished in a fantastic colour scheme Garnet over Artelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercon, 12 stack CU psystem, lambswool over-rugs, air conditioning, occasiona leasts, only two owners and only 18,000 miles from new



laguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose fellow with Black hide interior, headrests, stereo system, manual ransmission, sparkling chrome wire wheels, zero miles since nut and



Jaguar V12 E type Roadster 1974/5 Finished in Gleaming Old Engli White with Cherry Red hide Interior, headnests, auto, power, stareo system overmats, sparkling chomes whe wheels, virtually one owner, only 22,01 miles from new, with original British Leyland service book with stamped



ondon Taxi TX1 bronze 1999. Finished in glearning black with ontrasting leather interior and Recare drivers seat, fold down occasional easts, glass divider, CD system, wainut veneer dashboard, auto, power leering, wheel chair access, air conditioning, chrome hubcaps, one mass. Take in configura Taxis it has been enabled from the tax was



Mercades 2505L Pagoda sports 1968, Finished in the breath taking colouscheme of light silver blue with durkes blue hard & soft tops, with light beigs being being beings, with overants. Automatic, power schening, OS steers spatem, full tool kit, lots of old mot's and history linvoices, handbook, looks very similar to new Drives Superb, Garagad, This can just remarkable. Please view our website for mote detailed pictures you will be amazed. Finatschi merstende



Jaguar E Type 1970 left drive 2+2 finished in opalescentiliver blue, with superb matching hide Interior, overmats neadrests, original stereor, manual transmission, powesteering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook



Ford Ranger Wildtrack Truck New 66 plate. The only one of its kind, Auto, power, 3.2 diesel. Finished in frozen white, with partial hide interior. This top of the range model has just about every extra possible infact to many



BENTET 1996 coachbuil BY hoppy (Empress Line model) Finished in Gissuit hew-lone gener sith fine coach lines to complement the coachwork, eith means green kide interior, with gissa like finish warnst veneen, picnic tobles to front an eran, power window, original HMM reado, over lynes, natching thick pic incident overrags to the interior, only one former keeper, this very rare cacabbuilt Bentin is ideal for showing with every possibility of winning or for the pure possastive or the complex of the coachward of the coachward of the coachward to th



Mercedes 5605. Sports 1987, left drive, finished in gleaming signal rewith beige hide interior, headersts, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, crube contion, air conditioning, power mirror, ABS, all bags, alloys, overmats, only 27,000 miles from new with service history.



Rolls Royce 1977 shadow 1 infinished in the delightful colou of primrose with beige hid interior, lambs wool over rugs, at the usual extras, air conditioning power windows, central locking stereo system. This magnificen ezample has only covere stereo postero. This magnificen ezample has only cover the thousand spant recently to brin this car to a very high standar and invoices to match, almos every mot, only three owner from new, always garaged. Drive like new and pampered from ne proberbly the finest on marke and rising in value absolute gift makes the standard of the problem of the



No began Parties II Selectic do in 1554, can't held by the Security Selection. Selection in assessment of the Selection of th



Bentley 1997 LWB turbo R. Finished in the superh colour of regal blue with magnetia hide interior piped regal with, neadersts front and rear, magnetia hide headlining, with regal blue top rol data, glass lite finish bur wainz weners, lambward over rugs, quilted doer panels, are centre opening armest alrhags, power seats, slid quarter Bentley hadges, power windown air conditioning, stere system, titled glass, depressive chrome wheshed air conditioning, stere system, titled glass, depressive chrome wheshed only 41,000 miles from new, original tools, and handbook, lots of original factors meanerwist clives till be new his cast in table; stunning: CLB 250 had for the control of the





Usin Suppo. Silver Dame 1955 Findance in the period occur of stand over salve with beings his heroist pricts being the new with helper careful, right, original silving as most works period registal food his complete, original paid up hind to mare switch perioduce or the said of the perioduceous model, any two present paid up hind to mare switch perioduce of the said of the perioduceous model, any two presents overent, below only provides produced to the said of the perioduceous said on the said of the very distint and models with our said line or relates, we have hen in the fift business for tilly paid of some said on some gentiles example of this car, or chance in a filt that has applied as the



Mencades 23051. Sports Pagoda, 1966 finished in the most athirting origina colour of brilliand brunsatic green with complimented a new deep recarpets and seats, near seat, new matching soft top, and hard tap, radil and cassettle, very rare flour speed intravanisation, only used on high day and boildays, hence only 42,000 miles from new and only two owners guaged from new, lots of history and handbook complete with all tools thesassed speed over the years to keep this car in superb coefficien.



Jaguar E Type 1965 4.2 FMC Flished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition,



pagoda 1958/9. Finisher in unmarked gleamin silver with as new sof black hide interior, har and soft tops, automatic power steering, stere system, special Mercede overmats, only 73,00 miles £1000s spent ove the years to keep this garaged kept sports can in the magnificent condition it is in today. A folder ful of invoices and old MOT supplied with origina handbook, complete with all tools. A breathtaking example. More picture available on our website





Jaguar E Type 4.2 1970 Fixed Head Coupe. Finished in gleaming Signal Red with Tan hide interior, headrests, sparkling chrome wire wheels with new white band tyres, spare wheel unused, stereo system, well known car in the Jaguar world, this E Type is in Impeccable condition, totally rebuilt every nut and boit by a well known club member, only covered 2,000 miles since restoration, iots of bills, hand book and original leather wallet. In our opinion it would be almost impossible to find better. Just breathatking: £87,500



Marcades E 280 Elegance 6 door 2000 limousine coach built to Binz, face lift model, finished in back with superb hide lateria headrests all round front and rear, glass divider, veneer dashboar and door talls, automatic, power stering, cruite control, a conditioning, power windows, power stering, cruite control, as conditioning, power windows, power stering, auto tig tronic, parkin sensors front and rear, power seats, atereo, alloys, multiple air bag only 65,000 mile, original wallet containing handbook and serving.



Mercedex YITO 111 CDI LWB 2005 mind bus 7 sealer plus wheel chair access a very unique vehicle, inhabed in black with like new interior, Automatic, Power Steering, CD and Stereo System, Power windows, Maithfunction Steering Wheel, Air Conditioning, Aloys, Trinted glass, Central Locking, Only 77,000 miles from new, original leather wallet with the service book and hand book. This which was the service from the condition and probably the only one like this.



lies larger 1965 Shee Coad 111, Left Hand Dieke flathed in the treditions cross of and over sales with helps bilds inflather, princia fails to rare, antensore ormany clinted grass, air conditioning, states options posse windows, world minimum to make ask hand williaktickly true, complish with all tools, one of the last of this casternools built, this supero assumption drives were yet mostly, and comes with roll specification of the condition of



Mercedes 300SL 1992, finished in astral silver with dove grey hide interior, rear seats, headrests, hard and soft tops, light up vanity mirrors, power windows, power hood, air bags, abs, alloys, stereo system, only 68,000 miles from new with full history. Superb example £9,750.







Daimler Sovereign Six door 8 seater ilmousine 2002 coachbulit by Eaglef Willcox, finished in gleaming black coachwork with beige hide interior, automatic, powe steering, air con, alloys, power seats, only one owne from new, drives superb and very smooth, regular serviced, great value £6,750. We have hearses to match



Rolls Rope 20025 1934 Coochball by Park Work, finished in manons black own marroon, was reburing trank with all took and compartments, also mounted span wheel, opening mindscreen, Lucas laing of the road headbangs with superior bed interior and placin Lables to near as new copyrights and head fining, but wenter are highly petides. The undersides of the care and floor are secretar with a less expiring leather gather. Exceited history file conditing original bif one also invokes for work careful or over the years many relates from protein comment failing back many years of the filedgraphic enditions for work careful out. Lat severe by Rolls members and how Judge for many years. This very elegant car man and



Jaguar E type 1970 FHC, Finished in ascot fawn with cherry red hide interior, chrome wire wheels, webastow sun roof, this car has only covered 72,000 miles from new with a folder full of history much money spant over the years, never been restored and does not need to be, very genutine and original last owner many years, always grazed oand a pleasure to drive absolute



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior. black hoo creer, and black hood, headrests CD stereo system automatic, power steering, new chrone wire wheels and whiteband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factor handbook, recent invoices to bring this car to min condition, this E Type drives superb and is just sturning miles. E125,750. More pics on our website



Jaguar E Type V12 Roadster 1973/4 LHD. Finished in total unmarked gleaming signal red, with soft bisch hide interior headrests. Inted glass, stereo, over mats, air conditioning manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, jots or recent involces, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners drives superb, never seen rain, garaged from new, this E Type is





1996 Yauxhail Omega Hearse finished in Masons black with superb interior, double decl., because seals, with excellent wainut reneer deck, with all coffin stops, inlaid glass pattern to the glass, and taligate, air conditioning, power steering, alloy glass, and taligate, air conditioning, power steering, alloy new, highly maintained, drives like new, excellent condition, will be amazed at the condition, what value at only 65,750.



orevia sungray cupe 1950 manage in graning since earl with soft back hide interior. AMFM stereo, factory air onditioning, power brakes, power steering, power gide auto arasmission, 350V8 engine, with 350 HP-only 2 owners 32,000 tiles last owner 40 years these stunning looking cars are ecoming very rare and value able totally superb .....£119,500



Mercedes 560 St. 1986 Sports, left hand drive, finished in astral silver will manoon hide interior, hard and soft loop, rear seats, headnests, ower mirror light up varily mirrors, steece system, air conditioning, cruise control, a bags, SRS, power windows, alloys, tinted glass, Centre amments, only in owners, 39,000 miles, F.S. H. probably the finest Mercedes sports ever mad



Rolis Royce Left Hand drive Corniche Convertible series 11 1955 model. Finished in lvory with matching tan hide interior, matching power convertible top, lambs weed overugs, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example. — 649,750



Mercedes Sports 300St. 1988 personal reg number, finished in diamond blue with dove grey hide interior,headersts to front,power windows,hard & soft tops, Light up vanity milrors, Alloy wheels like new with new tyres, automatic, power steering, original stereo, only three previous owners, with full history,garaged from new,drives like new,superb example £29,780



seconds 50 to 1, Sport. Let it and rive. 15th, Trained in the mace congress is a series consur impascratific color code is super, with criticaling intaken besidents, and early series of the ps, allspece. But all it, or size control, also, power windows, light up analyte mirror, air conditioning, air compoents of loss, Carlor areased, scholar benegative grape, sheer 6 of Organic, 1852, large, compoents of loss, of 1,000 miles, becomen, passage from ress, service holdings but appreciating as the composition of the control of the Trainbut pile final 5 are read to Suph to lost and date let by storage.



fercodes 1989 3005L sports, finished in the most superb colour of imacine red, with done pry hids interior, rare rashs, headrests, reservents, tereo system, hard and self-tops, automatic, power steering, power windows, inted glass, alloys, sab breakes, light up vanity mirrors, compilete with all losis, gazaged from new, one of the last in this model, drives like new, only 1,000 miles with full history, plus old MOTs and handbook vey difficul to







Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted giass, nero dashboard, alloys, original black vinyl removable roof, and matching aerofoyle, only 25,000 miles from new, with excellent history with involess, and original leather wallet, recent service, very fast appreciation asset, just sturning. £125,500



nutomatic, power steering, 6 seats in the rear and 2 in the front making this an 8 seater, new tyres all round, mily two owners, well maintained, stereo CD player power rindows, drives excellent gift at only ......£2,750





general granting unashed masons back, with light beign hick interior, headers recibing seats, sparting chrome whe wheels, manual brannisation power steering. Jayar fitted triple Webber dec 40 carburetors, with a branch manifold, ots of history, handbook, only 500 miles since the be restoration we have ever seen, compete with all box, record concurrent winner, and winner of many shows, trophies to go with ear, this is a wey as and special E by. The original cour scheme is beath taking also come with everything itemstend from the previous owner. This is the best 2-2 when were seen, more detailed obtains on our webbels. £125.75





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#### 1985 ASTON MARTIN V8 SALOON



Restored and converted to 580X spec vantage engine by RS Williams less than 3000 miles ago! Finished in 'Black Tulip' this car underwent a bare metal repaint by Spraytec, new sills by body lines and mechanical overhaul including engine to vantage 580X spec, up rated automatic gearbox, suspension, brakes, wheels and tyres etc by R S Williams. The car has a huge history file with no expense spared and all work from the 1980's undertaken by R S Williams. MOT certificates going back to 1988
This car can only be described as in superb condition to concourse winning level.



ASTON MARTIN DB7 PROTOTYPE, as featured on Top Gear 1997, Auto car Magazine and more recently Vantage Magazine. Unique V12 500 BHP engine with 6 speed gearbox, AP brakes and many upgrades. A unique Aston Martin! Contact us for full details.



1964 MGB ROADSTER finished in Old English white with burgundy trim. Full restoration on heritage shell back to standard spec £19,950



1980 ASTON MARTIN V8 MANUAL. Finished in blue with magnolia piped blue with blue carpets, manual gearbox car with full service history, just completed a full bare metal repaint and full re trim. £149,500



2000 ASTON MARTIN DB7 VANTAGE. Finished in stunning dark 'sky silver' with parchment over blue trim. Full service history and old MOT certificates showing just 28000 miles from new Exceptional condition. £37,950



1980 ASTON MARTIN V8 TO VANTAGE 580X SPECIFICATION. Fitted with six speed manual gearbox, Finished in stunning deep burgundy metallic with magnolia piped burgundy trim and burgundy carpets. Additional body styling by Aston Martin, Ronal wheels and tyres, large bore air box and exhaust system, suspension factory handling upgrades, High quality sound system. Very large history file £225,000



2002 ASTON MARTIN DB7 VANTAGE VOLANTE. Finished in green with parchment over green leather trim, green carpets and green mohair hood. Full service history with 15 stamps in the service book. Four previous owners Superb condition, 45000 miles full history £37,950





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#### 1964 AUSTIN HEALEY 3000 BJ8 MK3.

British Racing Green with Black Interior. An Original UK Matching Number example that has only had three owners from new. Restored some years ago from the ground up to a superb standard with little use since. Spec. includes Overdrive, Wire Wheels, Uprated Brakes Etc. A photographic record of the rebuild is included in the history file alongside early registration documentation, invoices etc.

An iconic British Sports car in truly superb condition.

RHD - £64,995



#### 1955 SWALLOW DORETTI - OVERDRIVE.

Old English White with Tan Interior. Out of a total production of 278 vehicles, only 25 are known to be still on the road, with this magazine featured example possibly being the finest of all. Totally restared and uprated by TR interprises on a no expense spared basis. From a bare metal respray to a complete mechanical overhaul nothing has been left to chance. Built with Continental touring in mind the Spec includes; Julieaded Head, Uprated Clutch, CWW, 3A Rear axie, Stainless Exhaust and Manifold, Front Disc Brakes, Heater, Tonneau Cover, Stainless Book Rack, Etc. Tootti' is an exceptional Swallow and with examples such as this rarely coming onto the open market this is an opportunity not to be missed.

RHD — £79,995



#### 1972 MGB 1.8 ROADSTER - OVERDRIVE

Mallard Green with Black Hide. Restored some years ago to a superb level. Little use since and remaining in the same stunning condition. Specification includes chrome Wire Wheels, Tonneau, Spin on oil Filter Conversion, Oil Cooler, Tubular Stainless Manifold and Sports Stainless Exhaust System. Not just another 'average' MGB.

RHD - £16,995



#### 1965 MERCEDES BENZ 230 SL AUTO.

LLight Beige with Havana Brown Hard Top and Matching Hood. Interior in Tan Hide. Ground Up Restoration just completed to a standard seldom achieved. Every component has been restored to perfection. The lengths that have been gone to in sourcing original parts worldwide, must have taken months. Equipped with Period Radio, PAS, Tool Kit Etc. Next year we celebrate 50 years in the business and I have never seen a finer, more detailed restoration Hand on heart this has to be the very best example world wide!





#### 1961 MGA ROADSTER 1600 MK2.

In Chariot Red with Black Trim. North American Export, brought back into the UK 1993. Restored by MGA Specialist Bob West in 1995. Body off Chassis. No welding. Fantastic Shell. Sharp Panel Gaps. Unleaded Head. Kenlowe Fan. New Carbs. New Radiator Core. New Shock Absorbers and Springs. New Weather Equipment. Converted to Negative Earth. Stainless Steel Exhaust. New Distributor and Plugs etc. Wheels Repainted with new Tyres. A Chance to buy a Fast eciating Classic car. Ready to Go and RHD - £34,995 in Stunning Condition.



#### 1966 JAGUAR BEACHAM 4.0 SUPERCHARGED - SWITCHABLE AUTO.

Finished in Pacific Blue with Gobi Hide. Extensive specification includes Traction Control, ABS, AP Brake Caligners with Vented Disc's, Adjustable Shockers, PAS, Air Con, 16" Chrome Wire Wheels, Electric Heated Seats, Electric Windows and Mirrors, Heated Rear Screens, Four Head Restraints, Stainless Steel Dual Exhaust, Louvred Bonnet, Walnut Dash and Trim, Remote Locking with Alarm, Full Hi-Ti System, Bluetooth & Tracker System, Only 11,000 cosseted Miles. Extensive Main Agent Service History 380 BHP 0-60 6 Secs. 150 + MPH ! Would cost today, if in production, in excess of £160,000. Simply
Sensational & One of 'the' most sought after Jaguars... RHD - £125,000



#### 1988 MERCEDES BENZ 300 SL

Signal Red with cream Interior. Specification includes; Removeable Hard Top, Central Locking, Electric Windows, Front Fog Lights, Rear Seat, 4 Speed Automatic with Sport, ABS,15" Flat Face Alloys Etc. etc. Last sold by us approx. seven years ago and cossetted ever since. Has been used as intended, for touring both in the UK and Europe. In superb order throughout and an excellent history / service file. A real snip and tipped as one to watch with prices quickly appreciating. RHD - £22,995



#### 1989 JAGUAR XJS V12 CONVERTIBLE -AUTO.

This magazine featured and KWE Approved XJ is finished in Westminster Blue with contrasting Magnolia Hide and is in superb condition throughout.Private registration shown is included. RHD - £24,995 included.



#### 1990 PORSCHE 944 TURBO SE.

Guards Red. Black Trim 90' Spec Car with Bridge Spoiler and Design 90 Turbo Wheels, Covered 21,500 since Mechanical Restoration, which includes, Blueprinted 2.5 Litre Engine with Nikasi plated Bores, Con rods Re Rounded and Balanced, New Garrett Ball-Bearing Turbo, Now Running 318 BHP, 377 ft of Torque, Crank Ground and Balanced with Much More Work. The List is Too Long To Writz Herell, Front Discs Repiaced 2013. Brembo 4 por Calipers All round, Toyo Proxes PXTI -B1 All Round, Gearbox Oil Changed 2015, New Cutch, Pioneer DAB JMP3/CD Player. New Sony Ampiffier and JL Audio Speakers, Looked After the last 10 Years by JMG Porsche, An Outstanding Car with an Incredible History, Lovingly cared for., Could be one of the best 944 Turbos. A Rare Buy. RHD - £24,995



#### 1953 FORD E83W BOX VAN.

Finished in White, This very rare E83W was restored some years ago to a good, useable standard. Very little use since. Now looking for a new lease of life. Ideal promotional / advertising tool or period pit accessory ? There's even enough room to stand up in the back! RHD - £14,995



#### 2002 LOTUS ELISE 111S SERIES 2.

Starlight Black with Black Trim, With Just Under 10,000 'Roa Miles' Recorded From New! Recent Upgrades Include Janspeed Exhaust, Powder Coated Wheels, New Centre Hard Top Panel, Gearbox Quickshift Upgrade, Momo Steering Wheel, Uprated Lotus Air Filter, Fitted Hi-Fi System, Alarm, Alloy Pack. used for track days" only very gentle touring. One Of The Finest **Examples and Possibly The Lowest** RHD - £18.995 Mileage Elise on Sale Today.



#### 1951 MG TD.

Black with Red Interior and Red Steel Wheels. The specification and colour combination is believed to be as the car left the factory 65 years ago. Recently restored to a very nice level it is now ready to be used and copy, the more desirable MG's and rare the more desirable MG's and LHD - £24,995 in this colour combination.





#### A SELECTION OF OUR CURRENT STOCK:



#### 1960 ASTON MARTIN DB4 SERIES I £645.000

Styled by the internationally acclaimed Italian design house 'Carrozzeria Touring' of Milan, the DB4 was the first Aston Martin to be constructed using the design and construction methods developed by the Milanese and known as Superleggera, or translated, Superlight. An instant success after first being shown to the public in 1958, the DB4 was continually developed through 5 series, before production ceased at the end 1963 when, the immortal but larger and heavier, DB5 entered production.

This Series I example, attractively finished in its original colours of Cardinal Grey with Bordeaux hides, is equipped with the signature frameless side windows and front opening bonnet, unique to the early cars and as originally penned and specified by Touring.

Meticulously restored over several years and completed in 2014 the car has covered some 4,500 miles, since. All restoration works have been carried out by the most highly respected marque experts to the highest standards. A matching numbers example fitted with its original 3.7 litre engine, rebuilt with new 'fast road' specification, internal components.

Simply one of the very best and authentically restored. A substantial and detailed history file accompanies the car, including restoration photographs, invoices, factory build records and previous MOT certificates.



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Aston Martin DB2/4 MKIII LHD



Aston Martin DB2/4 RHD



Alvis Barson Special Straight Eight



1973 Porsche 911 Carrera RS 2.7 Touring



Aston Martin Virage LE Number 7 of 9 Ex Lennox Lewis



Jensen CV8 MKII



**Bentley Silver Cloud II** 



Aston Martin DB7 Works Driving Dynamics



Aston Martin V8 Volante Auto 1981

Arnolt Bristol Works Car Aston Martin DB4 SII RHD Aston Martin Bertone Jet 2+2 Aston Martin V8 SIII Saloon Auto LHD Aston Martin V8 Volante Auto LHD Aston Martin Virage Coupe FULL 6.3 Man RHD

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Jaguar XK150S LHD Jaguar XJ220 LHD MGA Twin Cam Coupe LHD Porsche 911 T Restored LHD Talbot Lago T26 Record RHD



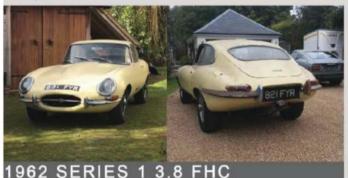
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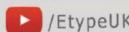
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1933 Speed 20 Tourer by Vanden Plas



1935 Speed 20 FHC by Vanden Plas



1952 TA21 Saloon by Mulliner



1967 TF21 Saloon by Park Ward



1964 TE21 Saloon by Park Ward

#### **Other Alvis Cars in Stock:**

1935 Speed 20 DHC by Charlesworth; 1938 Silver Crest Saloon by Holbrook; 1939 Speed 25 Short Chassis Tourer
1939 12/70 Saloon by Mulliner; 1957 TC108G Saloon by Willowbrook
1965 TE21 Saloon by Park Ward

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1987 Aston Martin V8 FI. Finished in Chichester Blue with contrasting Parchment hide interior piped blue. One of only 6 manual series V injection cars ever produced. Easier to drive than a Vantage of this era and only half of the outlay. One family owner from new, 46,000 miles, Aston Martin service history. Bound to continue to appreciate. Sensibly priced for such a rare car in this condition. Perfect Paintwork, superb interior, mechanically excellent and will be serviced prior to sale £225,000



2004 (54) Aston Martin Vanquish. Finished in Antrim Blue with Pacific Blue and Magnolia Connolly hide interior with blue Wilton Carpet throughout. This is a superb 3 owner example of a very collectable model that has been kept in excellent condition from new. It has covered just 25,000 miles and has a comprehensive service history. This car has been built to 2+2 specification and is fitted with most available options and also includes special order Kahn 20" Alloys. Realistically priced at £87,950



1967 Aston Martin DB6. Finished in Silver with Blue Connolly hide interior with full Wilton carpet throughout. This car has recently emerged from an 18 month total restoration in our own workshops and the result is a stunning example of which we are justifiably proud. Fitted with 5 speed manual transmission and power assisted steering and benefits from a suspension upgrade making the car beautiful to drive. Any inspection welcome. Very sensibly priced for a motor car that will undoubtedly continue to appreciate. Please enquire



1991 Aston Mertin Virage Coupe that has been in the same careful ownership for the past 12 years. Finished in Aston Green with tan hide interior and Wilton carpet throughout. The excellent specification includes automatic transmission, Metallic finish, air conditioning, 16" alloy wheels with speed rated tyres, superior quality Hiff system with 6 stack CD player, electric head seats and electric mirrors. This low mileage example comes with a comprehensive service history and an original book pack and the condition is a compliment to its previous owners. The Virage is the last truly hand built Aston to emerge from Newport Pagnell and predicted to double in value over the next 10 years. Very realistically priced for one in this condition at £49,950



2000 Aston Martin DB7 Vantage Volante. In Antrim Blue with Parchment and Pacific Blue hide interior. This stunning, 3 owner, manual example was sold by us to the present owner in 2007 and has remained in near perfect condition ever since. It has covered a total of 48,000 miles from new and comes with a complete service history. The specification includes manual 5 speed transmission, electrically adjustable heated seats, fully adjustable steering column, air conditioning, Anti-skid, high grade Hiff system with 6 stack CD, additional veneer to the instructed hinacle, 18" alloy wheels and a mesh grille. Manual versions of this model are comparatively rare and definitely collectable and this car is priced very sensibly for one in this condition at £36,950



2006 Aston Martin Vantage. In Skye Silver with two tone BRG and charcoal hide interior with charcoal Wilton carpet throughout. The car has had just 4 owners in 10 years and judging by the continuous service history it has obviously been well maintained. The specification includes 6 speed manual transmission, Satellite Navigation, Climate control, fully adjustable and heated electric seats with lumber support, anti-skid device, adjustable steering column with multi-functional sports steering wheel, electric heated mirrors, heated front and rear screens, Carlindonish centre dash panel and twin air bags. Fitted with 19" multi-spoke alloy wheels and black finish brake callipers. The car has covered a total of 39200 miles and is very sensibly priced at £35,950



1955 Aston Martin DB2/4. Finished in Dubonnet Rosso with contrasting pale grey hide interior The paintwork is in acce table condition but not ristine but the car drives beautifully and comes with a considerable history file and in the 90's was owned by Jack Moss of Four Ashes Garage. The interior is in exceptionally good condition as can be seen from the photographs and the car has proved to be mechanically very sound. Offered for sale at £225,000 which is realistic in today's market £36,950



1953 Aston Martin DB2 Vantage. Finished in Ecurie Ecosse Blue with Contrasting Burgundy hide Interior. During it previous long term ownership, this DB2 has had thousands of pounds lavished upon it by its enthusiastic owner, all of which is detailed in the most comprehensive history files that we have ever seen which include photographic evidence of a comprehensive restoration. It has a very free revving engine with steel crank, upgraded to beyond Vantage spec with suspension to match. Huge fun to drive and undoubtedly one of the best DB2's available. Any inspection welcomed. Please enquire for more details

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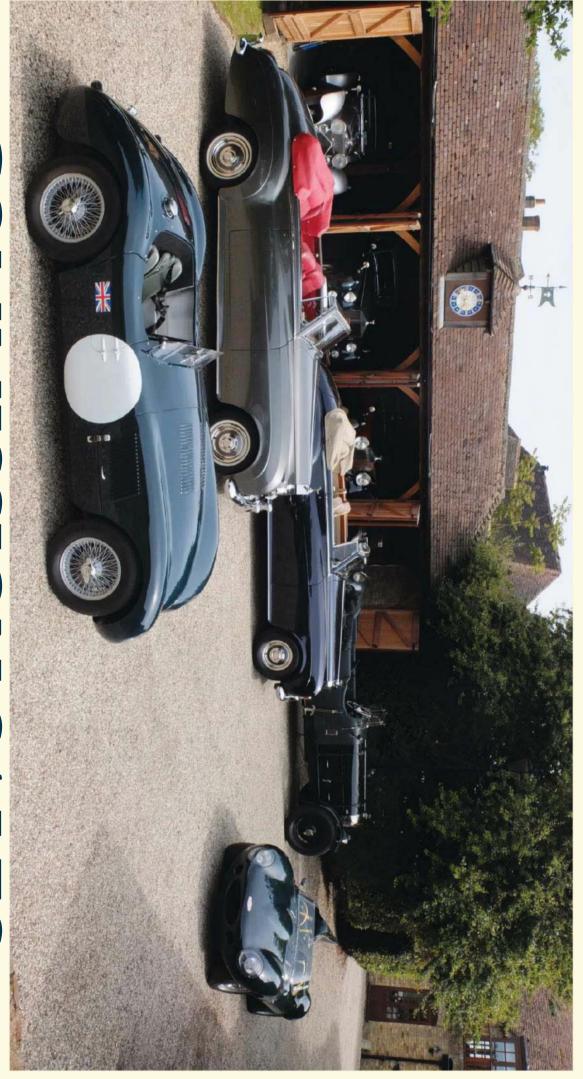
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PROBABLY THE FINEST EXAMPLE ON THE MARKET. 1969 Rolls-Royce Mulliner Park Ward Drop-Head Coupe. Originally supplied in Porcelain White to special order, to a well known song writer of many hits for Tom Jones, Cliff Richard and Englebert Humperdinck, now having been totally restored to the highest possible standard. Including a bare metal re spray, all re chromed, totally re upholstered with all new Black leather, piped in Maroon with matching carpets and fitted sheepskins. Completely refurbished, unblemished woodwork. Brand new fully lined Black Mohair hood. Mechanically totally overhauled. Extensive history, any inspection invited and totally unbeatable.



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1935 TALBOT AX65. Bodied by Darracq. Commonly and previously known as the Talbot 14/45. This fantastic, powerful, spacious, 4 door family saloon, being a local car known by us for many years having been sold by us to its previous 2 owners. Having a superb body and mechanics and a beautiful totally original tan leather interior. With its highly advanced pre select gearbox she is finished in Masons Black and Ivory with side mounted spare, Wire wheels, full size sunroof, all original period fittings. Many bills, history, original documents and handbooks etc. An absolute must.



HARD TO BEAT - 1947 BENTLEY MKVI WITH SPECIAL ALUMINIUM COACHWORK BY JAMES YOUNG. Having undergone a total chassis up restoration from 1980 to 1990 including engine, gearbox, back axle, totally re wired, bare metal re-spray, totally re upholstered, all re furbished wood work and all re chromed. Having covered only 30,000 miles since. Full photographic evidence and all bills available for work carried out with a very extensive history file. All Original small and large tools, handbook and a original set of build sheets old style buff log book. A nice, genuine, honest, reliable car in lovely condition.

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2008/08 Bentley Continental GTC Mulliner.
Finished in unmarked Beluga with Black hood in Mohair and fitted with latter 21 inch alloys in Black and polished alloy. Only 26,000 miles with FSH. Magnolia interior with Flying B's in Black. Immaculate throughout. Must be seen, outstanding value £62,950



2007 Model/56 Bentley Arnage R. Finished in Black Sapphire with Limited Edition wheels and Flying B. Cotswold interior with Walnut veneer and vanity mirrors to the rear. Electric rear seats including heated. Only 31,000 miles with full history. Immaculate condition throughout. Value at only £46,950



2006/06 Bentley Continental GT.
Finished in Diamond Black with Soft Black interior
and Sports alloys. Known to ourselves for last 3 years
with Full Service History. Outstanding condition



2006/06 Bentley Arnage T Mulliner. Finished in Silver Storm with Soft Black interior, with Linen stitching and embossed Flying B's. Piano Black veneers with turned alloy dash and waistrails. Fully electric rear seats. Only 54,000 miles with Full Service History. Immaculate condition throughout £41,750



2006/06 Bentley Flying Spur. One owner with just 22,000 miles and Full Service History. Finished in Silver Tempest with an electric sunroof, with Beluga interior. Five seater option with heated and cooling seats front and rear. Immaculate condition throughout \$3.7.750



2005/05 Bentley Arnage RL (Extended Wheelbase).
Finished in Burgundy over Diamond Black with Cotswold interior piped in Burgundy, with picnic tables and Bentley emblems to waistrails. Cotswold carpets with Burgundy piping. Only 44,000 miles, with FSH. Known to us for last 4 years. Totally unmarked throughout £54,950



2005 Model/54 Bentley Arnage R. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with Walnut door inlays and Flying B's to the waist rails. Fitted with DVD screens to the rear. Known to ourselves for last 3 years. Immaculate condition throughout with FSH. Outstanding value at only £35,950



2003 Model/52 Bentley Arnage T. Finished in Silver Storm with Beluga interior, with Linen stitching and embossed B's stitched in Linen. Fitted with rear screens and electric rear seats. Only 28,000 miles with FSH. Immaculate condition throughout. Only £32,950



2002/52 Bentley Continental R Wide Bodied Limited Edition. Finished in Black Emerald with Cotswold interior, with Spruce carpets piped in Cotswold. Only 2 owners with just 53,000 miles and FSH. Has really been cherished and is a credit to the previous owner. Immaculate condition and an investment at only £77,950



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 £66,950



1997 R Bentley Turbo RT. Limited Edition of 252.
One of the last true Bentleys. In special order Graphite
Grey Mica with Fawnesse (Cream) leather piped in
Graphite and Graphite carpets. One family owner,
maintained regardless of cost. Only 17,150 miles, 12
main agent services. This car is truly as new £39,950



1997 R Rolls Royce Silver Dawn. Finished in Ocean Blue Mica with Magnolia interior piped in Surf Blue, with Surf Blue carpets piped in Magnolia and Walnut veneers. Only 72,000 miles with FSH. Known to ourselves for last 5 years. Immaculate condition throughout £26,950



1997 P Bentley Turbo RL MK IV. Only one owner from new. Finished in Black Emerald with Cotswold interior, with Emerald carpets. Only 87,000 miles with FSH. Immaculate condition throughout £18,950



1996 N Bentley Turbo R MK IV. Finished in Carmine Red with Magnolia interior piped in St James and St James carpets with Magnolia piping. This car is only 64,000 miles with Full Service History. Stunning condition throughout, must be seen £17,950



1996 Model N Bentley Turbo R MK IV.
Finished in Diamond Graphite with 17 inch alloys and
Magnolia interior piped in Slate, with Slate Grey carpets
piped in Magnolia. Only 66,000 miles. Known to
ourselves for last 14 years. Full Service History.
Immaculate condition throughout £17,950



1995 N Bentley Azure. Finished in Acrylic White with a Black hood, 17 inch alloys and a chrome radiator. Soft Black interior with Piano Black veneers and Black carpets. Only 28,000 mis with FSH. Known to ourselves for many years. Last owner for 15 years. Immaculate condition throughout £62,950



1994 M Bentley Turbo R MK III. Finished in Sherwood Green with 16 inch alloys and Magnolia interior piped in Spruce Green, with Spruce Green car ets. This beautiful example of British engineering has only 25,000 miles from new. Supplied by us in 2004 and serviced by us. Totally immaculate throughout £22,950



1990 G Rolls Royce Silver Spirit MK II Active Ride. Finished in Midnight Blue with Parchment interior with Slate Grey piping and Slate Grey carpets piped in Parchment. Known to ourselves for many years. Only 56,000 miles with Full Service History. This car is stunning throughout and must be seen £17,250



1987 D Rolls Royce Silver Spur ABS EFI. One owner, Finished in Redwood Metallic with Magnolia interior piped in St James, with St James carpets piped in Magnolia. Only 42,000 miles with Full Service History. Totally unmarked condition throughout. Must be seen £11,999



1980 W Rolls Royce Silver Shadow Series Finished in completely unmarked Caribbean Blue, with whitewall tyres and French Navy interior piped in Slate Grey, with Magnolia carpets piped in French Navy, Only 19,100 miles with Full Service History, Must be seen, this car is stunning! £33,950



1980 V Rolls Royce Silver Shadow Series II. Finished in Classic Walnut with Cream interior. This car has been professionally converted to Diesel by fitting a 4.2 Toyota Land Cruiser engine and should do 28 MPG, possibly more. Superb condition throughout. Must be seen, only £15,950



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Numeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only £69,750



1976 R Rolls Royce Silver Shadow. Only 1,550 miles from new. This car is finished in Walnut, with London Tan interior. Immaculate and as new in every way, having been stored for most of its life. Re-commissioned at a cost of over £10,000. A one off chance to buy a perfect Silver Shadow £74,950

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1961 Bentley S2 Continental By H J Mulliner



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1959 Austin Healey 3000 MKI BN7 Concours Condition



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1953 Bentley 'R' Type Continental Fastback by HJ Mulliner - BC23A



1993 Bentley Continental R LHD 26,500 miles only



1985 Bentley Continental DHC 10,500 miles ONLY



1978 Bentley T2 1 of 2 available



1963 Bentley S3 Continental by HJ Mulliner Park Ward



1962 Rolls-Royce Silver Cloud II Adaptation LHD Restored condition



1957 Bentley S1 Continental Fastback by HJ Mulliner Restored condition

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1939 ROLLS ROYCE WRAITH TOURING LIMOUSINE BY Park
Ward, with division Finished in Two Tone Georgian Silver and
Barker finished in Grey over Black. The Interior is trimmed
Wildberry with a Beige Hide Interior. Presented in fine condition
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1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red 1953 BENTLEY R TYPE AUTOMATIC finished in 1956 BENTLEY \$1 CONTINENTAL MULLINER SIX LIGHT 1958 BENTLEY \$1. Left Hand Drive. Finished in Black 





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 exam le in excellent condition.......£45,000 with sample with low mileage in exceptional excellent condition......£45,000 condition. One of the very best..........£25,000



1986 ROLLS ROYCE SILVER SPIRIT finished in Light Ocean 1988 JAGUAR XJS V12 CONVERTIBLE finished 1988 BENTLEY EIGHT finished in Royal Blue with 1989 ROLLS ROYCE SILVER SPIRIT, finished in Blue with Light Blue piped Magnolia interior. This beautiful in signal red with black hide interior. Just 77,000 tan hide interior. Covered just 24,000 Miles and comes with full miles from new with an extremely comprehensive with full and compressive history with Bentley main Covered just 39,000 miles from new having had service history with fully stamped service book. Looks, history file by Jaguar main agent and specialists. agent. Beautiful throughout. Must be seen. Cherished 3 former keepers. 39,000 miles. Full main agent feels and smells like new. Perfect throughout.......£21,000 Exceptional condition throughout......£21,000 registration number D5 EWB included in sale....£18,000 service history. Outstanding condition......£19,000





gray over Shell grey with Burgundy hide interior
Covered 108,000 miles having an excellent miles with extensive service history file. Just 5 former keepers. Stunning restoration Avery handsome and scarce coach built MKVI .£32,000 originalexample. A prize winner .



.£42,000 27 examples made. Totally original throughout ......£100,000 condition. 1st Class condition inside and out ... £50,000



1962 JAGUAR MK2 3.4 MOD. Finished Old 1974 ROLLS ROYCE SILVER SHADOW I finished 1977 ROLLS ROYCE SILVER SHADOW II Finished in Two tone Silver



1934 ROLLS ROYCE 20 / 25 SPORTS SALOON BY WINDOVERS. Finished in Black over Cream with Beige cloth interior. Complete with a very good history file. Beautiful. A rize winner. ......£52,500







1949 RENTLEY MK VI MULLINER SALOON Finished in Roya £37,000 presented in stunning conditionthroughout.



over Green with Grey hide interior, 113500 Kilometres (70,000 Miles). Originally sold to Switzerland Documentation included. Very scarce factory air





1984 ROLLS ROYCE SILVER SPIRIT finished in Deep Ocean Blue with Magnolia Hide piped Blue interior. Covered just 27,000 miles with 4 former keepers. Original handbook 





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**355 FI Spider** £ please call Presented in the more desirable Rosso Corsa with Crema hide, excellent service history, original tools and books.



512 TR £ please call Rare and collectable, magnificent example of one of the most iconic supercars, original documentation and tools, 24,000 miles.



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This 1988.5 - 5000 QV is 1 of only 13 UK cars with documented mileage of 14,000 miles and Concours condition.



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612 Scaglietti F1 £85,000 Elegant and powerful, supremely practical and comfortable. Grigio Silverstone, Crema hide, 28,494 Miles



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miles, original warranty card, hand book,
parts book, and leather wallet.



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1986 ALFA GTV6 COUPE
3.0 man 5 speed, red with black trim,
1000 miles since full nut and bolt resto
£19,995



1954 AUSTIN HEALEY finished in red with black leather 6500 miles since full resto, heritage cert £59,995



1975 ALFA ROMEO 2.0 SPIDER /eloce conv. dark blue with red leather trim, full resto, good cond £14,995



1957 FORD VAN E93
Delivery van finished in green and black with brown leather, ex museum piece in great condition £11,995



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2012 JAGUAR XF 2.2 diesel deep burgundy, stone leather, 40,000 miles, fsh, lots of spec, ec cond 50mpg £15,995



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Class Coupe graphite grey, black with stunning burg leather trim



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1963 ROVER 95 light green over dark green, tan hide, 34000 from new, sold by Hurst Park to current owner £10,995



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SPORTS CONV/HARDTOP ale blue with stone hide, nut and bolt resto 'as new' cond £11,995



2014 BMW SE XDRIVE 320 4WD in dark bronze with stone leather trim,18k miles 1 owner £18,995



1986 BENTLEY TURBO R Tudor Red with biscuit leather, ex royal family, 30000 miles from new, much spec, great history £21,995



1953 FORD ZEPHYR MK 1 CONVERTIBLE rare model, full resto with images, 1 of 20 in UK £28,995



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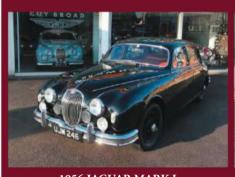
Very collectable and incredible fun to drive.
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1953 JAGUAR XK120 OTS
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'The one to have. Imported from Sth Africa and presenting in really super condition.
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Simply stunning
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Bodily and my mechanically superb car RHD and recently imported from 5th Africa.
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As good as it gets.
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61	SLS AMG ROADSTER Arctic Silver/Black Designo H/Seats, Comand, Carbon Interior, R'Camera, Huge Spec, 22,000m, As New	
66	C63 'S' AMG 1st EDITION COUPÉ Grey Magno/Black Nappa, Sat Nay, Carbon Interior, Keyless Go, Heads-Up Display, Panoramic Roof, Delivery Miles	050 AR2
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Porsche 912 Targa Soft Window 1967



DeSoto Custom 1947



Ferrari Testarossa Monospecchio 1986



Mercedes-Benz 220A 1953

BMW 2002 Baur

1973



Porsche 911 2.4 T Targa 1972



Corvette C1 1961



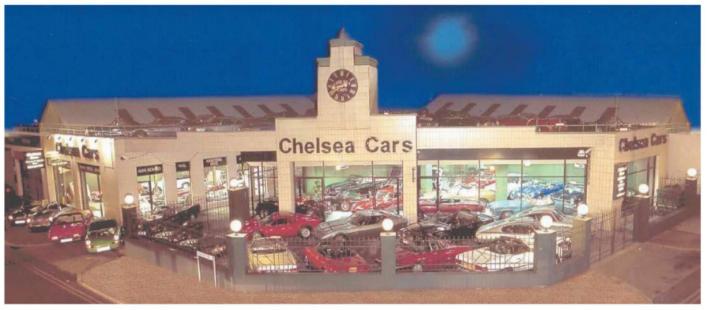
Porsche 911 3.2 G50 Carrera Targa 1989



Ford Fairlane 500 1964







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1967 MERCEDES 250 SL LHD MIDNIGHT BLUE COACHWORK, BLACK INTERIOR, AUTO, JUST	L
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AS APPEARED ON TOP I	1

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1988 MERCEDES 300SL - WHITE COACHWORK - DARK BLUE INTERIOR - LOW MILEAGE  £21,995  1988 MERCEDES BENZ 300SL - BLUE BLACK - GREY LEATHER - LOW MILEAGE £18,995  1988 MERCEDES 300SL - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR £17,995  1988 MERCEDES BENZ 500SL - SILVER COACHWORK - BLACK LEATHER INTERIOR £14,995  1958 MGTD RHD DARK GREEN OVER LIGHT GREEN COACHWORK WITH GREEN LEATHER INTERIOR £29,995  1959 MGA ROADSTER LHD - WHITE COACHWORK,RED INTERIOR, ENGINE REBUILT, RHD STEERING RACK AND DASH WITH CAR £23,995  PORSCHE 993 CABRIOLET RHD SILVER COACHWORK, DARK BLUE LEATHER INTERIOR, MANUAL GEARBOX £POA  1972 PORSCHE CHESIL SPEEDSTER 2 - SILVER COACHWORK - TAN LEATHER INTERIOR - AGA BOXER ENGINE 2.0 LITRE - WIND UP WINDOWS. THIS IS A SUPERIOR CHESIL MODEL £24,995  1976 PORSCHE 991 LHD - MOCHA BROWN COACHWORK - BLACK LEATHER INTERIOR - PROFESSIONALLY REBUILT £34,995  1999 PORSCHE 996 C4 CABRIOLET - SILVER COACHWORK, GREY LEATHER, HARD TOP, FSH, MANY EXTRAS £17,995  2005 PORSCHE 997 CARRERA 2S CABRIOLET RHD - BLACK COACHWORK - BLACK LEATHER - TIPTRONIC - SPORTS SEATS - EXHAUST - FULLY LOADED £29,995	RESTORED
1988 MERCEDES BENZ 300SL - BLUE BLACK - GREY LEATHER - LOW MILEAGE £18,995 1988 MERCEDES 300SL - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR £17,995 1988 MERCEDES BENZ 500SL - SILVER COACHWORK - BLACK LEATHER INTERIOR £14,995 1958 MGTD RHD DARK GREEN OVER LIGHT GREEN COACHWORK WITH GREEN LEATHER INTERIOR £29,995 1959 MGA ROADSTER LHD - WHITE COACHWORK,RED INTERIOR, ENGINE REBUILT, RHD STEERING RACK AND DASH WITH CAR £23,995 PORSCHE 993 CABRIOLET RHD SILVER COACHWORK, DARK BLUE LEATHER INTERIOR, MANUAL GEARBOX £POA 1972 PORSCHE CHESIL SPEEDSTER 2 - SILVER COACHWORK - TAN LEATHER INTERIOR - AGA BOXER ENGINE 2.0 LITRE - WIND UP WINDOWS. THIS IS A SUPERIOR CHESIL MODEL £24,995 1976 PORSCHE 991 LHD - MOCHA BROWN COACHWORK - BLACK LEATHER INTERIOR - PROFESSIONALLY REBUILT £34,995 1999 PORSCHE 996 C4 CABRIOLET - SILVER COACHWORK - BLACK LEATHER, HARD TOP, FSH, MANY EXTRAS £17,995 2005 PORSCHE 997 CARRERA 2S CABRIOLET RHD - BLACK COACHWORK - BLACK LEATHER - TIPTRONIC - SPORTS SEATS - EXHAUST - FULLY LOADED £29,995	1988 MERCEDES 300SL - WHITE COACHWORK - DARK BLUE INTERIOR - LOW MILEAGE
1988 MERCEDES BENZ 500SL - SILVER COACHWORK - BLACK LEATHER INTERIOR £14,995 1958 MGTD RHD DARK GREEN OVER LIGHT GREEN COACHWORK WITH GREEN LEATHER INTERIOR	1988 MERCEDES BENZ 300SL - BLUE BLACK - GREY LEATHER - LOW MILEAGE£18,995
INTERIOR	1988 MERCEDES BENZ 500SL - SILVER COACHWORK - BLACK LEATHER INTERIOR£14,995
STEERING RACK AND DASH WITH CAR	INTERIOR
MANUAL GEARBOX	1999 MGA ROADSTER LHD - WHITE COACHWORK, HED INTERIOR, ENGINE REBUILT, RHD STEERING RACK AND DASH WITH CAR
AGA BOXER ENGINE 2.0 LITRE - WIND UP WINDOWS. THIS IS A SUPERIOR CHESIL MODEL  £24,995  1976 PORSCHE 912 LHD - MOCHA BROWN COACHWORK. £29,995  1985 PORSCHE 964 RS RECREATION - RED COACHWORK - BLACK LEATHER INTERIOR - PROFESSIONALLY REBUILT. £34,995  1999 PORSCHE 996 C4 CABRIOLET - SILVER COACHWORK, GREY LEATHER, HARD TOP, FSH, MANY EXTRAS'. £17,995  2005 PORSCHE 997 CARRERA 2S CABRIOLET RHD - BLACK COACHWORK - BLACK LEATHER - TIPTRONIC - SPORTS SEATS - EXHAUST - FULLY LOADED. £29,995	MANUAL GEARBOX £POA
1976 PORSCHE 912 LHD - MOCHA BROWN COACHWORK	AGA BOXER ENGINE 2.0 LITRE - WIND UP WINDOWS. THIS IS A SUPERIOR CHESIL MODEL
PROFESSIONALLY REBUILT	1976 PORSCHE 912 LHD - MOCHA BROWN COACHWORK£29,995
FSH, MANY EXTRAS: £17,995  2005 PORSCHE 997 CARRERA 2S CABRIOLET RHD - BLACK COACHWORK - BLACK LEATHER - TIPTRONIC - SPORTS SEATS - EXHAUST - FULLY LOADED. £29,995	PROFESSIONALLY REBUILT
LEATHER - TIPTRONIC - SPORTS SEATS - EXHAUST - FULLY LOADED	FSH, MANY EXTRAS

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2010 ROLLS-ROYCE GHOST

Dark Indigo with Silver Satin bonnet and full white leather interior. Burr walnut veneer, Camera system, Garage door opener. F.S.H. Only 18,000 miles £112,000



**2003 BENTLEY CONTINENTAL T** 

Black Sapphire with Cotswold interior. 48,000 miles. Only 349 Continental T produced. F.S.H. Immaculate throughout



1988 BENTLEY CONTINENTAL CONVERTIBLE by Mulliner

Park Ward. White with beluga interior and piano black veneer. 39,000 miles. New black mohair hood. Chrome radiator shell and Flying B mascot. Totally immaculate throughout. £74,950



1963 BENTLEY S3

Smoke green over Sage green. Air con, front & rear seat belts. Vehicle restored to pristine condition £59.950



1960 ROLLS-ROYCE SILVER CLOUD II

Champagne over Deep Maroon with Cream interior. Only 299 long wheel-base Cloud II were produced and few with centre division.



(56) BENTLEY CONTINENTAL GTC

Moonbeam Silver with Magnolia main hide. 56,000 miles. Dark blue hood. Burr walnut veneer. iPod kit fitted, F.S.H. £44.950



1999 ROLLS-ROYCE SILVER SERAPH

Silver tempest with oatmeal interior. 79,000 miles. Rear 1/4 companion mirrors, Electric sunroof. Outstanding condition throughout



2004 BENTLEY CONTINENTAL GT

Diamond black with main hide in Saffron, 34,000 miles. Burr walnut veneer. Massage front seats, Sat Nav. Exceptional condition throughout.



1998 BENTLEY BROOKLANDS MULLINER LWB

Ruby Mica with Champagne hide, 45,000 miles. Limited edition car 50 of 100. Stunning condition. Exceptionally collectible.



1994 ROLLS-ROYCE SILVER SPIRIT III

Red Pearl with Parchment interior. 56,000 miles. Avon whitewall tyres. Known to us for last 13 years. F.S.H. Immaculate condition throughout. £18,500



**1979 BENTLEY TII** 

Walnut brown with beige leather interior. Vehicle known to us for last 22 years. Lots of history & in excellent condition. £17,500



1990 ROLLS-ROYCE SILVER SPIRIT II

Light oyster with beige interior piped in slate grey. 56,000 miles. £27,000 spent on it in last 18 months including bare metal repaint. £15,950

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969 MERCEDES-BENZ 280SL COUPE/ROADSTER



937 BENTLEY 4-1/4 CLOSE-COUPLED, RAZOR-EDGE SALOO

The 1937 Earl's Court Bentley show car by Freestone and Webb w/fabulous razor-edge styling, polished aluminium facia, etc. Just had \$70,000 mechanical overhaul. \$220,000



1950 MGTD ROADSTER



979 MERCEDES-BENZ 450SL COUPE/ROADSTEE



1948 TALBOT LAGO T-26 RECORD COACH SURPROF

An extremely correct and original sunroof coupe which has been driven on many fours and VSCA railies and has recently been serviced to continue the same. French Racing Blue with dark blue wings and all-original tale rather, original 18" wire wheels, Marchal lamps, original Figori et Falaschi style chrome touches, etc. 50,945 miles. \$135,000



986 MERCEDES-BENZ 560SL COUPE/ROAD

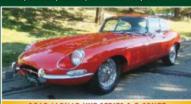






BENTLEY S-II JAMES YOUNG CONTINENTAL SALOON

Hivered new to Sir Egbert Cadbury of Cadbury ocolates. Gorgeous in Garnet with tan Connolly les. Full history, original build sheets, etc. 41,437 les. \$195,000





2011 CORVETTE ZO-6



962 CORVETTE FUEL-INJECTED TWO-TOP CONVERTIBLE

A magnificent fuel-injected (original fuel-injection just rebuilt) California car in unmarked Ermine White body and hard top with beautiful original black interior and matching convertible top. Looks and drives fabulously well. California records until 2006 when the car left Bell Canyon, Ca. headed East. 60,894 miles. \$105,000



1984 LAND ROVER SERIES III "88" SAFARI

Agorgeous right-hand-drive-vehicle in Land Rover Blue with cream roof and wheels. Fully restored in England before being brought here and traded in to us on an Aston Martin. Equipped with side-facing rear seats, safari roof, front "roo bar" and 2-piece rear tailgate. Fewer than 1000 miles since restoration. \$32,000



1959 CHEVROLET EL CAMINO.



1947 MG TC ROADSTER

Full and interesting provenance since delivery new. A beautifully restored car in light ivory with gorgeous dark red leather, tan tonneau cover and side curtains. The original engine was fully the past 1000 miles and a 5-speed transmission was added, mak which may be driven coundrable. Behulli corical 19" wheels be

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1966 JAGUAR 3.4S type manual with overdrive. Oxford Blue with original ess exhaust. Stunning original matching numbers RHD low mileage, ..£36,950



1939 BSA SCOUT, SPORTS TOURER Goodwood Green, Black restoration by last Trim. Concours restoration by owner, of many years, a Very Rare Rare car, ...£24,950 Total perfection



In concours condition. Cosworth Engine and Disc Brakes, up to date papers. Eligible for historic PAU, MONACO, and GOODWOOD, etc etc... Very Rare



LANDROVER 80" SWB Matching numbers, Last owner c30 vears. Recent full re-commission after period of storage in collection. Superb and very original. £24,950



GOLD G60. LHD Supercharged. GP white with grey trim. Lattice alloys, sports exhaust. One owner from new with full VAG history. ust. One 90k miles, all books, tools and documentation. A time warp and very rare Golf.....£14,950



1967 AUSTIN HEALEY 3000 MK3 PHASE 2. LHD, BRG with Black trim and Black hood, 2 owners, matching 



1948 FORD F1 PICKUP. 6 cylinder flat head petrol. Spent most of its life on a farm in Ohio. Ground up restoration to a very high standard, so good in fact that it was on display for some time at the Henry Ford Museum....£29,950



1981X TRIUMPH SPITFIRE MK 5. 1981X TRIUMPH SPITFIRE MK S. 1500. White, black check trim. 40400 miles only, full documented history. Original and No rust, and one of the very last built. One of the best available, Please view website for detailed photos. £14,950



1976 (ONE OF THE LAST BUILT) FIAT 500. with sunroof. Matching numbers, LHD, Rust free, unrestored, low mileage, mint original community of the best you will £10,950



1983 JAGUAR XJ6 4.2. Masons Black 1963 JACUAR AJ6 4.2. Masons Black with light tan leather. One Family Owner from new, and 24000 Genuine miles from new (repeat 24000 miles only), 2012 Norwich Union "champion of Champions", described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS. Services History, with Jeruse A MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious



1998 PORSCHE 993 CARRERA 2. LHD. One of the last built, Manual, speed yellow with black Leather sports trim, turbo alloys, Aircond, Sunroof, red calipers, two previous owners only, 38900 miles. Stunning and original with FSH. £69,950



MERCEDES 220 SEB "RARE"!OPERA COUPE. with power steering. White with full red leather, Factory Aircond, two own-ers and 28000 miles only. Spent many years in famous collection. Magnificent throughout. ...£69,950



1989 JAGUAR 2.9 XJ6 SOVEREIGN SPEC, AUTO, One Famous DR owner 49000 miles only with Full Documented History. All Tools, Books, etc. Concours £14,950



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the £49,950



1993 MERCEDES 500SL LHD. dine with full leather and hood. Two previous owners and 55000 miles only (90KLMs) Stunning Original car, all Old MOTs, all original Books and tools. Stunning.....£15,950



1981 944 LUX, Manual Lemans blue with Berber trim, sunroof and alloys. Last Doctor Owner 28 years and 54000 XJ6. Serious miles with full history. The finest and on recommissioning after ......£22,950 most original we have seen ......£10,950 storage by last owner ..........



1983 FERRARI 308GTS OV QUATTROVALVOLE. LHD, Rosso corsa with full tan leather. Alloys, air conditioning, stainless exhaust. 45000 miles only, All books, tools and full documented history. Concours example, and stunning ...



1954 MERCEDES 300 W 180 (ADENAUER). Very rare manual floor 180 change example, prepped for classic rallying (Gullwing spec engine with twin Solex carbs. Stainless steel exhaust, stainless steel fuel tank, sump guard and twin spot lamps. Fiva papers past and present available. This 3 owner motor car (first owner 38 years) is finished in its original black with grey leather trim and although not Concours, is in remarkable original condition... ...£45,000



PORSCHE 3.2 BOXSTER S. Midnight blue with Tan leather Alloys, full electric pack. 52000 miles only with FPSH. In virtual Concours Condition. Best we have seen ever!! Choice of



1960 MGA SERIES 1. L, 1600 Roadster. RHD. BRG with Tan leather trim, Chrome wires, full equipment, Kenlowe fan, 



1953 BUICK STRAIGHT EIGHT SUPER COUPE. Lovely original car that drives superbly. Circa £12000 spent on recommissioning after long US



MERCEDES ADENAUER AUTO. RHD. A superb example that was restored to a very high standard by its previous owner.Stu £45,000



1986 MERCEDES 280SL SPORTS (Rare alloy engine). Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 60100 miles with full service history. In original, concours winning condition, we have not seen a better example ever.



1973 RANGE ROVER SERIES) 2 DOOR. Bahama Gold with palomino leather, 51000 miles only, matching numbers, Perfect history £45,000



1961 AUSTIN HEALEY 3000 MK2 LHD. Triple Carb fast road Goodwood Green with Black Overdrive, black cobra wires, side sports exhaust, Uprated brakes and suspension,



1966 MERCEDES 220 SEB COUPE LHD. Manual with power steering and factory sunroof, the colour is oyster with tobacco leather.64000 miles only, stunning and very original ...£49,950



1954 VW BEETLE (OVAL WINDOW). Irisblau met blue with grey trim. 58000 KLMs only from new. Matching numbers, Rare find, Please view our website

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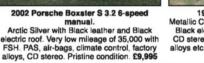
2003 Jaguar XKR 4.2 Coupe.
Pacific Blue with Ivory leather. Climate control, PAS, e-seats, heated seats, ABS, DSC, stereo with CD multichanger, optional 20° BBS alloys. Only 48,000 miles, FSH.
Pristine. £13,995



2006 Mercedes GL320CDI 4-Matic 7 seater nav, A/C, electric memory and heated seats, e-sunroof, twin DVD players, AMG dress-up kit plus 22" wheels. Only 102,000 miles, FSH Pristine. £11,995



Arctic Silver with Black leather and Black





1998 BMW Z3 2 8I Roadster Metallic Cosmos Black with Beige leather ar Black electric roof. 5-speed, PAS, e-seats, CD stereo, e-mirrors, e-w, c-locking, factory alloys etc. Only 42,000 miles, FSH. Very nice condition. £6,995



1993(L) Bentley Turbo R.

Metallic Balmoral Green with Magnolia leather piped Green. A/C, heated and e-seats, CD multichanger etc. Only 43,000 miles with FSH. Magnificent condition. £18,995



2001(X) BMW Z3 Roadster 2.21 6-cylinder. Titan Silver with Black leather, 5-speed, a w 2001 (X) BMW 23 Roadster 2.21 6-cylinder. Titan Silver with Black (eather, 5-speed, e-w, e-mirrors, e-seats, chrome pack, alloys, PAS, ABS, CD stereo, only 62,000 miles. FSH. Lovely condition. Choice of 2 identical cars. £5,795



1997(R) BMW E36 328I Cou e switchable

auto.
Titan Silver with Black leather. PAS, ABS, A/C, cruise, e-w, CD stereo, M3 style 17" alloys, parking sensors etc. 82,000 miles with FSH. Immaculate. £3,495



Cherished registration number 3100K. On a retention certificate and available for immediate transfer onto any age of car.



1955 Jaguar XK 140 DHC. Original UK RHD. Carmen Red wit Original UK RHD. Carmen Red with Grey leather and Black hood. Original matching numbers engine. Manual with O/D and 16" CWW. Fully documented 10 year ground-up restoration. Show quality. £P.O.A



1967 (D) Plymouth 426 Hemi Satellite. HD. Genuine Hemi car from new. Origin colour Citron Gold Metallic. PAS, ower brakes. Extremely rare and a show winner. Huge investment potential, watch the value double in the next few years. £79,995



2010 (10) GMC Sierra 1500 SLT Crew-Cab 4WD Pick-Up with 5.3 V8. LHD. White with Beige leather. Switchable 4WD, 6-s eed auto, ABS, A/C, Electric tailgate lift. Only 60,000 miles. £235 a year road tax. No VAT. £18,995



Tax exempt. Signal Red with Cream
Mercedes Tex. Automatic, PAS, modern CD
stereo. Only 106,000 miles with history from
new. Very nice £8,995



2002 Porsche Boxster 2.7 Tiptronic auto Guards Red with Black leather. Electric roof.
Only 41,500 miles with 2 owners and FSH.
PAS, ABS, air-bags, e-w, CD multi-changer,
factory alloys. Jersey car in superb condition



1982 (X) BMW E21 320 Cou e Automatic. Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, sho condition. £11,995



1998 BMW Z3 2.8I Roadster. Arctic Silver with Wine Red leather and Black electric roof. 5-speed, PAS, e-seats, heated seats, CD stereo, e-mirrors, e-w, c-locking, factory alloys etc. Only 43,000 miles, FSH Immaculate. £6,995



1978 Mercedes 450SLC Cou e. LHD. Dark Metallic Green with Light Green velour. Automatic, PAS, E-Windows, stereo, original alloys. Approximately 105,000 miles, very clean cosmetically



2003 BMW E46 330Ci Sport Coupe Simola Red with Black leather. 5-spee PAS, ABS, A/C, glass e-sunroo, cruis e-seats, e-w, parking sensors, factory Sport alloys. Only 59,500 miles with FSH.



1998 (R) BMW Z3 1.9i Convertible 5-speed manual.

Arctic Silver with Black leather. PAS, ABS, e-w, e-mirrors, alloys, CD stereo. 40,500



2004 (04) Smart Convertible Silver Pulse Special SE.
Silver with Black Interior. Tiptronic ma with paddleshift, alloys, dash pods. Only 69,400 miles with FSH. Every MOT. Road tax only £30 a year. Pristine. £2,395



2004 (54) Hyundai Coupe 2.0i SE. Electric Blue with Black leather.
PAS, 5-speed, ABS, e-sunroof, A/C, e-w
e-mirrors, c-l, alloys, cruise control, CD
stereo. 57,000 miles with FSH and old MOTs. Very nice condition. £1,895

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1995
CHEVROLET
CORVETTE
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Genuine Indy Pace Car.





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#### 1939 CHRYSLER SERIES C23 IMPERIAL - £37,500

SERIJES C43 IMPERIAL

527,500

Straight 8 engine, 3 speed manual

oblum change gearbox. One of only

16 RHDs ewe buil 4 assembled at

Chrysiers Kew London Base. Engine

1, gearbox rebuild, ne-painted several

years ago. Recently carberettor has

been robulf 8 seats ne-trimmed in

mocha brown leather 2 piece rear

windscreen, full white wall tyres,

running boards & of ocurse the

Chrysier chrome waterfal gril. Tax

exempt a full 12 months MOT will

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1954 ALLARD P2
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10 BUILT! - 269,500
One of only 4 remaining.
Chassis number '4009'
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21,000 miles covered since
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#### 1963 ALFA ROMEO 2600 SPRINT - GREAT CONDITION - VERY RARE - £37,500

Finished in urmarried Black, beautility original misron either film, bearlon odiginal misron either film, bearlon odied RHD, supplied to Northern learnd, be first owner was a Mr. Darkd Wood, he as not happy with the build quality & rate be are of the misron and a proposition of the second to the way way high standards, keeping the care I've and the same and a Queeness with total of \$2,000 miss. These 2600's have to \$4,000 miss. These see very all the provided care single & early are incredible value. There are very see of these cares with and certainly not in



#### 1965 ROLLS ROYCE SILVER CLOUD III -£115,000

Believed to be one of only 65 RHD's built.
Chassis No: SHS517C: Body stripped down to bare sivel & patient of midnight Blue, re-chromed. Completely re-timmed by ar Ribis Royce thimmer with Bridge and Wileh inkes in St. James Marcon. New windscream filted, woodwork re-polished, reconditioned gearbox. Boot completely re-timmed & new headining installed. This can has a very distinctive private plate in their day these cans were bought by royalty, populars and movie stars & remain one of the most comic post-way Rhib. Royces, What a fabulous car ho was fast with the last with the investment grow just with the last way the investment grow.



#### 1972 MERCEDES BENZ 600 SWB -£79,500

Supplied new to America LHD Federal Specification. Unmarked Reven Black with unmarked light tan eather. Auto, PAS, hydraulik powered windows, 9/roof, CL, boot lock & hydraulic suspension (stays up for at least 2 weeks). Rear power supplied in the properties rear, air conditioning, while wail tyres. Beautiful interior woodwork. 106,000 miles.



#### 1974 CITROEN SM - £39,500.00

S speed marus 2.7 life \( \) 6.170 bip carbanitor engine Charn coordwork almost unmarked with unmarked refresher from 6 centred carpets Bipularite didn't stiffness selet exhaust. Electric windows 8.PSC original list repats 8 handbook. Original UK market car, 64.000 miles 8.4 previous owners. Owned almos 1990 by the late David Chausthin - Ins SM edicionado. The Citroen Car Cub have established that the care was built in Junuary 1974. A fault the original injection engine has at exemp point been changed to a carbanethor type. Just had a re-ground crark shaft, maths 8 big end bearings; etil needs running in Chassis Number OSIC 3478. Record 1881 of the Charles Number OSIC 3478.

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Factory Convertible, LHD, 1962, 59,000 Miles, FSH, Charcoal Metallic, Beige leather..... £250,000

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2015/65, 550 miles, Magnetite Black, Black leather, Red calipers, Privacy Glass .....£104,999 INC VAT

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2011/60, 49,000 Miles, Black, Cream, Rear screens, Pan roof, Big Spec.....£114,999

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2014/63, 19,000 Miles, Ice White, Blue leather, White stitch, Carbon body kit......£99,999

#### RENTLEY AZLIRE



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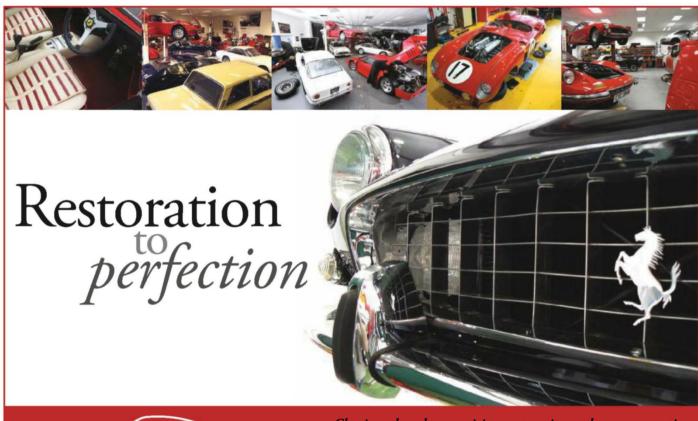


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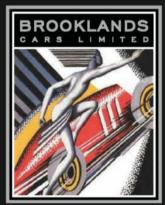


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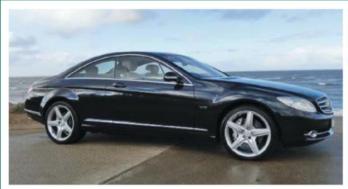
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	VCC dated	£37,750	1933	ALVIS Speed 20 SA 4-door saloon by Mayfair. Oly	mpia
1919	CHEVROLET 490 tourer. Right hand drive	£17,000		Silver Cup	£57,000
1921	CADILLAC V8 open 4-seat tourer	£54,000	1935	ROLLS ROYCE 20/25 Limousine by Park Ward	£37,500
1924	ALVIS 12/40 tourer	£29,750	1935	TRIUMPH "Gloria" Southern Cross 2-seat sports,	6
1925	HUMBER 12/25 tourer, rear Auster screen, good v	reather			£105.000
	equipment	£26,500	1936	MORRIS 8 4-door sliding head saloon	£10,500
1925	ROLLS ROYCE 20hp Dhc, by Hoyal, older restoration	n£56,750	1938	RILEY 12/4 Victor saloon, overdrive gearbox, 3 ow	
1926	CLYNO 4-seat tourer	£18,750		restored.	£23,750
1927	CHEVROLET series AA Capitol 2-seat tourer & dic	key,	1939	ALVIS 12/70 2-seat special£33,500	220,700
	ohv engine	£13,750	1950	FORD F1 flat-head V8 truck	£13,000
1928	STAR Eclipse 4/5 seat tourer, restored beautifully,		1954	RILEY RME saloon	£12,000
	60+ cruising	£45,000	1958	JAGUAR XK150SE coupé	£62,000
1929	DELAGE DR70 limousine, newly re-trimmed.	£32,000	1959	ALVIS TD21 series I saloon, p/steering, 4-speed n	
1929	HUMBER 9/28 4-seat tourer	£16,500	1000	qearbox	£27.500
1929	HUMBER 9/28 saloon	£12,750	1000		
1929	RILEY 9 2-seat trials special, twin SUs	£23,500	1962	ALVIS TD21 series I saloon, 4-speed manual gear	
1930	HUMBER 16/50 Imperial 6-light saloon	£18,500	1007	TRIUMPU TRAA IRO 0tt-	£25,750
1930	RILEY 9 2-seat trials special, twin SUs, rebuilt hig	h spec.	1967	TRIUMPH TR4A IRS open 2-seat sports	£27,500
	engine	£26,000	1968	MG BGT Supercharged	£12,500
1931	ALVIS 12/50 TJ 2-seat tourer & dickey	£36,000	1973	MG Midget, as new condition, heritage body shell	
1931	ALVIS 12/50 TJ replica Cross & Ellis narrow toure	£42,500	1989	<b>DUTTON</b> , MG based, NG body, 1600 Pinto engine	£4,995
1931	MORRIS Minor open 2-seater	£13,750	1990	MERCEDES Benz 190E 2.5, 16v Cosworth	£15,500
1931	RILEY 9 Plus series 2-seat tourer with boat tail,		1990	PORSCHE 928 S4 automatic transmission,	
	cingle carh	£22 750		cam helt replaced	£14 250

RILEY 9 4-seat tourer by Holbrook, twin carb.
RILEY 9 Ascot 2-seater & dickey

VAUXHALL Cadet standard saloon

F1 flat-head V8 truck 'RME saloon £12.000 AR XK150SE coupé £62.000 TD21 series I saloon, p/steering, 4-speed manuel ox GTD21 series I saloon, 4-speed manual gearbox £25,750 IPH TR4A IRS open 2-seat sports £27,500 £12,500 GT Supercharged CHE 928 S4 automatic transmission belt replaced £23,500 2001 **MG** F 160 Trophy, 43,000 miles, hardtop, trophy yellow £6,500 £25,500 **MOTORCYCLES** £25,500 E18,500 1999 HONDA VFR 800F, 23,000 miles, spares keys, very good. £2,950 Cars sold on consignment - can I help?

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FERRARI DINO 246 GTS 1974. 59,180 miles. Dark Blue, Black hide interior. Stunning GTS. Manual, 5 speed. Current owner purchased in 2005 and has solely used foskers for service and maintenance. www.foskers.com £POA TEL:01474 874555 KENT (f)



FORD ZODIAC MKIII 1965. 87,000 miles. Executive model, automatic, 6 months MoT, gold with black leather interior, lovely condition. £7495 OVNO TEL:07984640061 FSSEY



FORD CONSUL CAPRI 28,280 miles. Replaced 1500 GT engine, electronic ignition, MoT Jan 2017, includes miscellaneous spare parts. £10950 TEL: 07894718981 SURREY



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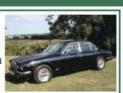


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TEL:07730927095 BUCKS



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MG MGA Twin Cam 1959. 70,000 miles. One of 2110 built, 301 RHD and 138 coupe form and 18 in mineral blue. Good history. Chassis/body off restoration, engine also had rebuild. 235000 ONO TEL:01728746154 SUFFOLK





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MG MIDGET 1500 1977. 97,000 miles. Dry garaged for about 5 years until recommissioned, MoT Aug 17, drives well, Damask red, excellent condition, some history. £3895 OVNO TEL:07865083097 S GLOUCS



MERCEDES-BENZ 230 W143 1938. 20,617km. Manual transmission, left hand drive. Please call for more information. www.oldtimerfarm.be €120000 TEL:0032 472 401338 BELGIUM (T)



MG TA 1939. 5,126 miles. Automatic converted for the now deceased disabled owner, comes with original engine and gearbox and all parts to convert back to original spec. £32000 TEL:01772627120 LANCS



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1938 25/30 Thrupp & Maberly Smart & Handsome Limousine with excellent Black Leather to front, Beige cloth to rear. Well looked after, some good history & a new Cylinder Head; £37,500



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MQB QT 1971. 36,000 miles. Overdrive, chrome bumper. Teal blue. All tax discs & MoTs. New MoT. Recent work includes suspension bushes, stainless steel exhaust, water pump, tyres & new batteries. Owned 17 yea £7000 TEL:07860509983 HANTS



MINI JET BLACK 1988. 98,000 miles. Jet black, very rare. 12 months MoT. 3 owners. Everything original. Recent new parts. Garaged. Starts first time, runs very well. VGC, cheap to insure. £4250 OVNO TEL: 07711149816 E SUSSEX



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07973625276 KENT



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E220 Coupe 1996N

Brilliant Silver metallic, dark blue leather, Sport Chassis, 4-Sp auto, elec driver's seat, elec sunroof, leather steering wheel, orig Sportline alloys, two owners, FSH, 78,000m . . £9,950



300E Saloon 1988F

Smoke Silver metallic, Cream/Beige cloth interior, zebrano wood, 4 speed auto, cruise, electric tilt/slide sunroof, original 15 hole alloys, radio/CD, two owners, FSH, 66,000m . . . . £7,950



S280 Saloon 1998S

Brilliant Silver metallic, Orion Grey leather, 5 speed auto, cruise, climate, electric seats, double glazing, electric sunroof, leather gearknob, airbags, original alloys, FSH, 73,000m. £7,950



220SEb Coupe 1965C

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300CE Coupe 1992K

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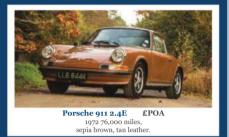
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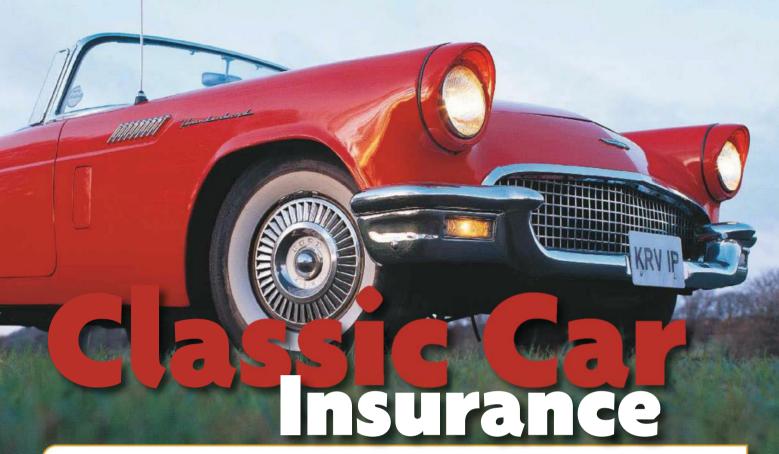






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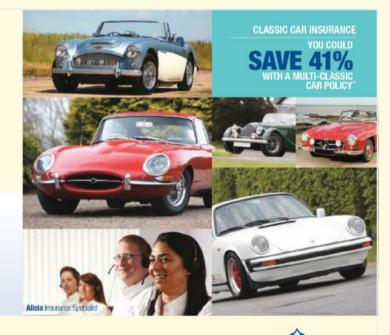
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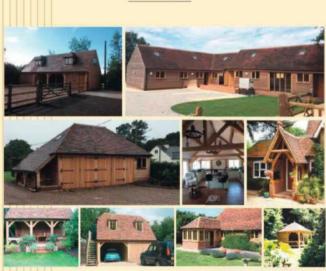
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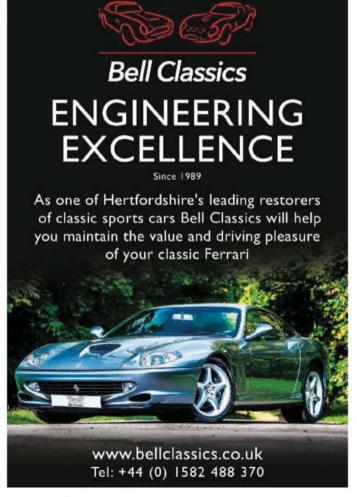
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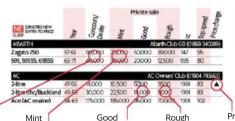
# **Price Guide**

Our quarterly guide brings you freshly updated prices for 1200-plus classics

## WHAT'S IT WORTH?

Whether you're buying or selling a classic, it pays to know how the market has been reacting to that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But remember, it's not a valuation - a car's true value can only be assessed in person. Timewarp cars with perfect history, or those freshly restored often command disproportionately higher prices. On some models at the 'bluechip' end of the market, like Ferrari GTOs, history and provenance are as crucial as condition, so our price spread reflects that.





Concours/ Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a

Shiny and bright, but not concours condition. Any defects should be small. You'll good guide to get a fine example for this concours value money

50,000 32,000 18,500 2993 102

22,500

Good Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really

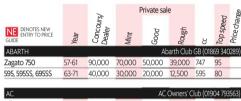
smart

Rough Usually a runner, but with an untidy body or needing parts. Extra spending may now be a more serious consideration

MONTH? Our price guide is in every issue of our

Price change At-a-glance indicator showing the market trend of the latest updates

Private sale



AC				AC I	Owners' C	lub (019	04 793	563
2-litre	47-56	15,000	11,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	30,000	22,500	14,000	9000	1991	83	
Ace (AC engine)	54-63	185,000	140,000	100,000	70,000	1991	102	
Ace-Bristol	56-63	240,000	185,000	130,000	85,000	1971	118	
Ace-Ford	61-63	230,000	180,000	140,000	85,000	2553	120	
Aceca-AC	54-63	115,000	85,000	54,000	39,000	1991	104	
Aceca-Bristol	56-63	130,000	100,000	62,500	45,000	1971	128	
Greyhound	59-63	55,000	40,000	25,000	16,500	1971	107	
Cobra MkI/MkII/289	62-69	775,000	600,000	475,000	400,000	4727	138	
Cobra 427	65-67	850,000	625,000	500,000	425,000	6998	145	
428	67-73	125,000	85,000	62,500	42,500	7014	143	
428 con	67-73	145,000	105,000	80,000	52,500	7014	143	
3000 ME	79-84	15,000	11,000	7500	5000	2994	125	•
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134	
Ace Brooklands	93-00	28,500	24,000	18,000	12,000	4942	140	

/ ICC DI COMunico	33 00	20,500	2-1,000	10,000	12,000	7372	1-10	_
ALEA BOMEO				Uf- Davis	0	^L.l. /o	707.249	205/
ALFA ROMEO	20.22	4.05		Alfa Romeo				285)
6C 1750 GS Zagato	30-33	1.85m	1.5m	1.1m	900,000	_	95	_
1900C Super Sprint	55-58	210,000		110,000	82,500	1975	112	_
Giulietta berlina	55-62	15,000	11,000	5000	2500	1290	90	_
Giulietta ti	57-64	22,500	16,000	7500	4000	1290	103	_
Giulietta/Giulia Sprint		50,000	37,000	22,500	15,000	1290	110	
Giulietta/Giulia Spider		60,000	44,000	27,500	20,000	1570	108	
Giulietta, Giulia SS	57-66	99,000	74,000	48,000	30,000	1570	120	
2000 Spider	58-62	75,000	55,000	26,500	16,000	1975	111	<b>A</b>
2600 Spider	62-65	90,000	67,500	32,000	17,500	2584	124	<b>A</b>
2600 Sprint	62-66	47,500	35,000	17,500	8000	2584	125	<b>A</b>
SZ-1	60-62	325,000	275,000	225,000	185,000		120	<b>A</b>
TZ-1	63-65	750,000	575,000	500,000	425,000	1570	124	<b>A</b>
Giulia Ti/Super	62-74	15,000	10,000	5000	2250	1570	105	
1750/2000 Berlina	68-76	11,000	7000	3000	1400	1962	115	
Giulia Sprint GT/Veloce	63-68	36,000	27,500	15,000	7500	1570	112	
Giulia GTA 1300/1600	65-71	185,000	150,000	110,000	80,000	1570	115	
GT Junior	66-77	23,500	16,500	8500	4500	1570	115	
1750/2000 GTV	67-77	29,500	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110	$\blacksquare$
Spider Duetto	66-67	28,500	21,000	12,000	6000	1570	113	
1750 Spider Veloce	68-70	28,500	21,000	11,500	5750	1779	115	
Spider 2000 S2	70-82	16,500	12,500	6000	2750	1962	119	<b>A</b>
Spider 2000 S3	82-89	8950	6250	3000	1500	1962	114	
Spider 2000 S4	89-93	10,000	7200	4000	2000	1962	114	
Montreal	70-77	57,500	40,000	26,000	16,500	2593	132	
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	
Alfasud Sprint	76-90	7000	4750	2400	900	1490	104	$\blacksquare$
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	_
GTV 2000	76-87	9250	6500	3000	1400	1962	118	•
GTV6	81-87	16,500	10,000	4500	1950	2492	130	•
75 sal	86-92	5250	3750	1600	750	2959	135	
SZ	89-93	36,500	26,500	18,500	14,000	2959	153	
				,				

80,000 55,000

46-53 60,000 404,000 22,000 14,000 3622 86 30,000 22,500 13,000 8000 3622 90

50-54 240,000 200,000 160,000 125,000 4375 130

		_	- 1	Private sal	e			Se
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	Poog	Rough	ນ	Top speed	Price change
ALPINE-RENAULT				Club A	lpine-Rena	ault (019	02 895	590)
A110	65-77	75,000	55,000	36,000	27,500	1565	115	
A310 1600	74-77	27,500	20,000	12,500	8000	1605	130	
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137	
GTA	85-91	8500	7000	3750	2250	2849	139	
GTA Turbo	85-91	9900	8000	4650	2750	2458	149	
ALVIS		Alvis Owne	r Club (018	92 832118);	Alvis Regis	ter (014	83 810	308)
Speed 20 Tourer	32-36	120,000	100,000	75,000	52,500	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	
TA14	46-50	16,000	11,000	6000	3250	1892	72	-
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	20,000	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	32,000	22,000	13,000	6750	2993	104	•

56-63 67,500

63-67 85,000

TD21 convertible

TE/TF convertible

ARMSTRONG SIDE	DELEY		Armstror	ng Siddeley	Owners' Club (0121 459 0742				
Lancaster	46-52	12,000	9000	5000	2750	1991	70		
Hurricane dhc	46-53	19,500	15,000	8500	5500	1991	70		
Typhoon coupé	46-50	15,000	11,000	6750	4000	1991	70		
Whitley	50-53	11,500	8500	4250	2500	2309	85		
Sapphire 346	53-59	12,500	9500	4750	1750	3435	100	4	
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			Asto	on Martin C	)wners' Clu	ıb (0186	55 4004	100)	
DB2	50-53	195,000	150,000	100,000	70,000	2580	110	•	
DB2 con	51-53	300,000	235,000	185,000	140,000	2580	109		
DD2/4 MH//II		100,000	140.000	02.000	CE 000	2000	120		

36,000 26,500 15,000 8000

62,500 37,500

ASTON MARTIN			Asto	on Martin C	wners' Clu	b (0186	5 4004	100)
DB2	50-53	195,000	150,000	100,000	70,000	2580	110	$\blacksquare$
DB2 con	51-53	300,000	235,000	185,000	140,000	2580	109	
DB2/4 MkI/II	53-57	185,000	140,000	92,000	65,000	2580	120	
DB2/4 con	53-57	290,000	230,000	180,000	135,000	2580	120	
DB MkIII	57-59	215,000	167,500	117,500	85,000	2922	120	
DB MkIII con	57-59	525,000	440,000	340,000	250,000	2922	120	
DB4	58-63	465,000	385,000	300,000	225,000	3670	141	
DB4 con	61-63	950,000	850,000	650,000	500,000	3670	140	$\blacksquare$
DB4 GT	60-63	2.4m	2m	1.5m	1m	3670	155	$\blacksquare$
DB4 GT Zagato	60-63	10.5m	9m	8m	n/a	3670	154	•
DB5	63-65	550,000	450,000	350,000	250,000	3995	143	
DB5 con	63-66	1m	875,000	700,000	550,000	3995	141	
DB6	65-70	275,000	220,000	160,000	120,000	3995	140	
DB6 Vantage	66-69	400,000	300,000	200,000	150,000	3995	148	$\blacksquare$
DB6 Volante	66-70	600,000	475,000	375,000	300,000	3995	145	
DBS 6	67-72	110,000	75,000	47,500	32,500	3995	138	
DBS 6 Vantage	67-73	140,000	100,000	60,000	40,000	3995	141	•
DBS V8	69-73	120,000	80,000	50,000	35,000	5340	162	
V8	72-90	100,000	75,000	45,000	32,500	5340	147	$\blacksquare$
V8 Vantage	77-89	185,000	140,000	90,000	52,500	5340	168	
V8 Volante	78-90	135,000	110,000	65,000	40,000	5340	130	
V8 Vantage Volante	86-89	200,000	150,000	90,000	55,000	5340	162	
Zagato	86-87	185,000	145,000	95,000	60,000	5340	180	▲
Virage	89-96	35,000	26,000	16,500	12,000	5340	158	
Virage Volante	92-96	50,000	35,000	25,000	19,000	5340	157	
V8 Vantage	93-99	135,000	100,000	75,000	50,000	5340	186	
V8 Coupé	96-99	60,000	45,000	30,000	24,000	5340	155	
DB7	94-99	22,500	20,000	16,000	11,500	3239	157	
DB7 Volante	96-99	28,000	23,000	18,000	13,500	3239	155	
DB7 Vantage	99-03	29,500	25,000	20,500	16,000	5935	185	
DB7 Vantage Volante	99-03	33,000	27,500	24,500	21,000	5935	165	

DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours Dealer	Mint	Роод	Rough	SS	Top speed	Price chan
AUDI				Audi	Owners' C	lub (077	788 588	449)
100S Coupé	69-76	10,000	7000	3500	1750	1871	112	
Quattro turbo	80-89	17,500	12,000	5500	2750	2144	135	<b>A</b>
Quattro 20V	89-91	22,500	15,000	9000	5000	2226	142	

		•						
AUSTIN Seven	OC (01	372 466134)	); Mini OC (		956); Coop	er C (02	0 7515	7173)
Seven saloon	30-34	12,000	9000	5250	2750	747	50	
Seven Chummy	31-34	17,500	13,500	8000	5000	747	50	
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60	
Seven Ruby saloon_	34-39	10,000	7500	4000	2250	747	53	<b>A</b>
A125/A135	47-57	12,500	8000	3750	1750	3995	89	▲
A40 Devon/Dorset	47-52	6000	4000	1900	1000	1200	76	
A70 Hamps/Heref	48-54	7500	5000	2400	1000	2199	83	
A90 Atlantic con	49-50	35,000	26,500	13,000	6500	2660	92	
A90 Atlantic coupé	50-52	26,500	18,500	10,000	5000	2660	92	▼
A40 Sports	50-53	12,000	9000	4500	2750	1200	80	
A40 Somerset	52-54	5750	3750	1750	850	1200	72	
A40 Somerset con	52-54	8000	6000	3400	1750	1200	72	
Metropolitan cpé	54-61	12,500	9000	4500	2200	1489	78	
Metropolitan con	54-60	15,000	10,000	5000	2500	1489	78	
A30/A35	51-59	6500	4250	2200	950	948	75	$\blacksquare$
A40, A50, A55	53-59	5500	3750	1750	750	1200	70	
A55/A60 Cambridge	59-69	4400	2850	1250	650	1622	78	<b>A</b>
A90, A95, A105	54-59	10,000	7000	3000	1400	2639	91	▼
A40 Farina	58-67	6000	4250	1750	700	1098	82	<b>A</b>
A99/A110	59-68	7200	5000	2000	950	2912	102	
1100/1300	63-74	2850	1950	850	450	1098	85	
1300GT	69-74	8000	5500	2500	1200	1275	96	
3-litre	68-71	7000	5000	2500	1100	2912	106	
1800/2200	64-75	3250	2000	800	350	1798	96	
Allegro 1750/Sport TC	73-75	2500	1650	800	450	1748	104	
Seven/Mini Mkl	59	22,500	17,500	11,500	8000	848	71	
Mini MkI	60-67	11,000	8000	4000	2750	848	71	
Mini MkII	67-69	6000	4000	1750	850	998	79	
Mini MkIII-V	70-90	4500	3000	1250	650	998	82	
Mini Cooper 997/998	61-69	19,500	16,000	9000	6000	998	90	
Mini Cooper 1071S	63-64	36,000	27,500	17,500	12,500	1071	95	$\blacksquare$
Mini Cooper 970S	64-65	34,000	25,000	16,500	12,000	970	82	<b>A</b>
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96	•
Mini C'r 1275S MkII/III	67-71	26,500	20,000	12,500	9000	1275	96	<u></u>
Mini Moke	64-85	15,000	11,500	6000	3000	998	70	Ė
Mini 1275GT	69-80	10,000	7000	4000	1750	1275	89	•
Mini Clubman	70-80	4500	3000	1300	650	1098	82	
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AUSTIN-HEALEY			Austin-He	aley Club, 4	4 Saxby St,	Leicest	ter LE2 (	N
100 BN1/2	53-56	62,500	47,500	32,000	20,000	2660	103	
100M	55-56	140,000	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	47,500	35,000	22,000	13,500	2639	105	
3000 MkI	59-61	50,000	37,500	25,000	13,000	2912	112	
3000 MkII BN7	61-62	75,000	50,000	35,000	25,000	2912	117	
3000 MkII BT7, BJ7	62-64	57,500	42,000	27,500	15,000	2912	117	
3000 MkIII	64-68	62,500	46,500	30,000	17,500	2912	121	
'Frogeye' Sprite Mkl	58-61	18,500	13,000	6500	4000	948	82	
Sprite MkII/III/IV	61-71	11,000	7000	3000	1350	1275	96	

	3886)
	<b>A</b>
6.5 Litre Speed Six 28-30 3m 2.5m 1.75m 1m 6597 86	
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ALLARD K1/K2/K3

L/M

J2/J2X

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Private sale  Pr	
4.5 Litre 'Blower' 29-31 10m 7.5m 4.5m 3m 4.398 98 A BRISTOL Bristol Owners' Club (01403 78402 8 Litre 29-31 2m 1.5m 1m 500,000 7982 101 A 400 47-50 60,000 46,000	1028); Owners & Drivers Assn (bristoloda.com) 135M/MS Cabriolet 46-53 295,000 180,000 115,000 85,000 3557 n/a ▼
Derby 3.5 Park Ward 33-37 100,000 75,000 50,000 29,500 3669 91 401,403 49-55 52,500 36,000 Derby 3.5 coachbuilt 33-37 300,000 200,000 100,000 42,500 3669 91 Amolt-Bristol 54-61 300,000 240,000 300,0	DELLOW Desirator 4
Derby 4.25 PW 36-39 110,000 80,000 52,500 32,000 4257 96 ▼ 404 54-55 75,000 55,00   Derby 4.25 coachbuilt 36-39 400,000 275,000 125,000 47,500 4257 96 405 saloon 54-56 42,500 30,000	000 35,000 22,000 1971 110 Mark I-V sport-trials 49-57 20,000 15,000 9000 4000 1172 65
MkVI 4.3/4.6-litre 46-52 37,500 27,500 15,000 8750 4566 100 405 con 55 100,000 80,000 MkVI 4.3/4.6-litre 46-52 37,500 27,500 40,000 37,500 4566 100 405 con 55 100,000 80,	000 45,000 30,000 1971 100 DELOREAN DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)
R-type saloon 52-55 40,000 29,000 16,000 9000 4566 106 407,408,409 62-69 37,500 26,000 Coordibuilt caloner 57-55 57500 38,500 19,500 15,000 4566 106	000 13,500 8250 5130 122 🛕
Coachbuilt con 52-55 125,000 95,000 55,000 32,000 4566 106 410,411 69-76 40,000 20,000 20,000 4566 115 412, Beaufighter 76-93 35,000 20,000 4566 115	000 12,000 6500 5900 150 Mangusta 67-72 200,000 150,000 100,000 65,000 4727 150
Sty/Sz salcon 55-62 39,000 29,000 16,500 8000 4887 101 603,Britannia,Brigand 76-94 32,000 22,00 Sty/Sz salcon 55-62 39,000 275,000 185,000 140,000 4887 115 603,Britannia,Brigand 76-94 32,000 22,00 603,Britannia,Brigand 76-94 603,Britannia,Brigand 76-94 603,Britannia,Brigand 76-94 603,Britannia,Brigand 76-94 603,Britannia,Brigand 76-94 603,Britannia,Britanni	Deauville 70-88 27,500 20,000 11,000 5500 5763 150 ▲
S1 Cont P Ward con 55-59 400,000 300,000 210,000 150,000 4887 114 Type 57 Galibier sal 34-39 275,000 210,000	Bugatti Owners' Club (01242 662914) Longchamp 72-89 37,500 30,000 15,000 8000 5763 150 A
52 Park Ward con 59-62 300,000 220,000 140,000 90,000 6230 115 Type 57 Stelvio con 34-39 650,000 525,00	0,000 275,000 175,000 3257 95 DKW DKW Owners Club (01224 743429) Sonderklasse/3=6 53-59 15,000 11,000 6750 3850 896 76
Sz Flying Spur 59-62 150,000 110,000 63,000 40,000 62,30 120 Type 57 Atalante cpe 35-38 125m 1m S3 saloon 62-65 42,000 32,000 18,000 8500 6230 116 Type 57 Atalante cpe 35-38 7m 6.25m	750,000 550,000 3257 100 1000SP/A Union sp 58-65 17,500 12,500 6500 3500 980 82
S3 MPW 201 Colipe 82-65 149,000 105,000 70,000 45,000 62,30 120 EB110 92-95 300,000 250,0	F102
S3 Flying Spur 4dr 62-65 147,500 110,000 72,000 48,000 6230 118 T1 saloon 65-76 16,500 13,000 6500 2500 6750 120  CATERHAM Seven (solid axle) 73-89 15,000 10,500	Lotus Seven Club (01483 27717) DODGE Viper RT 10/GTS 92-02 39,000 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 19,500 10,500 1	
MPW/Corniche conv 67-85 55,000 45,000 30,000 16,000 6750 118 CHEVROLET Classic Chevrolet Club (0	o (01376 552478); Convette Club (01702 200881) Courier sports/Cpé 58-61 27,500 21,000 12,000 6750 1498 100 A
Mulsanne Turbo 82-86 15,000 12,000 6500 2400 6750 135 Corvette 55-57 65,000 47,500	30,000 30,000 4343 119
Continental MPW conv 84-94 65,000 52,500 40,000 25,000 6750 140 Corvette Sting Ray 63-67 72,000 52,500	500 26,000 17,500 5359 142 FV 4.5/4.8/5.4/5.8 54-59 175,000 125,000 80,000 60,000 5801 125
Continental R         91-02         42,500         32,000         24,500         18,500         6750         151         ▼         Camaro         67-69         22,000         17,500           Continental T         96-02         65,000         52,000         42,000         32,000         6750         175         Camaro conv.         67-69         25,000         20,000           2000         <	000 14,000 8000 5735 130 Facel II 62-64 325,000 275,000 175,000 125,000 6286 132
Brooklands 92-98 16,500 13,500 10,000 6500 6750 140 Corvette Stingray 68-72 25,000 21,000 Corvette Stingray 73-77 21,000 14,500	500 9000 4500 5737 125 Enigherra Sports Car Club (1905 156700)
BERKELEY Berkeley Enthusiasts' Club (01433 475330) Corvette 77-82 15,000 11,000   Sports SA322/SE328 56-58 7850 6000 3600 2500 328 65 ▲ Corvette C4 84-96 11,000 9000	00 4500 2000 5733 145 Electron Minor 57-73 5000 3750 2250 1250 948 80
Sports SE492         58-59         8250         6500         3750         2650         492         80         Corvette ZRI         90-95         17,500         14,500           B95/B105         59-61         9000         7250         4250         3000         692         90	FEDDADI Formi (Autora (Autora)
	(cistializate)
BIZZARRINI (isobizclub.com) 5300 GT Strada 65-69 600,000 500,000 400,000 300,000 5354 165 ▲ CITROËN	Citroën Car Club (07 000 248258) 212 Inter 51-52 1.1m 950,000 825,000 700,000 2562 120
BMW BMW Car Club (01225 709009)	00 3500 2000 425 49 340 America closed 51 2.5m 22.5m 2m 1.35m 4101 136 ▲
328 36-39 675,000 550,000 425,000 350,000 1971 100 2CV 60-90 7000 5000 501V8/502/26/32 55-63 45,000 32,000 16,000 10,000 2580 100 <b>A</b> D\$19/ID19 56-68 17,500 12,500	410 Superamerica 56-50 2.75m 2.75m 2.75m 4062 165 A
	00 3300 2100 1511 00 A 151 55 50 500 500 505 505 505 505 505
503 coupé         56-59         130,000         100,000         70,000         50,000         3168         115         Safari estate         59-75         22,000         14,000           507         56-59         1,25m         Im         850,000         675,000         3168         135         DS décapotable         63-78         165,000         125,000	000 6500 2750 1911 88 000 90,000 60,000 2175 100 250 GT Boano/Ellena 56-59 600,000 525,000 400,000 300,000 2953 157 250 GT Berlinetta TdF 57-59 5.3m 4.9m 4.5m 3.9m 2953 143
	000       6500       2750       1911       88       A       250 GT Boano/Ellena       56-59       600,000       25,000       400,000       300,000       2953       157         000       90,000       60,000       2175       100       250 GT Berlinetta TdF       57-59       5.3m       4.9m       4.5m       3.9m       2953       143         000       22,500       12,500       2670       135       250 GT PF coupé       58-62       370,000       300,000       235,000       175,000       2953       145         000       22,500       12,500       2670       135       250 Cal' Spider lwb       58-62       6.5m       6m       5.5m       4.6m       2953       155       A
507 56-59 1.25m 1m 850,000 675,000 3168 135 DS décapotable 63-78 165,000 125,000 150,000 55-65 23,000 16,000 10,000 6500 298 60 ▼ DS20/21/23/Pallas 68-75 32,000 20,000 1	000 6500 2750 1911 88 ▲ 250 GT Boano/Ellena 56-59 600,000 525,000 400,000 300,000 2953 157 000 90,000 60,000 2175 100 250 GT Berlinetta TdF 57-59 5.3m 4.9m 4.5m 3.9m 2953 143 000 8000 3500 2347 120 ▲ 250 GT PF coupé 58-62 370,000 300,000 235,000 175,000 2954 145 000 1000 450 1220 100 250 Calf Spider lwb 58-62 6.5m 6m 5.5m 4.6m 2953 155 ▲ 250 Calf Spider lwb 58-62 6.5m 6m 5.5m 4.6m 2953 149 00 2000 900 2347 137 250 GT SWB (steel) 60-63 1fm 10.25m 9.5m n/a 2953 149
507	000 6500 2750 1911 88 ▲ 250 GT Boano/Ellena 56-59 600,000 525,000 400,000 300,000 2953 157 ( 000 90,000 60,000 2175 100 250 007 8000 3500 2347 120 ▲ 250 GT Berlinetta TdF 57-59 5.3 m 49 m 45 m 39 m 2953 143 ( 000 80,00 3500 2347 120 ▲ 250 GT Pr coupé 58-62 370,000 300,000 235,000 175,000 2953 155 ▲ 250 Calf Spider lwb 58-62 6.5 m 6m 5.5 m 4.6 m 2953 155 ▲ 250 Calf Spider lwb 58-62 6.5 m 6m 5.5 m 4.6 m 2953 155 ▲ 250 GT SWB (steel) 60-63 11 m 10.25 m 9.5 m 1/a 2953 149 ( 000 2000 900 2347 137 250 GT SWB (steel) 60-63 6.7 m 6.5 m 5.7 m 2953 150 ( 000 2000 900 2347 137 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 2953 155 ★ 250 GT SWB (alloy) 59-62 7.7 m 7.5 m 6.5 m 5.7 m 7.5 m 6.5 m 5.7 m 7.5 m 6.5 m 5.7 m 7.5 m 6.5 m 7.5 m 7
507 56-59 125m 1m 850,000 675,000 3168 135 DS décapotable 63-78 165,000 125,000 150      setta 250/300 55-65 23,000 16,000 10,000 6500 298 60 ▼ DS20/21/23/Pallas 68-75 32,000 20,000 150     S8-59 30,000 24,000 16,000 9500 585 65	250 GT Boano/Ellen 26-59 600,000 52,000 400,000 300,000 2953 157 250 GT Boano/Ellen 26-59 600,000 52,000 400,000 300,000 2953 157 250 GT Boano/Ellen 26-59 600,000 52,000 400,000 300,000 2953 157 250 GT Berlinetta TdF 57-59 5.3m 4.9m 4.5m 3.9m 2953 143 250 GT Berlinetta TdF 57-59 5.3m 4.9m 4.5m 3.9m 2953 143 250 GT Berlinetta TdF 57-59 5.3m 4.9m 4.5m 3.9m 2953 145 250 GT Spider wb 58-62 6.5m 6m 5.5m 4.6m 2953 155 ▲ 250 GT Spider swb 60-63 11m 10.25m 9.5m n/a 2953 149 250 GT SWB (steel) 60-63 6.75m 6.25m 5.75m 5.2m 2953 150 250 GT SWB (steel) 60-63 6.75m 6.25m 5.75m 5.2m 2953 150 250 GT SWB (steel) 60-63 6.75m 6.25m 5.75m 2953 150 250 GT SWB (steel) 60-63 6.75m 6.25m 5.75m 2953 150 250 GT SWB (steel) 60-62 1.2m 1m 775,000 600,000 2953 160 ▲
Solution	250 GT Boano/Ellena   250 GS Boano/Ellena
Solution	250 GT Boano/Ellen
Solution	250 GT Boano/Ellena   56-59   600,000   525,000   400,000   300,000   2953   157
Solution	250 GT Boano/Ellena
Solution	250 GT Boano/Ellena 56-59 600,000 525,000 400,000 300,000 2953 157  250 GT Boano/Ellena 56-59 600,000 525,000 400,000 300,000 2953 157  250 GT Berlinetta TdF 57-59 5.3 m 49 m 45 m 39 m 2953 143  250 GT Berlinetta TdF 57-59 5.3 m 49 m 45 m 39 m 2953 143  250 GT Berlinetta TdF 57-59 5.3 m 49 m 45 m 39 m 2953 143  250 GT Berlinetta TdF 57-59 5.3 m 49 m 45 m 39 m 2953 143  250 GT Berlinetta TdF 57-59 5.3 m 49 m 45 m 39 m 2953 143  250 GT Berlinetta TdF 57-59 5.3 m 49 m 45 m 39 m 2953 145  250 GT Spider lwb 58-62 6.5 m 6m 5.5 m 46 m 2953 155  250 GT SWB (steel) 60-63 11 m 10.25 m 95 m n/a 2953 155  250 GT SWB (steel) 60-63 6.7 m 6.2 m 5.7 m 5.2 m 2953 150  250 GT SWB (steel) 60-63 6.7 m 6.2 m 7.7 m 7.5 m 6.5 m 5.7 m 2953 155  250 GT SWB (steel) 60-63 6.7 m 6.2 m m 775,000 600,000 2953 160  250 GT SWB (steel) 60-63 300,000 240,000 160,000 120,000 2953 160  250 GT SWB (steel) 60-63 300,000 240,000 160,000 120,000 2953 160  250 GT SWB (steel) 60-63 300,000 240,000 160,000 120,000 2953 160  250 GT SWB (steel) 60-64 1.3 m 1.5 m 95 m 8.5 m n/a 2953 159  400 Superamerica qe6 60-64 2.7 m 21 m 19 m 1.5 m 3967 162 4  400 Superamerica qe6 60-64 2.7 m 21 m 19 m 1.5 m 3967 162 4  400 Superamerica qe6 60-64 2.7 m 1.5 m 1.5 m 1.5 m 1.5 m 386 150  275 GTB (steel) 64-66 1.3 m 1.5 m 95,000 30,000 3286 150  275 GTB (steel) 64-66 1.3 m 1.5 m 95,000 30,000 3286 150  275 GTB (steel) 64-66 1.3 m 1.5 m 95,000 30,000 30,000 3286 150  275 GTB (steel) 64-66 1.3 m 1.5 m 95,000 30,000 30,000 3286 150  275 GTB (steel) 64-66 1.3 m 1.5 m 95,000 30,000 30,000 3286 150  275 GTB (steel) 64-66 1.3 m 1.5 m 95,000 30,000 30,000 3967 150  200 2500 1200 2433 90 330 GT 2+2 64-67 225,000 15,000 30,000 30,000 3967 150
Solution   Section   Se	250 GT Boano/Ellena   56-59   600,000   525,000   400,000   300,000   2953   157
Solution	250 GT Boano/Ellena   56-59   600,000   525,000   400,000   300,000   2953   157
Solution	250 GT Boano/Ellena   56-59   600,000   525,000   400,000   300,000   2953   157
Solution	250 GT Boano/Ellen  56-59   600,000   525,000   400,000   300,000   2953   157
Solution	250 GT Boano/Ellen  56-59   600,000   525,000   400,000   300,000   2953   157
Solution	250 GT Boano/Ellen  26-59   600,000   525,000   400,000   300,000   2953   157
Solution	250 GT Boano/Ellen  56-59   600,000   525,000   400,000   300,000   2953   157
Solid   Sol	250 GT Boano/Ellena   56-59   600,000   525,000   400,000   300,000   2953   157
Sof	250 GT Boano/Ellena 56-59 600,000 525,000 400,000 300,000 2953 157  250 GT Boano/Ellena 56-59 600,000 525,000 400,000 300,000 2953 157  250 GT Boano/Ellena 56-59 600,000 525,000 400,000 300,000 2953 157  250 GT Boano/Ellena 56-59 5600,000 525,000 400,000 300,000 2953 143  250 GT Boano/Ellena 56-59 5600,000 525,000 400,000 300,000 2953 143  250 GT Boano/Ellena 56-59 5600,000 250,000 300,000 250,000 175,000 2953 145  250 GT Spider lwb 58-62 65m 6m 55m 46m 2953 155 4  250 GT Spider lwb 58-62 65m 6m 55m 76m 46m 2953 155 4  250 GT Spider lwb 58-62 65m 67m 575m 52m 2953 150  250 GT SwB (steel) 60-63 675m 625m 575m 52m 2953 150  250 GT SwB (steel) 60-63 675m 625m 575m 52m 2953 150  250 GT Gabrio \$e2 60-62 12m 1m 775,000 600,000 2953 160 4  250 GT Gabrio \$e2 60-62 12m 1m 775,000 600,000 2953 160 4  250 GT Gabrio \$e2 60-64 13m 115m 975,000 800,000 2953 180 4  250 GT Lusso 62-64 13m 115m 975,000 800,000 2953 180 4  250 GT Lusso 62-64 13m 115m 975,000 800,000 2953 180 4  250 GT Gabrio \$e2 60-64 12m 115m 19m 155m 3967 162 4  250 GT Gabrio \$e2 60-64 12m 115m 19m 155m 3967 162 4  250 GT Gabrio \$e2 60-64 12m 175m 15m 12m 3266 150 100 120 0 250 2433 90 330 GT 22 64-67 1250 0 140 0 150 0 3468 85 275 GTB/4(4-cam) 66-68 23m 2m 18m 15m 386 150 100 150 0 3468 85 275 GTB/4(4-cam) 66-68 225 0 100 150 0 390 390 390 330 GT 2 2 64-67 125,000 150 0 300 300 1250 3794 100 100 60 60 250 2433 90 330 GT 2 64-67 125,000 150 0 300 300 0 100 543 140 125 0 100 246 GT 69-73 240,000 180,000 150,000 3907 150 150 150 0 300 150 0 300 100 543 140 125 0 300 150 0 300 100 543 140 125 0 300 150 0 300 100 543 140 125 0 300 150 0 300 100 0 543 140 125 0 300 150 0 300 100 0 543 140 125 0 300 150 0 300 100 0 543 140 125 0 300 150 0 300 100 0 543 140 125 0 300 150 0 300 100 0 343 150 150 150 0 300 100 0 343 150 150 150 0 300 150 0 300 100 0 343 150 150 150 0 300 100 0 348 150 150 150 150 0 300 150 0 300 150 0 300 150 0 300 150 0 300 150 0 300 150 0 348 180 150 150 150 150 150 150 150 150 150 15
Sof	250 GT Boano/Ellens 56-59 600,000 525,000 400,000 300,000 2953 157  250 GT Bronno/Ellens 56-59 600,000 525,000 400,000 300,000 2953 157  250 GT PF coupé \$6-62 370,000 300,000 235,000 175,000 2953 143  250 GT PF coupé \$6-62 370,000 300,000 235,000 175,000 2953 145  250 GT PF coupé \$6-62 370,000 300,000 235,000 175,000 2953 145  250 GT SWB (sleet) 60-63 1lm 10,25m 95m 1/a 2953 149  250 GT SWB (sleet) 60-63 6,75m 6,25m 5,75m 5,2m 2953 150  250 GT SWB (sleet) 60-63 6,75m 6,25m 5,75m 5,2m 2953 150  250 GT SWB (sleet) 60-63 6,75m 6,25m 5,75m 5,2m 2953 150  250 GT SWB (sleet) 60-63 300,000 2,000 160,000 120,000 2953 150  250 GT SWB (sleet) 60-64 175m 175,000 600,000 2953 160  250 GT SWB (sleet) 60-66 115m 9,5m 8,5m 1/a 1/a 2953 159  250 GT SWB (sleet) 60-66 115m 9,5m 8,5m 1/a 1/a 2953 159  250 GT Cabrio Se2 60-62 1,2m 1m 775,000 600,000 2953 160  250 GT SWB (sleet) 60-66 115m 9,5m 8,5m 1/a 1/a 2953 159  250 GT Cabrio Se2 60-62 1,2m 1m 775,000 600,000 2953 160  250 GT SWB (sleet) 60-66 115m 9,5m 8,5m 1/a 1/a 2953 159  250 GT Cabrio Se2 60-62 1,2m 1m 775,000 600,000 2953 150  250 GT SWB (sleet) 60-66 115m 9,5m 8,5m 1/a 1/a 2953 159  250 GT Cabrio Se2 60-62 1,2m 1m 75,000 800,000 2953 150  250 GT SWB (sleet) 60-66 115m 15m 9,5m 8,5m 1/a 1/a 2953 159  250 GT SWB (sleet) 60-66 115m 15m 9,5m 8,5m 1/a 1/a 2953 159  250 GT SWB (sleet) 60-66 115m 15m 9,5m 8,5m 1/a 1/a 2953 159  250 GT SWB (sleet) 60-66 115m 15m 9,5m 8,5m 1/a 1/a 2953 159  250 GT SWB (sleet) 60-66 115m 15m 15m 12m 3266 150  275 GTB (sleet) 60-66 115m 15m 15m 13m 1m 4962 170  275 GTB (sleet) 60-66 115m 15m 15m 12m 3266 150  275 GTB (sleet) 60-66 115m 15m 15m 15m 12m 3266 150  275 GTB (sleet) 60-66 115m 15m 15m 15m 12m 3266 150  275 GTB (sleet) 60-66 115m 15m 15m 15m 12m 13m 15m 950,000 3200 3200 3200 3200 3200 3200 3200
Solid   Sol	250 GT Boano/Ellena   56-59   600,000   525,000   400,000   300,000   2953   157

		ırs/		Private sa	ale		pa	ange			IIS/		Private sa	e		ed ange			13/		Private sal	e		ed ange
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	႘	Top speed	Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	ម	Top speed Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	ម	Top speed Price change
348/Spider	89-94 94-99	50,000	40,000 60.000	32,000 45.000	25,000	_	_		Escort RS1800 MkII	75-77	40,000	31,000	22,500	15,000		112	Grifo 7-litre	69-74	275,000		160,000	110,000	6998	170 🔺
F355/GTS F355 Spider	95-99	70,000	70,000	55,000	35,000 42,500	3496 3946	_	_	Escort RS2000 MkII Escort XR3/XR3i	75-80 81-86	17,500 5250	13,000 3750	7000 1950	4000 750		109 116	Lele	70-74	32,500	21,000	14,000	8000	5736	145
Testarossa	84-90	107,500	85,000	55,000	37,500	4942	_	•	Escort RS1600i	83-84	12,000	8500	4500	2500		117	JAGUAR	Car Clu	ıb (01773 74	1784); Driv	ers' Club (0	582 41933	2); Enthus	iasts' Club
512 TR	91-94	130,000		65,000	50,000	_	_	_	Escort XR3i cabrio	84-90	3500	2200	1000	500		107					3186); XK/E-t		_	84 781588)
F512 M 456 GT	94-96 92-98	160,000 39,500	120,000	80,000 22,500	62,000	4943 5474	_	•	Escort RS Turbo Capri 1.3/1.6 Mkl	84-90 69-74	11,000 8500	7500 6000	3200 2750	1400 1500		122 ▲ 95 ▲	SS90 sports	35	_		160,000			90
288 GTO	84-87	1.5m	1.35m	1.2m	1m	2855	190	_	Capri GT 1.6/2.0	69-74	11,500	8500	4000	2000		107	SS100 2½-litre SS100 3½-litre	36-39 38-39	375,000		210,000	160,000		104
F40	88-92			575,000	_	_	_		Capri 3000GT	70-74	15,000	10,500	5250	2750		113	1½-litre	45-49	27,500	20,000	_	6500		70
F50 550 Maranello	95-97 96-01	_	65,000	27500 47500	37,500		_	•	Capri 3000E/GXL Capri RS3100	70-74 73-74	17,500 50,000	12,500 39,500	6250 22,500	3000 14,000		113 125	2½-litre	46-51	30,000	22,500	14,000	7500	2663	
350 Maranello	30 01	00,000	03,000	17,500	31,300	31/1	155	_	Capri 1.6/2.0 II/III	74-82	7000	4750	22,300	1100	_	110	3½-litre MkV 2½-litre con	46-51 49-51	38,500 67,500	30,000		8500 12,000	3485 9 2663	
FIAT				_	at Motor C	<u> </u>			Capri 3.0 II/III	74-82	15,000	10,000	5000	2500		116	MkV 3½-litre con	49-51	95,000	70,000	_	20,000	3485	
500 Topolino 600/600D	48-55 55-70	14,000	10,000 7000	5000 3000	2500 1250	569 633	60	_	Capri 2.8i III Capri 280 Brookland	81-87	14,000	9000	4000 7500	1750 4000		129 129	XK120 lightweight XK120 roadster	49-50 50-54	300,000		50,000	125,000	3442	132
	55-60	27,500	20,000	10,000	6000	767	59	_	Consul/Granada 3.0	_	7500	5000	2250	1000		113	XK120 roadster	50-54	95,000	74,000	50,000	29,500	3442	
500/D/F/L/R	57-75	11,500	7750	3600	1750	499	61		Granada 3.0 Coupé		11,000	7500	3250	1500		111	XK120 fhc	51-54	72,500	55,000	37,500	25,000	3442	
1500S/1600S Osca sp 2300S	59-66 61-68	42,500 26,500	30,000 18,500	16,000	10,000 7500	1568 2280	105		RS200	85-86	120,000	100,000		65,000		140	XK140 roadster	54-57	105,000	80,000	_	30,000		126
850 Coupé	65-73	7500	5000	2400	850	903	96	<b>A</b>	Sierra RS Cosworth Sierra RS500	85-87 87	30,000 51,000	22,500 41,000	14,000	9000		145 149	XK140 fhc XK140 dhc	54-57 54-57	82,500 120,000	65,000 95,000		26,500 35,000	3442	125
850 Spider	65-73	12,000	9000	4250	2000	903	96		Escort RS Cosworth	92-96	25,000	20,000		9000		144	XK150 roadster	58-60	90,000	67,500	37,500	26,500		130
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100										XK150 fhc	57-61	74,000	54,000	_	22,500		128
124 Coupé 124 Spider 1.4/1.6	66-75 66-72	8500 15,000	6000 10,500	2500 4750	900	1756 1608	115	<b>A</b>	FRAZER NASH Le Mans Replica	48-52	750,000		VSCC Fraze 375,000		<u> </u>	85 720483) 115 <b>V</b>	XK150 dhc XK150S 3.4 roadster	57-61 58-60	92,500 175,000	70,000 135,000		27,500 52,500	3781 °	127
124 Spider 1.8/2.0	72-81	11,500	8000	3500	1500	1756	108	Â	Le Iviai is Replica	40-32	730,000	330,000	3/3,000	300,000	13/1	IIJ V	XK150S 3.4 fbadslei	58-60	110,000	90,000	_	40,000	3442	
124 Spider Abarth	72-75	25,000	18,500	12,000	6500	1756	118		GILBERN				Gilber	n Owners'	Club (019	926 512136)	XK150S 3.4 dhc	58-60	155,000	120,000	_	50,000		130
Pininfarina Spider	82-85	12,000	8000	3750	1650	1995	104	_	GT Mkl 950-1800	59-67	12,500	9000	5000	3000		111	XK150S 3.8 roadster	59-60	225,000	170,000	_	62,500		136
Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	67-73 67-73	110,000 35,000	82,500 26,000	52,500 16,500	32,500	2418 1987	130	-	Genie Invader I/II/III	66-70 71-74	9500	6750 8500	3500 4000	1600 1750	2994 2994		XK150S 3.8 fhc XK150S 3.8 dhc	59-60 59-60	145,000		70,000	50,000		132 130
130 saloon 2.8/3.2	69-76	5500	3750	2000	750		_		invader i/ii/iii	7174	11,000	0300	4000	1730	2334	120	XK150SE 3.8 dhc	58-61	130,000		75,000	50,000		141
130 Coupé	72-76	17,500	12,500	7000	3500	3235	114		GINETTA	Ginett	a Owners' (	Club (01724	352801, em	ail: membe	ership@g	inetta.org)	Mk VII-MkIX	51-61	35,000	25,000	13,000	6000		105
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	_	G4 1.0/1.5	61-68	20,000	16,750	12,000	8000		115	MkX/420G	61-70	12,000	9000	4250	2000	4235	
128 3P coupé X1/9	75-78 77-89	6000 4000	4500 3000	2000 1400	1000	1301 1290	102	_	G15 875/998 G21 1800/1800S	68-74 71-78	9000	6750 6500	3500 3250	1500 1500	_	108 120	Mk1 2.4/Mk2 2.4 Mk1 3.4	55-67 57-59	21,000 39,500	14,000 27,500	7000 15,000	3500 9000	2483 ! 3442 *	
Barchetta	95-02	6500	4250	2250	1100	1747	118		G33	91-93	12,000	9000	6500	4750	3946		Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	
	00/2		00/200			/											Mk2 3.8	59-67	37,500	25,000	12,500	5500		121
FORD AVO		' 542251); RS porting Esco							GORDON-KEEBLE GK1/IT	64-67	80,000	65,000	don-Keeble 42.500	Owners' C 27.500	<u> </u>	459 9587) 135	S-type sal	63-68 67-68	22,000 15,750	15,000	6750 5500	2750 2500	3781 °	121
Prefect	40-53	5200	3850	1750	950	1172		A	OKIJII	04-07	80,000	03,000	42,300	21,300	3333	133	240 340	67-68	24,000	16,500	8000	3650	3442	_
Pilot V8	47-51	12,500	10,000	6000	3500	_	_		HEALEY				ciation of H	<u> </u>	<u> </u>	25 480243)	420	66-68	14,000	11,000	5000	2000	4235	123
Anglia/Popular 103E Anglia 100E/Popular	_	6000 4750	4250 3000	2000 1350	1100	1172 1172	61 71	_	Elliott saloon	46-50	37,500	32,000	22,500	11,000		110	E-type 3.8 roadster	61-64	175,000	125,000	_	50,000		145
Prefect 107E	59-61	5500	4000	2000	1000	997	73	_	Silverstone sports Abbott con	49-50 50-54	175,000 42,500	140,000 35,000	97,500 24,000	60,000		107	E-type 3.8 coupé E-type 4.2 S1 rdstr	61-64 64-67	125,000	90,000	55,000	40,000 42,000		145 145 <b>A</b>
Anglia 105E	59-68	6000	4250	1900	900	997	74	<b>A</b>	Tickford saloon	50-54	32,500	25,000	16,000	9000	2443		E-type 4.2 S1 coupé		110,000	77,500	47,500	32,500		145
Anglia 123E	62-68	6750	4750	2250	1100	1197	82	<b>A</b>									E-type S1 2+2	66-67	55,000	37,500	18,500	10,500		136
Consul Mkl Zephyr Six Mkl	50-56 50-56	8500 12,500	5500 8000	2750 3750	1350 1850	1508 2262	73 82	<b>A</b>	HEINKEL/TROJAN Cabin Cruiser/200	56-65	23,500	16,500	Hein 10,500	kel/Trojan 6750	<u> </u>	527 501318) 60 <b>V</b>	E-type S1½/S2 rdstr E-type S1½/S2 fhc	67-70 67-70	85,000 62,500	62,000 45,000	36,000 25,000	23,000		145 145
Zephyr Zodiac	53-56	16,500	10,000	5000	2500	2262	84	<u>_</u>	Cabili Ciulsei/200	30-03	23,300	10,300	10,300	0/30	150	00 🔻	E-type S1½/S2 2+2	67-70	47,500	32,500	16,000	9500		136
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73		HILLMAN	-		_	b (01522 823	<i></i>			E-type V12 roadster	71-75	80,000	55,000	29,000	16,500		150 🔺
Zephyr Mkl con Consul Mkll	52-56 56-62	25,000 8750	20,000 5750	12,000 2500	6750 1250	2262 1703	82 79	_	Minx Ph. I-II Minx Ph. I-II con	39-48 39-48	6750 11,000	5250 8750	2200 3850	1000		65 65	E-type V12 fhc 2+2	71-74	45,000	30,000		9500		150
Zephyr MkII	56-62	12,500	8500	3750	1750	2553	88	_	Minx Ph. III-VIIIA	48-56	4000	3000	1250	600	_	73	XJ6 2.8 Series 1 XI6 4.2 Series 1	68-73 68-73	6750 10.000	4250 7000	2000 3000	850 1000		117 <b>A</b>
Zodiac MkII	56-62	15,000	10,500	5000	2400		88		Minx Ph. III-VIIIA cor		7000	5000	2200	1100	1390		XJ12 Series 1-3	72-93	8500	5500	2500	1000		146
Consul MkII con	56-62	12,750	8750	4750	2500	_	78	<b>A</b>	Californian	53-56	5000	3500	1500	800		74	XJ6 Series 2	73-79	6000	3900	1650	65	3442	_
Zephyr MkII con Zodiac MkII con	56-62 56-62	20,000	15,000 16,500	9000	5500 6000	2553 2553	_	-	Minx SI-IIIC Minx SI-IIIC con	56-63 56-62	4000 8000	2650 5500	1250 2600	600 1100		80	XJ6 Series 3 XJ6 Coupé	79-86 75-78	6500 20,000	4400 12,500	1800 7000	72 2500	4235	
Zephyr MkIII	62-66	9000	6000	2400	1000	2553	_		Minx SV-VI	63-67	3750	2350	1000	450		81	XJ12 Coupé	75-78	24,000	16,000	9000	3000	5343	
Zodiac MkIII	62-66	10,000	7000	2850	1400	2553	_		Husky II/III estate	58-66	4500	3000	1500	950	1390	74	XJR 3.6/4.0	88-94	6000	4250	1650	650	3980	
Zephyr 4/6 MkIV Zodiac MkIV/Exec	66-72 66-72	4250 5250	2850 3500	1250 1500	625 750	2994 2994		_	Super Minx SI-IV	61-66	4000	2750	1100	500		86	XJ-S manual XJ-S auto	75-80 75-81	8000 5500	6000 4250	3200 2000	1600 750	5343 °	
Consul Classic	61-63	9500	6750	3000	1250	1498	_	_	Super Minx con Imp	62-64 63-70	6250 4750	4200 3250	2000 1500	850 700		84 81 <b>A</b>	XJ-S V12 HE	81-89	6500	4500	2250	700	5343	
Consul Capri/GT	61-64	15,000	10,000	5500	2500	1340			Hunter GT	70-75	6000	4000	1400	650		96	XJ-S 3.6	83-89	5750	4000	2000	600	3590	
Corsair/V4	64-70	6000	4250	1950	1000	1663	_	_	Hunter GLS	72-76	7500	5250	2000	1000		110	XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	
Corsair GT Corsair 2000E V4	64-67 67-70	8000 8500	6000 6250	2750 2950	1400	1996 1996	_	-	Avenger Tiger	72-73	10,500	8000	4200	2500	1599	100	XJ-SC V12 cabrio XJ-S V12 con	85-88 88-91	8000 14,500	5000 10,000	2750 5000	1250 2400	5343 °	
GT40	64-68	3.25m	2.25m	1.75m	1.5m	4736			HONDA			Ног	nda S800 Sp	orts Car (	Club (0121	444 2988)	XJR-S	88-93	8500	6250	3500	1750	5993	_
Mustang coupé	64-68	22,500	16,000	9000	5000	4727	_		S800 coupé	66-70	14,000	10,000	5000	3000	791	96	XJS 4.0	91-96	7500	5750	3000	1500	3980	
Mustang fastback Mustang con	65-68 64-68	30,000 32,500	22,500	14,000	7500 7500	4727 4727		_	S800 sports Z600 coupé	66-70 70-75	18,000	13,000 4500	7000 2200	4200 1100		96 78	XJS 4.0 conv XJ220	92-96 89-92	13,500	10,000	6250	3750 95,000	3980 3 3498 3	
Mustang GT350	65-66	200,000		_	_	4727	_	_	NSX 3.0	90-02	37,500	30,000	_	14,000	2977	_	XJR	94-97	5000	3650	1800	800	3980	_
Mustang GT500	67-70		105,000		52,000	_	130	<b>A</b>																
Cortina MkI	62-66	7500	4500	2000	1000	1498	_	_	HRG								JENSEN				01625 525699		$\overline{}$	
Cortina GT Mkl Cortina Mkll	63-66 66-70	16,000 5750	11,000 3750	5500 1750	3000	1498 1599	_	•	1100/1500	38-56	57,500	45,000	30,000	19,500	1496	81	541/R/S C-V8	54-63 62-65	48,500 45,000	35,000 32,500		10,000	3993 °	
Cortina WKII	66-70	9500	7000	3500	1600		98	1	HUMBER			Post-\	/intage Hun	nber Car C	:lub (0160	04 404363)	Interceptor	67-75	39,500	27,500	13,500	6500	6276	
Cortina 1600E	67-70	11,500	8500	4000	1750	1599	98	<b>A</b>	Hawk MkI-III	49-50	7000	5500	2500	1000	2267		FF	67-71	100,000	_	40,000	20,000		141
Cortina MkIII	70-76	6750	4250	2000	1000	1993	_	A	Hawk MkIV-VI Hawk SI-IV	50-57 57-68	6750 5750	4500 3750	2100 1800	900 750		80 86 A	Interceptor SP	71-73	42,500	30,000	_	7000		144
Cortina 2000E Cortina 2.3 Ghia	73-76 76-79	9000 3400	6250 2250	3000 950	1500	1993 2293	_	<b>A</b>	Snipe	45-48	5750 9000	7500	3000	1250	_	86 <b>▲</b> 72	Interceptor con Jensen-Healey/GT	74-76 72-76	55,000 8500	40,000 6500	20,000 3250	10,000	7212 1 1973	140
Escort 1.1/1.3 Mkl	68-75	6000	3750	1850	900	_	_		Snipe/P'man Mkl-IV	_	9750	7000	3250	1500	4139		, 5.15G. ( 1 Curcy/O1	,2,0		5500	3230	.550	.575	
Escort Twin Cam	68-71	43,500	33,500	25,000	18,000	1558	113		Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	_	· · · · · · · · ·		<u> </u>	,,,	Jupiter Own			
Escort GT/Sport	68-73	11,000	7000	3600	1850	_	96	<b>A</b>	Super Snipe SI-VA Imperial	58-67 64-67	9000 9250	6250 6250	2000	950 1000		106 <b>A</b>	Javelin	47-54 50-54	9000	6250	3250 14,000	1600 8500	1486	77
Escort 1300E Escort Mexico	73-75 70-75	10,000	6000 16,000	3000 8500	1650 4500	1298 1599	94	_	Sceptre Mkl-II	63-67	4500	3200	1400	600	1725		Jupiter	DU-04	20,300	20,000	14,000	0000	1400	33
Escort RS1600	70-75	50,000	40,000	29,500	21,000	_	113		Sceptre MkIII	67-76	3750	2500	1100	500	1725		LAGONDA					Lagonda	Club (012	52 845451)
Escort RS2000	73-74	35,000	27,500	18,500	11,000	1993	108		150						L.L. for	0001 5500	2.6/2.9	48-57	60,000	45,000	_	15,000	2922	100
Escort Ghia MkII Escort Sport MkII	75-80 75-80	5500 8500	3750 6500	1850 3500	850 1650	1599 1599	97	-	ISO Rivolta	62-70	72,500	55,000	33,500			8891 6663) 140	2.6/2.9 con Rapide	49-57 61-64	90,000		35,000 60,000	22,000 40,000	2922 °	100 🛦
Escort Mexico MkII	76-78	19,500	13,500	8000	5250	1593	105	<b>A</b>	Grifo	63-74	_		33,300				Saloon	76-85	50,000		21,000	15,000	5340	
								_																

				Private sa	ile		- Se					Private sa	ale		. Se					Private sa	le		Se es
NE DENOTES NEW ENTRY TO PRICE	je	Concours/ Dealer	#	po	Rough		Top speed Price change	NE DENOTES NEW	-	Concours/ Dealer	<b>1</b> t	роод	Rough		Top speed Price change	NE DENOTES NEW ENTRY TO PRICE	-	Concours/ Dealer	#	роод	Rough	į	Price change
LAMBORGHINI	Year		borghini (	<i>Ğ</i> Owners' Clu				Elan Sprint Coupé	71-73	35,000	<i>¥</i> 27,500	ලි 16,500	11,000		Ø Æ 21	190/200 Fintail sal	<b>le</b> <b>61-68</b>	12,500	9000	ج 4000	2 1750	ප ද්රි 1988 90	
350 GT/400 GT Inter		550,000	475,00	0 400,000	300,000	3497	<b>47</b> ▲	Elan Plus 2	67-74	20,000	14,000	7000	4500	1558 1	21 🔺	220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281 10	_
400 GT Miura P400	67-68 66-69		_	0 250,000		_	50 <b>▼</b>	Europa S2 Europa TC/Special	67-71 71-75	21,000	15,000 17,500	7500 9000	4000 5500		10 23	300SE/L Fintail sal 220SEb coupé	61-65 61-65	20,000 32,500	15,000 25,000	7500 16,500	3000 9000	2996 10: 2195 10:	_
Miura 400S	69-71	,	,	0 650,000			72 🛦	Elite, Eclat	74-82	7500	5000	2400	1000	2174 1	29 🛦	220SEb cabrio 300SE coupé	61-65 62-67	67,500 50.000	50,000 36.000	27,500 21,000	17,500 12,500	2195 10 2996 110	_
Miura SV Islero	71-75 68-70	2m 185,000	1.75m 150,000	1.5m 0 95,000	n/a 60,000		l75 ▲	Esprit S1 Esprit S2	76-78 78-81	32,000 24,000	25,000 17,500	18,500	12,500 7000		24 ▲ 30 ▲	300SE cabrio	62-67	80,000	60,000	32,500	20,000	2996 10	)9
Jarama Espada I/II/III	70-78 68-78	100,000	65,000		26,500 32,500		62 ▲ 54	Esprit Turbo	80-87	19,000	14,000	9000	6000	2174 1	48 🛕	230 SL sports 250 SL sports	63-67 67-68	80,000 85,000	55,000 60,000	32,500 35,000	20,000	2496 121 2496 121	_
P250 Urraco	73-74	40,000	26,500		11,000		48	Esprit S3 Excel	82-87 82-88	14,000 7250	11,000	7250 2600	4500 1000		34 <b>▲</b> 30	280 SL sports	67-71	95,000	65,000	37,500	25,000	2778 121	21
P300 Urraco Silhouette	75-76 76-77	45,000 52,500	32,000 37,500	20,000	13,000		58 <b>▲</b>	Esprit X180	87-90	13,500	10,500	7000	5000	2174 1	35 🔺	600 saloon 250/280S/SE saloon	64-81 65-72	130,000	85,000 7000	42,500 3200	30,000 1500	6330 120 2778 116	_
Jalpa	82-86	62,500	45,000	30,000	17,500	3485	53 🔺	Esprit Turbo/SE Esprit S4 Turbo	87-92 93-96	19,000	14,000	9000	6500 8500	_	56 ▲ 61 ▲	250SEC/280SEC cpé	65-69	42,000	27,500	14,000	8500	2778 116	_
C'tach LP400 Periscopa Countach LP400	74-76 76-78	1m 400,000	900,00		500,000		92 <b>A</b>	Carlton/Omega	90-92	22,000	16,000	10,500	7500	3615 1	77	250/280SE cab 280SE coupé (low grille	65-69 ) 70-72	90,000 45,000	70,000	36,000 15,000	20,000 9000	2778 116 2778 116	_
Countach LP400S	78-82	300,000	250,00	0 180,000	125,000	3929	164	Elan SE turbo Elan S2	89-92 94-95	8000 9000	6000 7250	4000 5250	1750 3250		37 37	280SE cab (low grille		100,000	80,000	40,000	22,500 25.000	2778 116 3499 127	
Countach LP5000S Countach 5000qv	82-84 85-90	200,000		0 150,000	80,000		65  79	Elise S1	95-00	12,500	10,000	8000	6000		26	280SE 3.5 coupé 280SE 3.5 cabrio	69-71 69-71	100,000	75,000 175,000	45,000 110,000	70,000	3499 127 3499 127	_
Diablo	91-99	125,000	95,000	75,000	60,000	5700	202	Esprit V8 340R	96-04	30,000 26,000	25,000 22,000	19,000	15,000 13,500		75 33	300SE/SEL saloon 300SEL 6.3 saloon	65-69 67-72	11,500 50.000	7500 30,000	3750 16,000	1750 9500	2996 115 6329 132	_
LANCHESTER			Daimler &	Lancheste	r Owners'	Club (0700	00 356285)	Exige S1	00-02	22,500	18,000	15,000	13,000		36	200/220/230.4 sal	67-76	6750	4250	2000	700	2197 10	05
Ten (LD10) Fourteen	46-51 51-54	5500 6500	4500 4750	2000 3000	1000	1287 1968	59 75. <b>V</b>	MARCOS	Marc	os Owners'	Club (0138	- 84 561524): 1	Club Marco	os Int (012)	25 707815)	230.6/250/280 sal 250CE/280CE coupe	67-76	7250 12.500	4750 8500	2250 4200	800 2000	2746 125 2746 125	_
	JI J4	0300						GT 1800	64-66	25,000	19,000	12,500	8000	1780 1	15 🔺	280/300 SE/SEL 3.5	69-72	14,000	10,000	5000	2750	3499 128	28
LANCIA Aprilia	37-49	27,500	21,000	ancia Moto 12,000	r Club (lan 6500	_	lub.co.uk)	1500/1600 3-litre	66-68 69-72	20,000	15,000 17,500	10,500	7000 7500		17 <b>A</b>	280/350/380/420SL 500/560SL sports	71-89 82-89	16,000	11,500	5750 7000	2400 3000	4196 130 5547 142	_
Appia saloon	53-63	10,000	7000	4000	2000	1089	30	Mini-Marcos	65-74	8250	6000	3250	1600	1275 1	00	300SL (R107) 350/380/450SLC cpe	85-89	17,000	13,000 7500	6500 3400	2750 1250	2962 124 4520 137	_
Aurelia B10/21/22 Aurelia B20 GT	50-55 53-58	30,000 145,000	25,000	_	6500 55,000		90	Coupé Mantula	81-87 84-87	12,000 12,500	9,000	5000 6000	3000 3500		30 ▲ 50 ▲	280S/SE sal	72-80	7000	5500	2600	1000	2746 118	8
Aurelia B24 Spider	55-56	1m	825,00	0 650,000	550,000	2451	15	Mantara Mantis	93-97	16,000	13,000	10,500	8000		58	350/450SE/SEL sal 200/230 saloon	72-80 75-84	10,000 5500	7000 3500	3250 1500	1200 650	4520 130 2299 114	
Aurelia B24 conv Flaminia saloon	57-58 57-70	310,000 9000	240,00 7000	0 195,000 3750	150,000 1750		00	Mantis	97-98	26,000	23,000	18,500	15,000		70	250/280E saloon	75-84	6000	4000	1650	700	2746 124	24 🔺
Flaminia coupé Flaminia GT/GTL/3C	59-67	50,000 72,500	35,000 52,500	20,000	14,000 22,500		12	MASERATI A6G/2000 Zagato cp	é 54-57	1.5m	1.2m	1m		Club (0149 1986 1		230/280CE coupé 450SEL 6.9 saloon	77-85 76-80	11,000 27,500	7500 20,000	3000 10,000	1200 5000	2746 125 6834 140	_
Flaminia convertible		130,000	100,00		37,500		10	A6G/2000 coupé	54-57	500,000			350,000		31	300SL/SL300 (R129)	89-95	10,000	7000	3500	1500	2960 142	12
Flaminia Sport Zag Flavia saloon	59-67 61-70	325,000 6000	250,00 4500	0 160,000 2250	100,000		30 05 <b>A</b>	3500 GT coupé 3500 GT Spider	58-64 58-64	250,000	-,		80,000		42 40	500SL/SL500 (R129) 600SL/SL600 (R129)	89-95 89-95	11,000	7500 9000	3900 5750	2000 3500	4973 155 5987 155	_
Flavia coupé 1.5/1.8	62-68	18,500	12,500	6250	3000	1800	12 🔺	Sebring 3.5/3.7/4.0	62-66	190,000	140,000	_	57,500		38 🔻	380/420/500SEC	81-91	11,000	8000	3000	750	4973 138	38
Flavia Sport Zagato Flavia 2000 saloon	63-67 70-74	55,000 5750	40,000 4250	25,000	15,000 850		10	Mistral coupé Mistral Spyder	63-70 64-70	150,000	400,000		45,000 180,000		47 ▲ 47 ▲	560SEC 500/560SEL saloon	86-91 86-91	12,000 5000	9500 3750	3750 1750	850 650	5547 151 5547 156	_
Flavia 2000 coupé	69-73	15,000	10,500	5250	2500	1991	15 🔺	Quattroporte 4.1/4.7	_	50,000	36,000	24,000	13,000		30	190E 2.3/2.5-16	85-93	22,000	16,000	9000	5000	2299 143	13 🛦
Fulvia Berlina Fulvia coupé	63-73	5250 12,500	3750 10,000	1600 4500	650 2200		96	Quattroporte III Mexico	79-90 65-72	15,000 85,000	10,500	5250 33.000	2750 22.500	4930 1 4719 1	22 50	230/300CE E220, E320 Cabrio	87-93 91-97	5750 12,750	3250 9250	1250 4500	375 2500	2962 139 3199 142	
Fulvia Sport Zagato	68-72	31,000	22,000		7500	1298	09	Indy	66-74	65,000	50,000	29,000	20,000	4719 1	56	500E saloon SLK 230 Komp'	92-94 97-04	20,000 5000	15,000 3250	8500 1500	5500 750	4973 155 2295 140	_
Fulvia HF SI/SII Stratos	68-72 72-74	30,000 320,000	22,500 265,00	15,000 0 210,000	10,000 175,000		15	Ghibli 4.7 Ghibli Spyder	67-70 69-71	200,000		80,000	57,500 300.000		55 54		37-04						
Beta Coupé 1.6/2.0  Beta Coupé Volumex	73-84	5000 6000	3000 4000	1300	700 1000		114 <b>A</b>	Ghibli 4.9 SS	70-73	240,000	175,000	100,000	72,500	4930 1	72	MESSERSCHMITT KR175/200	53-64	27,500	20,000	12,000	7000	Club (01483 191 65	
Beta Spider 1.6/2.0	75-82	6500	4000	1750	850	1995	14	Ghibli SS Spyder Bora 4.7/4.9	71-72 71-79	700,000	120,000	475,000 75,000	40,000	4930 1 4719 1	70 60	TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493 75	5
Beta HPE Montecarlo	75-85 75-84	5750 11,000	3500 8000	1500 3600	750 1650	_	16	Merak	72-75	42,500	27,500	15,000	8500	2965 1	35 🔺	MG Owners' (	lub (0195	54 231125); O	ctagon Clu	ıb (01785 25	1014); Car (	Club (01235	5 555552)
Gamma	76-84	4000	2750	1250	500	2484	21	Merak SS Khamsin	76-83 74-82	50,000	36,000 67,500	20,000 42,500	12,000 27,500	2965 1 4930 1	47 <b>▲</b> 51	SA saloon SA tourer/dhc	36-39 36-39	44,000 65.000	35,000 46.500	25,000 32,500	14,000	2322 80 2322 80	_
Gamma Coupé Rally 037 Stradale	76-84 82-83	7250 240,000	5000 200,00	2400 0 150,000	1000	2484	128	Kyalami 4.1/4.9	76-83	65,000	50,000	30,000	15,000	4930 1		VA saloon	37-39	30,000	24,000	16,000	10,000	1548 80	0
HF Turbo HF Integrale	84-90 87-91	6250 15,000	4400 10,000	2000 5000	1000		21 34	Biturbo 220-425 Biturbo Spyder	81-88 84-91	6500 9000	4500 7000	2200 4000	1000	2491 1 2491 1	38 38	VA tourer/dhc WA saloon	37-39 38-39	42,500 47,500	32,000 37,500	20,000 27,500	13,500	1548 81 2561 91	
Integrale Evo 1	91-93	32,500	24,000	14,500	8500	1995	35 ▲	Ghibli II 3200GT	94-97 98-01	13,500 13,900	10,000	5500 7750	3000 5500	2790 1 3217 1	55 80	WA tourer/dhc TA/TB/TC	38-39 36-49	80,000 35,000	60,000 25,000	42,500 16,000	25,000 10,000	2561 91 1250 78	
Integrale Evo 2 Thema 8.32	93-95 88-90	37,500 10,000	28,500 7500	17,000 3500	10,000	1995 2927	36 <b>▲</b>	320001	96-01	13,900	10,230	7730	3300	3217 1	00	TD	49-53	26,500	17,500	11,500	7000	1250 80	0
								MATRA Bagheera	73-79	5500	3600	Matra En	thusiasts' ( 850	Club (0189 1442 1		TF 1250/1500 YA/YB	53-55 47-53	31,500 15,000	23,500	15,000 5000	9000 2750	1466 85 1250 71	
LAND ROVER Series I	Ser 48-53	ies I Club (0 40,000	27,500	66); SII Club, 14,000	PO Box 2 5500	_	y \$70 5YN	Murena	80-83	5750	4250	2500	1000	2155 1		YT con	48-51 53-59	30,000 12,500	20,000	10,000	5500 1750	1250 71 1489 82	
Series I	53-58	20,000	14,000	6500	3000		50	MAZDA		mazd	larotarvclu	b.com: MX	-5 Owners'	Club (mx	5oc.co.uk)	Magnette ZA/ZB MGA Roadster	55-62	32,000	22,500	13,000	8500	1489 98	8
SII/IIA 2.2/2.6 SIII 2.2/2.6/3.5	58-71 71-85	13,000	8500 6500	4000 2750	1750 1000	2625 3528		RX7	78-86	5250	3500	1650	650	2292 1	19	MGA Coupé MGA Twin Cam Rdstr	56-62	22,000 45,000	16,000 34,000	10,000	6250 15,000	1489 98 1588 115	
Range Rover 2dr Range Rover	70-72 73-89	40,000 30,000	32,000 17,500	23,000 7500	15,000 1750	3528 5 3528 5		RX7 S2 MX-5	86-91 90-97	4750 5000	3250 3400	1750 1400	500 500	2254 1 1597 1	40 <b>A</b>	MGA Twin Cam Cpé	58-60	33,000	25,000	15,000	10,000	1588 115	5
	73 03	30,000	17,500					M 1 4 DEN								Magnette III/IV 1100/1300	59-68 62-71	5000 4250	3650 2750	1750 1300	850 700	1622 87 1275 97	_
LEA-FRANCIS 14hp/14/70 saloon	46-54	10,000	7750	Lea-Franc 4000	is Owners' 2750		65 407515) 75	McLAREN F1	93-98	7.5m	6.5m	5.75m	5.25m	6064 2	240	MGB roadster MGB GT	62-67 65-67	15,000 11,000	12,000 7500	5500 3600	2500 1750	1798 103 1798 103	_
14hp/2½-litre Sports		49,500	39,000			2496	00	MEDCEDEC DENIZ	M Danz (	المعادات ا	071 010070	N Dona	Oumare' As	(0100	2 00022)	MGB MkII roadster	67-71	12,500	9750	4850	1850	1798 103	03 🛦
LOTUS Club Lotu	(01362 6	594459); Hist	toric Lotu	ıs Register (0	01293 8715	41); Lotus (	DC (01926	MERCEDES-BENZ 500K Cabrio A/B/C		1.4m	1.1m		0 425,000			MGB MkIII GT MGB MkIII roadster	67-71 71-74	9500 11,500	6500 9000	2850 4400	1350 1750	1798 103 1798 103	03
859	918); Lotu	ıs 7 Club (07	000 5725	82); Lotus C	Cortina Reş	gister (0192	3 776219)	500K Tourer 500K Sports/Roadste	34-36	1.2m 3.5m	1m 2.75m	700,000 2.2m	375,000 1.6m	5016 1 5016 1		MGB MkIII GT	71-74	8000	5500	2250	900	1798 96	_
Six Elite	53-56 57-63	35,000 72,000	26,500 56,000		13,000	_	93	540K coupé	36-39	500,000	400,000	300,000	200,000	5401 1	04	MGB roadster MGB GT	75-80 75-80	7500 5000	5500 3250	2750 1400	1100	1798 96 1798 10-	
Seven SII	60-68	25,000	19,000	12,500	8000	1098	92	540K Cabrio A/B/C 540K Special Roadste		1.6m 5.5m	1.3m 4.75m	800,000 3m	0 600,000 1.75m		00 06	MGC roadster MGC GT	67-69 67-69	24,000 16,500	16,500 12,000	8000	4000 2500	2912 120 2912 120	
Super Seven 1.3-1.6 Seven 1.3/1.6 SIII	61-69 68-70	30,000 26,000	24,000		10,000	1498		180/190 Ponton sal	53-62	12,000	9000	4500	2000	1897 8	37	MGB GT V8 chrome	73-74	15,000	11,000	5500	2950	3528 125	25
Seven S4	69-73	15,000	11,000	6000	3250	1599	108	219/220S Ponton sal 220S/SE cabrio	56-59 56-60	15,000 110,000	12,000 85,000	6000 57,500	3250 42,500	2195 1 2195 1		MGB GT V8 rubber Midget Mkl	74-76 61-64	12,500 11,000	9000 7000	4500 3250	2500 1600	3528 125 1098 96	_
Lotus Cortina Mkl Lotus Cortina Mkl	63-64 64-66	55,000 47,500	45,000 37,500	29,000 25,000	20,000		08	220S/SE coupé 300A/B/C/D saloor	57-60	52,500 55,000	37,500 37,500	22,500	15,000 12,500		01	Midget MkII-III	64-74	10,000	6000	2750	1300	1275 96	6
Cortina II Lotus	67-70	21,000	16,000	10,500	6500	1558	02	300 cabrio D	57-62	185,000	150,000	90,000	50,000	2996 1	00	Midget 1500 Metro 6R4	74-79 85-86	5000 80,000	3500 65,000	1500 50,000	500 40,000	1498 10° 2991 120	_
Elan S1 dhc Elan S2-3 dhc	62-64 64-68	36,000 30,000	29,000 22,500	_	14,000 9000		19	300S cab/rdster 300Sc cab/rdstr	52-55 55-58				125,000 250,000			RV8	93-96	15,000	12,500	9500	6000	3946 136	36
Elan S4 dhc	68-71	27,500	20,000	13,000	8250	1558	20	300SL Gullwing	54-57	1m	900,000	750,000	625,000	2996 1	45	MGF	95-01	3750	2500	800	350	1796 126	
Elan S3/S4 cpé Elan Sprint con	66-71 71-73	30,000 40,000	22,000 32,000	_	7250 13,500		23	300SL roadster 190SL roadster	57-63 55-63	937,500 120,000		_	36,000			MORGAN 4/4 Series I	Spor 36-50	ts Car Club 26,500	(01384 254 21,000	480); Three 15,000	_		
																( <del>c'</del>		_					_

			Private sale								Private sale									Private sa	lo.				
NE DENOTES NEW ENTRY TO PRICE		Concours/ Dealer					Top speed Price change	NE DENOTES NEW ENTRY TO PRICE		Concours/ Dealer					Top speed	ce cnange	NE DENOTES NEW		Concours/ Dealer					Top speed Price change	20
GUIDE	Year		Mint	роод	Rough	8		GUIDE	Year		Mint	роод	Rough				GUIDE	Year		Mint	роод	Rough			_
Plus 4 (Vanguard) Plus 4 (TR)	50-53 54-69	32,500 30,000	25,000 22,500	16,500 15,000	10,500	2088 1991	96 96	914-6 911S 2.4	69-72 71-73	60,000 150,000	48,000	30,000	20,000		125 144	_	Phantom II	25-29 29-35	350,000 290,000	225,000		45,000 42,500		30 38	-
Plus 4 SS	61-69	65,000	50,000		20,000	_	120	Carrera RSL	72-73	650,000		450,000	,		149		Phantom III	36-39	240,000	150,000	70,000	35,000	7340 9	92	
4/4 SII/III/IV/V 4/4 1600/CVH	54-68 68-88	22,500	16,500	11,000	8000 7000	1498 1597	85 105	Carrera RST 911 2.7	72-73 73-77	525,000 32.000	440,000 22.500	350,000	295,000 8000		149 135	_	Silver Wraith 4.3/4.6 Silver Dawn sal	47-59 49-55	36,500 40,000	27,000 28.500	15,000 16,000	9500 9000	4257 9 4566 9		_
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	911S 2.7	73-77	42,500	32,500	22,000	15,000	2687	140		Silver Dawn PW con		120,000	90,000	55,000	35,000		98	-
Plus 8 Plus 8	68-72 73-86	34,000 26,500	28,500	20,000	12,500 9000	3528 3528	125 125	Carrera 2.7 MFI 911 Turbo (930) 3.0	73-77 75-77	150,000	110,000	75,000 55,000	50,000		148	_	Silver Cloud I saloor		40,000	30,000	17,500	8500	4887 1		_
Plus 8 injection	84-04	32,000	26,500	16,000	9000	_	125	Carrera 3.0	76-77	65,000	50,000	30,000	18,000	2994			SCI Mulliner con Silver Cloud II sal	55-59 59-62	37,500	225,000 27,500	160,000	110,000		101	_
MORRIS M	orris Regi	ster (01934	832340): N	Morris Mino	r Owners'	Club (01	332 291675)	924 924 Turbo	76-85 78-83	3000 8000	2250 5250	1000	400 1200	_	126 144	_	SCII Mulliner con	59-62	225,000	165,000	_	-,	6230 1	112	_
Minor MM lowlamp	48-51	7500	5500	3000	1500	918	64	924 Carrera GT	80-81	55,000	40,000	25,000	18,500	_	150		Phantom V MPW lin Silver Cloud III sal	62-66	100,000	70,000	40,000 18,500	25,000 9000	6230 1 6230 1		_
Minor MM L-L Toure Oxford MO	48-51 48-54	12,500 5250	9000	4650 1750	3000 850	918 1476	72 72	924S/Le Mans	85-88 77-87	6500 12,500	3650 9500	1600 4500	850 1850	2479 4664	136	_	SCIII MPW con	62-66	240,000	175,000	125,000	85,000		116	,
Six	49-54	6500	5000	2400	1000	2215	86	928/S/S2 928 S4	86-95	16,000	11,000	5500	2500	_	161	_	Phantom VI limo	68-77	120,000	80,000	45,000	30,000	_	112	_
Minor MM/SII Minor MM/SII conv.	50-56 50-56	5650 9500	4200 7000	1850 3500	675 1750	803	63	928 GT	89-92 91-95	27,500 32,500	21,000 25,000	12,500 16,000	8000			<u> </u>	Shadow/Wraith MPW/Corniche	66-80 66-80	18,000 37,500	12,000 27,500	6250 17,000	1750 9000	6750 1: 6750 1:		
Minor SII Traveller	53-56	9000	6250	2750	1000	803	63	928 GTS 911 Turbo (930) 3.3	77-90	82,500	65,000	42,000	29,000	_	_	<u> </u>	MPW/Corniche con		50,000	40,000	26,000	14,000		119	_
Minor 1000 Minor 1000 conv.	56-70 56-69	6000 12,000	4500 8000	1950 4000	650 2000	1098		911SC	77-83	35,000	26,000	17,000	11,000	_		<u> </u>	Camargue Silver Spirit/Spur	75-86 80-89	45,000 12,750	34,000 10,000	21,000 4500	14,000 1500	6750 1 6750 1	115 119	_
Minor 1000 Travelle		11,000	8000	3500	1000	1098		911SC cabrio Carrera 3.2	82-83 83-89	36,500 34,000	27,000 25,000	18,500 16,500	12,500			<u> </u>	Corniche II/III	87-94	60,000	47,500	35,000	19,000	6750 1		
Cowley 1200/1500 Isis	54-57 55-58	3750 6250	2500 4500	1250 2000	650 900	1489 2639	90	Carrera cabrio	83-89	35,000	26,000	17,500	12,000	_	155		ROVER P4 Drivers'	Guild (019	582 572499)-	P5 OC (01	784 25816):	P6 Rover (	nc (n1704	560979)	
Oxford II-III	54-60	4750	3600	1600	850	1489	78	Carrera Supersport 911 Speedster	84-89 88-89	47,500 110,000	36,500 90,000	23,000 67,500	16,000 48,500		158 158	-			6 Drivers' C	lub (01902	689975); Ř	over SD1 Cl	ub (08451		
Oxford V-VI	59-71	4400	2850	1250	650	1622	80 🛦	959	87-88		565,000	_				_	P3 60 P3 75	48-49 48-49	8250 9500	7000 8000	3500 4250	1500 1750	1595 7 2103 8	75 R5	_
NSU Prinz	58-72	NSU Owr 5200	ners' Club 3250	(01883 7444 1500	131); Ro80 750	Club (012 598	74 484091) 71	Carrera Club Sport 944	87-89 82-87	100,000 5250	70,000 3750	50,000 2100	35,000 650		154 134	_	P4 75 'Cyclops'	50-52	12,000	9000	4500	2000		34	_
Sport Prinz coupé	59-67	7000	4750	2500	1400	598	76	944 Turbo	85-91	18,000	13,500	6500	3250			<b>A</b>	P4 60/75/80	52-62	6500	4500	2000	700	_	35 90 <b>A</b>	_
Wankel spider	64-67	16,000	12,000	7000	4000	497	95 🔻	944S 944 S2	86-88 88-92	6000 7000	4500 5000	2650 3000	1300 1450	2479 2990	140 149	-	P4 90 P4 105R	54-59 57-58	8000 6250	5750 4250	2250 1750	825 700	2638 9 2638 9		-
1000 1200TT	64-72	5000 17,500	3250 12,500	1400 7500	650 4500	996 1177	110	944 S2 Cabrio	89-92	12,000	8000	4200	2300	2990	_	_	P4 105S	57-59	9250	7000	3200	1250		96 🔺	_
Ro80	67-76	7500	5500	2250	550	995	108	944 Turbo Cabrio 911 (964)	'91 89-94	24,000 42,500	17,500	9250 22,000	6000 13,500	_		<u> </u>	P4 95/100/110 P5 3-litre	60-64 58-67	8500 8000	6000	2400 2750	850 1000	2625 1 2995 1	100	_
OPEL Vaux	chall-Opel	Drivers' Clu	ıb (01362 6	592020); Op	el Manta (	OC (man	ta.club.org)	911 Turbo (964)	90-94	90,000	70,000	45,000	27,500			<b>A</b>	P5 Coupé	63-67	10,000	7500	3500	1250	2995 1		_
GT Manta A sauné	68-73	12,500	8500	4000	2000		111	911 Carrera RS 968	92-94 92-95	15,000	175,000	134,000 7500	100,000	2990		_	P5B 31/-litre P5B 31/-litre Coupé	67-73 67-73	11,500 15,000	8500 10,000	4000 5000	1200 1750	3528 1°	113	_
Manta A coupé Manta GT/E	70-75 75-88	7500 5500	5000 3650	2250 1650	1100 750	1897 1979	105	968 Club Sport	93-95	28,500	21,000	13,000	7250	2990		_	P6 2000/2200/TC	63-77	6000	3000	1400	600		112	_
PANHARD			Par	nhard et Lev	assor Club	n GB (016	1 483 8363)	911 Carrera (993) 911 Turbo 4 (993)	94-97 95-98	60,000	45,000 107,500	30,000 75,000	20,000	_		<u> </u>	P6 3500 P6 3500S	68-76 71-76	10,000	5000 6500	2000 2750	800 1100	3528 1: 3528 1:	117	_
PL17 saloon	59-64	6000	4000	2000	1100	845	75	911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000			<b>A</b>	SD13500	76-86	4000	3000	1100	450	_	116	-
24CT coupé	64-67	8000	5500	2750	1500	845	100	911 Carrera RS (993) 911 GT2 (993)	94-95 95-96	240,000 520,000	215,000 450,000	180,000		_		-	SD1 VdP	80-86	4750	3500	1300	550		126	_
PANTHER		er Car Club	Ltd (0116) 22,500			<u> </u>	252 540217)	Boxster 2.5 Boxster 2.7	96-99 99-04	6750 9500	5000 6900	3500 4500	1900 2500	2480 2687		<b>V</b>	SD1 Vitesse SD1 Vitesse TP	82-86 85-86	5500 7500	4000 5500	1750 2750	850 1400		133 135	-
J72 3.8/4.2/5.3 De Ville 4.2/5.3	72-81 74-85	30,000 40,000	32,000	16,500 22,500	12,000	4235 5343	115	Boxster 3.2S	99-04	10,750	9000	5500	3200	3179		▼.	SAAB	Cook	Oumara! Cli	.b. /07071	10000\ F=	thusiasts' C	lub (0194	12.070720	
Lima/Kallista Kallista 2.8/2.8i/2.9i	76-90 82-90	8750 11,000	6500 8250	3650 5000	2200 3000	1596 2933	98	RELIANT	Sabre &	Scimitar Clu	ıb (020 89	77 6625); S	cimitar Dri	vers' (014	153 54888	37)	96 Bullnose	60-65	Owners' Clu 8000	6000	3500 EII	1850		28/8/38 30	_
		11,000	0230	3000				Sabre 4/6	61-64	10,000	8000	5500	2500		110		96 Longnose	65-68	6500	5000 8500	3000 5000	1500 2500		79 38	_
PEERLESS/WARWIG	57-62	25,000	18,000	12,000	7000	gister (01) 1991	235 818866) 105	Scimitar SE4/a/b Scimitar GTE SE5-6/6	64-70 a 68-80	8500 6000	6500 4000	3500 1650	1950 650	2994 2994	123	-	Sport/Monte Carlo 96/95 V4	62-66 67-79	11,000 4750	3500	1650	700	_	93	_
	57 02	25,000	10,000					Scimitar GTC	80-85	9000	7500	3500	1500	_	119		Sonett 99	67-74	16,000	12,000	5500	2750		100	_
PEUGEOT 203 saloon	48-60	9000	6500	3000	b Peugeot 1250	1290	8888 8772) 70	Scimitar GTE SE6b Middlebridge Scim	80-86 88-90	6250 30,000	4500 24,000	1800	750 10,000	2792 2933		_	99 Turbo	68-84 77-82	3750 10,000	2200 7000	1000 3650	500 1900		101	-
403 saloon	55-66	6500	4650	2250	1100	1468		RENAULT			Donault	: Owners' C	lub (ropau	ltownorce	club.com	. ^	900 Turbo	79-93	6750	4250	1750	750		133	
403 cabrio 204/304 saloon	57-61 65-74	12,500 3600	9000	6000 1250	2000	1468 1288		4CV	47-61	7000	4750	2500	1250	_	65	//	900 Convertible	86-93	6250	4250	1850	750	1985 1	26	-
204/304 coupé	67-75	5000	3500	1950	950	1288		Dauphine Dauphine Gordini	54-63 58-67	6000 12,500	4250 9500	2000 5000	1000 2500		70 83	_	SIMCA					Simca Clul	<u> </u>		)
204/304 cabrio 404 saloon	67-75 60-75	8500 7000	5250 5000	2750 2500	1250 1200		90	Floride/Caravelle cp		10,000	7500	2750	1400	1108	90	<b>A</b>	1000 GLS/Special 1000 Bertone coupe	69-78 62-67	3250 10,000	2000 7000	1000 3750	500 1650	1294 1 944 9	94	-
504 saloon	68-83	3500	2500	1200	550	1971	104	Floride convertible Caravelle convertibl	59-62 e 62-68	11,000	8250 9000	3500 4000	1750 2000	_	90	_	1200S coupé	67-71	12,000	8500	4250	2000	1204 1		_
504 cabrio 504 coupé	69-83 69-83	20,000 9000	15,000 6250	7750 3500	4000	1971 1971	105	R4	62-80	4000	2500	1000	400	1108	72	_	SINGER Singer C	wners (01	1780 762740	): Associat	ion of Singe	er Car Owr	iers (0192	3 778575	
504 V6 cabrio	74-83	27,500	20,000		5500	2664		R8/R10 R8S	62-71 68-71	3500 5500	2500 4250	1200	500 750		90	_	9 Roadster/4A/4B	39-52	14,000	10,500	6000	4000	1074 7	70	_
205 T16 205 GTi 1.6	83-85 84-90	140,000	115,000 6500	80,000 2750	60,000		122	R8 Gordini	67-70	35,000	30,000	20,000	12,500	1255	108		SM Roadster Gazelle saloon	51-55 55-67	13,500 4950	10,000 3250	5750 1500	3250 750	1497 7 1497 7	72 77 <b>A</b>	_
205 CTI cabrio	86-92	5250	3500	1500	750	1580	120 🔺	16 GL/DL/TS/TX 17TS/Gordini	65-79 72-78	4500 4750	3000 3400	1400 1650	650 750		105 110	-	Gazelle con	56-62	8500	6000	3000	1500	1497 7	77 🔺	
205 GTi 1.9	87-94	12,500	8500	3750	1500	1905	126	5 Gordini/Turbo	76-84	7000	4750	2400	1100		116		Vogue I-IV 1.6/1.7 Chamois	61-66 64-70	4750 5250	3200 3500	1400 1650	750 800		91 <b>A</b>	_
PIPER GTT/P21.6	Piper S 68-74	ports and R 30,000		Club, email 16,000	: contact@ 10,000		club.org.uk	5 Turbo 2 5 GT Turbo	83-86 86-91	52,500 8000	42,500 6000	30,000 3000	21,000 1600		124 123	_	New Gazelle/Vogue	_	2750	1900	900	450		94	
								Clio Williams Sport Spider	94-95 95-97	8500 18,500	6000 15,000	2500 12,000	1100 9500	1998 1988	134		SKODA				koda Own	ers' Club o	f GB (012)	79 815183	
PORSCHE 356 pre-A	49-55		<u> </u>	652911); En 85,000					33-31								Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089 7		_
356 cabrio 1.3/1.5	51-55	200,000	155,000	110,000	85,000	1488	90	RILEY RMA/RME 1½ saloon	45-55	Riley RM Cli 15,000	ub (01352 7 10,500	700427); Ri 5250	ey Motor ( 2250	Club (019 1496		7)	Felicia convertible 1000MB, S100	59-64 65-77	8500 3250	6000 2200	3000 850	1500 450		32 30 <b>v</b>	,-
356 Speedster 356 Convertible D	54-58 58-59	275,000 150,000		160,000	110,000		92 <b>▲</b> 92	RMB/RMF 2½ saloor	46-53	20,000	15,000	8000	3750	2443	91	▼	S110R coupé	70-80	4750	3600	1500	750		90 🔻	_
356A	55-59	84,000	60,000	38,000	24,000	1582	113	Roadster RMC RMD convertible	48-50 48-51	40,000	28,500 22,500	16,000 13,500	8750 7000	2443 2443		•	STANDARD				Standa	ard Motor (	Club (0167	76 522181	
356B/C 356A cabrio	60-65 55-59	75,000 110,000	55,000 82,500		22,000 40,000		113 113	2.6/Pathfinder	53-59	11,500	7500	3000	1500	2443	101	<b>A</b>	Vanguard I	48-52	6500	4500	2200	1000	2088 7	79	_
356B/C cabrio	60-65	_	75,000		37,500	_	113	One Point Five 4/68, 4/72	57-65 59-69	5750 4850	4200 3600	1950 1750	825 850	1489 1622	1	<b>A</b>	Vanguard II/III Vanguard Sportsma	53-58 n 56-58	4500 5500	3200 4000	1500 1750	700 750	2088 7 2088 8		-
356 A/B Carrera	55-62	_		0 185,000	_	_	113	Elf MkI/II 848/998	61-69	6750	5000	2500	1200	998	75	<b>A</b>	Vignale	58-61	4250	3000	1500	700	2088 8	31	_
Carrera 2 911 2.0	63-65 64-65	400,000		0 300,000	62,000		125	Kestrel 1100/1300	65-69	4000	2750	1350	700	1098	8/	_	Luxury Six Eight	61-63 53-59	5000 3600	3500 2400	1500	650 500	1998 8 803 6		-
911 2.0	66-69	86,500	62,500	40,000	32,000	1991	131	ROCHDALE	F7.64	CEOC	F000		Owners' (	<u> </u>	_	9)	Ten/Pennant	54-59	4000	2600	1250	600	948 6	59	_
911S 2.0 912	66-69 65-69	150,000 45,000	117,500 35,000		60,000	1991 1582	140 112 <b>A</b>	GT Olympic	57-61 60-73	6500 8000	5000 6750	3000 4250	1250 2750	1172 1489	85 105	-	Ensign/De Luxe	57-63	3200	2250	950	400	2138 8	35	_
911L/T	67-73	69,000	50,000	30,000	21,000	2195	131 🔺									10)	SUBARU	05.	00.71		Subaru Imp				_
911E 911S 2.2	68-73 69-71	76,000 137,500	55,000 107,500		25,000 52,000	_	138 144	ROLLS-ROYCE Silver Ghost	07-14	1.75m	Ro 1.4m	olls-Royce E 1.1m		' Club (01 ) 7428		88)	Impreza Turbo Impreza STi	93-00 97-00	6000 9500	4250 6500	2000 3500	2000		150 A	_
914-4	69-75	16,000	12,000		3500	_	112	Silver Ghost	18-25	_		175,000		_			SVX	91-97	3750	3000	1850	900	3300 1		_



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'The set-up controls the suspension movement and power delivery brilliantly. Railton's design for the rear suspension successfully transmits 1300lb ft of torque to the rear wheels without axle tramp'

love the rear suspension on the Napier-Railton racing car; I never tire of looking at it. The car is the perfect example of form following function and showed Reid Railton to be a towering genius of his time. I am an engineer by training and am full of admiration for his work.

'The car was built by Thomson & Taylor here at Brooklands and John Cobb's instructions to Railton were that the car should be fit for two purposes with total reliability – to be the fastest car around the Brooklands circuit; and to be able to undertake long distance record breaking. Railton designed the car, made it work first time and never had to make any modifications.

'Railton didn't follow the Thirties trend toward independent suspension, even though his arrangement does give significant unsprung weight. This results in impressive handling with beautiful front-to-rear balance.

'Weight-saving was less important than strength and durability for the chosen tasks and the weight helped to keep the Napier-Railton in contact with the bumpy track surface at Brooklands.

The rear leaves were given unusually low spring rates for a competition car, which produces a lolloping ride over the uneven surface.

'The suspension is arranged in two layers of cantilevered springs mounted in trunnions forward of the axle. The set-up controls the suspension movement and power delivery brilliantly. The engine produces 535bhp at 2500rpm and Railton's design for the rear suspension successfully transmits 1300lb ft of torque to the rear wheels through the 1.66:1 rear axle without axle tramp. The gearbox is a three-speeder giving 64mph at 1000rpm in top. Acceleration in top gear is very quick despite the car's two ton weight, leaving two streaks of black rubber during full throttle take-offs.

'To control the suspension movement there are big transverse friction dampers above the axle line and hydraulic dampers attached to the rear of the springs and mounted on the chassis frame which can be adjusted from the cockpit. This allows the driver to compensate for the reduction in weight as petrol is drawn from the 64-gallon tank during an endurance event.

'For the 24-hour record run at Bonneville the petrol capacity was increased to 100 gallons. Railton's suspension design for the Napier

was never emulated on any other car. Even if you put it in a darkened room you'd know that it could only be the Napier

-Railton – the rear suspension is always the first thing that catches your eye, it just gleams at you.'



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The original Aquajet man traded his roll neck for a cardigan long ago, but the next generation of adventurous motorists can still buy the tyre he stood for. Vintage Tyres has reintroduced the Dunlop Aquajet in a wide range of 10in, 13in and 15in sizes.

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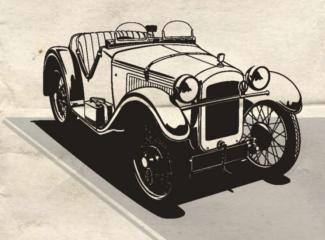
## THE HARD WAY

- Ring an insurance company that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- Cough up a £15-50 "certification" fee, on top of your policy premium.
- Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



## THE EASY WAY

- Call Hagerty. 0333 323 1383.
- Go for a relaxing drive.



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