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Welcome

January 2017 Issue 522

A childhood infatuation defined Phil's motoring aspirations in 1977 – and our cover feature brought it all flooding back



Back in 1977 this particular schoolboy was left awestruck by road test reports of the new Aston Martin V8 Vantage. Its brutally handsome grand coupé lines grabbed my attention like no Aston, or indeed no car, before. And colourful descriptions of its urgent and relentless surge all the way a top speed limited more by the bravery of the driver than engineering or aerodynamics distilled all of my motoring aspirations in an instant.

I had to wait 30 years for the chance to drive one and despite having driven many great cars in the intervening years, it still impressed. On a mixture of the fast, sweeping A-roads it was designed for, and the twiddly country lanes that should have outwitted it, this athletic heavyweight combined TVR Griffith brutality and Jaguar XJ6 refinement with surprising success.

Another decade and many more cars later, I'm still under the Aston's spell, but now my affections are divided between the V8 Vantage and the crisp, almost delicate – by comparison – DBS. At its 1967 launch journalists loved what they described as its Italianate styling, roomy and luxurious interior and predictable handling. They seemed to work hard to find good things to say about performance from the old four-litre twin-cam, carried over from the DB6. It wasn't slow, but nowhere near as commandingly fast as an Aston should be.

The sense of disappointment stuck to these cars for decades, consigning them to the role of parts donor. Now their performance matters rather less than their status as the beginning of a dynasty, one that would spawn the V8, Lagonda, Volante, Zagato and a host of evolutions and special variants. And the V8 Vantage that captivated that Nottinghamshire schoolboy.

The sight of seven of them stampeding through the Surrey countryside for our DBS 50th anniversary feature brought back the same feelings of excitement for me. Despite the fact that performance cars have gone on to become considerably faster and massively more powerful, the DBS and its V8 descendants have lost little of their considerable road presence.

I hope that you enjoy our special celebration and that it brings back great memories of the first time that you encountered one of these legendary beasts.


Phil Bell, editor



Phil realised a schoolboy dream when he drove Oselli's thundering V8 Vantage in 2005 (right), but the DBS has more delicate charms

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1984 Aston Martin V8 Vantage. 500K upgrade. York Red, red leather interior piped dark red. Full Aston and specialist service history £39,950. Owell, Oxfordshire 01863 849611; www.owell.com

THE ASTON MARTIN V8 Vantage was the fastest accelerating car you could buy when it came out in 1977, but that wasn't enough for the second owner of this 1984 car. The Marquis of Bristol dropped it into Aston Martin Vantage Service and asked the gentlemen there to upgrade the engine to 500K spec, meaning four twin-choke Weber DPF50 carburetors, a larger oilbox and big bore exhaust system.

The result is a hoodigan in a dinner suit. Sliding the hefty door shut with a bank vault thunk and you're cocooned by pillow-soft seats and rich Wilton carpet. Ahead, there's an aftermarket Harl Wheels, a discreet quantity of fine walnut veneer and an intimidating view over that muscular bonnet.

Fire up the 5.3-litre quad-cam V8 and you know that the bulge means business. There's a purposefully uneven idle until it warms up and revving it out between gears tresses you to shocking acceleration, particularly on narrow roads. The handy 430bhp and light power steering make the

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'The DBS is a characterful link between the stability of the David Brown era and the chaos that was to come'



P58 We drive an Aurelia B22 on challenging Norfolk roads en route to Lancia specialist Omicron



P78 Canadian collector Steve Harris shows us his (mostly) British classics

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Contact us See page 23



P32 Aston Martin V8 Vantage (left) and Volante lead the charge in our seven-car celebration of the DBS's 50th birthday



P52 We take to the track to see why the McLaren F1 is still king of the supercars

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[The List]

**Austin-Healey
Frogeye Sprite**

'One of our neighbours had a brand new one when I was a boy in Southsea'

Triumph TR6

'Last of the great British sports cars and the best looking TR'

Jaguar MkX

'Two Corgi toys as a boy turned me onto this fabulous car'

1968 Dodge Charger

'On my wish list since the *Bullitt* movie in 1968'

Aston Martin Lagonda

'Wow! I still remember seeing it at the 1976 Motor Show'

Rover P5B Coupé

'The last stately Rover'

Porsche 911T

'Taken for a short ride when working at a Worthing garage in 1973. Sold!'



Childhood memories of watching **Lotus Cortinas** three-wheeling at Goodwood have never left Mark Heath. Over 50 years on we finally put him behind the wheel for a taste of the real thing

Words RUSS SMITH Photography JONATHAN JACOB





Arriving a comfortable ten minutes early for our meeting at Manor Classic Cars in North Yorkshire, I find enthusiastic *Classic Cars* reader Mark Heath is not only already there but has finished his first cuppa and is talking cars with Manor's Paul Campbell. His excitement should come as no surprise because Mark has waited almost a lifetime to drive the car we've got lined up for him – he can accurately date his love of Lotus Cortinas back to the early Sixties, 'I have indelible memories of watching drivers like Graham Hill and Jim Clark hurl these cars round Goodwood at the Bank Holiday race meetings. We lived not far away in Worthing at the time and my father used to take me along for a treat. It was so exciting seeing what looked like ordinary road cars being driven that way so the images stuck in my head.

'Several years later dad bought me a non-running Austin A40 to learn about cars on. I managed to get it going – I even recall grinding in its valves on the kitchen table. But the Lotus thing stayed with me and was further fuelled by my art teacher at school having a Lotus Cortina MkII in the same colours. All the petrolheads in my class thought it looked cool, so my first road car was always going to be a Cortina. Not a Lotus, of course, they were already too expensive then and have always remained tantalizingly just out of my reach. So what I bought, for the grand total of £55, was a 1964 Cortina 1500 Deluxe – less exotic but by god did I have some fun in that car. At least I did right up until the back of the driver's seat collapsed and I lost control of the car and hit a tree. That proved terminal for the Deluxe and marked the end of my Cortina-driving days, though I did later own a couple of Corsairs, including a 2000 GT.'

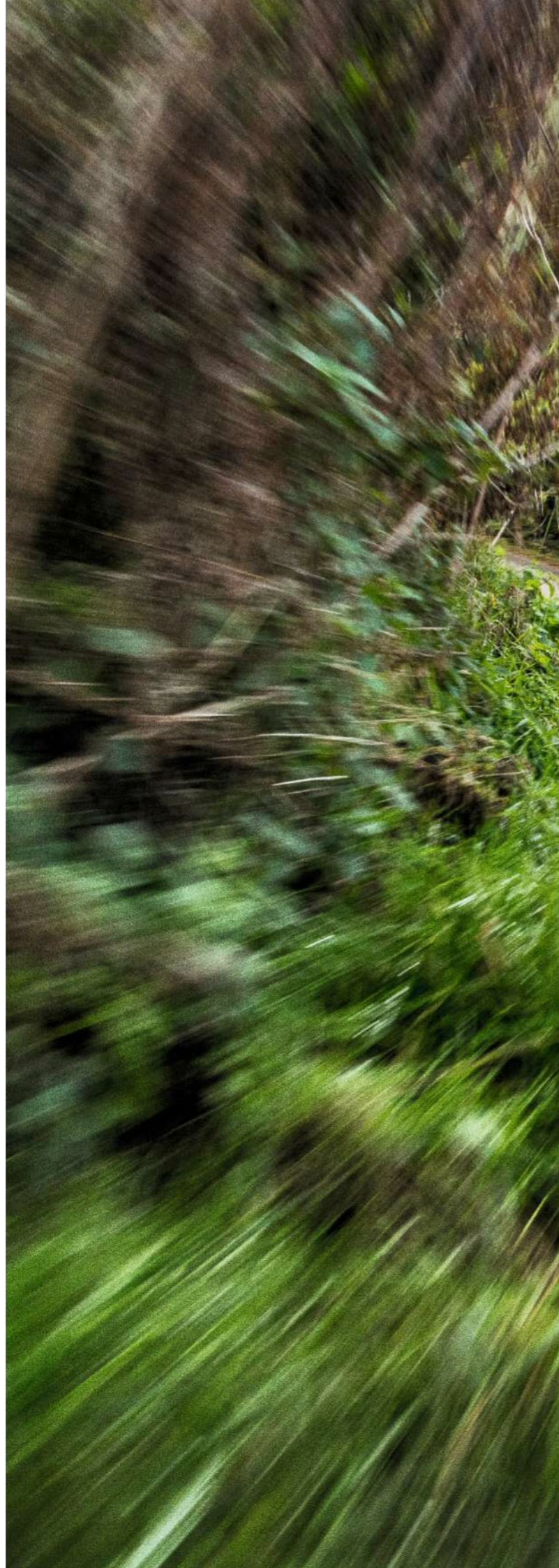
We expect today's car – previously rally-prepped but now returned to road trim – to be made of sterner stuff, and it's now time to introduce Mark to his ride. This is a car with something of a history and was owned in the Eighties by former *Classic Cars*

'I could spend all day in it, hammering through bends in third gear'

auctions correspondent, Richard Hudson-Evans. Though the registration number suggests a 1965 car it was actually a late-registered '64 'A-frame' model, so in theory top of the Lotus Cortina tree. However, when used for historic rallying by the French Ecurie Ten team in the Nineties it was converted to leaf springs on the back, the better to cope with the demands of rough terrain.

But it's still very much a Lotus Cortina, and Mark is already impressed. 'Just realising when I got here that the car under the cover was the Cortina that I was about to drive made the hairs on the back of my neck stand up. It fits alright – I feel good in here. There's still a familiarity even after all this time. I am a bit worried by the lack of an interior rear-view mirror though – you don't see much in those bullet door mirrors.' No one was quite sure what had happened to the mirror but we weren't going to argue the point because we had some driving to do.

A twist of the key and there's a metallic cough as the engine bursts into that guttural, stumbling idle typical of fast Ford four-pots on Weber carburettors. To an Essex boy of a certain age like me it's as familiar as birdsong. Mark's just grinning and ready for the off, after a couple of stalls. His first thoughts, 'It has all the right sounds and smells – you know what I mean? But that clutch is hard to get



[Lotus Cortina Mk1]

Reader Mark Heath hits the Cortina's handling sweet-spot but confesses, 'I could never completely relax in it'





Mark had to modify his usual driving style in the Lotus, 'You have to drive it assertively'

'We scoot out of corners, the tunnel of trees enhancing the infectious snarl of the exhaust'

used to. There's such a fine line between in or out and it's quite vicious. With a powerful and unfamiliar car you want to be gentle at first and work up to speed, but this car is having none of that; you really have to drive assertively. Once you do, and you master the other fine line, which is between second and reverse gears [they sit next to each other in the gate] it becomes a real bundle of fun. I love that raw feel and sound – it's just so involving and so much a part of the whole driving experience.'

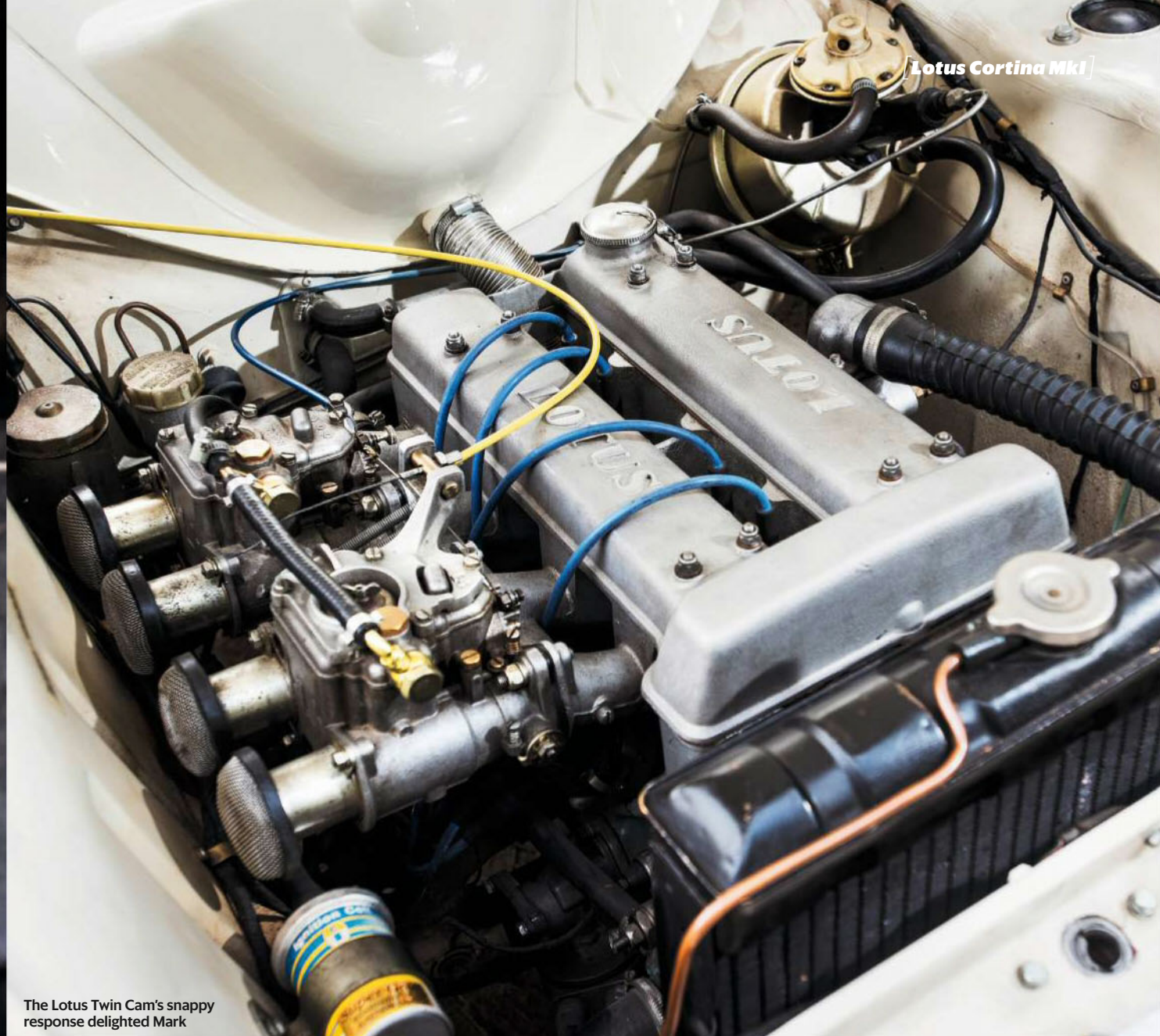
Then we're grinding slowly to an unscheduled halt and the old phrase 'loads of trouble usually serious' sounds in my head like a crowd told-you-so from a pub know-all. Back to earth and trying not to panic, it's clear that at least the engine is still running so there's hope. 'The pedal's on the floor,' says Mark. We push the Lotus

off the road into a handy gateway and I dive under the bonnet, having remembered that its release is a cleverly disguised button in the top centre of the grille and not a pull-release hidden beneath the dashboard. All looks good under there so we head for the pedal end, and find that the cable has slipped from the fork at the top of the pedal arm and has nothing there to stop repeat performances. Now I wish the problem was at the carburettor end.

At least there's plenty of room to work in the stylishly minimalist engine bay, dominated by those Lotus-badged cam covers. Relocating the cable is a fiddle – you can't see and do at the same time – but at last it hooks back in place. All it needs is a cable tie to keep it there. This is our lucky day – that gateway we've stopped in is the entrance to the Yorkshire Lavender nursery, and we correctly guess that they'll have a supply of cable ties. Another fiddle to get that in place and the car is fixed – for the rest of the day at least. Repairing stuff on the go is one of the joys of classic motoring.

Anyway, back to the plot, and a mightily relieved Mark whose dream drive can now progress beyond the five minutes he's so far managed. 'In more ways than one the Lotus is taking some getting used to,' he says. 'But then my current classic, which I've owned for the last ten years, is a 1985 Toyota Supra, unrestored and still with only 27,000 miles on it. This is a very different proposition.'

But with the car now behaving itself, Mark is soon getting the measure of it. 'It has a hard, unforgiving ride and tight steering, so



The Lotus Twin Cam's snappy response delighted Mark

what's not to like?' he says. 'The steering is notchy but direct, which in one way inspires confidence, but there's a fair bit of work required to keep it in a straight line and I have to stay focused on that in a car that is, after all, 51 years old. I was only nine when it was born. That said, it still feels a very capable and quick car. The horsepower is nothing special by today's standards but that's balanced out by the fact that it's so light. The snap responsiveness of those carburettors helps with the impression of performance too.'

On a run down the impressively dead straight The Stay – a statue, obelisk and archway bedecked switchback that runs past past Castle Howard – noise levels inside the Lotus drop enough so that instead of mechanical thrash we start to notice the frantic ticking of the aftermarket electric fuel pump in the boot. It is in its own way reassuring. Then we turn off onto a twisty and lightly trafficked road that our photographer has remembered runs entertainingly up through Shaw Wood, the better to test the Cortina's legendary handling and get those twin-cam noise levels up to concert volume again. Mark's eyes light up and he's quickly flicking the gear lever up and down the 'box and scooting out of corners like a pro, the tunnel of trees

trapping and enhancing the infectious snarl of the exhaust. This is a time for driving, not talking. Only once the road finally straightens out on a long run down on the other side of the hilltop is Mark ready to deliver some more driving impressions. 'The engine has such a great willingness to rev, which is just as well because I'm having to keep the revs up to get the best out of it. The full effect only really comes through above 4000rpm. Still, that is often the way it is with cars of this type. The Lotus feels really tractable through the gears, particularly third; I feel like I could spend all day hammering through bends in that gear and never get bored. There are no nasty distracting knocks or rattles – this seems like a really tight car.'

'Cornering feels quite assured even on these slightly dewy and leaf-strewn Yorkshire roads. It's all very physical though, with very little self-centring action to the steering. I'll bet my shoulders are going to ache for the next couple of days, but these days I'm a bit of a softie who's become used to having too many creature comforts.'

'Even though I'm getting used to it, this remains a car I could never relax in; driving it is more like a combat sport, but one that's so rewarding and exciting. I'm

1965 Lotus Cortina

Engine 1558cc inline four-cylinder, dohc, two Weber 40 DCOE twin-choke carburettors **Power and torque** 105bhp @ 5500rpm; 108lb ft @ 4000rpm

Transmission Four-speed manual, rear-wheel drive

Steering Burman recirculating ball **Suspension**

Front: independent, MacPherson struts, coil springs and anti-roll bar. Rear: live axle, semi-elliptic leaf springs and radius arms, telescopic dampers **Brakes**

Discs front, drums rear, servo-assisted **Weight**

885kg (1949lb) **Performance** Top speed: 107mph;

0-60mph: 10.4sec **Fuel consumption** 24mpg **Cost**

new £1027 **Values now** £25,000-£55,000

Lotus Cortina Mki

Mark didn't quite manage the three-wheel cornering antics of his childhood hero Jim Clark



starting to really understand why Jim Clark was so happy to corner them on three wheels half the time. It's great that they still do that in historic racing too – that cocked inside front wheel is such an iconic image. For me it would be a real hoot driving one of these round somewhere like Oulton Park, where I've done some trackday stuff in the past. The Lotus feels like it wants to do that. Even the brakes are alright, certainly up to their task and with no fading, unlike a lot of cars from this era.' As with the straight-line performance, that probably has a lot to do with the Lotus Cortina's lack of weight – the unvented disc and drum set-up may be a bit old school but it doesn't have a lot of work to do when scrubbing speed off.

Then Mark notices that the Cortina is running low on fuel – we started with a nearly full tank so either the twin-cam must be a lot thirstier than expected when being properly exercised or the tank is small – so we satnav our way to the nearest petrol station five miles away on the A64, fretting that the gauge indicates that it seems to be running on fumes by the time we get close. But even at major route prices it only takes £19.24 to brim the tank. That's not even half what it should hold so it must be a faulty sender or float. Relieved once again, we head back to Castle Howard and park up in the nearby Arboretum car park to take stock.

Despite our classic car driving reality checks, Mark is still brimming – like that tank – with enthusiasm for the Lotus. As are several others in the car park, suddenly a lot more interested in Essex metal than Yorkshire wood. 'It does attract attention,' says Mark. 'Everyone over a certain age knows instinctively what it is and what it means. There's such a purity to its design that any additions would ruin the effect.'

'Finally getting to drive one has truly lived up to all my expectations. It has been a lovely experience, totally worthwhile. Would I own one? Yes of course, but I think it would be kept for trackday use mainly with just occasional sorties onto public highways. The way it wants to be driven doesn't quite match the sensibilities and legalities of being on public roads.'

On a final drive to return the car Mark makes no more mention of the snatchy clutch, tricky gear change or super-firm ride; there's just a faraway look in his eyes. I've seen that kind of thoughtful expression before – it's the look of a man doing a mental tot-up and wondering, 'Maybe, just maybe...'

Thanks to Manor Classic Cars (manorclassiccars.com) which is selling this car on behalf of a client

[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.co.uk. It may mean long-distance travel and an early start, but it will certainly be unforgettable.

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THE IMPORTANT MODELS



LOTUS CORTINA MKI 1963-64

Having used Ford's cylinder block as the basis for the Elan's twin-cam engine, Lotus returned the favour by installing the 105bhp unit in two-door Cortina GT bodies. They were made even sportier by having aluminium doors, bonnet and bootlid. Suspension was lowered, and while the front just got a fatter anti-roll bar, the rear changed from leaf springs to coils with trailing arms and a wide-based 'A' bracket to aid lateral location. Wider 5.5x13in steel wheels, front quarter-bumpers and a white-with-green flash colour scheme finished the job.



LOTUS CORTINA MKI 1964-66

Sometimes referred to as the Mk1½, revisions made to the Lotus Cortina in late 1964 including reverted to leaf springs (stiffer, so the car rolls less) because the A-frame on earlier cars had distorted and broken too many axles. Cost considerations saw the aluminium opening panels replaced by standard steel items, then for 1966 the close-ratio gearbox was changed for a Corsair 2000E unit. The result was 46kg (101lb) extra weight and reduced performance, but made for a much more civilized road car.



LOTUS CORTINA MKII 1967-70

There was considerably more than just a straightforward bodysheet change when the Cortina MkI became the MkII in 1967. The Lotus version became rather closer to its GT brother and was now assembled in Ford's factory rather than by Lotus, though the trusty twin-cam engine remained – and with the tantalising promise of an extra four bhp. However, any benefit from that was lost because weight was up by nine per cent to 964kg (2027lb). The other big change was that, unlike the MkI, the new car could be ordered in a variety of colours other than the traditional white with a side green flash.

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Weighing a mere 750kg, the Group S concept steers better than the quattro S1 according to double world champion Walter Röhrl



The Month in Cars

A hidden Audi appears in Germany, Jenson Button's old Ferrari runabout is shown in Australia and Silverstone hosts a Zinc...

EIFEL RALLYE FESTIVAL, GERMANY

Audi concept makes rally debut

Double World Rally Champion Walter Röhrl drove Audi's Group S concept at the Eifel Rallye Festival, the first time it's moved since it was built in late 1985. 'No one told me anything about the car, just to be careful because they wanted it back in one piece,' says Röhrl. 'The first impression was how well it turned into corners. The quattro S1 had the engine far over the front axle so it tended to understeer, but this one felt really light. When the engineers told me it weighed just 750kg I was impressed, but I don't think the FIA would have ever allowed it.'

Röhrl believes that the 18km showing on the clock was simply because the odometer had been removed from another car and fitted to the Group S.

Audi pre-empted the banning of the Group B supercars by pulling out of the World Rally



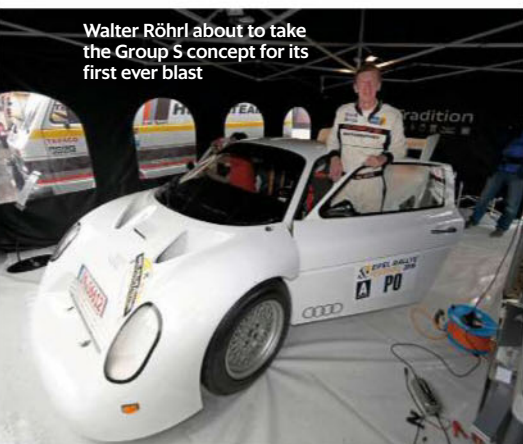


The Group S out in the fresh air after being hidden for 31 years

EIFEL RALLYE FESTIVAL, GERMANY CONTINUED

Championship on safety grounds after the 1986 Portuguese Rally, and so the Group S project was cancelled. This car was never intended to be anything other than a feasibility study so it should have been destroyed, but fortunately some enlightened employees at Audi's Ingolstadt factory had the foresight to store it safely away until a few years ago, when a team of mechanics managed to get it running again.

All the car's belts and oils were changed, so too were any hoses, wires or pipes that showed any signs of wear, ageing or corrosion. Tackling the car's engine management system was the biggest problem because all of the car's electrical plans had been lost years before.



Walter Röhrl about to take the Group S concept for its first ever blast

RALLYE HISTORIQUE DU POITOU, FRANCE French rally action for Peugeot's original GT

The final rally in France's Bardahl Trophy series saw some unusual French metal attack the autumnal tarmac.

PEUGEOT 404 GT

Peugeot enthusiast Ludovic Audonnet acquired his rare 1963 404 GT three years ago. 'It had spent ten years stored in a garage near my home in Limoges,' he says, 'but it was in excellent condition and just needed a major service to get back on the road. It's a very early car with its original gearbox and, most importantly, the less complex brake system of the initial production run. It's quiet and has plenty of torque, so I can stay in fourth gear most of the time. But most of all, it's rare, distinctive and fun. It's not in concours condition because it's also my everyday car.'



Peugeot 404 GT is owner's daily driver

CITROËN VISA CHRONO II

This Rally was the debut for Jean-Jacques Savigny's Visa Chrono, Citroën's unusual 1983 Group B rally car with a 1360cc engine making 140bhp. The restoration took three years, all done in Savigny's home workshop. 'Although a genuine Chrono, the car was little more than a



1983 Citroën Visa Chrono II

bare shell when I bought it from a local garage in 2011,' Savigny explains. 'Getting the right parts for the engine, particularly the pistons, was a nightmare. Hundreds of hours went into the car. After rebuilding the engine, I resprayed the body and refitted the interior. This is my first restoration and my first classic rally car.'



Immaculately restored ex-Jenson Button Ferrari 512 BB will now be driven

MOTORCLASSICA, AUSTRALIA

Labours of love in Melbourne

Australia's most prestigious classic car show brought some exquisite restorations to light.

FERRARI 512 BERLINETTA BOXER

'The 512 BB wasn't actually on my bedroom wall as a child, but I really like mid-engined cars and to me the 512 BB represents the last of its generation of supercars and that excites me,' explains Ferrari enthusiast Philip Allen. 'I bought the car in 2012 from the UK, where Jenson Button was its last owner. It was an honest, straight car but since then we have done a bare metal paint job, stripped the engine for a check – not much wrong – and retrimmed the interior. After this show, the car will be driven, though only on dry days.'

BENZ 16/50 SPORTS TOURER

'The Benz was delivered new to Melbourne and was bodied as a two-seater runabout,' says owner James Earl. 'It was first registered in early 1923 and by 1942 had been cut down to a ute and it had a cabin made of masonite [hardboard]! I bought it in 1976 and commenced a total rebuild, not realising just how much would have to be done and how much it would cost. We finally completed the car in 2015 and have found it cruises well at 80-90kph.'

LANCIA AURELIA B20 GT

'My grandfather bought this 1952 Lancia as a present for my mum back in the Sixties,' Marc Bondini explains. 'Dad was involved in a major crash in the Lancia in 1967, and back then it was impossible to get Lancia parts in Australia so it got

pushed into the shed and left. The restoration took me 22 years and I am proud to say I did everything myself. Along the way I have created a number of special tools for B20s and rebuilt six engines for other B20 owners.'



Lancia Aurelia B20 GT: a one man restoration



Benz 16/50 Sports Tourer used to be a ute

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WALTER HAYES TROPHY, SILVERSTONE

Second time lucky at Silverstone

ZINC MKIII

One of three built, Richard Hobson and Charles Angrave's Zinc MkIII was competing in only its second race at the Walter Hayes Trophy.

'American Ed Zinc built a short run of sports cars during the late Fifties and early Sixties which he raced mainly in SCCA events,' explained Hobson. 'He built the rear-engined MkIII in 1964 and initially ran it with an OSCA 850cc engine, before running for several races with the Lotus Twin-Cam. We decided to build it with the Lotus engine because we think it will be more competitive.'

'We bought it from a guy in Ohio who had already started to restore it. We had to rebuild the gearbox, replumb and rewire it and put in a new brake master cylinder and radiator.'

'The front suspension is, like the Lotus 23, Triumph Herald but everything else is bespoke, so we had to get several parts remade.'

The Zinc led early on in the eclectic Closed Wheel race for pre-1970 historic cars in the hands of Angrave, but retired at mid-distance when a driveshaft doughnut broke.

Ralt was occasionally driven by Michael Schumacher



RALT RT30

Marcel Biehl's Ralt RT30 raced for the first time in the UK in the Allcomers Open Wheel race. An ex-works Volkswagen Motorsport car, it was driven by Danish driver Kris Nissen in the 1985 German F3 Championship, scoring four victories and finishing second in the standings.

'The car also raced in the European Championship and then at Macau that year – but only to the first corner!' said Biehl. 'Willi Weber – who later became Michael Schumacher's manager – bought it in 1986 and Schumacher drove it in low-key events.'

'I bought the car last year and was testing it at Hockenheim when the cylinder head gasket failed. I dismantled it over the following winter and completely restored it, rebuilding the engine and gearbox.'

MkVIII was the first Lotus racer with aerodynamic bodywork



LOTUS MKVIII

Paul May's 1954 Lotus was raced by his son, James, in the Scratch Race for Closed-Wheel Cars, for only the second time.

'It's one of just six in the world,' said Paul. 'A friend of mine had it sitting in his garage for 30 years along with the first-ever Lotus VIII. I persuaded him to sell it to me and we've performed a nut-and-bolt restoration on it.'

'The Coventry Climax engine was in bits and there was quite a bit of work to do on the bodywork, but the chassis was pretty good. It took us over three years to finish.'

'The differential design is unique so we had to do a bit of investigative work to get it remade. It was one of the first cars that Lotus designed with aerodynamic bodywork and it's incredibly light, weighing in at just over half a ton.'

RAC RALLY OF THE TESTS, SHELSELY WALSH Shelsley springs surprises

GT-SPEC HILLMAN HUNTER

Simon Malins competed in a self-built replica of the car that Robin Eyre-Maunsell opposite-locked to victory in the Seventies. 'I bought it three years ago,' Malins recalled. 'It had been semi-prepared for rallying but was unfinished.'

'I stripped it to a bare shell and rebuilt it to GT specifications – the GT was the car to have if you wanted to rally an Arrow-series Hillman,



but there are only two genuine GTs left on the road so they're too rare to risk. It was Rootes' answer to the Ford Escort RS1600, with a Holbay cylinder head, 1725cc engine and twin Stromberg carburettors, although mine has Weber 40 DCOEs, the only deviation from GT specification.'

NISSAN SUNNY

'You may well ask why I'm driving a Nissan Sunny!' laughed former Rootes works rally driver and British Rally Championship class winner Robin Eyre-Maunsell. 'My navigator, Peter Scott, rescued it from a scrapyards.'

It's awful to drive, but its agility gets us into the top ten in the tests and it's faultlessly reliable.

'We took the silencer box out of the exhaust and upgraded the springs and dampers. It's probably lost a lot of weight to rust too!'

Peter Scott added, 'We inflate the back tyres to 50psi before each handling test to help with the handbrake turns. It cost £2500 to buy and prepare and we're beating £100,000 Porsches with it!'



Marc Haynes, 1968-2016



Marc Haynes, former director of Haynes Publishing – whose management of the Haynes Museum saw it transformed into

a major visitor attraction and resource – has died aged 48.

Away from his work, which included raising £6m to rebuild the museum and rework the car collection, Haynes was best known for his motor sport exploits in his distinctive yellow Porsche 911s.

Unable to walk because of his syringomyelia, Haynes was the first paraplegic driver to qualify for an MSA racing licence. He founded Bute Motorsport in 2007 and the GT and Prototype Cups for GT and LMP3 cars. The first race of the latter took place at Snetterton on October 9.

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2017 Events Planner

Banish the winter blues by filling your diary with some of these great 2017 events

January

12-15 Interclassics Maastricht
Maastricht, Netherlands
ic-tm.nl

15 Arizona Concours
Scottsdale, Arizona, USA
arizonaconcours.com

19-22 Winter Marathon,
Madonna di Campiglio, Italy
wintermarathon.it

February

8-12 Rétromobile
Paris, France
retromobile.com

18 Pomeroy Trophy
Silverstone, Northamptonshire
vscc.co.uk

23-26 London Classic Car Show &
Historic Motorsport International
Excel, London
thelondonclassiccarshow.co.uk/
historicmotorsportinternational.co.uk

24-26 Race Retro
Stoneleigh Park, Coventry
raceretro.com

March

2-5 Retro Classics
Messe Stuttgart, Stuttgart,
Germany
retro-classics.de

10-12 Amelia Island Concours
d'Elegance
Amelia Island, Florida, USA
ameliaconcours.org

18-19 75th Members' Meeting
Goodwood Circuit, Sussex
goodwood.com

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

April

5-9 Techno Classica Essen
Essen, Germany
siha.de

28-30 Donington Historic Festival
Donington Park, Derbyshire
doningtonhistoric.com

May

19-21 Spa Classic, Circuit de Spa-
Francorchamps, Belgium
peterauto.peter.fr

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drivers on a breathtaking 440km
route, including Dolomite passes



26-28 Concorso d'Eleganza Villa
d'Este, Como, Italy [concorso
deleganzavilladeste.com](http://concorso
deleganzavilladeste.com)

27-28 La Vie En Bleu/La Vita
Rosso, Prescott, Gloucestershire
prescott-hillclimb.com

June

3-4 Coventry MotoFest
Coventry, Warwickshire
coventrymotofest.com

9-11 Cholmondeley Power &
Speed Festival, Cholmondeley
Castle, Cheshire
cpop.co.uk

22-25 Goodwood Festival of
Speed Goodwood
House, Sussex
goodwood.com

July

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

21-23 Silverstone Classic
Silverstone, Northamptonshire
silverstoneclassic.com

28-30 CarFest North
Bolesworth Castle, Cheshire
carfest.org

August

10-14 Oldtimer Grand Prix
Nürburgring, Germany
nuerburgring.de

17-20 Monterey Motorsports
Reunion, Laguna Seca,
California, USA
mazdaraceway.com

20 Pebble Beach Concours
Monterey, California, USA
pebblebeachconcours.net

25-27
Carfest South, Overton, Hants
carfest.org

31-September 2
Salon Privé, Blenheim Palace,
Oxfordshire
salonpriveconcours.com

September

8-10 Goodwood Revival
Goodwood Circuit, Sussex
goodwood.com

10 Chantilly Arts et Elegance
Chantilly, France
chantillyartsetelegance.com

29-1 Hungaroring Classic
Budapest, Hungary
peterauto.peter.fr

October

7 Autumn Classic Race Meeting
Chippenham, Wiltshire
castlecombecircuit.co.uk

November

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



5 THINGS YOU NEED TO KNOW ABOUT CLASSIC CARS AT THE ACE CAFE

It's Classic Car magazine's monthly event

On the second Tuesday of every month, the car park of the Ace Cafe, off London's North Circular road, is open to classic cars of any flavour. Regardless of the weather, classic cars and their owners head there to eat, drink and talk cars.

Meet the team

It's our monthly event, so some of *Classic Cars'* writers will always take the trip down in their own classics – when they're working – to join in and admire the cars. So if you've got a query, want to discuss a car we've featured or show us a car, you know where to find us. Who knows, your car might make it into the magazine.

It's an iconic location

Restored in 1997 after sitting derelict for nearly 30 years, the Ace Cafe was the focal point for the infamous 'ton-up boys', a band of illegal street-racing motorcyclists in the Fifties. They got their name from sharpening their nerves on coffee from the café before attempting to crack 100mph on the North Circular Road. Nowadays the cafe is full of Fifties and Sixties memorabilia. The food is unpretentious but high quality. The Ace even makes its own sausages and occasionally has specially-brewed beers on tap.

It's free!

You can enjoy *Classic Cars* at the Ace free of charge even if you don't bring your classic along. Cars start to gather from around 6pm and the next meeting is on Tuesday December 13. We'll see you there!



WHAT'S
NEW

Hungaroring Classic

September 29-October 1

The spectacular Hungaroring, on the outskirts of Budapest, hasn't hosted a dedicated international historic racing festival before – odd really, given this Grand Prix circuit's iconic and challenging reputation.

It's a Peter Auto event – the driving force behind such events as the Le Mans Classic and Spa Classic – so rather than reliving historic Formula One, it's all about sports-racers and touring cars, including Group C machines from the circuit's early days. For more information go to peterauto.peter.fr.

Next Month

Don't miss these exciting stories in the
February issue of *Classic Cars*

HOTTEST HATCHES

VW Golf GTI Mk1 **vs** Peugeot 205 GTI **vs** Ford Escort
RS Turbo **vs** Renault 5 GT Turbo **vs** MG Maestro Turbo



PLUS Epic restoration of a **Porsche 924 GT** |
Inside a mind-boggling **collection in
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Corvette** pilgrimage | Reader turned loose in a
Sunbeam Tiger | How to buy a **Lancia Flavia**

**FEBRUARY
ISSUE**
ON SALE
DECEMBER 28

Your Letters

Restoring an Arnott, why replicas are better than the real thing, the horror of owning an Alfa 164, and more

LETTER OF THE MONTH **Arnott memories**

It's good to see the ex-Le Mans Arnott race car back in original green colour (News, November 2016) – I was told that it had been painted red while it was in America.

The reason the car stopped after some three hours was due to a dropped valve and back at Daphne Arnott's works the engine was sent to Coventry Climax for a rework. On its return, the engine was dropped in the frame but not bolted down, and the gearbox wasn't refitted.

A friend and I bought it from Daphne and restored it with the intention of racing it. But this never happened for a variety of reasons so we sold it to Nigel Dawes and replaced it with a Brabham single-seater that we raced for a year.

Daphne couldn't remember which gearbox should be fitted to the car so she gave us a Triumph and an MG one, together with three propshafts. We used the Triumph 'box and in checking everything found that some rear brake connectors were missing. Fitting them involved removing the rear screen and working through the spare wheel hole to gain access to the inboard rear brake backplates.



Lifting the Arnott's bonnet reveals its unusual suspension

Unusual features included suspension with both front and rear upper arms pivoted on the centre line – so the nearside arm operated the spring on the offside and vice-versa to keep the car flat during cornering without anti-roll bars. It also had a single carburettor float chamber feeding both carbs and leaky gullwing doors that fitted, but only in certain places. It's an extremely interesting car to look at, especially with the bonnet open.

Mike Shelley, Sheffield

The joy of classic replicas

In response to Gordon Murray's article (The Insiders, December 2016) on the merits – or otherwise – of replica classic cars, here's my personal perspective.



Don Whitehead's a big fan of his Daytona replica

I adore my EG Daytona simply because, being brutally quick and heftily demanding and hugely involving to drive well, it replicates the original's early Seventies classic supercar driving experience without the current multi-million-pound price.

I grin from ear to ear and sometimes even laugh out loud whenever I encounter an empty twisty, fast A-road. It really is for me what classic car ownership should be all about – joyous driving!

Don Whitehead

SLK is a proper sports classic

As a former MGB roadster owner, I wish to comment on Martin Baxter's response (Letters, September 2016) regarding Quentin Willson's article on the Mercedes SLK. I found the 'B boring-as – certainly not characterful – and sold it when I found it was out-performed by sales reps in their 1600cc Ford Cortinas!

At least I can drive an SLK on inclement days without having to wear waterproof kit, even with the top up!

Malcolm Holley, New Zealand

Alfa 164 horror show

The Alfa 164 (Buying Guide, November 2016) was part of the joint development between Fiat, Lancia, Alfa Romeo and Saab that took place while I was Saab's Dealership Development and Business Management Manager for the Eastern USA.

This project always fascinated me but I only got to drive the Alfa and Saab because the other two never came to the US. Over the years I immensely enjoyed my 9000 demo vehicles and personal purchases, especially my final 9-5 Aero.

However, the 164 was a horror show – the worst, costliest and most failure-prone car I have ever experienced with

too many failed electrical components, including critical items such as the oil system senders. And I say this as a lifelong member of the Alfa Romeo Club!

Tom Letourneau, Rhode Island



Classic Cars

JANUARY ISSUE
ON SALE NOVEMBER 23

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Quentin Willson



The upheavals of 2016 have proved that the classic car market is pretty resilient, but there may be autonomous dark clouds on the horizon...

This year hasn't quite been an *annus horribilis*, but it's had its low points. The effects of Brexit, Syria, Trump, Putin, OPEC, Wells Fargo and Deutsche Bank should have towed market confidence out to sea and sunk it – but they didn't. There were a few wobbles pre-June 23, but in a year that history will remember as being fraught with geopolitical uncertainty, our market hesitated only slightly. Prices eased down 15 per cent but auction sale rates averaged 70 per cent, dealers complained of stock shortages and records continued to be broken. The rollercoaster ride of 2016 has proved that ours is a very resilient hobby. Add up the value of the 500,000 classic cars now reposing in the nation's garages and it comes to nearly eighteen billion quid.

But there are still potential disruptions on the horizon, not least an ageing enthusiast base. Old cars and replacement hips don't go well together and there aren't enough younger enthusiasts to soak up pre-war, Forties and Fifties classics when their current owners hang up their socket sets. I

don't know many millennials who lust after MG TFs and Jowett Jupiters, so declining demand for some pre-Sixties classics could flatten prices. The interest in moderns is welcome but most aren't yet valuable enough to sustain serious economic activity. Spending £70k on restoring a Porsche 968 Club Sport that's only worth £35k doesn't make sense yet and some Eighties, Nineties and 2000s Mercs, BMs and Jags may never rise in value enough to keep our restoration industry busy. They're complex too – all those failing ECUs will need a step change in repairer skills.

We're not out of the financial sherbet dip yet and any big rises in interest rates, pressure on disposable income or significant faltering in the Eurozone or China could dampen things. 380 billion Euros of unproductive debt quietly mouldering away in the Italian banking system is a bit of a worry too. We don't yet know if the weak pound will be good or bad for the economy but at the moment it's making foreign buyers smile.

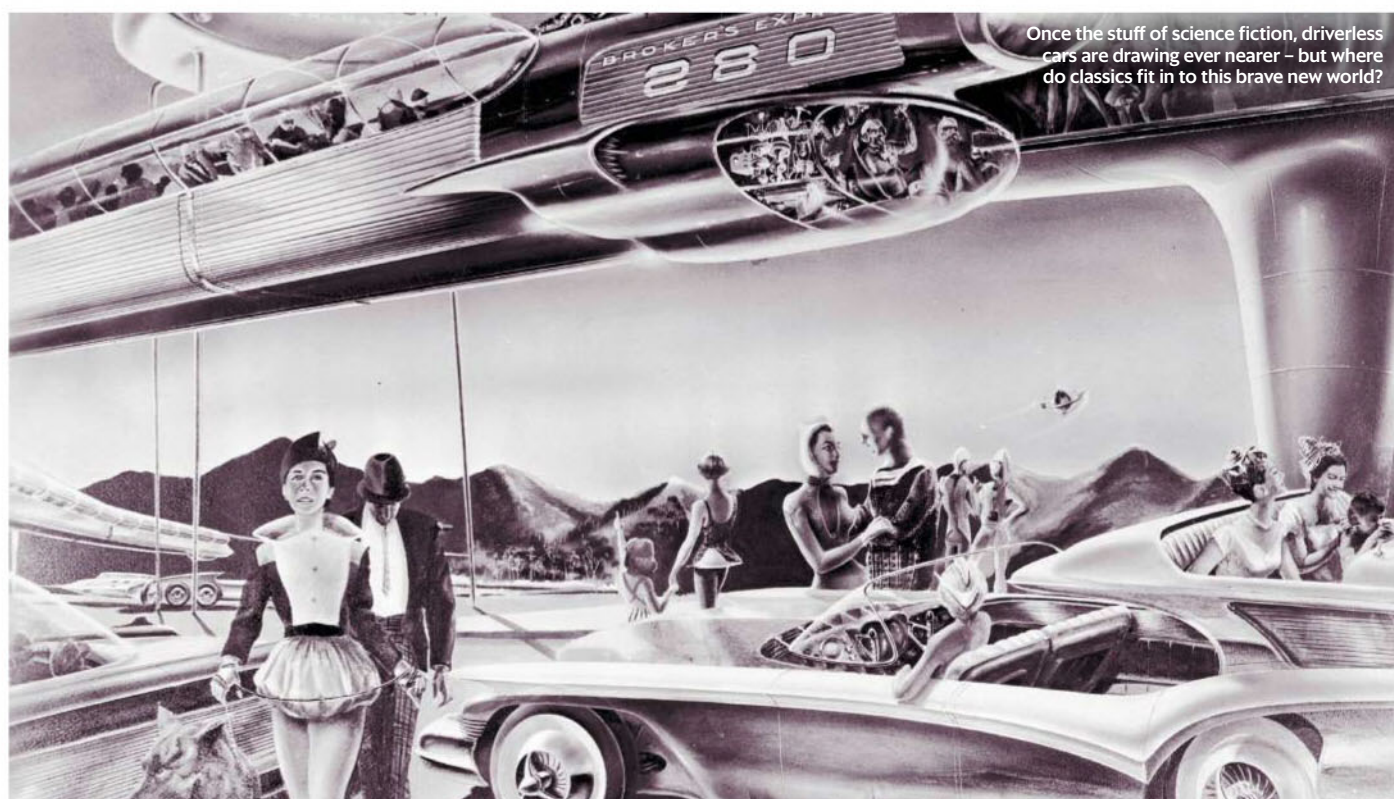
But for me our biggest long-term threat is the march of new smart mobility. A Ford boss recently told me that they could have

a driverless car without a steering wheel production-ready within five years. Tesla already has autonomous driving software embedded in all of its models and there are trials to have new connected cars linked to phased traffic lights to ride a 'Green Wave'. Trouble is, we won't be riding it.

If, as the boffins say, we could have platoons of zero-emission autonomous shuttles in towns with road priority over everyone else by 2030, where will our cars fit into this brave new world? There won't be enough road space and we'll see a growing divide between the connected and the unconnected. We certainly won't be retrofitting driving sensors to our classics, so we could find ourselves legislated into the margins. Will there be space on Britain's new Electric Superhighways for Jag Mk2s and MGBs? I don't know, but it's a question we really ought to be asking now.

In the meantime, enjoy our resilient industry and the freedom to drive when and where we like. We just need to make sure that even though we become The Unconnected, we keep our freedom of mobility for as long as possible.

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



Once the stuff of science fiction, driverless cars are drawing ever nearer – but where do classics fit in to this brave new world?



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Tom Tjaarda



Tom was in the gawping crowds when Bertone first revealed the Zero concept car in 1970, but his reaction to the wedge wasn't entirely positive

A predominant styling theme exploited in automotive design – and especially sports cars – from the early Seventies was that of the wedge. By this I mean that a car's nose was pointed and its body grew in volume until the rear finished with a blunt vertical cut.

I still have a vivid memory of the Zero concept car on Bertone's stand at the 1970 Turin Motor Show. It was a shocking and provocative expression of wedge shape design and I did not find it beautiful in the classic Italian design tradition – it wasn't elegant and sophisticated in the manner of, for example, a Ferrari 250 California. On the other hand it was certainly compact, exciting, captivating and different from any other car at the time.

There was no mistaking where the engine was located – the form of the rear made it very clear that it was amidships. I was a little disappointed that it was propelled by a mere Lancia Fulvia V4 engine but that would eventually change. Using this engine brought with it the distinct advantage that

it was located ahead of the differential and transmission on the production Fulvia, so when it moved to the rear of the Zero it became a midship layout. We used this same layout on the Giacobbi Synthesis GT that I designed in 1970.

A more subtle styling touch was the rear dip in the fender line. This crease started from the front and slanted upwards with the wedge, then dipped down at the top of the rear wheel arch to form a pleasing profile – it wasn't just a pure wedge shape.

Besides the wedge, part of this distinctiveness of the Stratos prototype shown a year later was down to the wrap-around windshield that reminds me of the stylish sunglasses you get today. Since they had yet to be invented back in the Seventies the Bertone Stratos was well ahead of its time. This type of windshield did have some inherent disadvantages though – the curves were so acute that it created distortions along the side area that upset many drivers.

Looking at it you could see it had excellent weight distribution, and with its good aerodynamics I thought it should have spectacular performance.

As it turned out, this styling exercise by Marcello Gandini attracted the attention of Cesare Fiorio who was Lancia's racing team manager at the time. He saw potential in the Bertone concept and, armed with a generous budget, went about developing the car into an icon of rallying.

The Stratos was the first car to be designed from scratch for this kind of competition. At its heart was a Ferrari Dino V6 producing 190bhp, with a square tube steel chassis designed around it. It had a few problems at first, but when put into the hands of great rally drivers such as Sandro Munari and Michael Parks, the results came quickly. The first victory was in 1973 and it went on to take the world rally championship in 1974, '75 and '76.

Fiat then shifted its rally budget to promote the new 131 and so the fantastic and highly successful rally story of the Lancia Stratos came to an end.

Today it's sought-after by collectors and always attracts attention at classic events. Its unique concept, captivating styling and winning racing history marks it out as a real thoroughbred.

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

With your Lockheed F-104 Starfighter parked, it's time to take Bertone's Zero concept for a spin





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Photo: Stirling Moss Collection

"Jenks and I did a recce of the whole 1000 mile Mille Miglia course in 1955 and committed it to the "bog roll." From this, Jenks gave me hand signals enabling me to take blind bends and steep hills often without lifting. A mere 7 minutes and 48 seconds quicker and we would have averaged 100mph for the entire journey!"

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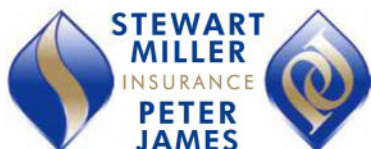
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Gordon Murray



There's plenty of science behind Gordon's preference for driving classics, but there's an even more fundamental reason – great fun

I'm often asked if I prefer driving a modern performance car or classic sports car for fun. I've always answered 'classic' because the driving experience is so much more involving. I think the reason behind my response deserves a certain amount of analysis.

First and foremost, most of the classic cars I own are rear-wheel drive and this plays a huge part in the fun factor for me. An entire generation of drivers have grown up with front-wheel drive – most of whom have probably never driven a rear-wheel-drive car and so have no understanding of what they're missing.

Controlling classic sports car oversteer in mid-corner with a combination of steering lock and throttle position is a truly rewarding experience. Another element that factors itself into the steer-by-throttle equation is tyre size. Most modern cars are over-tyred because the final wheel/tyre dimensions are nearly always driven by the marketing and styling departments. This leads to high levels of grip and low slip angles but isn't much fun at legal speeds. The stylists and marketers have also driven tyre aspect ratios to

ridiculous limits, resulting in such small sidewall heights that, when the car does reach lateral breakaway point, the event is sudden. Classic tyres have reasonably high sidewalls and a progressive breakaway point with masses of driver feedback.

Then there's the interaction between the machine and the human. None of my classic sports cars has power steering, ABS, traction control or any sort of stability aid – so there's nothing to numb the experience, dampen the feedback or mask in any way what the four contact patches are doing.

Over time, drivers have been weaned off control feedback by increasing amounts of power assistance to primary controls and by complex electronics that can take over the car's dynamic behaviour. So we now accept that a brake pedal works like a switch, giving the driver no chance to modulate pedal pressure or to trail-brake into a corner. How satisfying to jump into a classic car with its small, hard brake pedal and drive with thin-soled shoes to multiply pedal feedback.

Driving my Fiat 500 (the proper version) and having to heel-and-toe because of the non-synchro gearbox gives me great

satisfaction. So too does the rifle-bolt action for the short-throw gearchange in my Elan and Cortina GT Mk1.

Probably the most influential factor of the classic car driving experience is light weight. I've always been fanatical about car size and weight so it probably comes as no surprise to learn that ten cars in my collection weigh less than 900kg – seven are under 600kg! Some of the weight increase in modern cars is down to crash systems and passive safety equipment – and some is down to ever-increasing levels of equipment. But most of it is down to size increase – it's so much easier to drive a narrow classic on A- or B-roads than its more modern, 200mm-wider sibling. When I laid down the concept for the McLaren F1, I was adamant it would have a small footprint, which by the way is equivalent to a Porsche Boxster Mk1.

So, it's easy to see from this analysis that our passion for driving classic sports cars is not just nostalgia, but in fact has some science behind the driving experience. So the next time I drive my Lotus Elan S4 down a twisty road, I'll think a bit harder about the reasons why I'm grinning so much!

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

Murray delights in the feedback he gets from driving his classics, hence his F1 was uncorrupted by driver aids



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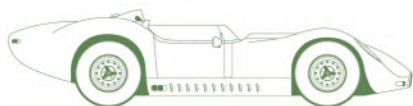
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LISTER

Simon Kidston



Simon and his Lamborghini Miura join 22 others on an extraordinary tour of southern Spain to meet the family that gave the car its name

Welcome to our home. I'm Don Eduardo Miura and this is my brother Don Antonio.' As introductions go, it was pretty impressive. Sprawling across the dusty, wide plains of Andalucia in southern Spain, the Miura family's historic Zahariche estate has bred the country's fiercest fighting bulls for almost two centuries. And yet, unbelievably, only once in the past 50 years have they received a visit from the supercar that famously bears their surname. 'I was a young man,' explains Don Eduardo. 'My father received a telephone call from Italy on behalf of a Mr Lamborghini. He said he wanted to meet my father but we didn't understand why.

'Several weeks later a very low, very loud car approached down our long driveway. We could hear it before we saw it. A well-dressed man climbed out with a wide smile and an open handshake. "I am Lamborghini," he said. "I am Miura," replied my father. That was the first we'd heard of the Lamborghini

Miura – and the last time we'd actually seen one. Until today.'

And what a day. It's taken months of effort to gather together the largest number of these iconic supercars ever assembled, but finally here we are – 23 of them in a multi-coloured mechanical kaleidoscope under the Spanish autumn sun. There's the oldest survivor, rediscovered after decades spent in obscurity, languishing under layers of scruffy Rosso Corsa paint in a French workshop. Next to it sits the youngest (mine), appropriately liveried in metallic black as a sign of respect for the end of Miura production. One of the original Jota-inspired SVJs has made the trip too, its booming megaphone exhaust stirring the bulls from their indifference.

Pleasantries are exchanged and a group photograph with the Miura brothers staged before it's time to head off. The route is long and challenging but the crews are revved up. I have just one more question for the family before I join the others.

And then we're off, heading east. These are Miura roads – open, winding and with plenty of straights so the cars can stretch

their legs. The engine is in its sweet spot between 3000rpm and 5000rpm, its V12 wail rising as the convoy surges ever closer to three-digit speeds.

As any Italian car lover knows, no trip is ever uneventful. Doughnuts in the bull ring? No problem – Team Romania is happy to oblige although Team Switzerland is concerned about the Miuras parked nearby and the dust cloud. Blasting up a mountain road, Team Notting Hill comes to a halt – dirt in the fuel has caused a carburettor blowback and minor air filter flameout. Team Romania roars up and produces music, chilled wine and proper glasses, whereupon Valentino Balboni appears from nowhere, fixes the problem and we're off again. Ever practised bullfighting on a church dancefloor at 2am? Nor had I, but it does wonders for a Tequila hangover.

Ah yes, that last question to the family. 'Have you ever been in a Miura?' I'm pleased to report that both brothers and son Eduardo Jr – the seventh generation – now have. 'Thank you, that was the best experience ever!' That comment alone made it all worthwhile.

Simon Kidston

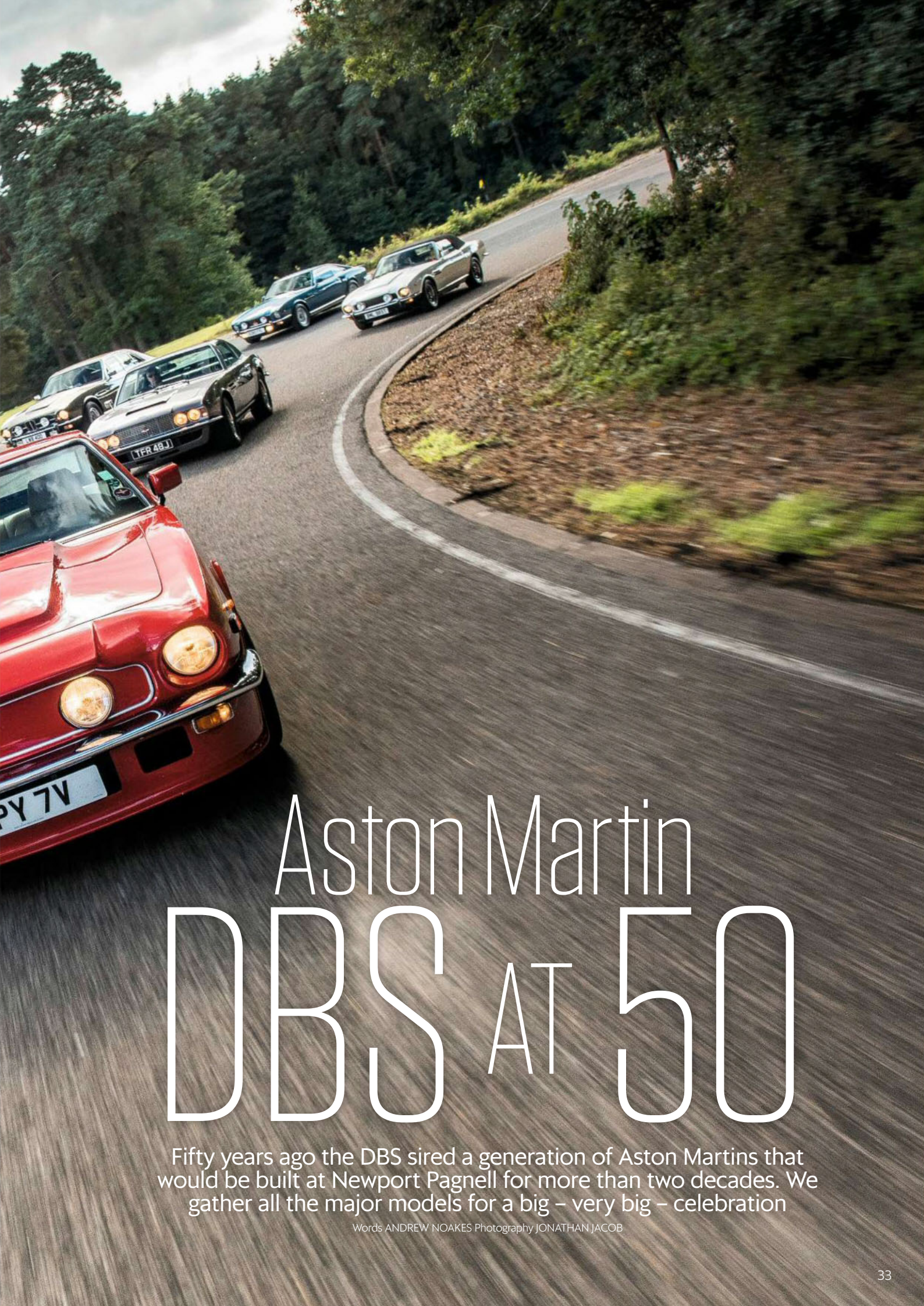
Simon Kidston is a classic car consultant, concours judge and event presenter. His own classics include a Lamborghini Miura SV and Porsche 911 RS 2.7.



'The best experience ever!' Eduardo Miura Jr (left) prepares for a ride in the supercar that bears his family's famous name

Meet the family – red V8 Vantage leads
(clockwise) the original straight-six DBS,
Vantage Zagato, Lagonda, Series 5,
V8 Volante and DBS V8 saloon





Aston Martin DBS AT 50

Fifty years ago the DBS sired a generation of Aston Martins that would be built at Newport Pagnell for more than two decades. We gather all the major models for a big – very big – celebration

Words ANDREW NOAKES Photography JONATHAN JACOB



Aston Martin never intended to build the six-cylinder DBS. It received mixed reviews and quickly became a forgotten, apparently irrelevant dead-end in the company's 103-year history. But 50 years after its launch the model is finally starting to attract the right kind of attention from Aston enthusiasts, so interest is growing and values are on the rise.

To celebrate the six-cylinder DBS and the V8 Astons it spawned we've gathered together all the major variants – not just the DBS and DBS V8, but the later V8 saloon, high-performance Vantage and drophead Volante, the incredibly rare Zagato Volante and a Lagonda that these days is almost unknown. Between them they tell the story of the longest-serving generation of Aston Martins and promise driving experiences ranging from subtle to sublime. I'm itching to get behind the wheel to discover if they live up to the legend.

Le Mans 1967 was supposed to be the beginning of a new era for Aston Martin. Two Surtees Racing Lolas were running Aston's new V8 engine to prove its mettle in competition and drum up a bit of positive publicity ahead of its production debut later that year in the **DBS**. But things didn't work out that way.

The Aston-powered Lolas retired early with embarrassing engine failures and when the V8s were stripped down they were found to

be badly distorted, prompting a root-and-branch redesign that took two years. In the meantime Newport Pagnell had little choice but to unveil a stop-gap six-cylinder DBS fitted with the twin-cam DB6 motor, which was starting to look old-fashioned in the multi-cylinder landscape of the late Sixties. Jensen and Bristol had both replaced straight-six engines with American Chrysler V8s, Maserati had a V8 of its own and, as ever, V12s were the standard fare at Ferrari and Lamborghini. At least the old six still produced competitive power, even if the 282bhp claimed for the standard triple-SU engine and 325bhp for the triple-Weber Vantage unit – which was a no-cost option – were both a bit optimistic.

The extra power of the Vantage engine was well worth having because the new body designed by William Towns was substantially wider than the DB6 and so had more drag-inducing frontal area. It was heavier too, so the new car was inevitably slower in a straight line than the old one, prompting some harsh comments in the press when the car was revealed. But on a twisty road it was a different story and that was because part of the weight gain had been the result of fitting sophisticated de Dion rear suspension in place of the DB6's live axle. That gave the DBS better grip and stability as well as a smoother ride quality.

Inside the DBS you're surrounded by Sixties GT period details, from the fluted leather of the seats to the comprehensive stack of chrome-bezelled gauges. Switches and knobs, strewn rather randomly across the cliff-like fascia, look as if they've come from a vintage hi-fi unit. Twist the key in the ignition switch on the dash and



A V8 engine should have sat in the DBS engine bay but fate dictated it should get the old straight-six. The cabin is pure Sixties GT with more switches and dials than an Apollo lunar module

'Flowing through bends, the DBS is an accomplished driver's car – a class act'

the big straight-six booms into life then settles to a refined burble. As the revs rise it takes on a cultured, musical quality – but with a touch of rasp to show that it means business.

There's some heft to the controls but this isn't a car that takes much muscle to drive. Instead it responds keenly to your inputs, flowing through a sequence of bends with a precision that belies its mass, constantly feeding information about the grip at the front wheels back to your fingertips. If it's wider than you'd prefer for narrow lanes, at least the upturned edges of the front wings – supposedly inspired by the Ford Mustang – make it easy to place on the road. It might not have been a match for a DB6 in a drag race but don't let that colour your judgment – the DBS is an accomplished driver's car. A class act.

DBS values are on the rise, the best of them now well into six figures, which suggests the market has finally woken up to how appealing these cars are. Not so long ago a tatty DBS was worth so little that more of them were being broken up than saved, which was a sad fate for a car that has so much to offer.

Owning a DBS – Graeme Ford



'It's a lovely old car. Its first owner was the managing director of Avon Tyres, but he and his two sons were more than 6ft tall and so they simply didn't fit in the back. He didn't keep it for long.

'I bought it when it was six months old. A bus crashed into the side of it once and it got caught in floods, so the interior has been retrimmed. It's also had new sills. The engine is due for a rebuild – I must do that.

'They're good cars. The correct thing to do is to drive them continually – don't let them stand for more than two or three weeks. That's the secret, I think.

'When I go abroad every year I make sure my son-in-law has been in and started it up to check everything works. They have to be driven and maintained – do whatever needs doing – don't put it off. Mechanical parts are DB5 and DB6, so spares are no problem.'

1967 DBS Vantage

Engine 3995cc in-line six-cylinder, dohc, 12-valve, three Weber 45DCOE carburettors **Power and torque** 325bhp @ 5750rpm; 290lb ft @ 4500rpm **Transmission** Five-speed manual ZF gearbox or Borg-Warner three-speed automatic, rear-wheel drive **Suspension** Front: independent, double wishbones, coil springs. Rear: de Dion tube, trailing arms, Watt link **Steering** Rack and pinion, power-assisted **Brakes** Discs front and rear, servo-assisted, inboard at rear **Weight** 1589kg (3503lb) **Performance** Top speed: 140mph; 0-60mph: 7.5sec **Values now** £40,000-£150,000



Quad cam V8 came late to the DBS following development problems. Inside, the steering wheel now connects to a nicely weighted power-assisted system

Engineering guru Tadek Marek began work on Aston's **DBS V8** engine in the early Sixties and prototype motors of 4983cc and then 5064cc were tested in a very rapid DB5. They would also have gone into DP215, the third of Aston's 'Project' GT racing cars, if the decision had not been taken to pull out of motor racing as a factory team at the end of 1963. Marek retired in 1968, after the Lola Le Mans debacle but before the engine reached production, and Alan Crouch led the redesign team. He stiffened the cylinder block, beefed up the main bearing housings and clamped the cylinder heads in place with longer bolts so that the stresses were channelled into the heart of the block instead of being concentrated at the top. By the time the definitive production V8 was unveiled to the motoring world in 1969 it was a much more robust unit, while both bore and stroke had been enlarged to expand capacity to 5340cc.

Dismayed by a massaging of power figures that was rife at the time, Aston Martin declined to quote an official output. However, the reality was that the V8 offered about 345bhp, a useful increase over the real output of the 4.0-litre straight-six. Fed by Bosch mechanical fuel injection, it also offered a much wider torque band with 300lb ft available from 2000rpm right the way through to 6000rpm. This considerable heft was delivered through either a new dog-leg ZF five-speed manual gearbox or a three-speed Chrysler Torqueflite automatic.

Under the bonnet it looks terrific, with individual intake pipes leading to the combustion chambers from plenum chambers on either side of the engine bay. They almost hide the crackle-black cam covers carrying bold *Aston Martin Lagonda* legends.

Outside, the DBS V8 looks much the same as the six-cylinder car. The most obvious change is the addition of an air dam at the front, necessary to ensure high-speed stability in a car that was now capable of around 170mph. There was also a switch from wire wheels to GKN alloys that were shaped to draw hot air away from the Girling vented disc brakes.

In the cabin the leather-wrapped steering wheel, carrying the angular DB logo, now has power assistance as standard fit so you don't need to work hard to steer the V8, but you can feel the extra weight of the car in its fractionally slower response to the helm. The steering is beautifully weighted, light enough to turn without any real

'When you squash the accelerator into the Wilton the V8 just squats on its rear tyres and flies'



effort but weighty enough to avoid any feeling of nervousness, and with damping that somehow isolates road shocks but still allows important feedback to filter through. If anything there's more grip, and this car has stiffer aftermarket anti-roll bars that keep roll well in check, although a little of the delicacy has been lost.

The star of the show has to be the engine. It fires up easily and revs cleanly with a boomy, bassy exhaust note that has a lot in common with the six-cylinder car. But the performance on offer is in a different league. Where the six-cylinder DBS is pleasantly swift, the V8 is seriously fast. The dog-leg change of the ZF gearbox has a long fore-aft throw but the lever slots cleanly into each position and when you squash the accelerator into the Wilton the V8 just squats on its rear tyres and flies, the tachometer needle sprinting around to 6000rpm without any aural hints of stress from the engine. Even if you're just ambling along the sound of the V8 dominates the proceedings, with an ever-present rumble and plenty of punch at any speed and in any gear.

The flexibility and performance provided by the Bosch injection are easy to appreciate but it proved troublesome in its early years. The good news is that today the system can be made reliable, but it was that reputation for unreliability as much as anything that kept DBS V8 values down compared to the later V8s, and even now they tend to lag a little behind the values of top-notch six-cylinder cars. They shouldn't. The DBS isn't the better car, just a different one, and the V8 has plenty of appeal of its own.

Owning a DBS V8 – Steve Prevett



'I always hankered after one after watching James Bond and *The Persuaders!* I paid £14,000 for it in 2000 – it wasn't as nice as it is now but it wasn't bad. I just loved it and I've never looked back.

'It's a great car to drive – you can do long journeys in it with total reliability. I've had lots of classic cars but I've never had one as good as this.

'I'm really pleased with the engine rebuild carried out by Aston Engineering. Before I had it rebuilt it was all over by about 4500rpm, but now it comes alive at about 4000rpm and it's still pulling at 6000rpm. Peak torque is about 5000rpm, quite high. It's got lots of oomph – these fuel injection cars out-perform the carburettor cars every time. I love sweeping bends – it'll just dig in and you feel totally confident. It feels old, yet it drives just as you'd want it to.

'They're not fragile. I've driven it hard for 15 years and never worried. It just goes and keeps going. I've never had any calamities with it – the only thing it's done in 16 years is throw a water pump, but any car could do that.'

1969 DBS V8

As previous except: **Engine** 5340cc V8, dohc per bank, Bosch mechanical fuel injection **Power and torque** 345bhp @ 6000rpm; 360lb ft @ 4000rpm **Weight** 1725kg (3802lb) **Performance** Top speed: 170mph; 0-60mph: 6sec **Values now** £40,000-£225,000



William Towns' original DBS designs were for a family of cars including a short-wheelbase sports car and a four-door saloon 11 inches longer than the DBS and with a fastback profile ten years ahead of its time. Once the DBS was launched and the DBS V8 was well advanced, Aston Martin turned its attention to the longer car, resurrecting the **Lagonda** badge that had been dormant since the demise of the Rapide in 1964. Work began on a prototype Lagonda in 1968 and the car was used extensively by Sir David Brown. Originally fitted with wire wheels and a prototype 5.0-litre V8, it was later updated with DBS V8-style alloys and a 5.3-litre production engine. Aston Martin was keen to put it into production in 1970, but by then the DBS V8 was accounting for as many engines as the company could build so the Lagonda project was shelved.

By the time it reappeared in 1974 a lot had happened at Newport Pagnell. David Brown had sold the company in February 1972 and the DB nomenclature had been dropped, so the DBS V8 became simply the Aston Martin V8 and the six-cylinder DBS Vantage became the short-lived Aston Martin Vantage. At the same time a new two-headlamp front end was adopted, then the following year a combination of reliability problems and US emission laws led Aston Martin to drop fuel injection and revert to Weber carburettors, necessitating a taller bonnet bulge. The extra cost of the injection

system probably played its part too. The production version of the Lagonda, unveiled at the London Motor Show in October 1974, carried over the carburettor engine and had a modified front end housing a unique grille.

But the Lagonda had barely been launched before Aston Martin ran out of money because of falling sales caused by the early Seventies oil crisis and the investment needed to certify the V8 engine for sale in the US. As the company went through bankruptcy, uncertainty and then rescue by an Anglo-American consortium in 1975-76, just seven production Lagondas were built, one of them for Aston Martin Lagonda's then-chairman, William Willson. There was also one spare chassis, which was built up many years later into a complete car by Roger Bennington of Aston Martin specialist Stratton Motor Company.

The Lagonda here is that 1974 motor show car, currently in the care of Aston Martin Works, the company's historic car division, still based in the same premises in Tickford Street, Newport Pagnell where all these cars were built. A bit of an anachronism now, it was the third production car built but was treated to a full restoration a few years back that included later-spec rear bodywork, a respray in Cumberland Grey, an updated interior retrimmed in burgundy hide and a 7.0-litre RS Williams engine.

Although I'm looking forward to unleashing that monster engine, I start in the Lagonda's back seat to see if it really stacks up as a four-door saloon. The low roofline makes access to the rear rather tricky,



This Lagonda's 5.3-litre V8 has been replaced by a 7.0-litre RS Williams unit good for about 480bhp and 170mph. It's a genuine four-seater, with the rear chairs as comfy as the fronts if you're not too tall.

'The extra power balances out the weight of the body, so performance is about the same as the two-door car'

and once inside there isn't much headroom – but the upright rear seat position means legroom and kneeroom are surprisingly generous. Sitting here surrounded by fine leather and polished walnut would be a very pleasant way to travel, as long as you're not too tall.

Behind the wheel, which is an Eighties-spec two-spoke item that's too small for my taste, the Lagonda is much the same as an Aston V8. The extra power of the 480bhp RSW engine balances out the weight of the long-wheelbase body, so performance is about the same as that of the two-door car. The longer wheelbase and extra mass make the Lagonda a fraction less inclined to turn into a corner and render it more of a cruiser than a sports car, but that fits with its intended character as a well-heeled express rather than a raw-edged sports GT. It's a comfortable and cultured way to travel, and it's a shame that so few were built.

Driving an Aston Martin Works Lagonda – Thomas Reinhold



'This V8 Lagonda Series One is pure driving pleasure. It is a unique and rare motor car, far more so than other competitive marques of the time. Maintenance is easy and relatively inexpensive through Aston Martin Works, and because it's a stretched V8 saloon there is a great commonality of parts and design.

'The greatest joy of the Lagonda is that your friends and family can come along for the ride and share the exclusivity with you in complete luxury. And the RS Williams 7.0-litre conversion, commissioned by the previous owner, enables it to more than hold its own when pitted against modern rivals.

'We have looked after this car at Aston Martin Works since its rebuild to concours standards in 2002 – and we carried out a major mechanical overhaul in 2004. Noteworthy additions include a Becker navigation system, heated front seats, seatbelts to the rear and a concealed Motorola phone, complete with handset, for the rear passengers.'

1974 Lagonda (with 7.0-litre conversion)

As previous except: **Engine** 7000cc approx, four Weber 48IDA carburettors **Power and torque** 480bhp @ 5000rpm; 520lb ft @ 3000rpm **Weight** 2000kg approx (4410lb) **Performance** Top speed: 170mph approx, 0-60mph: 5sec approx **Value now** £450,000



All these Astons cry out to be driven hard and driven often



Extra steel in the Volante's platform ensures the running gear doesn't ruffle the open body



Awesome Vantage offers 430bhp and the potential for almost 170mph



The Lagonda brings family-sized practicality without seriously compromising performance



Even a quick glimpse as it flashes through the trees reveals the fuel injected V8 Saloon's flat bonnet



After years of looking dated the DBS is now prized for its shapely styling



[Aston Martin DBS at 50]

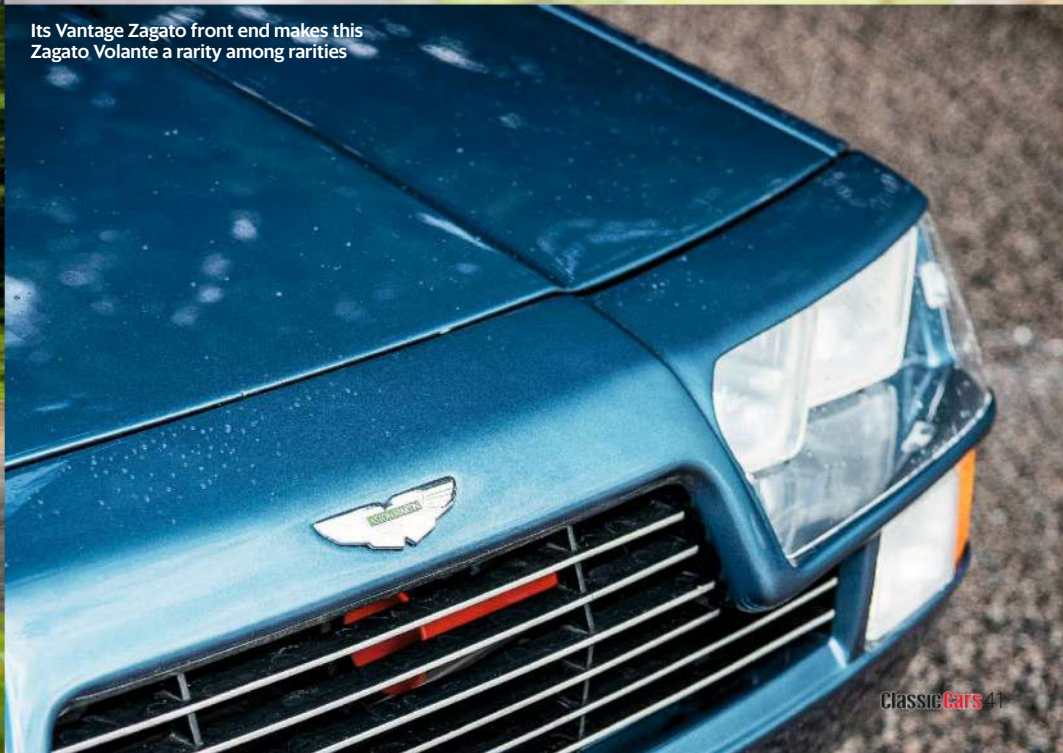
Carrozzeria Zagato meets Aston Martin, for added zest, zip and Italian brio



The US market wanted a convertible version of the V8 – Aston took a long time to comply



Its Vantage Zagato front end makes this Zagato Volante a rarity among rarities





The fastback Lagonda was replaced by a new wedge-shaped saloon unveiled in 1976, which brought not just radical new styling and high-tech digital instruments but also a new chassis and a revised engine. A low-profile induction system had to be developed to squeeze the Aston V8 under the new Lagonda's low nose, and new big-valve cylinder heads were developed to restore the power lost due to the more restrictive intake. It wasn't long before the big valves found their way into an Aston V8 as part of a new high-performance variant.

In 1969 Aston Martin had considered building a more powerful **DBS V8 Vantage**, but with demand for the existing DBS V8 outstripping engine supply neither the Vantage nor the V8 Lagonda were pursued at that time. By 1977 Aston Martin had survived the traumatic mid-Seventies and was ready to expand its model range, and a Vantage version was considered again.

The V8 Vantage used the big-valve cylinder heads developed for the Lagonda, skimmed to raise the compression ratio. It also got higher-lift camshafts – actually the same profile as those in the injected DBS V8 engine – and pocketed pistons to provide clearance for the valve heads. Fuel and air were supplied, in suitably epic volumes, by a quartet of vast Weber 48IDA carburettors, and there was a big-bore exhaust system. There were stiffer rear springs and larger Pirelli CN12 tyres, and to cut lift and drag the front end received a deep air dam and blanked-off grille while a lip spoiler

was added at the back. At first the spoiler was clearly an add-on, but later it was integrated into a reshaped rear end that was also adopted by the V8 saloon in a 1978 update known internally by the codename 'Oscar India' for October introduction.

The neatly integrated tail spoiler is obvious on Alan Medland's bright red Vantage, which dates from 1980. This car has also been updated to the later Vantage engine specification known as the X-pack – it has even bigger valves, raising the power output to around 430bhp. Like all the carburettor Aston V8s it needs a bit of finesse to start. When the engine is cold it's best to ignore the choke and instead pump the accelerator three or four times to richen the mixture, then turn over the engine on the starter until it catches a cylinder at a time. Apparently it's best to avoid a half-hearted spin on the starter, as that invites a blowback followed by a carburettor fire. With a warm engine the best strategy is to push

'The Vantage is nowhere near as intimidating as its prodigious output suggests it should be'



Behind the blanked-off snout lies the Vantage V8 with big valves, high lift cams and raised compression. Owner Alan Medland's advice is to drive it hard, not pootle around



the pedal half way to the floor to encourage some air flow through the big throttles, then the big V8 erupts into life with a satisfying roar through the fat exhaust.

The clutch needs a determined shove, but like the long-throw gearchange it engages with a smooth, well-oiled action. The brakes are heavy too, but that's all to the good because the solid pedal provides a secure pivot for heel-and-toe downchanges.

The V8 may be big, but its throttle response is scalpel-sharp. Add in the infectious sounds of eight gasping Weber barrels and the bellow from the drainpipe exhaust and you're soon changing up and down through the dogleg gearbox more for fun than because there's any real need to do so.

The steering joins in the sensory stimulation, wriggling enthusiastically between your fingers as the bigger tyres traverse imperfections in the asphalt. Not that the Vantage is troubled by an uncertain surface, because the de Dion rear end keeps the tyres vertical and provides commendably consistent grip as it hauls its considerable mass out of a corner. Only the weather slows it down – injudicious application of throttle will spin the rear wheels in third gear if the road is wet.

But, in the dry at least, the Vantage is nowhere near as intimidating as its prodigious output and aggressive looks suggest it should be. It takes only a few miles to realise that the Vantage feels like a staunch ally that will flatter your skills behind the wheel and forgive all but your most egregious errors.

Owning a V8 Vantage – Alan Medland



'I had an Oscar India V8 saloon but my dream car from when I was 17 years old was a Vantage. I've had it 11 years. It's an ex-Rowan Atkinson car – he had a red Zagato too.

'There's no witchcraft in it – it's engine, gearbox, steering, brakes, clutch – so it's nice and basic, which is what I like. You just get in it and have some fun. It doesn't like local trips, doing 30mph. Get it to 120mph, floor it, and it still pulls like a train. It'll go in any gear. It does run better when it's had a caning – when it hasn't, the interior mirror starts vibrating.

'It's had a couple of carburettor fires, which have been rectified. But, touch wood, it's always got me home, every time. It was doing flat out runs at RAF Cottesmore and nearly dropped a valve. It was in for conversion to unleaded shortly after and they noticed corrosion on a valve seat. It now has the X-pack engine's bigger valves.

'The only problem is that it drinks like hell. It does about 9-10mpg, but on a long gentle run we can get 15 out of it. It's still my dream car, though.'

1977 V8 Vantage (X-pack specification)

As previous except **Engine** 5340cc, four Weber 48IDA carburettors
Power and torque 430bhp approx @ 6000rpm, 400lb ft @ 5000rpm **Weight** 1818kg (4008lb) **Performance** Top speed: 168mph; 0-60mph: 5.4sec **Values now** £55,000-£350,000



Raising the V8 Volante's roof creates rear-three-quarter blind spots, but that's its only drawback. A power bulge in the bonnet takes intake air from its rear edge

Aston Martin took its striking new wedge-shaped Lagoda to the Los Angeles motor show in 1977, but managing director Alan Curtis was surprised to find that many of the enquiries made at the show were not about the Lagoda at all. What Californians wanted to know was when a convertible version of the V8 would be available.

Over the years most Aston models had been available in drophead form but the factory had never built DBS or V8 convertibles, though a few had been constructed from fully built cars by FLM Panelcraft. American safety legislation had been expected to ban open cars entirely, and anyway Aston Martin had been too busy with changes of ownership, receivership, reorganisation and the work required on the Lagoda's troublesome electronics to work on a convertible. But the regulatory threat never emerged and by the late Seventies Aston was back on a more stable financial footing. Realising there was a ready market for the open-top car, Curtis quickly put it on the Aston agenda.

It was called the **V8 Volante**, recycling a name (the Italian for 'flying') that had been applied to open DB6s. Mechanically it was the same as the V8 saloon and it used essentially the same steel platform chassis that could trace its lineage back to the 1958 DB4, but the hand-crafted aluminium alloy bodywork was very different. The front end was shared with the saloon, although there was a new, neater, bonnet with a power bulge rather than a scoop – intake

air was now taken from an aperture at the back, in the bubble of high pressure air at the base of the windscreen. The flat rear deck was new, and the rear wings were reshaped to suit the convertible roof. That roof was a masterful piece of work by George Moseley, who had designed the Corniche convertible top for Rolls-Royce. He charged Aston Martin £5000 plus £150 royalty for every car sold. It looked elegant when it was raised and folded almost flush with the waistline of the bodywork, making the Volante just as neat with its roof lowered. Passenger space wasn't compromised, though the already small boot became even more tiny.

Raising the powered roof reveals a drawback. Because there are no rear quarter windows in the hood and the plastic rear window is quite small, there are massive blind spots over both your shoulders that make negotiating angled junctions nerve-racking. Dropping the roof, by unclipping two header rail catches and pushing a button by my right knee, solves the problem and at the same time configures the Volante at its most glamorous, giving passers-by a glimpse of the finely crafted interior with its standard wood veneer trim and its well-heeled occupants.

Extra steel in the platform chassis does a good job of stiffening the structure, so only the biggest bumps disturb the Volante's composure. The rustle of wind noise at speed is greater than in the fixed-roof cars but the Volante is a fine cruiser whether the top is raised or lowered. With automatic transmission and a carburettor engine that's down on power compared to the injected DBS V8



'The Volante is near enough as quick as the saloon, so it doesn't compromise straight-line pace or handling prowess'

it's clearly not as quick, but it nonetheless accelerates with plenty of verve and has an appealingly gruff, gravelly engine note. In fact, despite a minor weight penalty, the Volante is near enough as quick as the contemporary saloon, so choosing the convertible didn't mean compromising straight-line pace or handling prowess. The only drawback was the price, which was a hefty 50 per cent more than that of the saloon.

Despite this the Volante was an instant hit, outselling the Lagonda and saloon combined. Its popularity was in part because full convertibles were then a rarity, with the bigger, slower and even more expensive Corniche the only other premium-class option – though Volante buyers might also have considered Bristol's targa-topped 412 or a two-seat Mercedes 450 SL at half the price. Today they're worth much the same as V8 saloons.

Owning a V8 Volante – Grace Curzon-Price



'I wanted to be driven to my wedding in a white Aston Martin V8 convertible. I thought my fiancé had borrowed it – but he had found a sad, damp, tired Volante and had Chiltern Aston restore it. Every trace of paint was removed, then the bodywork was honed to perfection and the chassis rebuilt. The brightwork was re-chromed, the woodwork restored and re-lacquered, and ten hides of leather used to re-upholster it.

'It had four previous owners before us and had covered more than 120,000 miles. We've owned it for five years and further restoration has seen a gearbox upgrade, a sports exhaust system and a top-end overhaul with carburettor rebuild. This year it had an extended visit to Trinity Engineering who stripped down and rebuilt the front and rear suspension and the brakes and replaced the steering rack. It runs and handles superbly now, as well as sounding like a big Aston Martin should.

'The nearest we've come to a breakdown is running out of petrol – something you need to keep a very close eye on.'

1978 V8 Volante

As previous except **Engine** Four Weber 42DCNF carburettors
Power and torque 320bhp @ 5000rpm, 360lb ft @ 4000rpm
Weight 1795kg (3957lb) **Performance** Top speed: 150mph;
 0-60mph: 7.5sec approx **Values now** £40,000-£150,000



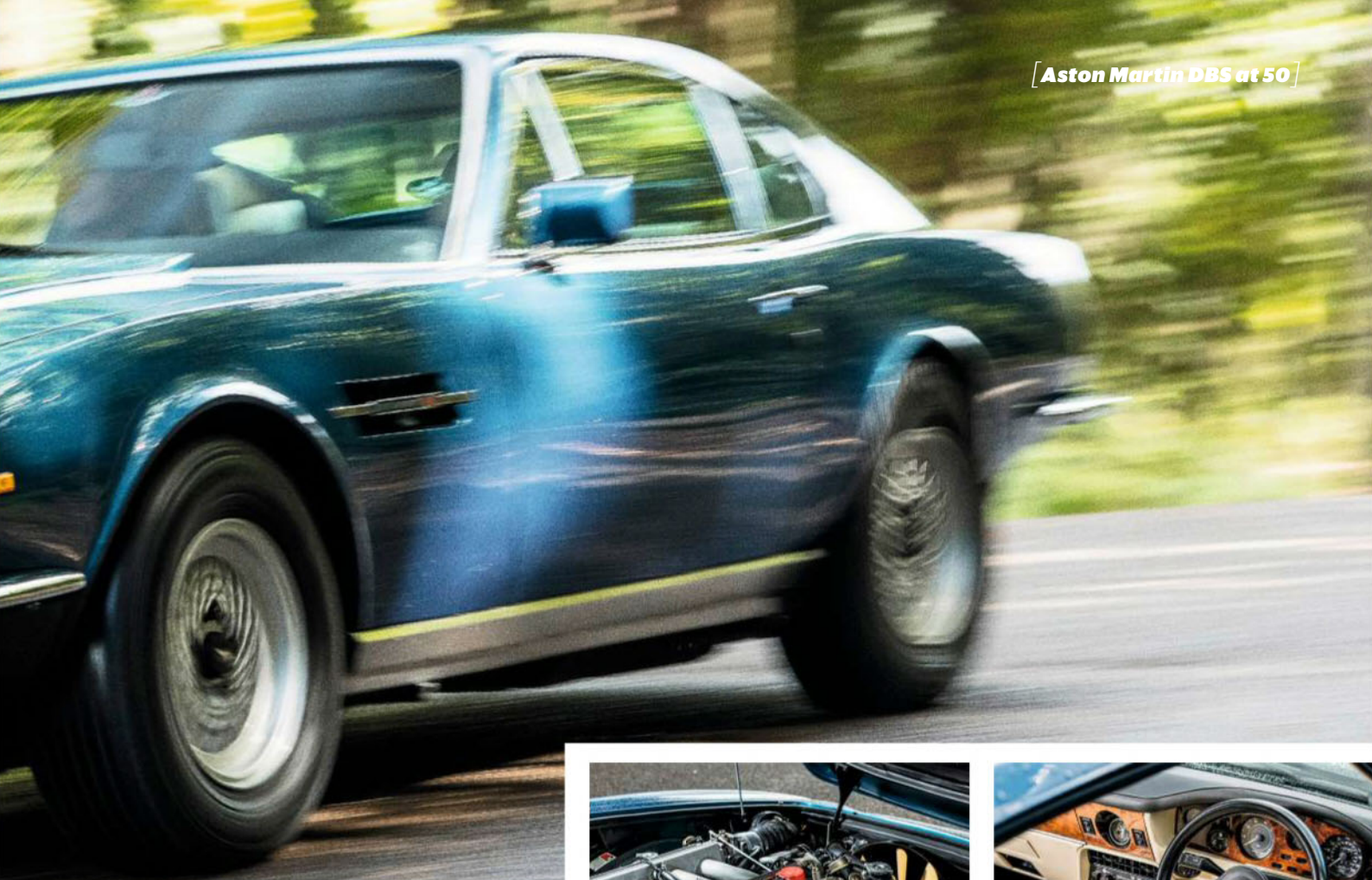
Ironically the same issue that forced Aston Martin to abandon fuel injection in the early Seventies – increasingly stringent emissions rules – forced the marque to abandon carburettors in the Eighties. By then the state of the art was electronically-controlled injection with full engine management, which offered much more precise control to give cleaner and more efficient combustion, and Aston Martin adopted a Weber Marelli system on the **V8 saloon** in 1986. Ditching the quartet of tall downdraught carburettors meant there was no longer any need for a bonnet bulge to clear the airbox, so a new flat bonnet was designed to smooth out the front end. At the same time it removed a long-standing bugbear for short drivers, who had always complained of being unable to see over the bonnet bulge to the nearside front corner of the car. Along with the BBS cross-spoke alloy wheels adopted by Aston Martin in the early Eighties, the new appearance effectively turned what was now a two-decades-old design into a much more modern-looking car.

It feels more modern inside too. The leather is as fine as ever and the mirror-polished wood veneer trim is *de rigueur*, but now there is a uniform collection of black plastic switches distributed across the fascia in place of the previous apparently random assembly of plastic, chrome and bushed aluminium switchgear. The column stalks, from the Vauxhall Cavalier MkII, work well enough but their humble appearance is out of place in the rarefied interior of an Aston Martin. There's the more modern two-spoke steering wheel we've already

encountered in the updated Lagonda – and it still feels too small and with the spokes in the wrong place for me to feel comfortable holding it. Despite the updates made inside the cabin, the close windscreen, slim pillars and fly-off handbrake give away the age of the basic design, while the view through the front screen is less of a treat than it was in the earlier cars thanks to the flat expanse of featureless bonnet ahead.

Still, at least this is an Aston V8 that starts on the key rather than requiring fancy throttle footwork to tickle into life, cylinder by cylinder. The injected engine is smoother too, with an induction note that's cleaner, crisper and quieter, but also arguably a bit less characterful than the roar of the carburettor-fed cars. Much the same applies to the rest of the late V8 – you can feel and hear how two decades of constant development have polished the basic design, smoothing the ride and quelling vibration, and it's

'Feel and hear how two decades of constant development have polished the basic design'



Resuming Aston's on/off affair with fuel injection by giving the V8 saloon a Weber-Marelli system did away with the bulky carburettors and bonnet bulge. The luxury cabin is more orderly, though Vauxhall column stalks nibble at the ambience



the extra layer of refinement that makes the late V8 so deceptive in its performance. Give the accelerator a determined prod and the Torqueflite automatic gearbox snaps urgently into second, punching the Aston up to illegal speeds with only an urbane rumble from the exhaust to give the merest indication of effort. The powerful vented discs still need a firm push of the pedal, but they haul the speed down without complaint.

Although the steering is as precise as ever, something about the geometry has changed or else the cornering forces are acting through the new lower-profile tyres in a different way. Whatever the reason, it makes the effort required at the rim increase noticeably as you ask more of the chassis through a corner, to the extent that some of the feel and feedback is masked. It's a little less involving but more modern and more refined, factors that would make this car a great long-distance cruiser.

In this form the Aston Martin V8 saloon – Aston always called them saloons despite the fastback coupé profile – continued in production until it was replaced in 1989 by the Virage. The new car used a heavily reworked V8 engine with four-valve cylinder heads and a chassis based on the one developed in the mid-Seventies for the wedge-shaped Lagonda.

By the end of the Eighties more than 2000 Aston Martin V8s had been built over the best part of two decades, making it the biggest-selling Aston and representing almost a fifth of the cars Aston Martin had made since it was founded in 1913.

Owning a V8 saloon – Jon Bellfield



'I've owned this car since it was new. In the early Seventies, when Company Developments briefly owned Aston Martin, several businessmen in the Midlands with connections to Company Developments had Aston Martins. At that time I always aspired to have one as and when I could afford it. The opportunity arose in 1986 and I ordered the car to my specification from Chapman Spooner.

'The car was initially for my everyday use and it covered about 16,000 miles during the first 12 months. Subsequently it has mainly been used for high days and holidays, although it has had a couple of outings to Europe and also did three parade laps at Le Mans one year. It has been predominantly trouble-free apart from needing a replacement gearbox.

'The reason I've kept the car so long is that I still enjoy driving it and being one of the later models it is very comfortable with central locking and aircon. Compared to modern Aston Martins it is much more spacious and suitable for touring purposes.'

1987 V8 Saloon

As previous except: **Engine** Weber-Marelli fuel injection **Power and torque** 305bhp @ 6000rpm; 320lb ft @ 3000rpm **Weight** 1818kg (4008lb) **Performance** Top speed: 150mph; 0-60mph: 7sec **Values now** £35,000-£165,000



At the Geneva show in March 1984 the Aston Martin and Zagato stands were right next to each other and that coincidence kick-started talks between the two companies about reviving the partnership that had created the DB4GT Zagato in the Sixties. The limited-edition **V8 Vantage Zagato** announced at the following year's Geneva show promised more power, lighter weight, better aerodynamics and truly exceptional performance – Aston Martin talked of a top speed of 186mph and a 0-60mph sprint in less than five seconds. Potential buyers must have been impressed by what they heard because by the summer of 1985 all 50 production cars had already been sold.

While Zagato worked on the shape of the new car, Newport Pagnell developed the engine and suspension. A V8 Vantage works development car, VNK 360S, was lightened by removing the rear seats, interior trim, air conditioning and spare wheel well, and replacing the glass side windows with Perspex, until it was about ten per cent lighter than a standard Vantage – the expected final weight of the Zagato. Variable-rate springs and Koni dampers were added, and there were new 16-inch wheels with Goodyear Eagle tyres, which suited the car better than the Pirellis used on production Vantages.

Shorter overhangs helped to slim down the Zagato and the angular body with its trademark Zagato 'double bubble' roofline had an impressive drag coefficient of 0.29. However, it ended up at 0.33

after wind tunnel testing revealed a need for a front air dam and bootlid spoiler to reduce high-speed lift.

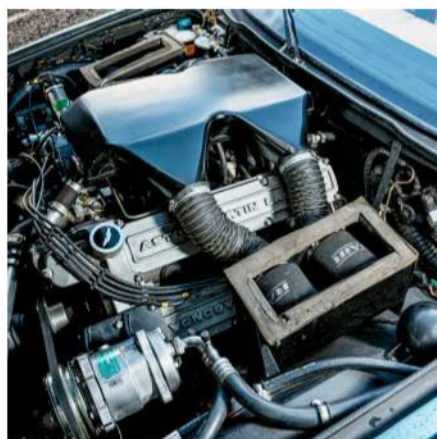
Originally the plan had been for a fuel-injected V8 but development of the injection system was delayed while Aston Martin worked on injecting the mainstream V8. Instead the Vantage Zagato was given the big-valve, carburettor-fed engine originally developed for a South African V8 Vantage customer, with 432bhp in the original prototype and about 410bhp in production cars – though Aston's Works Service uprated several cars for its new owners. The Zagato's low bonnet left no space for the big carburettors, so the development car was given an ugly bonnet bulge and Zagato set to work penning a more shapely version for the production cars, the first of which was delivered in July 1986. On a French autoroute the Zagato achieved 298.75km/h, just under 186mph. That made it the fastest production car Aston Martin had yet built.

The convertible Zagato Volante made its public debut at the Geneva show in March 1987. The Volantes had a new front end with concealed headlamps and a blanked-off grille, and there was no bonnet bulge because the engine was a non-Vantage fuel-injected V8. Jim Craig's car is one of only a handful of the 37 production Zagato Volantes built with the Vantage Zagato engine and front end, complete with the prominent bonnet bulge.

With the top down but the windows raised you can hold a conversation in the cabin even at speed, but still enjoy plenty of fresh air and the ever-present roar of the tuned V8. The cabin is



A handful of the 37 production Zagato Volantes, including this one, had the quad-Weber 410bhp Vantage Zagato V8 instead of the non-Vantage 320bhp fuel-injected unit. Slim, well-shaped seats place both occupants better in the cabin



'The Zagato has an extra zest to its handling that's obvious as soon as it starts to move. It feels alert and alive'

swathed in even more leather than the British-built Astons and the squared-off Zagato fascia is very different from Aston's version but not really any more attractive. But the slimmer, more shapely seats are a welcome bonus because they locate the driver and passenger better in the car. My view from behind the wheel is dominated by the bonnet bulge and a NACA intake duct on the bonnet, and is none the worse for that.

The shorter, lighter Zagato has an extra zest to its handling that's obvious as soon as it starts to move. It feels alert and alive, with a keenness that was lost as the V8 cars gained weight. I could do without the slippery Nardi wood-rimmed steering wheel, but otherwise this is the best of the bunch to thread down a winding country lane and in the right hands it would be the fastest car here, though it's probably not quite as forgiving as the Vantage.

Owning a Zagato - Jim Craig



'I owned a V8 Oscar India for five years and more recently a V8 Vantage Volante X-Pack. I sold that on but had a hankering for another V8, though a Zagato was not really in the frame as they don't often come up for sale.

'I've only owned this for two days and have done 338 miles in it so far. I calculated my mpg as less than ten! I think it will benefit from a tune - the fuel consumption will never be good but on a motorway I should be getting 15.

'The mechanicals are straightforward Aston Vantage X-Pack - the usual bugbear with that is leaking core plugs. The main things to check on a Zagato are bodywork and trim, which can be difficult to source. A lot of it is from production Italian cars - the wiper motor is from a Fiat and the doors are re-skinned Maserati Bi-Turbo. It is the custom Zagato parts that can be difficult to source.

'I think people now see these as the lightened sports cars they were always envisioned to be. The styling was five years out of date when they were released, but 30 years on it is now seen as classic Eighties design - and all the better for it.'

1990 Vantage Zagato Volante

As previous except **Engine** Four Weber 48IDA carburettors **Power and torque** 410bhp @ 6000rpm; 395lb ft @ 5000rpm **Weight** 1650kg (3637lb) **Performance** Top speed: 186mph; 0-60mph: 5sec approx **Values now** £75,000-£200,000

Fifty years on, Aston buyers are finally waking up to the genuine appeal of the DBS. It's a characterful link between the Touring-shaped DB4/5/6 and the V8s of the Seventies, between the stability of the David Brown era and the chaos that Aston Martin was to suffer in the years to come. The DBS deserves its place in history as the progenitor of a generation of Astons that saw the company survive oil crises and bankruptcy to reinvent itself under Ford ownership at the end of the Eighties.

Choosing a winner from among these cars is tricky. Feedback from all the owners is that they're all tough, dependable machines provided you look after them properly. Each one has its own merits. I love the art deco badges, the Sixties interior ambience and the cultured soundtrack of the DBS, but also the response of the DBS V8 and its under-bonnet appeal. The Volante adds glamour, the Lagonda adds class and hyper-exclusivity, while the late V8 saloon has an extra touch of finesse the others lack. But the two I'd agonise over most are the Vantage and Zagato. Epic performance is assured in both, but one delivers it with hyperactive spirit while the other offers non-nonsense competence.

That bright red Vantage would be the car I'd take home, but I'd still always hanker after an Italian Aston.

Thanks to: Aston Martin Works (astonmartinworks.com), the Aston Martin Owners' Club (amoc.org) and Aston Martin Heritage Trust (amht.org.uk)

The Vantage takes the honours for our man Noakes, though the Zagato runs it a close second. What's your choice? Let us know



RICK LESTER: Roger Moore's stunt driver double

Rick Lester performed spectacular stunts in a string of Sixties action movies, including the Bond films. He then doubled for Roger Moore in the 1970 film *The Man Who Haunted Himself*, driving a Rover P5 and Lamborghini Islero.

He teamed up with Moore again for *The Persuaders!* The hit TV series featured Moore's character Brett Sinclair driving a Bahama Yellow DBS carrying the registration 'BS1' and dressed up with alloys and a deep front valance to look like a DBS V8.

'I was already used to driving high-performance cars – the DB5, Lamborghinis and so on,' recalls Lester. 'I personally drove a Maserati and a Rolls-Royce at that time. The DBS was my kind of car – similar to the Maserati.'

The first episode of *The Persuaders!* included a chase sequence with the DBS and a Dino 246GT driven by the other main character, Danny Wilde, played by Hollywood star Tony Curtis.

'The two cars were very reflective of the two actors,' says Lester. 'Tony and the Dino were rush-rush whereas Roger and the DBS were correct and proper.'

Lester remembers the DBS for its great combination of power and comfort. It was memorable in another way too. 'Being the colour it was it did attract attention on location whether Roger was in it or not. The attention it received didn't seem to upset him at all.'

The DBS proved dependable during shooting, says Lester. 'I don't recall it breaking down and we never crashed it – honest!'



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[McLaren F1]



F1 CHAMPION

Back in 1992 the 240mph McLaren F1 became the fastest naturally aspirated road car ever made. 25 years on, it still hasn't been surpassed. We unleash the mighty V12 on track to find out why

Words IVAN OSTROFF Photography GLENN LINDBERG

There's a distinct tremor to the hand I reach out to open the F1's nearside door. The wide aperture seems to promise easy access but actually getting into the central driver's seat involves slithering inelegantly over one of the two flanking passenger seats, backside first. If there's one thing you cannot do with a McLaren F1, it's get behind the wheel with any dignity.

My nerves settle a little as I get myself comfortable in car 069 – the 60th of 64 road cars built. Certainly it's all very unthreatening at first acquaintance – F1 passengers sit slightly behind the driver so the field of vision is largely unrestricted through 180 degrees. There are no airbags of course but I'm strapped tightly into a four-point harness and cocooned by a strong carbon-fibre tub whose design owes its origins to Formula One technology. The driver's seat can accommodate anyone over six feet tall so there's a remarkable feeling of spaciousness, the race-style pedals are dead ahead and my hands fall naturally on the leather-rimmed three-spoke steering wheel and the gearlever to my right. Some driver information is dealt with by an LCD display but the black-on-white dials are clearly visible through the wheel – large rev counter dead ahead, 240mph speedometer to the right and fuel and oil/water temperature in a cluster to the left.

I twist the key and engage the starter motor. There is a metallic clatter as it connects with the ring gear then six litres of highly tuned V12 bursts into life. I expect the clutch to be heavy and rather binary – either fully in or fully out with nothing in between – but it's actually surprisingly progressive.

Shifting into first gear reveals a fluid and smooth action, although the stick travel is longer than I expected. Pulling away, I listen to the gentle rumble of the mighty engine behind me then shift into second. I slowly climb up through the gears and eventually slot into sixth, at which point I floor the throttle. The exhaust note instantly switches from a gentle purr to a full blown roaring growl and the McLaren pulls from just 2000rpm in top gear – about 60mph. With 480lb ft of torque on tap I could probably skip gears in traffic without diminishing the sense of throttle response immediacy or colossal acceleration. The unassisted steering, so heavy at low speeds, comes alive the faster I go. Get it up to thoroughly illegal speeds and it's frankly perfect. There are just 2.8 turns from lock to lock, so it's wonderfully direct and sitting in the centre of the car



No wings needed on F1 – fan-assisted ground-effect underside design provides most of the downforce

'The exhaust note instantly switches from gentle purr to full-bore roaring growl'

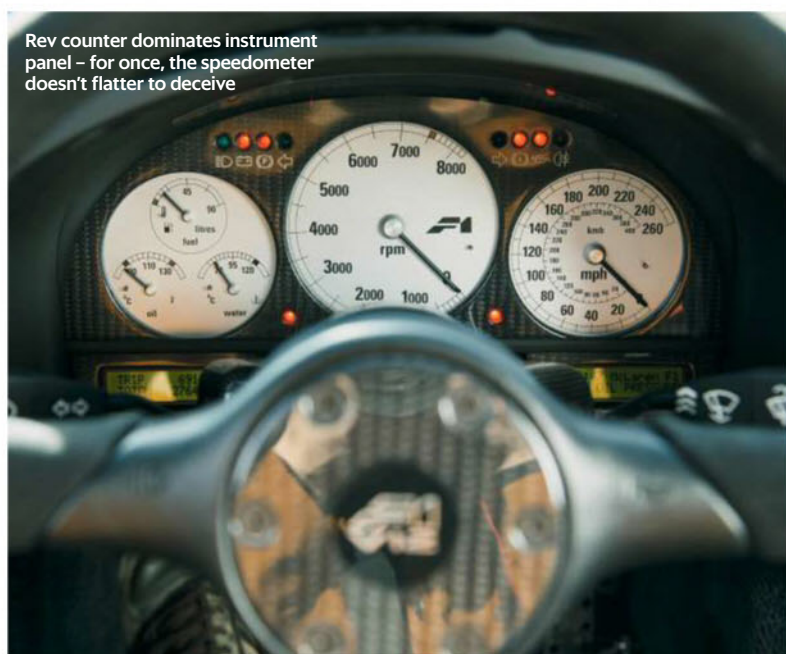
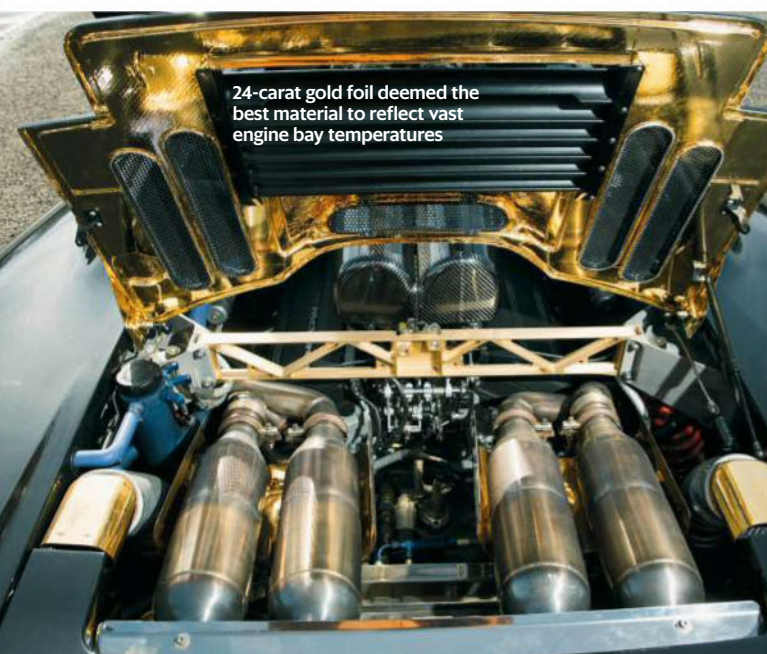
makes me feel like I could point and squirt the F1 in any direction with millimetric precision. Let's find out.

Back into first gear. I let the rev counter hit 3000rpm then drop the clutch. As I floor the throttle the response is shockingly quick. The V12 thunders and the rev counter needle storms further around the dial. Initial wheelspin is gradually countered by the F1's astonishing traction and my chest soon feels like it's being compressed by giant invisible hands. I don't even have time to glance at the speedometer – my torso is still being shoved back by the G-forces – so I grab second gear. The engine delivers a deep, visceral growl at 7000rpm as 48 valves thrash away – I have never heard anything quite like this. It's utterly mesmerising.

The F1 is still accelerating hard but I'm too preoccupied with the rev counter to notice where the speedo needle is pointing. I know



Central driving position gives unparalleled view through the electrically heated and solar-insulated windscreen





F1's first owner had it repainted from Mercedes Silver to Anthracite shortly after buying it. Ball-jointed dihedral doors open no wider than ordinary doors



Race-inspired adjustable floor-mounted pedal box – brakes are unservoed



Quad-cam V12 delivers its maximum 627bhp at a screaming 7400rpm

that 60mph came up in 3.2 seconds while I was still in first gear and I know too that it passed 100mph just 3.1 seconds later while I was still in second. I'm in fourth gear now and the McLaren is still accelerating like a rocket. There's simply no let-up through fifth or sixth at around 155mph and it's steady – and still accelerating – at 200mph. It's a good thing we're on a test track.

Then I remember that test tracks have corners and sure enough I'm bearing down on a fast left-hander. I shuffle my right foot across to the brake pedal and stand on it. The F1 has no ABS but the massive ventilated discs and four-pot calipers provide firm and controlled braking without any nannyish electronic aids spoiling the fun. Period critics said the F1 should have had a servo-assisted braking system, but I disagree.

I drop down a gear ahead of the next corner and heel and toe for the hell of it, revelling in the music. The F1 excels in these fast, sweeping bends; quick changes of direction don't even come close to upsetting its balance – in fact it seems to grip harder the faster I go, the chassis and suspension complementing each other perfectly.

The ride is firm but surprisingly comfortable thanks to special bushes that allow longitudinal suspension movement without affecting lateral stability. It looks like there's a certain amount of body roll from outside the car but the driver, sitting centrally within the roll centre, isn't really aware of it. In fact the F1 is set up in such a way that I already feel confident about driving it hard. It understeers initially at relatively low speeds but a blast of the throttle soon kicks the tail out. Then a flick of the wheel later I'm in a \$12m power slide and having the sort of fun I last enjoyed in a Caterham 7.

Strangely the F1 doesn't feel quite as planted on long stretches of flat tarmac road as it does when I'm flicking left and right through fast corners. There, it is in its element and the only period rival that can come anywhere near it is the Jaguar XJ220. But the McLaren betters it on two counts – it's quite a bit smaller and its normally aspirated V12 is more predictable than the Jaguar's twin-turbo V6. The F1's tail can get a little skittish on wet roads but there is no turbo lag – the BMW power unit does what you want, exactly when you want. Treat the McLaren with the respect and it won't bite you.

But don't go thinking that this is just a track-only hardcore supercar; in fact I'd be perfectly happy to drive it over very long distances. Gordon Murray designed the F1 in such a way that it can accommodate a full set of bespoke luggage within body cavities behind the doors and there's even a golf bag designed specifically to fit onto the front passenger seat. The big BMW V12 won't fluff or complain if you drive it at sensible speeds on country roads and the six-speed gearbox makes refined high-speed cruising perfectly possible. If there's a problem with driving an F1 in this manner it's that there's always a devil on your shoulder goading you back into hooligan mode.

It was in 1988 that Gordon Murray and Ron Dennis first discussed the idea of building a McLaren road car that would outperform all other supercars in terms of speed, technology, and engineering quality. Murray's world-beating F1 expertise and uncompromising approach resulted in a technological tour de force. When the F1



I DESIGNED IT: GORDON MURRAY

Gordon Murray conceived and designed the McLaren F1 with Peter Stevens penning the exterior and interior. Murray wanted to create a car with new levels of performance and handling but also a degree of practicality.

Murray was born in Durban, South Africa in 1951. 'My dad was a mechanic – I remember at six years old being taken to race meetings and watching him help his friends to build their racing cars. It got in my blood and I wanted to be a race driver. However, I didn't know I would grow up to be 6ft 4in tall and 14 stone!

'I spent 17 years at Brabham before Ron Dennis convinced me to join McLaren. I designed three cars in my three years there and we won three world championships.

'Ben Scott-Geddes was there almost from the beginning with the F1, and Graham Halstead joined us when we were doing the GTRs. The road car came first, then the GTR, with which we won at Le Mans in 1995, as well as winning the Global BPR Endurance Championship.'

was announced its carbon-fibre chassis drew on the latest Formula One technology and gave it immense strength. The gearbox was mounted transversely, allowing the differential to sit alongside the clutch, which in turn helped to keep the weight down and the car shorter. Speaking of weight-saving measures, the F1's wheels – like its camshaft cover – were made from magnesium and the wishbones machined from solid aluminium. Kenwood even designed a new lightweight CD player for it.

The specially developed BMW V12 had dry-sump lubrication and endowed the F1 with the highest power-to-weight ratio of any previous production car at that time. The gold reflective foil lining the engine compartment wasn't just for show, either – it was deemed to be the most efficient material to deal with the colossal heat buildup generated within the engine compartment. It's rumoured that each car needed eight ounces of the stuff.

Each F1 also took around 15 weeks to build and all customer cars were equipped with modem sockets so the factory could diagnose problems remotely via the internet – a feature that helps McLaren Special Operations to maintain F1s to this day.

Our car looks very different from how it would have appeared when new. It was originally Mercedes Silver but its first owner

had it fitted with a High Down Force/LM kit and repainted Anthracite shortly after buying it. It spent seven years in the US before returning to the UK and having its wheels painted black. A subsequent owner removed the LM kit and returned the wheels to silver but they were painted black again seven years ago.

The F1 was designed to be a road car but race versions enjoyed considerable track success, including winning the Le Mans 24 Hours in 1995. Three years later an F1 hit 242.8mph, smashing the the record for the world's fastest production car.

The McLaren F1 set new supercar performance parameters at its launch in 1992 that still hold up well today. Priced at £540,000, it had to compete with the likes of the £400,000 Jaguar XJ220, £240,000 Bugatti EB110 and £163,000 Ferrari F40. The wild-looking F40 may be monstrously powerful but it's also so big and wide that it's something of a liability on public roads. The Bugatti is little better than the F40 in this respect and no low-volume Italian supercar was ever going to be able to match the sort of reliability offered by a factory-supported F1. As for the XJ220, John Nielsen – one of the drivers who raced an XJ220C at Le Mans in 1993 – once said that it was simply a most aesthetically pleasing sculpture. It may be great to drive but its turbo-charged Metro 6R4-derived V6 sounds like a tin of old nails compared to the F1's howling V12.

The Bugatti Veyron may have ultimately bettered the F1's top speed, but it needed four turbochargers to do it; tellingly the F1 remains the fastest normally-aspirated production road car ever built. It's rarer too – production ended in 1998 after just 64 road cars had been made.

In short, the McLaren F1 is still the epitome of a true driver's car and almost certainly the greatest road car ever made.

Thanks to: Dean Lanzante at Lanzante Motorsport, info@lanzante.co.uk

1998 McLaren F1

Engine 6064cc V12, dohc per bank, four valves per cylinder, Lucas multi-point fuel-injection, TAG EMS engine management system **Power** 627bhp @ 7400rpm **Torque** 480lb ft @ 5600rpm **Transmission** Six-speed manual, limited-slip differential, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front and rear double aluminium-alloy wishbones, coilover dampers, anti-roll bar **Brakes** Ventilated and cross-drilled discs and four-piston calipers all round **Weight** 1138kg (2509lb) **Performance** Top speed: 240mph; 0-60mph: 3.2 sec **Price new:** £540,000. **Current values** £7m-£9.5m





[**The Pilgrimage**]
*Great drives to meet
marque gurus*

'It feels totally composed in the faster bends'

A trip over challenging Norfolk roads to visit marque specialist Omicron
reveals why the Lancia Aurelia B22 is such a gem

Words: NIGEL BOOTHMAN Photos: CHARLIE MAGEE

The Lancia Aurelia was conceived, designed and built as Italy struggled to get back on to its feet after World War Two, finally going on sale in 1950. It must have seemed impossibly sophisticated against a background of Fiat Topolinos (over there) and Ford Tens (over here) – aircraft streamlining meets understated, boutique luxury. Lancia fans consider it to be one of the company's three greatest models – the other two being the Lambda and Aprilia – and each is celebrated both for its technological leaps forward and the effect these had on the way they drove. But unlike the Lambda and the Aprilia, the Aurelia is recognised mostly for its sporting variants – the B20 GT and glamorous B24 Spider and Convertible. We never seem to

hear about the car that provided the crucial bulk of sales but which is now a very rare sight – the Berlina.

Perhaps I can help to put that right today because I'll be driving one on a varied test route that will ultimately take me to Britain's best-known classic Lancia specialist, Omicron Engineering near Norwich. The Aurelia belongs to Paul Libovitz who inherited it from his grandfather in 1970. A desirable two-litre 90bhp model, it was in need of attention after 17 years of regular use – 13 of them with Paul's grandfather – and today feels beautifully mellowed but well preserved after its restoration in 1971.

It's an unusual-looking thing. The combination of shape, colour and antique detail such as those moulded headlamp lenses would stand out in any company. Other Fifties saloons conformed to rather different trends; most were either stuck in a pre-war styling throwback or following a steadily more Americanised look. This 1953 Aurelia B22 saloon on the other hand does not – to my eye, at least – owe an aesthetic debt to anything that came before it. It's rare too; of the 18,000 Aurelias built – including GTs, Convertibles, Spiders, limousines and unclothed chassis for outside coachbuilders to complete – just 1176 were B22s like this one.

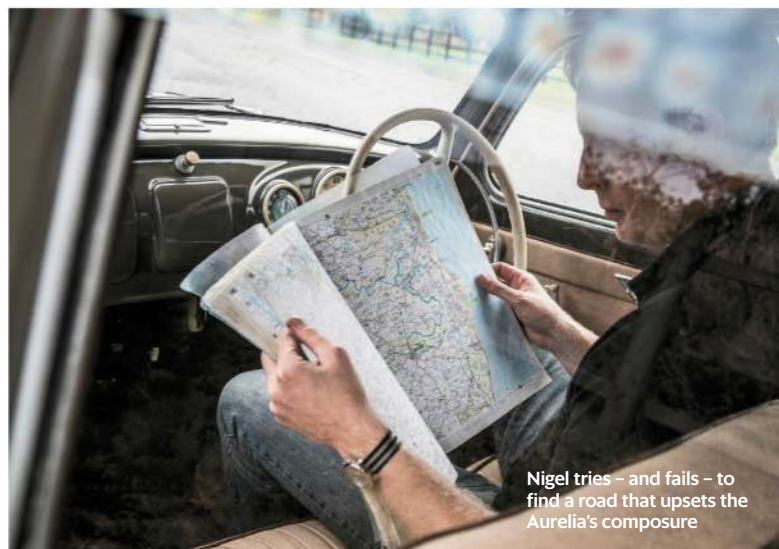
Lancia's all-powerful engineers were notorious for making changes to established models in a continuous and costly programme of improvement but the Francesco de Virgilio-designed V6 engine – developed under the direction of Vittorio Jano – was a constant, though it grew over the years from 1.8 to 2.5 litres. It was a production car world first too. The gearbox sits within a transaxle between the rear wheels, which also houses the clutch and final drive. Inboard rear drum brakes keep the unsprung weight down and suspension is by Lancia's famous sliding-pillar at the front and a patented semi-trailing arm layout at the rear, though this was changed on the 1954 B12 to a De Dion axle.

Such complexity seems at odds with the cabin's simplicity. The modest front and rear bench seats sit on ribbed rubber mats and the dashboard is a painted steel pressing containing just three dials. Only the steering wheel's T-shaped spokes hint at something special.

Turning the tiny key and pushing the starter button brings the little V6 to life, its thrum cultured if slightly off-beat. I push the column gear lever forward then up into first, reach under the dashboard to release the stubby handbrake lever and away we go.

My route takes me west out of Norwich on to the B1108 towards Hackford. The Aurelia soon begins to reveal its character once clear of the traffic. The first thing I notice – other than the enjoyably fruity note from a stainless steel exhaust – is the ride. It doesn't float like a Citroën DS or iron the bumps flat like a Bentley MkVI, but hits a happy medium of absorbing minor tremors while keeping me informed about the road surface. This well-controlled, well-damped feel makes for total composure in faster bends.

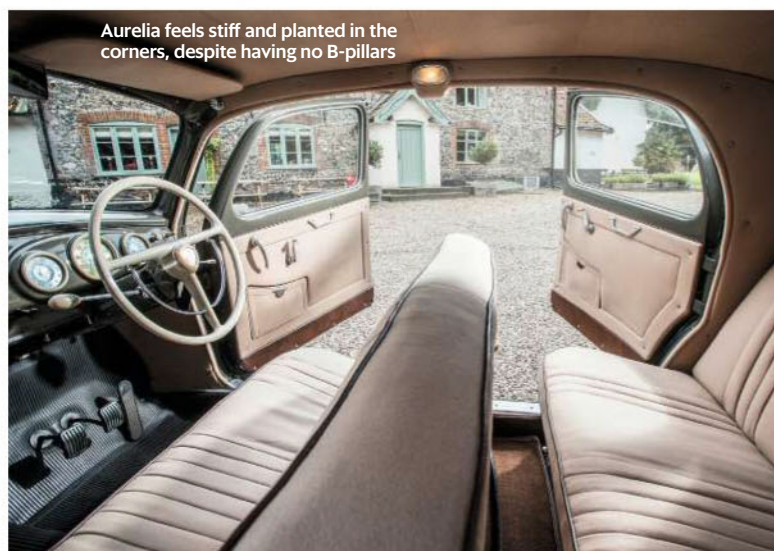
I soon discover that the T-shaped steering wheel spokes aren't just attractive, they also leave my hands resting naturally at the ten-to-two position. From there, the column shift is a perfect distance away, with second straight down from first, then third an



Nigel tries – and fails – to find a road that upsets the Aurelia's composure



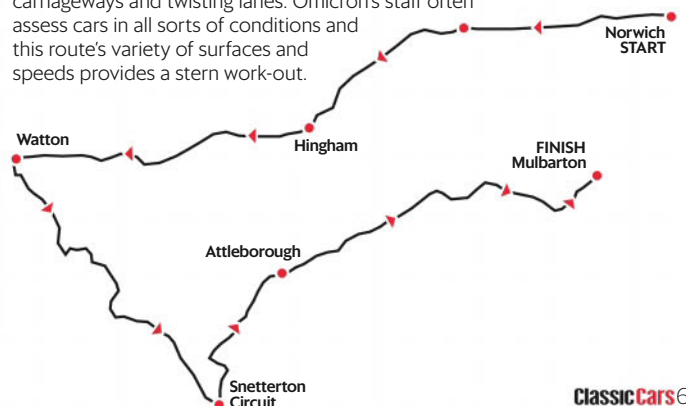
'Trying too hard to slot the gearlever in the gate is counter-productive – it gets slicker the less effort I put into it'



Aurelia feels stiff and planted in the corners, despite having no B-pillars

OUR TEST ROUTE

Our route takes in city centre traffic in Norwich, fast B-roads, dual carriageways and twisting lanes. Omicron's staff often assess cars in all sorts of conditions and this route's variety of surfaces and speeds provides a stern work-out.



easy move towards me and up. Top gear is straight down from there. I learn that trying too hard to slot the lever into the gate is counter-productive; the shift seems slicker the less effort I put into it, which is remarkable when you consider the route the linkage has to take all the way back to between the rear wheels.

The B1108 threads its way through farmland and over the Mid-Norfolk Railway, treating me to a variety of surfaces as it twists and turns among the fields and demonstrating just how stiff the Aurelia is. That's worth thinking about – the body has clap-hands doors, slim windscreen pillars and no separate chassis and yet scuttle shake is non-existent; I've noticed more flexing in the shell of a modern Alfa Romeo than I can detect in this Aurelia.

I turn south at Watton and push it harder down the straights of the A1075. Its four-speed gearbox makes a five-speeder seem rather pointless, not because the engine has infinite torque but because the ratios are perfectly chosen. The V6 is certainly flexible and would have revved higher than most two-litre engines of its day, but I never have to stir it very hard to make brisk cross-country progress. It couldn't be happier at 60mph, humming along as if it would never tire. There's no temperature gauge – something that must have caught out countless owners who skimped on maintenance and weren't used to aluminium engines – but at no point does it smell hot or misbehave in any way.

I park up outside a pretty pub to examine a few of the Aurelia's details. For what looks a rather undecorated design, it's scattered with intriguing features. The shiny little buttons set into each sill, for example, push in under finger pressure and allow you to insert a jack – simply reach inside the car to push them back out again. Elsewhere there's a boot release lever on the floor in front of the back seat and the fuel filler inside the boot has a dipstick in the cap, an infallible check should the fuel gauge fail. The front bench slides and tilts too so drivers of all shapes and sizes can get comfortable.

The steering wheel is on the right, not because this is a UK car but because almost all Aurelias were right-hand drive. Italy switched to driving on the right in the Twenties but Lancia mostly stuck with right-hand drive well into the Fifties. In fact it regarded left-hand drive as an extra-cost option and so-designed cars had an S in their chassis numbers, denoting *sinistra*, the Italian word for 'left'.

With all this pondering about the steering wheel, it isn't until I dive off into the country lanes through Stow Bedon and Shropham that I realise I haven't really noticed the steering itself. That's actually a compliment because the weight and accuracy are so good that I never consciously make an effort to place the car where I want it. Amazingly, it uses a theoretically less precise worm-and-sector box, making me question the dogma that rack-and-pinion is best.

I find myself outside Snetterton circuit and pull in to watch younger, noisier cars taking part in a track day. People clearly like the look of the Aurelia but most approach it with a slight frown or with their head on one side, trying to figure out what it is. 'Is it a Saab?' asks a man in marshal's overalls. I bet you wouldn't get that with a B20 GT. It's probably the first time he's seen a Lancia Aurelia Berlina in the metal.

Later I join the A11 dual carriageway to rack up a few high-speed miles, something that doesn't trouble the 63-year-old Lancia at all. A minor vibration at 70-75mph that wasn't there at 60mph also makes me realise that the central dial is a different colour from the others. This might be because this Aurelia was a UK export and needed a speedometer calibrated in miles per hour, but the only instrument available at the time was an older green and bronze type. It's quiet at speed too – the doors close very tightly so any wind noise means you probably haven't shut one of them properly.

If I allow any concession to the Aurelia's age, it's when it comes to braking distances. The rear drums on this car could do with a



Martin shows Nigel a Fulvia panel pressed using Omicron's own purpose-made tool (left)



'The Aurelia's steering weight and accuracy are so good that placing it in the corners is effortless'



Aurelias outside contrast with Fiat-era Lancia Beta front subframe beginning a stripdown



Mechanism on top of Aurelia's radiator operates grille shutters with a thermostatic control



Nigel ponders a tiny 803cc Ardea. He was delighted to fit inside comfortably



The Guru Martin Cliffe

Martin worked as an engineer for Ford and turbo specialist Holset before running Lotus's Turbo Esprit programme. Since he and Elizabeth set up Omicron in 1981 they've seen all manner of exotics, not least Martin's own Lamborghini. 'It was the last cheap Miura, a wreck I bought for just under £10k in the Eighties', he says. 'It had been hillclimbed so we restored it to SV spec. Other highlights included a Hispano-Suiza H6B bought by Ian Fraser of *Car* magazine. 'When we found Australian pennies soldered over the core plugs, he knew it was the same car he'd owned as a young man in Australia.'

once-over, something that should restore confidence after the current rumbling and squeaking is eliminated.

The final leg of my trip takes me off the A11 again, past the Lotus HQ at Hethel and around the pretty village green in Mulbarton, home of Omicron. The first thing I see is a beautiful pale blue B20 GT, a 1955 fourth-series car with a Nardi floor-mounted gear shift. Its owner, David Winter, is chatting with Omicron's Andrew Cliffe and company founders Martin and Elizabeth Cliffe when I arrive.

Martin started the business 35 years ago when he left Lotus but wanted to stay in a part of the country he loved. Omicron's premises, services and general reputation have grown steadily ever since although some things haven't changed. Elizabeth still runs the spare parts department – which represents a significant chunk of Omicron's business – often startling customers with her encyclopaedic knowledge of all things Lancia-related.

Omicron has looked after David Winter's B20 for some time, though it was restored before he bought it ten years ago. He regularly takes it on family holidays in the UK and abroad and rallies it from time to time, though he's keen to keep it as standard as possible. 'I keep the tripmeters and clocks on a separate panel so it doesn't look like a rally car all the time,' he says.

Its smooth, soft shape is a clever piece of work. The identity of the stylist has never been confirmed though some think it was designed by Felice Boano during his time at Ghia. Whoever was responsible managed to make the car look like a first cousin to the Berlina, but with a grace all of its own.

Inside the workshop I spot a Beta HPE whose entire front subframe has been removed and is being cleaned up and checked over while work continues on the rest of the car. Parked to the right of it is another fourth-series B20, looking achingly beautiful in its duck-egg blue paint. Moving round further still we pass by a red Fulvia and a couple of Martin's favourite cars – an engineless Ardea and its Aprilia big brother.

'Have you seen how one of these works?' he says, raising the Aprilia on a four-post ramp. 'Take a look at the rear suspension. There are short torsion bars that function as an anti-roll mechanism rather than part of the weight-bearing springing of the car. That job's done by a transverse leaf spring. The torsion bars locate in the semi-trailing arms at their outboard end, but are splined at both ends and allow for very fine adjustment of the way the car handles and rides.'

Martin continues my guided tour in the body shop, where his own Aprilia awaits its turn for attention next to a Fulvia 1300 GT being worked on by mechanic Iain Slade. It's needed some extremely skilled panel-making to repair its seriously rusty wings.

Martin shows us an impressive forming tool made from GRP that allows Omicron to press its own bonnet-closing panels for Fulvias, another notorious rot-spot. Further back, a Flaminia GT is nearing the end of a full restoration that involved patient and careful unwrapping to reveal and repair the *Superleggera* steel tubes hiding beneath the aluminium outer panels.

Back in the workshop, Martin points out another rare saloon car – a Flaminia Berlina. It's in for an engine rebuild following cylinder head gasket failure but will soon be back to peak fitness.

'These are such beautifully made cars,' he says. 'Lancia devoted a great deal of its development to the saloons; the sporting models may be prettier and more desirable but they're not so well built and don't ride as nicely. Whether it's Aurelia, Flaminia, Fulvia or even Flavia, the saloons are always the best.'

Still pondering Martin's words, it's time to take the Aurelia home. It's proved to be an extremely satisfying way to travel, displaying a combination of comfort, ability and design ingenuity that belies its age. Yes, the B20GT's fame and glory is entirely justified, but what of the Berlina? It's that rare thing in today's classic car scene – an undervalued thoroughbred.

Thanks to: Paul Libovitz, David Winter and all at Omicron Engineering Ltd (omicron.uk.com)

1953 Lancia Aurelia B22

Engine 1991cc, V6, ohv, Weber 40 DCF5 twin-choke downdraught carburettor

Power and torque 89bhp @ 5000rpm, 101lb ft @ 2750rpm **Transmission**

Four-speed manual, rear-wheel drive **Brakes** Hydraulic drums front and rear

Suspension Front: independent by sliding pillar, hydraulic dampers. Rear:

independent by semi-trailing arm, coil springs, lever-arm hydraulic dampers

Steering Worm and sector **Weight** 1180kg (2601lb) **Fuel consumption**

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[Epic Restoration]

'It looked so good that we wondered if anything needed doing to it. Then we unwrapped it...'

When BMW gave its M1 press demonstrator to Munich Legends for some restoration work it imposed a deadline of just three months. Impossible, or just improbable?

Words NIGEL BOOTHMAN Photography NEIL FRASER





This M1 – registered 255 BMW – on BMW’s press fleet is arguably the most famous roadgoing M1 of all, having been assigned to BMW GB by the factory. All those miles in the hands of journalists added to the toll taken by time itself and so the decision was taken in late 2015 to get classic BMW specialist Munich Legends to restore it. The catch was that it had to be completed in time for the Goodwood Festival of Speed in June 2016 – barely three months after it arrived in the workshop. Impossible, surely?

Munich Legends’ Dan Norris didn’t think so when it arrived in the back of a BMW transporter. ‘It looked so good that I wondered if anything really needed doing to it,’ he says. ‘Then we started to unwrap it and the more we saw, the more we wondered what the hell we’d got ourselves into.’

The fact that the M1 was conceived and largely built as a racing car has a few implications for anyone seeking to restore one. The chassis is a lightweight spaceframe of steel tubing, box-sections and flat steel panels. Most of it is hidden behind bonded and riveted glassfibre panels or – if approaching it from underneath – behind the full-length flat floor. It’s designed to be worked on from above, while resting on its wheels with no thought given to longer-term roadgoing maintenance or assessment. In fact, the only accessible steel areas (apart from the well-protected floor) are in the doors and at the base of the headlamp pods. And both were rotten.

‘When I discovered that anything that could have rusted had rusted, I began to understand the mess we might find when we finally stripped it further,’ says Dan.

He handed over the dismantling task to James Blackwell and Mick Hope, whose job it was to expose the M1’s steel substructure in the areas that their bodyshop colleagues needed to repair.

‘The doors have an outer glassfibre skin with a steel skeleton bonded on,’ says James. ‘We kept a separate box for each individual door because we had to remove the winder mechanisms, the hinges, the locks, and all the nuts and bolts to allow the bodyshop to cut out the rotten steel and weld in new metal, leaving us with the pieces that we needed to refurbish. We tackled the headlamp pods in exactly the same way.’

The only way to assess the floor was to remove all the interior trim. This job had to be tackled with great care because the original carpet material is no longer available, a problem that would rear its head in many other areas of the M1’s restoration.

‘The carpets are glued in,’ explains James. ‘If you try to yank them up you’ll pull threads out through the carpet. The only way to

remove them is to ease them away extremely slowly and carefully with a paint scraper. Even then, however, I still had to poke some threads back through.’

This revealed a pattern of rusting square tube with the flat floor welded on underneath. Several areas of tubing would need to be replaced, but the worst was yet to come.

‘The amount of corrosion surprised us given the car’s relatively low mileage,’ says Mick. The full horror was exposed later by the guys in the bodyshop when they unstitched the dozens of rivets that hold each sill panel in place. But before they could get their hands on it, James and Mick removed all four corners of the suspension. It has double wishbones front and rear and it’s impossible to access the load-bearing areas of the chassis near to where the components attach without taking everything off first.

‘We found some pretty serious rust in the nearside rear section around the fuel tank, around the driveshafts and a few areas adjacent to the engine,’ says Mick. ‘Then we had to fabricate a trolley for it to sit on during its trip to the bodyshop.’

Low point

‘We were trying to bed the clutch in when the bias valve failed and we lost all brake pressure. We really thought it wouldn’t make it to the Festival of Speed’

With the bodyshop located on a different site a short trailer-ride away, the cargo was loaded, carefully strapped down and driven away. **The brief given to Dan Summers and Sam Corke was to cut out the rot discovered by Munich Legends’ HQ, complete the repairs, respray each panel and return the lot on its trolley ready for assembly – in less than three weeks.**

‘It gave us the fear, if I’m honest,’ says Sam. ‘Thankfully we received the doors before the rest of the car because they were a real challenge. The glassfibre was wrapped around the steel skeleton at the factory while it was still wet and flexible, but the steel on this car had rusted and blown it. We had to cut it all away, weld in new steel and then form new glassfibre around it. Each door took about 60 hours to finish off properly.’

With some of the glassfibre showing signs of delamination and a wavy surface texture, several areas – including the door skins – had to be taken back to the bare gel coat, but it was impossible to do this over the whole car in the time available.

‘It must have been painted at least four or five times over the years – I guess press-fleet cars take more than their fair share of knocks,’ says Sam. ‘So we had to trust previous paint jobs and lay the colour on to an older finish.’

There was a structural challenge too – the rear panel had cracked and separated from the boot floor right across its width below the



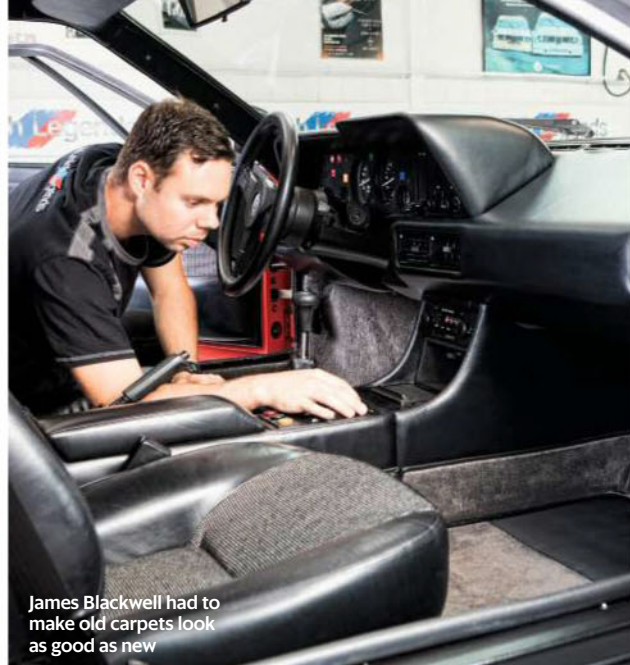
Looks fine, doesn't it? M1 arrives at Munich Legends, hiding a multitude of horrors



Engine, transmission, suspension and lower bodywork removed before rotten chassis tubes could be cut out and repaired



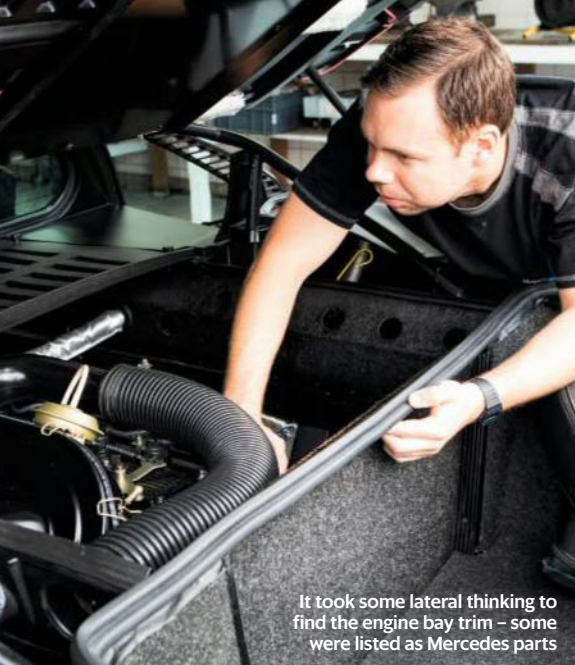
Polythene wrap protected exterior while anti-rust paint process finished off repairs to the underside



James Blackwell had to make old carpets look as good as new



'The doors were a real challenge – they each took about 60 hours to finish off properly'



It took some lateral thinking to find the engine bay trim – some were listed as Mercedes parts



Munich Legends had to lay fresh paint onto the M1's older finish even though it had been painted several times before



After a frantic restoration BMW's own M1 is ready for press duties once more

number plate. Sam thinks this was a result of 30 years of mechanics leaning on it to access the engine bay. Despite this, Sam, Dan and their colleagues returned the M1, resplendent in a new coat of BMW 357 Top Red, in just three weeks. So what had the rest of the crew at Munich Legends been up to in the meantime?

'It took three days to get a parts list together and then we discovered that only a quarter of what we needed was available,' says Munich Legends' general manager Stuart Draper. 'We realised that we were going to have to scour the globe for the items we needed. Then there were things that had to be re-made – companies were quoting a three-month lead time but we could only give them four weeks!'

While Stuart and his team were jumping queues and calling in favours, they discovered that some M1 items are just too challenging for most sub-contractors to tackle. 'I remember trying to get an alloy wheel specialist to re-finish the M1's cast magnesium Campagnolos and the guy I spoke to was a bit nervous,' says Dan Norris. 'Then I told them what the deadline was and he flatly refused.'

Refinishing old magnesium wheels is a long process that begins by dissolving away the old paint and other residue in a weak acidic solution before re-sealing and painting them. 'They can turn to powder if you get it wrong,' says Dan. 'I eventually found a company to carry out the work but we had to get the Campagnolo stickers – along with all the other stickers on the car – custom-made.'

It looked for a while as though the car would have to be reassembled with perished bushes and worn ball joints. The one polyurethane bush manufacturer that Norris hoped could help took the view that demand for M1 parts wasn't high enough to justify even a short production run, taking the search back to square one.

'Eventually we found a stock of bushes and someone in Germany who had all eight of the ball joints we needed,' says Dan. 'We bought the lot but only six of the joints turned up.' Considerable detective work eventually unearthed the others.

In other areas it was a similar matter of persistence and lateral thinking. The correct expansion tank, for example, is listed as being no longer available, but a 7 Series tank turned out to be identical. The clips for the wiring loom in the engine bay weren't listed for any BMW but turned out to be Mercedes items.

'People think the M1's engine is the same as the one in the M635CSi,' says Mick, 'but it isn't. The dimensions and the cylinder block casting are the same but the cylinder head is quite a bit different – and much more bother.'

Mick probably has as much experience as anyone when it comes to working on M1s. His apprenticeship began with BMW back in 1969 and he was a mechanic for Niki Lauda's M1 Procar in the short-lived Formula One support series in 1979 and '80. Nonetheless, there was only so much even he could do without the right parts.

'We did an old-fashioned de-coke and rebuilt the top end,' he says. 'I fitted new valve stem seals and having established that the bottom end of the engine was fine, put it all back together. I checked the valve clearances and found that 23 of the 24 were fine – but one wasn't...'

The shims required to set the clearances on an M1 engine are underneath the camshafts, meaning the camshafts have to come back out to make adjustments – a major difference from

High point

'Going to the Festival of Speed and seeing it on the stand after all that hard work. We just sat down with a few beers and gazed at it'

the M635. The shims are the size of an aspirin tablet but finding one of the required thickness proved to be impossible. 'We had no option but to buy the wrong one and then carefully machine it down to size,' says Mick.

He and James Blackwell had an equally tedious time sourcing and replacing the numerous O-rings that are designed to keep the oil inside the engine and its race-inspired dry-sump system. 'They really love to leak,' James says with a rueful smile.

There was a visual detail to get right too. The camshaft carrier and the aluminium casting sandwiched between the cylinder head and the ribbed black camshaft cover on the top should be gold. 'It's a specific custom colour that appears to be almost anodised, so we made an effort to get it right,' says James. 'All BMW M-sport engines from that era have it.'

Parkinson's Law states, 'Work expands so as to fill the time available for its completion.' When there is a matter of only a few weeks to rebuild a car, there's not much time available in the first place. A tight finish seemed inevitable.

Mick and James built up the suspension assemblies and put the car back on its wheels. Next came the interior, which was still bare after its return from the bodyshop.

'We reapplied the headlining,' says James. 'We saved the fabric and applied it to a new backing board. The seat covers just needed to be re-dyed but the bases had collapsed so we had to fit new foam and have new bolsters made up.'

With James' carefully rescued carpet re-fitted, the seats and door-cards completed the interior. Fitting the engine and getting the car running now looked like a manageable final hurdle with time to spare – but then Parkinson's Law kicked in again. First came the challenge of getting the fuel injection working.

'We had to get the injection pulses from the pump timed properly,' says Mick, 'which would have been a lot easier if the information on the car and the numbers in the workshop manual had actually tallied.' The situation was made trickier still by misbehaving Marelli electronic ignition. It has sensors on the flywheel, but unlike modern

systems the sensors have to have precisely the right clearance from a series of tiny shims or they simply won't function.

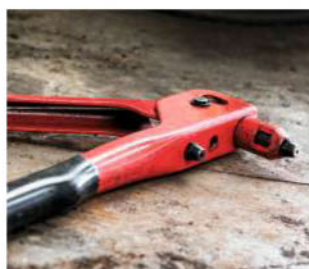
'Then there was the cold start mechanism,' he goes on. 'A good idea in theory, but it seems to have been a bit of an afterthought.'

Time was getting tight.

'There we were, 9pm on a Friday night, trying to bleed the clutch,' says Mick. 'I think Dan Norris locked us in!' He and James had two bottles of beer in the work fridge to act as an incentive when things were going badly. In the end, they never had time to relax and drink the beer, but the car was indeed finished. James grins at the memory of that first trip up the road with the engine revving sweetly all the way to the redline – and its arrival on BMW's exhibition stand at the Festival of Speed right on time.

We'll leave the last word to Martin Harrison, the man in charge of BMW GB's press fleet, 'We've always kept an eye on the M1's condition but never had the budget to sort it out until our centenary celebrations came round. There are 16 cars in the collection but if I could pick just one to represent the M Division, it would be the M1. We're all passionate about this car and wanted the best for it. Add that to the enthusiasm from Dan Norris's team and their willingness to do it properly and you're in for a few late nights!'

MY FAVOURITE TOOL



'There are literally hundreds of rivets on the M1,' explains James Blackwell. 'They hold the GRP panels on to the steel structure beneath, and secure various bits of trim. I got pretty familiar with the rivet gun – the rivet is held in its jaws, poked through a hole and then expanded as the gun is squeezed and the pin is drawn back through the body of the rivet. I developed strong arms!'

NEXT
MONTH:
PORSCHE
924 GT

[Life Cycle]

The life story of a TVR 450 SEAC

Nearly lost in a river, ruled too noisy for track days and once mended using lipstick, the life of the final TVR wedge has been a colourful, thrilling adventure

Words SAM DAWSON Photography JAMES PARDON

I was in England for my sister's wedding in Oxford in July 1991, my first visit to the UK,' recalls former TVR Car Club of North America president Marshall Moore, 'and as a diehard TVR fan I simply had to include a visit to the factory. I drove around Blackpool for a while, then spotted a TVR S with the works registration number TVR 22 and followed it to the factory. I went inside, told the receptionist why I was there and she called a young gentleman out to take me on a tour. In retrospect I realise it was probably Ben Samuelson [TVR's marketing and PR manager and sometime racing driver].

'S production was in full swing. Chassis were in line to have suspension components and engines fitted. The wiring, upholstery and paint shops were all focused on Ss, and outside at the back S bodyshells were curing. The wedge bodyshells and moulds had been retired and were sitting on top of the roof.

'Inside it was clear that TVR was heading in new directions. The Griffith prototype, Peter Wheeler's "White Elephant" and the prototype Speed Eight were in

a separate garage area. However, in one special section of the factory employees were working on a solitary 450 SEAC. Stunning in dark green, it looked about 90 per cent complete. My guide told me this was the last 450 to be built. I thought, "There's one lucky soul, somewhere."

One of those workers was Andy Clifton. 'I used to set up their suspension, engines and steering geometry,' he explains. 'The SEACs used rose joints rather than the usual Metalastic bushes. They were a right pain to calibrate – you had to take the whole assembly apart to adjust them, rather than tweaking individual joints. Setting up a SEAC's suspension took one and a half hours.' The highly-tuned engines weren't straightforward either. 'We had to rev them up to set the timing rather than doing it at idle.

'The bodywork was part-Kevlar, although only the bodyshop knew what proportion of Kevlar went into each shell. Some of them didn't have any at all, or just select panels, but they all kept the SEAC [Special Equipment Aramid Composite] name. I don't know whether that car had Kevlar in it or not. There was



Marshall Moore

A SEAC is born – the last 450, and the car on these pages, nears completion in 1991



Howard Burgess verified that the car's body is part-Kevlar, justifying its Special Equipment Aramid Composite cognomen



'My Porsche 996 Carrera 4S felt like a Honda Jazz after I'd taken the SEAC for a test drive'

certainly no mistaking them for other TVR wedges, with their rear spoilers and wide-bore exhausts making them look much bigger from the rear.'

Moore's 'lucky soul' was serial TVR customer Alistair Binning, a financial advisor from Gerrards Cross. He passed away in 2012 but his wife Sara remembers the car well. 'When I first met him my colleagues wanted to know what he drove and I said, "a leaky old sports car". Then he arrived to pick me up in it and one of them said, "That's not any old sports car, that's a TVR!"' Binning had owned the first Kevlar-bodied TVR 420 SEAC road car, so it was appropriate that he commissioned the last one too. 'He'd had quite a few and had a good relationship with the factory and went there quite a bit,' says Sara.

'Two weeks after he bought the 450 SEAC, Alistair went to see a client at Eel Pie Island. He parked up, walked away, heard an almighty crashing sound and turned to see it rolling down the steps towards the Thames. Thankfully the tide was out and there wasn't a scratch on it when it was recovered. He didn't take it out much after that, but when he did I could hear him coming from miles away.

'It didn't get much use because we had three children and he got rid of it when our fourth child was born in 1992. My son is only just old enough to remember it but he's written to the current owner, asking whether he can buy it if it's ever for sale.'

The car was then bought by caravan entrepreneur and supercar collector Martin O'Neill. 'I had a Lotus Esprit SE – the fastest-accelerating production car of the time – but after driving the 450 SEAC I had to have it. It was the most memorable of five TVRs I've had. I bought the J5 EAC registration number from the DVLA for just a few hundred quid. It was my daily-driver for a year.

'I always thought it looked a bit nose-high. It turned out that Alistair Binning had it built that way, the body raised from the chassis using two-inch wooden blocks. The Wilton carpets smelt a little earthy too. When we investigated, it turned out the factory had cut a rough hole in the tub to stop a chassis tube rubbing against it. Easily fixed with more glassfibre.

'It was fast, but not as fast as the Lotus. I don't think it quite had the 320bhp TVR claimed. However it was one of the most charismatic cars I've ever owned – and I used to have a Venturi 400GT and Lamborghini Diablo.'

The car's next owner was Nigel Wood, who bought it in September 1995. 'Portfields, a dealership in Chichester, always had interesting cars and held open days when you could drive their stock,' he recalls. 'I was always interested in TVRs, but new ones were out of my financial reach. I went there to try a Corvette Stingray but the older TVR caught my eye. I had to wait a week before test-driving it because a wheel bearing needed replacing, but I bought it after that chance encounter.

'Because of the joy of the noise it made, I tended to gloss over certain issues. The main problem was that it leaked; the driver's footwell filled with water, even when it was in the garage, and I could never work out why.

'Portfields was close to Goodwood, and a year to the day into my ownership I was invited to one of the track days it organised at the circuit. The thought of

driving the car on track petrified me, but with a training instructor in the passenger seat it turned out to be rather fun. Funny thing was, it failed Goodwood's decibel test, but the organisers let it onto the track anyway.

'It was my main car, not some weekend fun machine. I went to see my parents in it shortly after buying it and my mother's response was, "Is it always going to make that noise?" She looked very disappointed when I answered yes!

'I only owned it for 18 months. I took it on a touring holiday round Kent, but soon realised that I needed a more sensible car. I traded it in for a Mitsubishi 3000GT at Portfields, which may not sound sensible, but was at least a more mass-produced car with easily-available parts and which didn't leak whenever it rained.'

Historic aircraft restorer Howard Burgess bought the car in 1996. 'I modified it somewhat,' he laughs. 'Wedge Automotive in Sheffield fitted it with big-valve cylinder heads, hotter cams, larger throttle bodies, suspension and brake upgrades and a stainless-steel exhaust. I wanted it to be quicker because I intended to race it. I had the ECU remapped by a guy in London. It all cost a fortune – thousands.

'Unfortunately, the SEAC has a particular handling foible. Obviously it lends itself to going very fast but that rear spoiler only really works at very high speeds. As a result when you come off the gas and the weight transfers forward, the back end gets very skittish very quickly unless you're going extremely quickly. My 350i was similar, but it was exaggerated in the SEAC.'

Via Wedge Automotive, Burgess managed to solve a mystery surrounding all SEACs. 'It was one of the Kevlar-bodied cars,' Burgess exclaims. 'Richard Thorpe found out when he was modifying the car – all SEACs are rare and the 450s even more so, but Kevlar makes it the rarest of all. It would have made an incredible racer.

'Sadly I was working abroad a lot back then, so I never got round to racing it. I think it's fair to say that I spent more time modifying it than driving it, so I ended up selling it after four years.

'I'd love to have a go in it now though. The current owner got in touch with me because he couldn't work out how to operate the alarm I'd fitted. He's offered to let me drive it if I'm ever down in Cornwall. It might be worth booking a holiday for that...'

Phil Sissons bought the car in 2001 and owned it for 14 years. 'Phil bought that car to be used, not sit in a garage,' recalls Phil's widow Lyn. 'We put a lot of miles on it. Phil absolutely adored it. We used it for everything – I remember him taking my 82-year-old mother to outpatients' appointments in it and she had to push herself out of it on her hands and knees. And she's blind!

'We weren't precious about it at all. We had some brilliant trips with the Cornwall TVR Car Club, including convoys to Brittany, and round France and Belgium. It did break down a couple of times, but little garages in France could always cobble together some solution to keep it running. On one occasion though, Phil needed to lubricate a replacement fuel hose during a roadside repair and ended up using an expensive Chanel lipstick of mine. And he handed it back when he'd finished!

'He turned to see the car rolling towards the Thames. Thankfully the tide was out'





A narrow escape when the SEAC rolled from its parking space to the Thames



'Oi, you can't take that round Goodwood – it's too loud. Oh, go on then...'



Big rear spoiler only does its job at very high speed, says third owner Howard Burgess



Second owner Nigel Wood never discovered where the rain leaked into the cabin



Nice registration number – and the SEAC really looks at home at Goodwood



As soon as Geoff heard the 4.5-litre V8 fire, he knew he had to have it



SEACs had rose joints rather than Metalastic bushes and setting up the suspension took 1½ hours



Driving this TVR is intoxicating, says owner Geoff Smith

'He'd take any excuse to drive it. It had work done all the time and when he popped out to "get some carpets" I thought he meant a £50 set from Halfords – but he went to a specialist in Totnes and they were £800...

'Sadly, Phil fell ill and for the last three years of his ownership the car sat unused in our garage. His last conscious memory was of the man from Ferris Garage coming to take the car away. It fired on the first turn of the key and we both started to cry. He wouldn't have sold it to just anyone. What the current owner is doing with the car now is what Phil would have done.'

Geoff Smith, senior deputy vice chancellor and professor of music at Falmouth University, fell for the car as soon as he heard it in August 2015. 'I'd taken my Porsche 996 Carrera 4S in for a service at Ferris Garage in Feock and I heard the SEAC start up. I just had to take it for a test drive. It felt like someone had strapped a Spitfire engine to a stepladder – my Porsche felt like a Honda Jazz afterwards.

'Immediately there was talk on TVR internet forums, "There's a SEAC for sale" – it felt like a major event. But then the internet TVR community started to get suspicious – how come it's at a local non-specialist garage in Cornwall? No-one could account for it and as a result Ferris didn't get any club enquiries. Most of the interest came from Europe where SEACs are even rarer. But Ferris, at the behest of previous owner Phil Sissons, wanted to keep this special car in Cornwall. So I took the plunge. At £21k it wasn't expensive for a SEAC.

'I just had to test drive it – it felt like someone had strapped a Spitfire engine to a stepladder'

'I didn't really know what I'd bought, if I'm honest, but I loved the sound it made and the TVR ownership community is like no other. It's easy to get in touch with authoritative figures in the TVR story. In my year of ownership it's needed a window switch, a door handle, a brake caliper and a headlamp motor, but that's it.

'Looking over the service history though, it's clear that there's a programme of works when it comes to looking after TVRs. It's on its fourth clutch – the first clutch change was at three years old and it's needed a new one roughly every 10,000 miles since. And over time the tyres, trim, rear screen and radiator have needed attention. The major servicing never stops, but it just needs gentle preservation, not nut-and-bolt restoration. I prefer classic car ownership to be about slowing down and arresting deterioration, not starting from scratch.

'In total I've spent £4000 recommissioning it at RPB, Cornwall's TVR Heritage Network centre, a 100-mile round trip that reminds me of how intense the car is to drive. You have to concentrate so hard that every aspect of that moment is about the TVR. It's intoxicating.'



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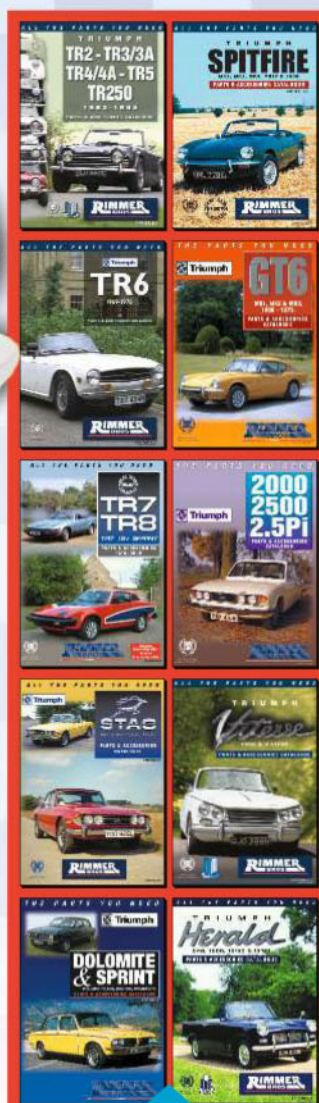
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Clockwise from front front: Rover 10, Humber Imperial, Rolls-Royce 20/25, Humber Pullman



[The Collector]

'It has quite a colourful history –
the Queen Mother used to own it'

Steve Harris takes us on a tour of a Canadian
collection dominated by rare British cars from the
Thirties and Forties – plus the occasional pick-up

Words IAIN AYRE Photography MONIQUE SACHE

S

teve Harris is lucky enough to live on a sprawling rural forest acreage on Vancouver Island, an Anglophile paradise in British Columbia, Canada. It's seriously British, with red double-decker buses and afternoon tea at the Empress Hotel. A small local commercial property business gives him a useful income without taking up too much of his playtime and his wife Barbara is entirely on-side and as obsessed with her garden projects as Steve is with rare coachbuilt British classics.

Steve's energy levels are slightly tiring and the results of decades of that applied energy are evident as we crunch onto his driveway. Construction of the driveway, house, outbuildings and garden entailed the felling

of 150 trees. His wooden home – known affectionately as Fawley Towers – has moved twice since the Eighteen Nineties and erupted with extra dining rooms, bedrooms, towers and decks.

He originally restored cars in the basement but now does most of his work in the collection of carriage houses that he's erected. The latest has a 14ft-high ceiling and the luxury of a hoist.

Steve's collection leans towards Humber but is an intriguing mixture of happy chances and stubbornly-stalked prizes, some stunning and nearly all either rare or unique. The 1929 Austin Chummy he discovered deteriorating under a local apple tree in 1976 is a good example. 'The owner told me that it wasn't for sale,' he says, 'so I regularly pestered him, gently applying assorted guilt-loading techniques until he finally allowed me to rescue it. I've no plans to restore it – I just wanted to save it and get it under cover. It's currently perched on a table in my basement.'

'It's actually driveable, despite appearances – I'd love to find and restore a period Austin flatbed lorry and take it to car shows with the Chummy on the back, just as it is. I'm not interested in concours – I'd rather show cars just for fun and in the hope of encouraging new people into the old-car hobby.'

A local doctor imported Steve's magnificent 1930 Vauxhall Hurlingham from India years ago and it still wears its Calcutta number plates. It has a hidden dicky seat, two windscreens and twin sidemount spare wheels. 'It's one of eighteen made,' says Steve. 'I bought it before most people realised that Thirties Vauxhalls rivalled Lagondas and Bentleys for their performance and quality. It was designed well before General Motors tarnished Vauxhall's reputation with crumbly Wyverns and Victors but I guess they were too expensive for their grim financial times. Vauxhall would probably have gone bust if GM hadn't come to its rescue.'

These spectacular cars still fetch nowhere near the values they should command, and that was certainly the case when Steve bought this example in 2008. 'It had been somewhat messed about with during the Seventies when it was worth almost nothing,' he says. 'It was painted silver and had a mash-up of random instruments, some of which look like they might have come out of a Triumph.'

'It has the biggest and most desirable 3.3-litre straight-six engine but the original crash gearbox was swapped for a Jaguar XJ6 four-speed plus overdrive unit some time during the Seventies. The car came with the original gearbox but I won't be fitting it because it's wonderful to drive as it is, with four well-spaced synchronised gears and overdrive. It cruises happily at 70mph.'

At least it did until Steve discovered coolant where it shouldn't be, which is why it's currently hors de combat and awaiting further investigation. He then plans to fit suitably period instrumentation and repaint it red and black.

The Vauxhall is topped off by a genuine Lalique glass mascot – a second edition of Chrysis – which should put WO Bentley and Ghost noses out of joint at the next All British Field Meet.

Steve hunted down his Jensen-bodied 1931 Standard Avon boat tail speedster in Oxfordshire. 'The correct Standard engine is best described as pathetic and really doesn't suit the car,' he says, 'so I'm going to forget originality and hot-rod it with an engine with twice as much horsepower.' Sounds ominous, but he's not talking about fitting a Chevy V8 – rather a 1.5-litre overhead-valve SS engine with twin carburettors, 'SS supplied engines for Standard anyway, so this is really a matter of giving it the engine it could and should have had in the first place – I look on it as remedying an old injustice rather than trampling all over motoring history.'

His 1932 Rolls-Royce 20/25 has a long local history – it was photographed at the inauguration of the Rolls-Royce club in 1956. It then spent 40 years in a barn before the previous owner – a cabinet maker – sorted out the wood and leather, but sadly not the engine. 'The cylinder head was already cracked so when the cylinder block followed suit I rebuilt the engine, blowing the various internal dirt traps clear with a Heath Robinson procedure that involved an air line, a pressurised tin can of oil, and me lying on my back under the car checking that oil was pouring out of all the right holes!'

'I tracked my 1933 Humber Vogue down in England – this time in Hereford – and it's one of three made. It's possibly the first ever pillarless coupé and was designed for the 1933 Motor Show by Parisian dress designer Captain Molyneux. It's loaded with Wilmot Breeden period accessories and has a freewheel and Lucas Startex autostart. This acts pretty much like a modern stop-start system, cutting the engine in traffic then restarting it when you want to move off again. I can't decide whether it's innovative or annoying.'

Parked near the Vogue is a 1933 Rover 10 drophead coupé bodied by Salmons – later known as Tickford – as a show car. 'I bought it at the Beaulieu Autojumble,' says Steve. 'I go there every year and was actually on the look-out for parts for my other cars. There was some muttering about "bloody foreigners taking British heritage abroad" but I was the only bloke there who was prepared to pay good money for it, so that's the way it goes. It might well return to Britain if I ever decide to wind the collection down and will certainly go back in better condition.'

'The engine's an early overhead valve design and a bit of a nightmare because Rover only made 50 of them. It's prone to cylinder head cracking that you can't easily solve by welding and new heads are no longer available. It's not really big enough for the car either so it's overstressed.'

'Still, I'm going to persevere with it. Originality is important to me but not always achievable in the real world.'

The 1939 Humber Imperial drophead coupé Steve bought in 1971 had a very hard start in life. 'Similar bodies were retro-fitted to Rolls-Royces, but Humbers like this one are very rare,' he says. 'It was built in left-hand drive for export before World War Two but got stuck in the UK until 1941, when it came to Canada. It remained as unsold new-old-stock for ten years.'

When I query why a car that looks as good as a Packard wouldn't have sold Steve explains, 'It might look like a Packard but it's a lot slower and cost a great deal more when it was new.'

'I'm only its second owner and it was in perfectly usable driving condition when I bought it. The engine seized in 1976 but I sorted it out and used it on and off until 1984.'

'The mechanics have always been sound but the structural body woodwork has some issues – I had to take it out of service when the passenger door suddenly opened halfway round a corner while Barbara was on board. It scared her half to death because it has no seat belts.'

STORING THEM

The usual challenge that Brits face in storing large collections of cars in small premises simply doesn't apply here. When a new car arrives, Steve simply lays a concrete base, orders a truckload of four-by-twos and trusses, and erects another building in which to store it with sash-style windows and wooden cladding to blend in with the Victorian house and pre-war cars.

Vancouver Island weather is pretty temperate but winter sees Steve retreating to the warm basement under the house to fettle the latest project for a spring debut.



Humber Imperial drophead coupé
not due a rebuild anytime soon



Garden-rescue 1929 Austin Chummy
is battered but charming



Rolls 20/25, regarded as underpowered compared
with the 25/30, is not slow as such. It's stately...



1930 Vauxhall
Hurlingham is off the
road with engine woes



Obscure 1948 Ford Thames
pick-up has surprisingly
good spares availability



Top automobilia treasure is a Lalique second edition of Chrysis



It'll all come in useful one day

It's now on my to-do list – it's a bit daunting, but Winston Churchill paraded through London in one on VE Day, so I'm determined to get it back on the road one day.'

Steve's favourite car is his **1947 Humber Pullman**. 'It's one of only five made. I love the supreme build quality and lovely touches like the rear number plate letters that light up.

Humber was in a good position as a car manufacturer in 1946. It had something of a patriotic cachet because it had built staff cars during the war. Mulliner backdated the Pullman's bodywork to make it look more regal and the front wings look more French.

'Mine has quite a colourful history – the Queen Mother owned it until the royal household sold it to a London rental car garage in 1952. I bought it in Ohio in 1998 after spotting it for sale in *Hemmings* magazine. It turned out to be an odd mixture of rough and perfectly preserved when I got it back to Vancouver. On the plus side, the interior was pristine even though it's made mostly of vulnerable fine wool cloth rather than leather. The plebs in the front have to sit on common leather, though – apparently only royal bottoms got to sit on luxurious wool!

'However the engine and the brakes were seized, the tyres were flat, the paint was nasty and the rubbers had deteriorated into something black and thoroughly unpleasant that didn't even look like rubber anymore.

'Posh Humbers are challenging to restore – you can't just phone up Flying Spares or Red Triangle and give your credit card a battering. So I couldn't believe my luck when a set of new-old-stock pistons for a Humber staff car turned up in England for just £430 – a lot cheaper than having new ones made.'

Steve rescued his **1947 Bentley MkVI** from long-term storage in 1985, with all the usual concomitant problems, including a rough engine that he ended up having to rebuild. 'You can imagine what Rolls-Royce and Bentley parts prices are like – the bill would have made a merchant banker wince! Still it's a solid car with a nice interior and it drives beautifully. The James Young aluminium-over-wood bodywork is much nicer than the steel original and the narrow roof pillars mean the interior feels really light and airy, but the paintwork was destroyed.

'It had been in unheated storage in Calgary for decades so I had to tackle a really weird problem. Calgary sometimes gets a winter wind called the Chinook which is so warm that you can practically ride a motorcycle on Christmas Day. But the flash-freeze return to minus 30 degrees can destroy a car's paint because the aluminium body contracts and shrinks at a different rate from the paint, which then

ALL THE CARS

1930 Vauxhall Hurlingham boat-tail speedster
1931 Standard Avon boat-tail speedster
1932 Rolls-Royce 25/30 by Carlton
1933 Humber Vogue pillarless coupé by Molyneux
1933 Rover 10 drophead coupé by Salmons
1939 Humber Imperial drophead coupé by Thrupp & Maberly
1947 Humber Pullman Sedan de Ville by HJ Mulliner
1948 Ford Thames pickup
1949 Bentley MkVI by James Young
1961 Morris Traveller
1993 Jaguar XJSC

literally falls off. I could pick the old paint off with my fingernails!

The **1948 Ford Thames pick-up** might not be the most prestigious vehicle in Steve's collection but it's certainly up there for rarity. It's also 95 per cent restored and therefore something of a deviation from his usual habit of buying rarities suffering from major issues and then turning them into nice driver-quality cars.

'Most vans and pick-ups are simply destroyed by hard work and then thrown away,' he says. 'The fact that this one survived at all is pretty amazing but I had to track down a replacement for the rotten bed. Oddly enough for something so rare, some parts for these cars are freely available from Paul Beck in the UK – you can order even the most obscure rubber parts and

they arrive soon after with no drama and no Beaulieu table-raking.

'Its construction is a bit odd – it's semi-cab-over, so the engine is over to one side with the driver's footbox on the other side. That's why there are two starting-handle holes in the grille – the same grille works for both rhd and lhd versions.

'I picked up a really useful tip when I restored this car – I discovered that boatyard trimmers are a lot cheaper than car trimmers, but do just as good a job. The top-quality cover on the back is custom-made but was very reasonably priced.'

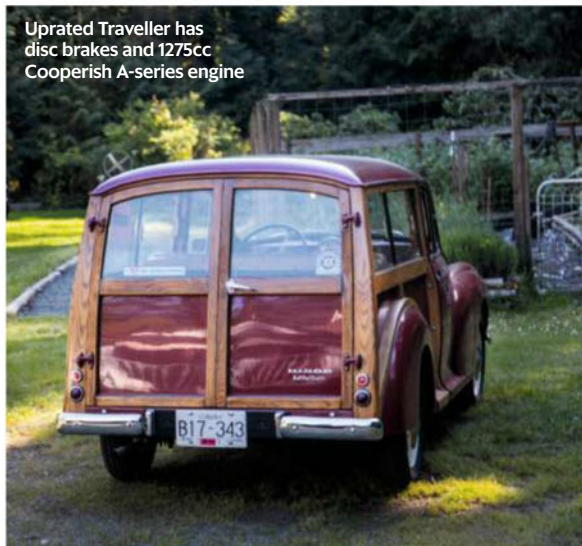
Steve opens the bonnet and points out a detail he's particularly pleased with – a period-looking aftermarket oil filter. 'These Fords didn't have oil filters – they were only expected to manage 30,000 miles or so between rebuilds so I love the fact that the old-fashioned tin cover pulls off to reveal a modern spin-on Fram filter.'

We're nearing the end of our tour now, but there's one more car that Steve wants to talk about – a **1961 Morris Traveller** that belongs to Barbara. 'We both owned Morris Minors when we first met, so restoring one as a present for her went down really well. I chose a Traveller because it's more practical, economical and spacious than the saloon – and who doesn't love that half-timbered body?'

It's also rather quick, having been treated to a cheeky twin-carburettor 1275cc A-series engine and better brakes. 'I used to race a Froggy Sprite and always tried to make it go as fast as possible. That experience came in handy when it came to brewing up a nicely quick Traveller, though it entailed a full restoration.'

Steve's future plans, hopes and dreams are cheerfully fluid. The immediate future includes some delicate bodywork sculpting on the boat-tailed Standard at RWM and Co in Vancouver, and in the medium term he's keeping an eye open for an Austin K series flatbed lorry, which he wants to restore to gleaming perfection and then decorate with his dramatically dilapidated Austin Chummy.

NEXT
MONTH:
RARE STATE
CARS IN
CHINA



Upgraded Traveller has disc brakes and 1275cc Cooperish A-series engine



[The Collector]

Parts prices for the Bentley engine rebuild scared Steve



1933 Humber Vogue coupé reveals the ravages of time and long-dead bodgers



Standard Avon boat-tail Speedster is being readied for 2017 driving season



Steve has long been in the habit of buying up new-old-stock Lucas parts

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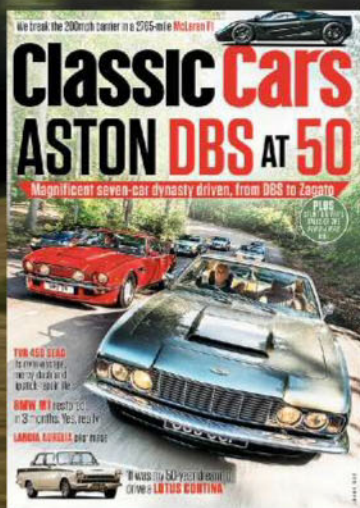
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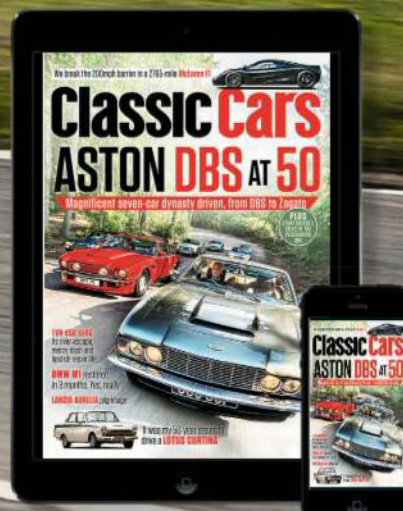
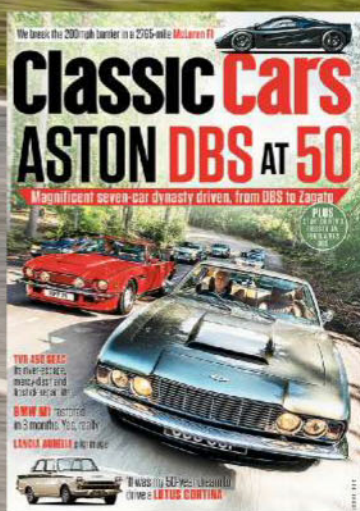
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Willson's Smart Buys



Quentin rates the value offered by the unusual NSU Ro80 and Bristol 412, and cool, stylish Mercedes W108



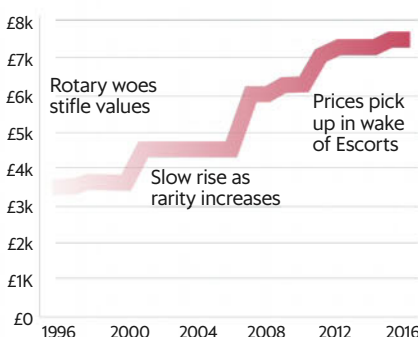
NSU Ro80

It's ironic that one of the most audaciously-designed cars of the Sixties has spent most of its life in the doldrums. The rotary-engined Ro80 never escaped its catastrophic early years when frustrated owners used to pass each other on the road holding up fingers for how many new engines they'd had. NSU sold it with a generous two-year warranty and bled white from an avalanche of claims. The problem was that those clever three-piece alloy rotor tips wore quickly and NSU dealers had no idea how to solve the issue. 66 per cent of all Ro80s had their engines replaced and its reputation was blighted within a year of its launch in 1967. Even winning the coveted Car of the Year Award didn't help. NSU gave up the unequal struggle after building just 37,000 cars and sold out to Volkswagen.

I ran two in the late Seventies and remember the sweet-spinning rotary as one of the smoothest engines ever. The faster you went the quieter it got and speed was a key factor in the unit's survival – keeping the

NSU Ro80

Interesting alternative to an Escort Mk1



'Once you've driven a well-sorted Ro80 you'll marvel at its speed, silence and far-sighted design. This icon really should be worth more than a rusty Cortina Mk1'





engine hot and well-lubricated extended life expectancy dramatically and I managed 80,000 miles of frantic motorway work before the telltale lack of compression and puffs of blue smoke. But specialists have sorted most of the Ro80 engine woes over the years and a carefully fettled low-mileage example now looks incredible value. Survival rates are low with just 35 road registered cars on the DVLA mainframe, but you can't help wondering why this gorgeous car still has such a tiny following when you see one in the metal.

Later '75 and '76 cars with their strident metallic colours and beautiful magnesium alloys look best but an early round headlight car in tangerine orange on hubcaps looks positively Porsche-like. Interiors are roomy and light and the clutch-less three-speed auto works really well. Once you've driven a well-sorted Ro80 you'll marvel at its speed, silence and far-sighted design.

Turnagain Motorsport in Berkshire has a museum-quality 43,000-mile '75 in metallic blue for £10,000 complete with the registration number NSU 570, but decent cars can still be bought for less than £6000. I'm not predicting any wild value upswings just yet but such a stunning automotive icon really should be worth more than the price of a rusty Cortina Mk1.

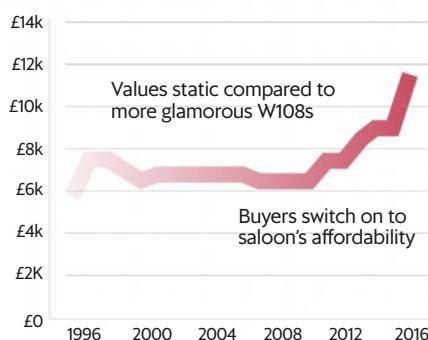
Mercedes W108 saloon

Maybe it's taken James Corden driving a black W108 in a current TV ad to make us wake up to the charms of the '66-'72 S Class, but values are on the rise. Elegant and imposing, the 108 and 109 have a strong following with stacked headlight 3.5s now up to £30k, 300 SEL 6.3s at £50k and coupés and convertibles both making major money.

But the 280 straight-six saloons have always been wallflowers. Timelessly well proportioned and the last of the hand-assembled Mercs, they

Mercedes W108 saloon

Entry model's appeal is on the rise



[Classic on the Cusp]

Vauxhall VX220

Rare, quick and better to drive than an Elise – and prices are still super-low



COST NEW £23,490
VALUE NOW £10,500

There aren't many great Vauxhalls – Prince Henry, Lotus Carlton, Senator 24v, Calibra, Astra GTE, VXR8. I'm scratching my head now because that Griffin logo definitely isn't sexy. Other carmakers burnish their halos but Vauxhall has never managed to imbue its brand with anything more than familiar reliability. And the reliability bit isn't always guaranteed. But back in 2000 it came up with a car that's worthy of our attention – the VX220.

Built by Lotus, it actually drove better than an Elise and shocked everybody. At the launch in Spain, journalists had so much fun that they wrote three press cars off. And a similar thing happened at the launch of the turbocharged VXT 220, where six cars were damaged. Make no mistake, this is a compelling quick and scary pocket rocket that can chew the coat-tails of a 911 and handles even better.

Good for 145bhp, 135mph and 0-60mph in 5.6 seconds, it has an alloy chassis and glassfibre body giving an insane power-to-weight ratio. The blown VXT is even faster, cranking out 197 horses and hitting 60mph in 4.7 seconds. There was even a VXR with a modified ECU, 220bhp and a 0-60mph time of 4.2 seconds. But despite all this the VX220 will be remembered as the greatest Vauxhall that nobody bought. In total 5267 VX 220s, 1940 VXTs and just 65 VXRs were sold – tiny numbers for such a devastatingly fast car.

But where are they all now? The DVLA lists just 605 VX220s on the road, 491 VXTs and two VXRs. I know a lot got totalled on track days – bending that alloy tub meant instant write-off status – but surely they can't all be sitting on SORN in garages waiting for the sun to shine?

The ones that are out there need watching because prices are all over the place. You can pay £6k for a well worn 70,000-miler, ten grand for something average with 50k but very occasionally one pops up that looks amazing value. A private seller in East Sussex is selling a 2001 Mandarin Orange 220 with just 1100 miles for £12,995. Dry stored for ten years, it must be the lowest mileage example in the world and will definitely appreciate. Even better value comes from a Glasgow seller with a red 2002 18,000-miler with total history for just £5700. These wide variations in prices mean that there are opportunities out there if you watch the market.

Avoid modified and trackday cars and go for originality and tiny mileages. The bodywork can bubble (even brand new showroom cars had similar issues), timing chains should be changed at 60,000 miles and belts on the Turbos at 40,000 miles. Engines need synthetic oil, ECUs fail regularly and the leaking roof causes damp and condensation that can fry the electrics. Buying a real minter with a long parade of stamps in the service book is your best protection and always HPI before you buy.

They may be flawed, uncomfortable and impractical but mint examples of these banshee Griffins could one day become collectable. And if the market's recent generational shift towards moderns is anything to go by, that day could come sooner than we think.

'So much class, pedigree, performance and exclusivity shouldn't be so cheap – and might not be for much longer'



were a huge hit in the US and gave Cadillac and Lincoln a real fright. 108s were cool enough to be movie stars too – Roger Moore stole one in the Bond flick *Octopussy*, Ryan O'Neal memorably destroyed an orange 280 S in '78 movie *The Driver* and they also appeared in *The Exorcist*, *Casino* and *Rocky IV*.

And I think values are still on the low side. The Classic and Sportscar Centre in Yorkshire has a mint dark green 33,000-mile 1970 280 SE with past celebrity ownership for £14,995, which looks top value when you consider how much just restoring the body would cost. Projects start at £5000 but clever buying comes from straight, mint original RHD cars with low mileage and history.

It's hugely colour-sensitive – white or cream don't do the Paul Bracq-designed lines justice. Dark colours look most distinctive, and hold out for an auto rather than the clunky manual. Interiors have leather and wood and those big seats look best in black or brown hide.

Rust is a major problem, so don't get sentimental over sheds – they'll always owe you more than they're worth. Mechanically the 280 has the longest-lived engine, with valve guides and camshaft wear the biggest issues.

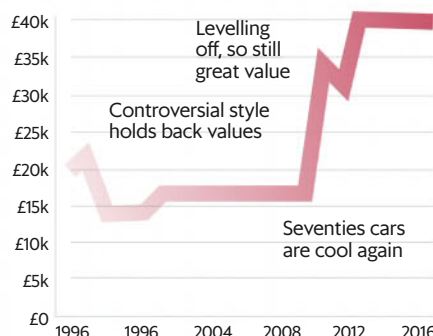
And the 108 has become a rare beast now. Even in Germany surviving roadworthy cars are measured in the hundreds with the 300 SE the rarest – just 17 are still running. Even rarer is the long-wheelbase 280 SEL 3.5 with just 931 built and maybe 50 surviving worldwide. South Africa and American dry states are good sources of relatively rust-free examples but don't leave tracking one down for long – this sexy Sixties Mercedes has been in the shadows for decades and I can see the best survivors starting to appreciate strongly soon. Look at the dancing reflected light on Corden's car in that TV ad and you'll understand why.

Bristol 412

You could never call Bristol's Zagato-bodied 412 convertible handsome. After the smooth-shouldered 411, its replacement's perpendicular lines shocked Bristol's traditionally conservative clientele and some say it was

Bristol 412

No looker, but offers real exclusivity



the model that hastened the demise of Britain's oldest independent car maker. And while 411 prices have been cooking nicely the 412 has yet to have its day in the sun. Anglia Car Auctions sold the original factory Series 2 demonstrator – as driven by Bristol boss Tony Crook and wearing the famous MPH 100 registration – for just £9660 in April last year, and it had only covered 39,000 miles. The recent seismic upward shifts in value of almost

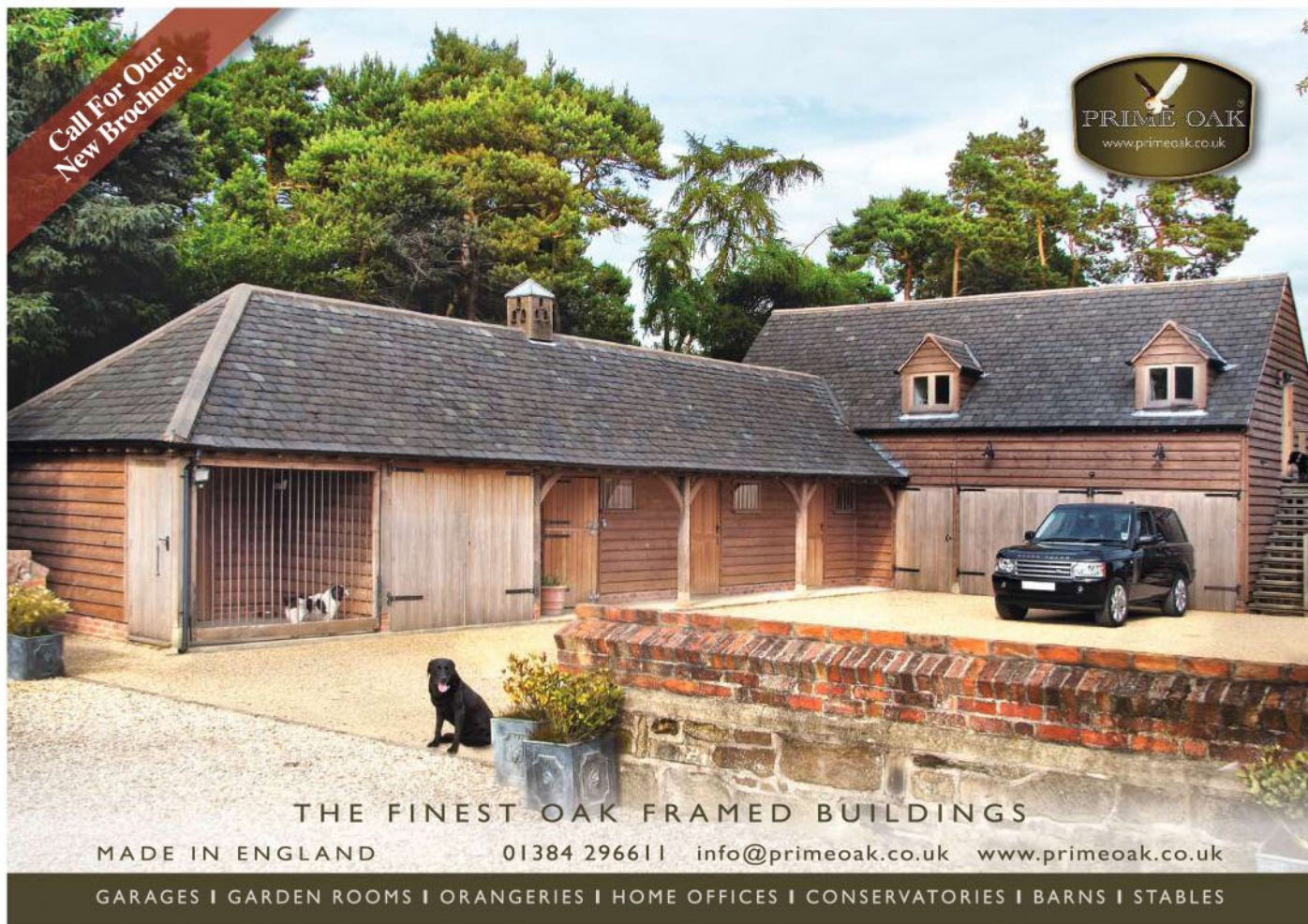
every other low volume British classic seems to have totally escaped this Targa-topped oddity. A silver '75 went unsold online back in May despite a price of just £12,500. It seems the 412 is still an acquired taste.

But let's not forget that this is a hand-fettled alloy-bodied V8 convertible that once cost almost as much as a Rolls-Royce Corniche but is miles more exclusive. Despite a strapline 'From Concorde Country', even US buyers weren't impressed, with just one car sold in North America. Tony Crook rarely released production numbers but we think 100 were made, of which only four are still on UK roads with five on SORN. But with such incredible rarity, a 140mph top speed and the Filton blue-chip heritage, we should see a well-kept 412 as a serious buying opportunity. They handle really well, have gorgeous interiors and look, well, pure Seventies kitsch sitting on a set of optional Denovo alloys. And if you can find one of the 30 or so Beaufighters that were launched in 1980 you'll own what was then hailed as 'Britain's fastest-accelerating four-seater'.

If beauty really is in the eye of the beholder then it's time we took another look at the Bristol 412. So much class, pedigree, performance and exclusivity shouldn't be so cheap. And might not be for much longer.

MORE
QUENTIN
WILLSON
p 25

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Market Watch



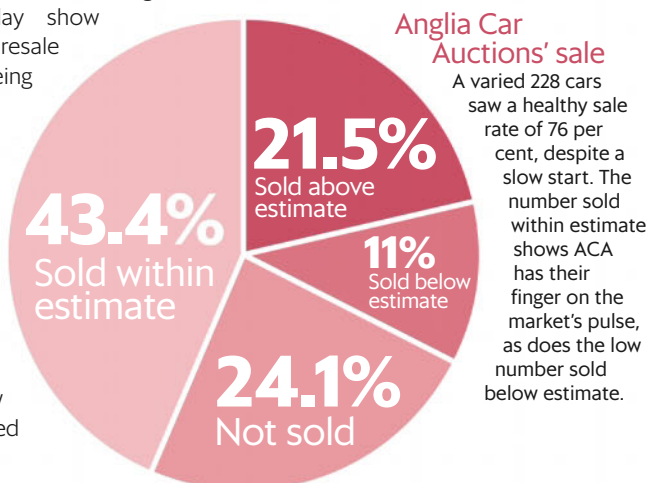
Russ Smith sees European buyers making the most of exchange rates, and the rise of Peugeot's 205 GTI

Euro dealers home in on Brit market

There were few fireworks, but on November 5 Anglia Car Auctions (ACA) still managed to rehome a decent 76 per cent of the 228 cars on offer. The most notable element was the number of foreign buyers – far more than usual and eventually making up 12 per cent of sales.

It's the weak pound that's drawing the European dealers in, of course, though observations on the day show that it's mostly easy resale left-hookers that are being snapped up.

It was very interesting watching the spirited bidding between several Europeans for a decidedly second-rate early left-hand drive Alfa Spider S2 that pushed its price to £8190 – above the top estimate. They must know some reasonably priced



Anglia Car Auctions' sale

A varied 228 cars saw a healthy sale rate of 76 per cent, despite a slow start. The number sold within estimate shows ACA has their finger on the market's pulse, as does the low number sold below estimate.

body-and-paint men. There was also a large and excitable pre-sale gathering around a 454ci big-block-engined '71 Corvette in a lairy shade of metallic turquoise, a recent US import. Keenly estimated at £12-15k, it sold for £14,175, which isn't a lot at all in Euros.

Our heritage in right-hand drive cars seems largely safe for now, but foreign bidders are circling.

Volkswagen Karmann Ghia

If you accept that this is a pretty car and not a performance coupé, the Karmann Ghia has a lot of promise as a classic. Think of it as a very cheap substitute for a Porsche 356,

Pristine 205 GTIs have been making big money for some time. But now even tatty examples are on the rise



[Market indicators] An Eighties Porsche fights the gloom, and patina gets valued over pricey restoration



▲ 1973 Alfa Romeo Junior Zagato 1600 £39,900

ANGLIA CAR AUCTIONS, NOVEMBER 5. Unlike many Zagato Alfas, which don't tend to wear their miles well, this 71,000-miler was halogen-bright. It stood out from the crowd on the day so it came as no surprise to see plenty of keen bidding. Already estimated at the very top end of the market – £32,000-£36,000 – it sailed past the top of that by another ten per cent. This rightly sets a new mark.



▲ 1981 Porsche 911 3.0 SC £30,380

SILVERSTONE AUCTIONS, OCTOBER 15. This result provided a poke in the snout for all those spreading doom about the market for Eighties 911s. The £20-25k estimate looked about right for a car with imperfections and an unsubstantiated mileage of just under 80,000. Perhaps the buyer was convinced by the car's recent £7845 bill for recommissioning and new cylinder head studs. The rare and flattering colour didn't hurt its case either.



▲ 1986 BMW M635 CSi £19,500

CLASSIS CENTRAL, OCTOBER 30. A smart, well-kept car with 82,000 miles, full history and plenty of recent expenditure this M-car looked good for its £23-25k estimate. The buyer looks to have done well and could probably be forgiven a small air-punch. This one may have been held back by a similar car being offered later with a slightly lower estimate and a full engine rebuild by Munich Legends. That sold for £772 more.



or a much better driving alternative to the similarly-priced Austin Metropolitan.

The best can be had for not much over £10k, or less if you do some lateral thinking. So many KGs have been modified that standard cars are starting to command a premium. I recently saw a mildly modded coupé – a straight and rust-free California import – sell for a lowly £7150. Return it to standard wheels (external and steering) and raise the suspension back to standard height – which could be funded by selling the fancy alloys on eBay – and you could probably add two grand to that price.

Peugeot 205 GTI

The point when you know a car has hit stardom is not when a shiny low-miler makes a headline amount, but when the scruffy examples start selling for silly money. I was recently asked by a friend for an opinion on a 205 GTI 1.6 that was being offered at auction with a £1000 guide price. It was a high-miler, rust was breaking out around seam sealant, the incorrect front seats were wrecked, it sat wrong and the tyres spoke of trackday thrashings. I could (and did) go on. It looked like a money pit. Later we were surprised to see it sell for £2415.



▲ **1962 Jaguar E-type 3.8 fhc** £96,650
ARTCURIAL, OCTOBER 30.

To push six figures with a fixed-head E-type you usually need some expensive restoration to have taken place. This car did it on patina. It didn't matter that the stitching was coming adrift on a few seat seams – it was well preserved original leather. And the ten-year-old paint job had mellowed nicely to match. It had done a mere 50,000 miles too, and was totally original apart from Coopercraft brakes.



▲ **1954 Ford Zephyr Zodiac Mk1** £18,900
ANGLIA CAR AUCTIONS, NOVEMBER 5.

Another success for our Temptations pages (p96), where this 'shoebox' Ford was highlighted last month. It ticked all the boxes with a recent restoration and some period tuning parts like an Aquaplane triple-carb inlet manifold. It looked even better in the tin than in online photos and the £12,000-£15,000 was swiftly dispensed with. The buyer paid a lot, but almost certainly not as much as the seller.

[Price Guide movers]

▲ On the up

High-end Ferraris are on the rise again, though as most are traded abroad much of this can be attributed to the fall in the value of sterling

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo 6C 1750 GS Zagato	30-33	1.85m	1.5m	1.1m	900,000	+5.7%
Alfa Romeo SZ-1	60-62	325,000	275,000	225,000	185,000	+8.3%
Alfa Romeo TZ-1	63-65	750,000	575,000	500,000	425,000	+7.1%
Aston Martin DB4GT Zagato	60-63	10.5m	9m	8m	n/a	+5.0%
Aston Martin Zagato	86-87	185,000	145,000	95,000	60,000	+48%
Austin A40 Farina	58-67	6000	4200	1750	700	+5.0%
Bentley 3-litre Tourer	22-25	450,000	275,000	200,000	150,000	+29%
Bentley 4.5-litre Tourer	27-31	1m	700,000	550,000	425,000	+5.3%
Bentley 6.5 Litre Speed Six	28-30	3m	2.5m	1.75m	1m	+99%
Bentley 4.5 Litre 'Blower'	29-31	10m	7.5m	4.5m	3m	+99%
Bentley 8 Litre	29-31	2m	1.5m	1m	500,000	+25%
BMW M535i E12	80-81	25,000	18,000	10,000	5000	+99%
BMW M535i E28	85-87	12,000	9000	4500	2000	+25%
Bond Minicar	48-65	5500	3750	1750	750	+10%
Daimler DB18/Consort	39-53	10,000	7000	3000	1400	+27%
Daimler Conquest Roadster/DHC	54-57	35,000	25,000	15,000	9000	+17%
Datsun 280ZX	78-83	7500	5000	2200	950	+15%
Ferrari 166 MM Barchetta	48-50	5m	4m	3m	2.4m	+5.3%
Ferrari 340 America open	51	3m	2.6m	2.2m	1.5m	+9.1%
Ferrari 340 America closed	51	2.5m	2.25m	2m	1.35m	+11%
Ferrari 250 Europa S/Sil	53-55	1.8m	1.4m	950,000	750,000	+5.9%
Ferrari 410 Superamerica	56-59	3.25m	2.75m	2.1m	1.75m	+8.3%
Ferrari 250 California Spider lwb	58-62	6.5m	6m	5.5m	4.6m	+4.8%
Ferrari 250 GTO	62-64	37.5m	32.5m	n/a	n/a	+7.1%
Ferrari 250 LM	64-66	11.5m	9.5m	8.5m	n/a	+4.5%
Ferrari 400 Superamerica	60-64	2.75m	2.1m	1.9m	1.55m	+3.8%
Ferrari 365 GTS/4 Spider	72-73	2.25m	1.95m	1.65m	n/a	+7.1%
Fiat 850 Coupé	65-73	7500	5000	2400	850	+3.4%
Fiat 124 Spider 1.4/1.6	66-72	15,000	10,500	4750	2100	+7.1%
Fiat 124 Spider 1.8/2.0	72-81	11,500	8000	3500	1500	+4.5%
Ford Prefect	40-53	5200	3850	1750	950	+4.0%
Ford Consul Mk1	50-56	8000	5250	2500	1350	+7%
Ford Zephyr Six Mk1	50-56	11,500	7500	3500	1850	+12%
Ford Zephyr Zodiac	53-56	13,500	9750	4750	2250	+5.9%
Ford Zephyr Six Mk1 con	52-56	25,000	20,000	12,000	6750	+3.8%
Ford Consul Mk1 con	56-62	12,750	8750	4750	2500	+6.3%
Lamborghini 350 GT/400 GT Inter	64-67	550,000	475,000	400,000	300,000	+4.8%
Lamborghini Miura P400	66-69	700,000	575,000	500,000	400,000	+3.7%
Lamborghini Miura P400S	69-71	900,000	750,000	650,000	500,000	+5.9%
Lamborghini Miura SV	71-75	2m	1.75m	1.5m	n/a	+4.8%
Lamborghini Countach Periscopio	74-76	1m	900,000	700,000	500,000	+18%
Lamborghini Countach 5000qv	85-90	250,000	200,000	150,000	100,000	+11%
Lancia Flavia saloon	61-70	6000	4500	2250	1000	+9.1%
Lancia Flavia coupé 1.5/1.8	62-68	18,500	12,500	6250	3000	+12%
Lancia Flavia 2000 saloon	70-74	5750	4250	2000	850	+5.0%
Lancia Flavia 2000 coupé	69-73	15,000	10,500	5250	2500	+20%
Lancia Fulvia berlina	63-73	5250	3750	1600	650	+5.0%
Lancia Beta Coupé 1.6/2.0	73-84	4650	3000	1250	600	+3.3%
Lancia Beta HPE	75-85	4750	3250	1500	650	+5.6%
Mercedes-Benz 250 SEC/280 SEC	65-69	40,000	27,500	14,000	8500	+6.7%
Mercedes-Benz 280 SE coupe (1/g)	70-72	42,500	30,000	15,000	9000	+6.3%
Mercedes-Benz 300 SE/SEL sal	65-69	11,500	7500	3750	1750	+17%
MG Magnette III/IV	59-68	5000	3650	1750	800	+11%
Porsche 912	65-69	45,000	35,000	24,000	16,500	+20%
Porsche 928/S/S2	77-87	12,500	9500	4500	1850	+4.2%
Porsche 928 GT	89-92	25,000	17,500	11,000	7000	+11%
Porsche 911 Turbo (930) 3.3	77-90	82,500	65,000	42,000	29,000	+8.5%
Porsche 911 Carrera 3.2	83-89	34,000	25,000	16,500	10,500	+4.6%
Porsche 944 Turbo	85-91	18,000	13,500	6500	3250	+9.1%
Porsche 911 (964)	89-94	42,500	30,000	22,000	13,500	+70%
Porsche 911 Turbo (964)	90-94	90,000	70,000	45,000	25,000	+50%
Wolseley 6/90	54-59	6500	4600	2300	1200	+16%
Wolseley 6/99, 6/110	59-68	7500	5500	2500	1250	+8.7%
Wolseley Hornet SL-3	61-69	6250	4750	2250	1000	+4.2%
Wolseley 1100/1300	65-73	3500	2400	1200	600	+4.5%

▼ On the slide

Following some healthy rises earlier this year the market for modern classic Porsches is now going through a period of readjustment

Make and Model	Year	Concours	Mint	Good	Rough	% down
BMW M635CSi	85-89	32,000	22,500	14,000	7500	-15%
Lamborghini 400 GT	67-68	375,000	300,000	250,000	200,000	-6.3%
Porsche 911 Carrera (993)	94-97	60,000	45,000	30,000	20,000	-5.3%
Porsche 911 Turbo 4 (993)	95-98	1.5m	1.35m	1.2m	1m	-6%
Porsche Boxster 2.5	96-99	6750	5000	3500	1900	-13%
Porsche Boxster 2.7	99-04	9500	6900	4500	2500	-4.0%
Porsche Boxster 3.2S	99-04	10,750	9000	5500	2200	-10%

Bonhams to sell ex-Scuderia Ferrari racer

In the battle for the biggest headline at the annual Scottsdale, Arizona auction frenzy, Bonhams has set down a strong early marker. The British auction house has consigned an ex-Scuderia Ferrari 1952 340 America Vignale Spyder Competizione with an enviable and complete history.

Just one of five original specification cars built by Vignale (and one of only three updated to factory specifications), chassis 0196A competed in the Mille Miglia, Targa Florio, Le Mans 24 Hours and the Swiss Grand Prix, among others in its first year. Various transmission troubles saw it fail to finish any of those races, though it was leading the Mille Miglia when it dropped out, and

qualified on pole in Bern. It then went on to be a successful hill climb racer.

Later the body was converted to a hardtop by original coachbuilder Vignale, but it was restored to its original Spyder configuration by DK Engineering 15 years ago. Since then it has returned to the track, finishing 12th in the Freddie March Memorial Trophy at Goodwood and taking part in four historic Mille Miglias.

Bonhams is being tight-lipped about the car's expectations at auction, but with this kind of provenance, in the current market you can expect it to fetch well north of the \$950,000 (currently £765,000) that Sir Anthony Bamford paid for it in 1999.



'In its first year the Ferrari competed in the Mille Miglia, Targa Florio, Swiss GP and Le Mans'



This Ferrari 340 America Vignale Spyder Competizione qualified on pole for the 1952 Bern Grand Prix

[In the trade]



FIRST PRODUCTION RANGE ROVER MAKES £93,000

In what is believed to be a record price for a Range Rover, Coys sold NXC 231H for £93,000 at Alexandra Palace on October 27. Chassis 35500026A was the first car to be registered as a Range Rover, on 27 May 1970, and was the first of the batch of 20 press cars built. It still has pre-production features like an aluminium bonnet that didn't make it onto customer cars. It was retained by Land Rover for three years, then sold to Herbert Lomas Ltd, before finally reaching private hands in 1976.



JAGUAR UNVEILS THE FIRST OF ITS NEW XKSS RUN

On November 16 Jaguar revealed the first of its nine continuation XKSSs, being built to replace the cars lost in the 1957 factory fire. Each will be built using the correct period materials, techniques and imperial measurements. That includes hand-wheeled magnesium bodies and bronze-welded chassis tubes. Under the bonnet is a D-type spec 3.4-litre 262bhp straight-six. All nine cars have been pre-sold, for a price Jaguar is only quoting as 'more than a million pounds'.

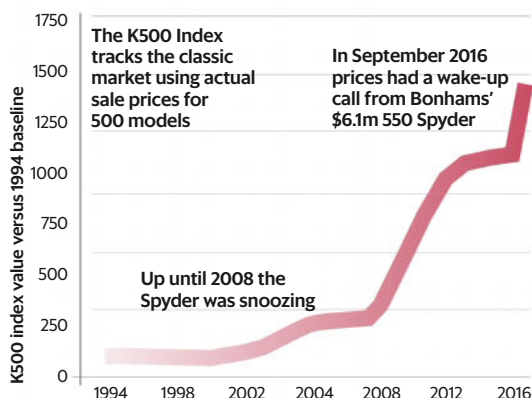
[What the K500 market index says about the...]



Porsche 550 Spyder

K500's Simon Kidston, 'Few cars sum up 2016's "flight to quality" better than the 1956

Porsche 550 Spyder sold by Bonhams for the equivalent of \$6.1m. This wonderfully preserved example set a new auction record for the model and in the space of three years they have appreciated by around 50 per cent. The outlier was the \$3m car sold by RM in Paris seven months earlier. Proof that bargains can be had – even at seven-figure sums.'



CLASSIC AUCTION YEARBOOK RELEASED

The latest annual edition of the Classic Car

Auction Yearbook has just been released. Covering the 2015-16 season, the Historica Selecta publication – a favourite in the CC office – offers many statistics and insights into the worldwide classic car auction market. And that's alongside the comprehensive alphabetical listings that cover over 320 pages and 5644 cars, and include all the whens and wheres of sales along with a condition comment for each of the cars. The book costs £54.99 from charters.co.uk



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Jaguar XK120



Jaguar specialist Chris Keith-Lucas offers insight into the early XK120 in Bonhams' Bond Street sale

I find this car is really attractive and fascinating. It is such an early steel-bodied car that it still has a lot in common with the near-prototype alloy cars and is in many ways just as interesting. It has also had an exceptionally good restoration, which cost over £150,000. This is a car I would love to own.

'The original owner was American actor Allan Jones, famous for appearing in Marx Brothers films and for being the father of singer Jack Jones. I think its greatest claim to fame, however, is that it is the 65th right-hand drive XK120 Roadster made and only the fifth steel-bodied car, so it is almost still a prototype. You can see this in the lack of opening vents in the front wings, introduced soon after this car was built, and similarly the studless camshaft covers and 'Stovepipe' SU carburettors. It also has a remarkable hand-polished

cast aluminium radiator cooling fan, reminiscent of a ship's propeller. These were undoubtedly very expensive to make and soon superseded by cheaper but just as effective pressed steel fans.

'It still has the correct chromed hood frame – it was painted on later cars – and a minor detail that marks this out as a particularly early car – the absence of an indicator switch. It's good – if highly unusual – that one hasn't been retro-fitted because it makes the car look that much more authentic.

'If bidders really understand how early, rare and interesting this particular car is, there is no reason why it shouldn't fetch a good strong price at auction. It's already enjoyed a hike in its pre-sale estimate over the £130,300 it sold for at Goodwood last year, but I suspect it rather slipped in under the radar the last time it was auctioned and didn't sell for what it's potentially worth.'



'Its greatest claim to fame is that it is the 65th right-hand drive XK120 Roadster made and only the fifth steel-bodied car – it's almost a prototype'

Early XK120 left the factory painted pastel blue with a fawn soft-top but has retained its original registration number and was restored by Lynx Motors in 1999. It sold for more than £130,000 in June 2015 – what will it make this time?



Temptations

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



▲ 1968 Maserati Mistral Spyder

For sale at Bonhams, December 4, [bonhams.com/cars](https://www.bonhams.com/cars) **Why buy it?** Mistral Spyders are on fire at the moment and this one has the added cachet of a genuine 26,100 miles, plus being displayed at the 1968 Naples Motor Show before it was shipped to its first owner in South Africa. He kept it for the next 42 years.

Price estimate £520,000-£580,000



▲ 1963 Innocenti 1100 S Spider

For sale at Historics at Brooklands, November 26, [historics.co.uk](https://www.historics.co.uk)

Why buy it? It's one of only 2000 built, and there are just a handful of them in the UK. Based on Midget underpinnings – so it's easy to look after – but with Ghia styling it's the perfect way to stand out at an MG event. This one had a rebuild six years ago and came to the UK in 2015.

Price estimate £9000-£12,000



▲ 1960 Jeep DJ-3A Surrey

For sale at RM Sotheby's, January 19, [rmsothebys.com](https://www.rmsothebys.com)

Why buy it? It might look like something from an American remake of *The Prisoner*, but this Jeep was a real model. About 1000 were built from 1959-64 for holiday resorts – which is about as far removed from the Jeep's original purpose as you can get. Which way's the beach?

Price estimate No reserve



▲ **1952 Aston Martin DB2 dhc**

For sale at RM Sotheby's, November 25, rmsothebys.com **Why buy it?** With only around 102 built, this is a rare opportunity to bag one of the first DB dropheads. An unfinished project, in photos at least it looks to be in remarkably good shape. What makes it even more worth a look is that it's being offered – like everything in this sale – with no reserve. **Price estimate** No reserve

◀ **1986 BMW 535i**

For sale at

Brightwells, December 30, brightwells.com

Why buy it? It's just one step down from the M535i and uses the same 3.4-litre engine. The plain wrapper 535i is now also rarer than the M with just 14 left on UK roads. This smart example has driven just 65,000 miles and its estimate looks keen despite its non-original wheels.

Price estimate
£3500-£4500



◀ **1991 Ford Granada Scorpio 24V Cosworth**

For sale at Classic Car Auctions, December 3, classiccarauctions.co.uk

Why buy it? Here's a one-off chance to buy an immaculate, unregistered and practically unused 25-year-old performance Ford with the Cosworth-tuned V6 and just 1325 miles on the clock.

Price estimate
No reserve

UPCOMING SALES

NOVEMBER

Wed 23, Dorset. Dorset Vintage & Classic Auctions, Dorchester. dvca.co.uk

Wed 23, Herefordshire. Brightwells, Easters Court, Leominster. brightwells.com

Fri-Sun 25-27, Italy. RM Sotheby's Duemila Ruote sale, Fiera Milano. Milan. rmsothebys.com

Sat 26, Surrey. Historics at Brooklands, Brooklands Museum, Weybridge. historics.co.uk

DECEMBER

Sat 3, Warks. Classic Car Auctions, Exhibition Centre, Leamington Spa. classiccarauctions.co.uk

Sun 4, London. Bonhams, New Bond Street. bonhams.com/cars

Wed 7, Worcestershire. H&H Classics, Chateau Impney, Droitwich Spa. handh.co.uk

Wed 7, London. Bonhams sale, Olympia, London SW5. bonhams.com/cars

Thu 8, Herefordshire. Brightwells' Modern Classics, Leominster. brightwells.com

Tue 13, Surrey. Barons Auctions' Christmas Classic sale, Sandown Park, Esher. barons-auctions.com

Wed 14, Essex. Essex Classic Car Auctions, Crowne Plaza Resort, Tolleshunt Knight, Maldon. essexclassiccarauctions.co.uk

JANUARY

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



Six steps
to buying a

Honda CR-X MkII

The compact sports coupé is a great driver's car, but be careful when buying one

WORDS Sam Dawson PHOTOGRAPHY John Colley

The Honda CR-X makes for a great alternative to the Eighties hot hatches currently setting the market alight. With its tenacious handling and engines packed with superbike technology, it's as exciting to drive today as it was when it was new, banishing Honda's elderly Seventies image overnight. Prices are rising and decent examples start from £4000.

Now it's a scarce car with a unique set of buying rules. Our experts this month are George Beavers, who founded grey import specialist DCY Europe (japaneseimportspecialists.co.uk) and has more than 20 years' experience importing Japanese performance cars; and Maz Christofi of Hond-R (hondaperformanceparts.co.uk), a classic Honda sports car specialist with two decades' worth of repairs and restorations to his name. The owners' club, CRX-UK (hondacrx.co.uk) is also an invaluable source of advice.

Which one to choose?

► **MkI 1.5** Early CR-Xs were sports coupés based on the Honda Ballade/Civic range. Although the Japanese

[What to pay]

► Price is dictated by condition rather than specification.

► Even non-runners are highly-prized for their parts. A non-runner can be worth **£1500** in parts. Running restorations can go for **£1000**.

► Most Condition 2 cars are UK-market and fetch around **£4000**. Shiny paint and a strong engine will often distract from rust.

► The best CR-Xs, (restored UK cars or mint Japanese imports), fetch over **£8000**. Truly concours low-mileage examples are approaching the **£12,000** level.

domestic market got a 58bhp commuter-spec 1.3, the first CR-Xs to be imported to the UK in 1984 had a single-cam E-series 60bhp 1.5-litre engine with twin carburettors. This was upgraded to a fuel-injected 108bhp in 1985.

► **MkI 1.6i-16/Si** Introduced in 1985 and sold concurrently with the 1.5. The 137bhp, 16-valve, twin-cam, 1.6-litre D-series was known as 1.6i-16 in Europe and Si in Japan.

► **MkII 1.5/1.6** The CR-X was facelifted in 1988, with all the body panels reshaped to allow bigger windows and smoother-edged light clusters. Both 1.5- and 1.6-litre engines were carried over. The unusual combination of front torsion bars and rear semi-trailing arms was replaced with more conventional wishbones all round. These necessitated a restyled longer nose.

► **VTEC 1.6i-VT/SiR** In 1989 the CR-X received the motorcycle-derived variable valve-timed VTEC engine with camshaft profiles that could be switched between power and economy modes. The result was 150bhp and the car was known as the 1.6i-VT in Europe, and the SiR in Japan. Spot it by the power bulge on the bonnet, power steering and leather front seats. The VTEC car was discontinued, along with the 1.5 and 1.6i-16, in 1991.



'The CR-X is as exciting to drive today as it was when it was new and banished Honda's elderly Seventies image overnight

Restore or import? Unless it's been sitting in a bubble, even a good UK example will be in need of restoration work by now. However, because the Japanese don't use salt on their roads in winter, a well-kept car imported from southern Japan will be as good as new. To the north – and the snowy Hokkaido in particular – this isn't the case, so don't assume all Japanese imports are rust-free.

Until recently, importing a CR-X and immediately rustproofing it made sense. However, because the exchange rate is currently hovering around 121 yen to the pound, what was once £8000 is now effectively £12,000, with all the increases in import tax and shipping costs that this entails. With Americans now also scouring Japan for nice low-mileage cars, buying a JDM (Japanese Domestic Market) CR-X is no longer cheap.

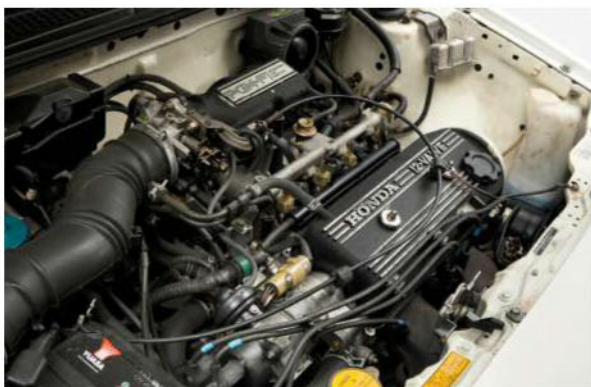
However, you have to balance this against the cost of future-proofing the average UK CR-X. Rarity has driven prices up, parts are so scarce that non-runners are surprisingly expensive, and when you bear in mind that a full restoration of a CR-X can cost over £20,000 but will only sell for half that, sourcing one through an import specialist with contacts in Japan might still be the best bet. Either way, they aren't cheap any more.

Bodywork Road salt and spray eats away at the leading edge of the bonnet, the wheel arches, sills and chassis legs. Check for sill and rear-wing rust by removing the plastic sill cover, or failing that, pull upwards on the cover and feel for movement and a crunching sensation. The sills themselves are a simple shape, easily repaired, and although rear wings for MkII CR-Xs are no longer available, a good bodyshop can adapt a £60 panel from a fourth-generation Civic hatchback to accommodate the CR-X's rear light clusters. To repair sills and rear wings on a MkII this way costs around £3500 for both sides including the repaint.

It's a different story for MkIs. No repair panels are available new at all and any replacements have to be made from scratch, with a full set coming to £8k-£9k including fitting and painting. These cars were popular in the US and new old-stock parts are available via American breakers on eBay. Bearing all this in mind, you're better off getting minor dents knocked out.

That's often not the end of the rust saga. Many owners only learn of structural rust when they remove the dashboard and interior trim for repair work, requiring rotten metal to be cut out and repairs fabricated.

Pristine cars like this are a rarity because of rust and abuse by modifiers. Even finding a Japanese import is no guarantee of solidity – you need one from the south of Japan where the weather is better



This is the 1985 E-series 1.5-litre motor with the single overhead camshaft and fuel injection. It makes 108bhp. The 16-valve twin-cam 1.6-litre making 137bhp was introduced in the same year

'If oil change intervals are adhered to, non-VTEC CR-Xs will cover more than 150,000 miles between rebuilds'



The rear glass is notoriously leak-prone because the seals crack. Rain drips onto the rear seats which are usually trimmed in vinyl so the water runs off them and collects in the spare wheel well. If the drain hole is blocked you'll get rust in the boot floor.

Gearbox Notchiness and crunching in second gear is normal when cold, but if a CR-X gearbox is crunching in second, third and/or fourth gears – especially at higher revs – once warmed up, it's a sign of worn synchromesh rings, which is a common issue. Aftermarket carbon-lined rings cost £600 plus £200 fitting.

Engines All CR-X engines are fundamentally tough in an unmodified state. Although the base engine block was used in many Rovers of the period, parts aren't plentiful and aftermarket modifications that increase compression tend to wear out piston rings and valve stem seals, causing oil to burn and generally shortening the engine's life. If oil change intervals are adhered to, non-VTEC CR-Xs will cover in excess of 150,000 miles between rebuilds. The VTEC is even longer-lasting, many with 200,000 miles on the clock. Look for puffs of exhaust smoke during a high-rev test drive – it's a telltale sign of neglected maintenance.

Check the dipstick before you start the engine, rub the oil between your fingers and smell it. If your fingers don't slide freely it could be a sign of water in the oil and a blown gasket, and if there's a smell of petrol, it could be over-fuelling, leading to premature engine wear.

A top-end rebuild kit for a CR-X engine comprising piston rings, valve stems and oil seals costs £400-£500, but labour costs are steep because space is tight. The engine will need to be extracted and stripped down to check for further wear. Costs will be around £2000-£2500 if a rebore is required. Double that for the more complex VTEC. Replacement standard exhausts are rare, but there are plenty of aftermarket items in the US.

All CR-X engines are of an interference design, so the pistons and valves collide if the cambelt breaks. Genuine Honda cambelts cost £40, replacement tensioners are £60 and labour is £140. Honda specified 70,000-mile or six-year change intervals, but specialists recommend reducing this to four years.

Trim and glass Replacement trim for a Mk1 or II is rare and of course parts from American breakers will be for left-hand drive cars. Plastic trim that's suffered sun damage will need to be carefully cleaned and relacquered rather than replaced.



If you find a CR-X looking like this, buy it. Replacement trim is rare, and the more plentiful US spares are of course for left-hand drive cars



Interior components are so hard to come by that stealing CR-Xs for parts-stripping is lucrative. Trim is the reason all CR-X experts recommend buying a donor car with a complete interior. They can be found online for £600, but to a breaker they're worth £1500 in parts.

Good windscreen cover is essential when insuring a CR-X. Neither of the two glass panels from the rear hatch is available, nor are side windows so you'll have to source them from donor cars. Rear three-quarter glass and windscreens are available.

Suspension and brakes CR-X suspension was revised on the transition from MkI to MkII, and again for the VTEC-engined models. VTEC track rod ends have been discontinued but parts for lesser MkIIs can be cut down to fit at a cost of £25 per side. Worn bushes and ball-joints can be replaced with harder-wearing aftermarket polyurethane items for £250.

Honda's early ALB antilock braking system is woefully unreliable because the sensors rarely work and no spares are available. No specialist recommends retaining it and removing it creates no difficulties for the MoT test because it was an optional extra when new. Removal of the system and replacement using a brake proportioning valve from a 1996-2000 Civic Type-R costs £400.

The drop in value of sterling has meant a tidy Japanese import that would have cost £5000 is now closer to £7k. Even so, it will still work out far cheaper than taking on a restoration...

[Owning a Honda CR-X]



Gurdip Hoonjan, Loughborough

'My grandfather imported Hondas, so I grew up with them and ultimately got myself a Civic Type-R, but I wanted something classic from my childhood,' says Gurdip, owner of a near-concours CR-X 1.6i-16 MkII.

'I searched for three years before eventually finding mine in Essex. It hadn't been well looked-after, having been left outside for two years, and was covered in cobwebs and swirl marks – a detailer's nightmare. However, the engine was good and it had only done 45,000 miles so I bought it.'

'I spent seven months stripping it down and cosmetically restoring it. Keeping a CR-X original is difficult, although my Honda connections help when tracking down rare parts, which are often expensive or discontinued. It's variable too – something that's worth £30 to a scrap merchant is worth £300 to a CR-X owner! It's easier to work on than the Civic Type-R though, which is something.'

'Originally I was going to make the CR-X my daily-driver, but with such low miles I just drive it sparingly instead.'



Martin Waller, Slough

'I got my first CR-X at 26 and have had them ever since – that's 20 years! Originally I was looking for a Prelude...' says serial owner Martin.

'They're excellent cars. At the moment I have a 1984 1.5 and a 1987 1.6i-16. Both are currently registered on SORN because they're suffering from tin worm. Ironically I bought the second one when the first failed its MoT test on corrosion, only for it to fail even more spectacularly. I'm now restoring them both.'

'It's really hard to find body panels. A Dutch company that used to be a reliable source stopped stocking them recently, so 200-series Rovers and even MkIII Ford Fiestas are used for parts – the sills are pretty much the same on the Fiesta. Otherwise you have to get sheet metal and bend it to fit.'

'The internet is invaluable for the CR-X owner, as are the CR-X UK forum and an American specialist called Red Pepper Racing, although it must be noted that the CR-X scene in the States is still more about modifying than restoring.'



Tom Mellor, Leeds

Tom brought along the CR-X you see here – one of a handful of surviving UK-market 1.5 MkIs. 'My dad and I first bought it as an investment because of its rarity, but we also like its style and the practicality. I love its mid-Eighties styling inside and out – the red pinstripe, electric sunroof and lack of power steering are particular favourite features. Also, it's very light – 845kg – so although it's only the 1.5, it properly shifts, gives a real feeling of control and is a real pleasure to drive. Also, all the electrics are still functional, which is unusual for a car of this era, but not atypical of a Japanese classic.'

'We found the car online. It was in Chester, a two-hour drive away. The seller was a Honda Civic enthusiast who was reluctant to sell but had another, older Civic to maintain and store, and couldn't spend time on the CR-X. He claimed this was one of just four of this specification left in the country.'

'During our ownership we have used it both as a summer daily runner and for Sunday drives and days out. To date there hasn't been a single problem for us. It still only has around 30,000 miles on the clock.'

'The original intention was to sell it, but after the photoshoot I've realised what a rare classic it is, and have taken it off the market. Hopefully it'll bring many more years of driving joy. We'll still try to keep the mileage down though.'

ClassicCarsForSale.co.uk



1987 Honda CR-X 1.6i-16, £3250

Excellent condition inside and out. Beautiful, standard example with stainless single-exit exhaust system. No faults, everything works as it

should, drives spot on. Currently on SORN and in dry storage, will happily include MoT upon sale. RHD.

Gullwing slumbered under a cotton cover for 40 years but was regularly started as recently as 2001 so its engine hasn't seized



Mercedes 300 SL Gullwing

An extraordinarily well-preserved 1955 Mercedes Gullwing has emerged from 40 years of storage in an aircraft hanger in Oregon. It's a one-owner car and has been consigned for sale at Gooding's Scottsdale auction on 20-21 January by the late keeper's family. That man was Sigurd Nygren, a merchant mariner who is said to have walked into a Californian Mercedes dealership in 1955 with a bundle of cash (wages from a long voyage, perhaps?) and demanded an alloy-bodied 300 SL. On being told such a car would take four months to arrive, he took the steel-bodied car that the company had in stock.

When he wasn't at sea, Nygren was a keen aviator and at some point flew a remarkable Taylor Aerocar, one of the few functional flying cars ever built. He and his twin brother were photographed with the 300 SL and the Taylor when the Mercedes was new.

Nygren built a number of unusual extras into the Gullwing's cockpit – a 24-hour clock

Barn Finds

Nigel Boothman enjoys a bumper month with a well-preserved Gullwing, a tragic Princess's missing E-type and a little-used Lanchester

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and chronograph hang from the headlining between the doors, an open-bladed fan blows air on to the windscreen and an additional interior mirror has an altimeter and thermometer built into it. There's also an eight-track player with six speakers fitted around the cabin.

Hans Wurl consigned the car for Gooding. He says, 'The car has only covered 31,000 miles from new. It has been off the road since 1976 and was kept under a fitted cotton cover which might even be an original Mercedes item for the 300 SL – if it is, I've never seen one before. On top of that were a couple of tarpaulins.

'Mr Nygren came by regularly to start it up but only until around 15 years ago – the engine is still free, however.

'There's very little corrosion anywhere – a little paintwork was done to the front and rear, though that was a long, long time ago. The curved star and grille are there too and even the original belly pans are still fitted.'

The car carries an estimate of \$900k-\$1.1m (£725,000-£885,000).

Once the plaything of a princess, this 1962 E-type's bodyshell is being offered without reserve



Could this be this the world's lowest-mileage Lanchester?



Restored XK140 coupé went into hiding 14 years ago

Jaguar E-type shell, Lanchester 14hp

The bare bodyshell of a 1962 Jaguar E-type roadster arrived back in the UK last year from a lengthy stay in the West Indies. It had been discovered by a UK-based buyer in Jamaica who was exporting other classics found on the island and felt the bodyshell he'd been shown could make an interesting project. When the car was back in Britain the scale of the task sank in and he offered the shell for sale.

The next owner took the wise precaution of obtaining a heritage certificate from the chassis number and discovered something startling, as James Dennison of Brightwell's Auctions explains, 'The car turned out to have been ordered by Princess Nina Aga Khan. She was a Sri-Lankan born English fashion model whose jet-set lifestyle had led to a marriage with the German billionaire Baron Hans Heinrich von Thyssen in 1954. It didn't last, and Nina walked off with a vast divorce settlement. Her next marriage was to Prince Sadruddin Aga Khan in 1957 and her second husband showered her with gifts

'After 50 years, and without any driveline, suspension or interior, the Princess's E-type is back'

much as her first had done, including the only right-hand drive E-type roadster sold new in France.'

The marriage ended the same year and she retreated to the Caribbean island bought for her by husband number one, taking her pet panthers and her E-type. Princess Nina sadly ended her days with an overdose after returning to Paris in 1965 after which some of her jewellery and her E-type went missing. Now, after 50 years and without any driveline, suspension or interior, the Princess's E-type is back. Will someone take it on? It's offered at no reserve by Brightwells at Leominster on November 23.

In contrast, the same sale features a 1953 Lanchester 14hp saloon last MoT'd in 1979 and barn-stored since then. It's partly dismantled and needs restoring, but is very

sound and original, showing just 5357 miles. This is unverified, but – with an old MoT from 1972 showing 2668 miles – could this be the lowest mileage Lanchester left?

Jaguar XK140 FHC

This handsome Jaguar XK140 fixed-head coupé was jointly restored by a father and son but has spent the last 14 years unused in a Berkshire garage. Although dusty, it still appears to be in fine condition and Coys will eventually offer it for sale following preparation. Right-hand drive is a bonus.

The XK140, identified by its heavier, full-width bumpers, offered more interior space than its XK120 predecessor.

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Books & Models

CHRISTMAS SPECIAL Sam Dawson reviews the latest and greatest reads and models

MODELS UP TO £70



1:43-scale Jaguar D-type

Spark, £53.99

Rather oddly, the instruments in this D-type's interior are packed into an acutely angled central pod, but otherwise it's a masterpiece of subtle yet accurate proportions. Few 1:43s have leather bonnet straps and it's good value for something so finely detailed.



1:43-scale Koenig Mercedes-Benz 500 SEC Special Neo

Neo, £69.99

It's a pity that Neo finished its wild Koenig 500 SEC in black. White or red would have flagged up the wild rear spoiler and Testarossa-inspired side-strakes more clearly. Still, this resin model is well-detailed, especially with its deep-dish gold wheels.



1:43-scale Daimler Sovereign

Neo, £69.99

Daimler is often overlooked in the model world, so there's much to like about this resin Sovereign. Like Spark's D-type, it takes time and observation to appreciate, with aspects like its tiny bonnet mascot and no design feature overlooked.



1:18-scale Panhard 24CT

Norev, £59.99

This diecast model captures the Panhard's elegance and austerity. Panel gaps suggest something more expensive but the engine is a featureless grey plastic blob.

Marque and model histories

Jaguar

By Colin Salter and Paul Walton, £35, pavilionbooks.com, ISBN 978 1 911216 07 0

This glossily-photographed, large-format marque history may not be as in-depth as, say, a biography of Sir William Lyons might be, but it's superior to the sort of indifferently-written skips through Browns Lane's products that well-meaning but distant relatives might buy you.

Salter and Walton have selected 33 cars they consider to be crucial to Jaguar's often chequered and unstable history and use them to tell the story of the company during critical junctures. It's light on technical detail, but their research concentrates on the business aspect of Jaguar's evolution. This brings some unusual and unexpected cars into the limelight – the E2A concept is as important as the production E-type, for example, and some newer models that classic fans won't know much about, like the XKR-S GT, took the firm in new directions.

There's nothing new here for aficionados, but if you only need one Jaguar book, this is better than most.

Coachwork on Ferrari V12 Road Cars 1948-89

By James Taylor and Simon Clay, £40, herridgeandsons.com, ISBN 978 1 906133 69 6

This book's title is perhaps slightly misleading – Taylor and Clay's remit

only extends to 1989 to encompass the inordinately long production run of the 365 GT4/400/412 – because this book is predominantly about the weird, wonderful and occasionally downright ugly confections dating from the era when Ferraris were still open to reinterpretation by all manner of coachbuilders.

As a result, the text is very much design-orientated – don't bother with it if you're looking for competition histories and engineering secrets. Clay's sumptuous photography lifts the book but it's the picture research that truly makes it unique, because Taylor has tracked down grainy period images of long-lost Ferrari road cars, from the ungainly British interpretation by Abbot that looks like an elongated Morris Minor, to the pretty one-off Motto 250 GT that was shamefully lost in a rebodging exercise. Fascinating.

The Complete Catalogue of the Mini

By Chris Rees, £35, herridgeandsons.com, ISBN 978 1 906133 72 6

Rees' book isn't quite as exhaustive as Jeroen Booij's three-volume *Maximum Mini* undertakings but goes into far greater depth on its slightly fewer subjects. Where Booij collected everything he could find on kit-cars and specials, Rees' angle is the Mini's development and the specialists who helped to turn Mini ownership into a lasting cult.

As a result, long-forgotten BMC prototypes from a time when it

couldn't work out how to style its new small car rub wheelarches with bodywork-transforming accessories, obscure regional bodywork variations and even fire engines and forgotten performance modifications. Whereas some are limited to dictionary definition-style entries, others, such as Radford, get their own chapters. Even if you already have *Maximum Mini*, you're bound to learn something new.

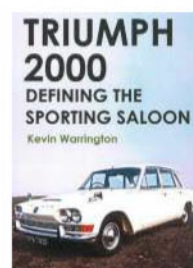
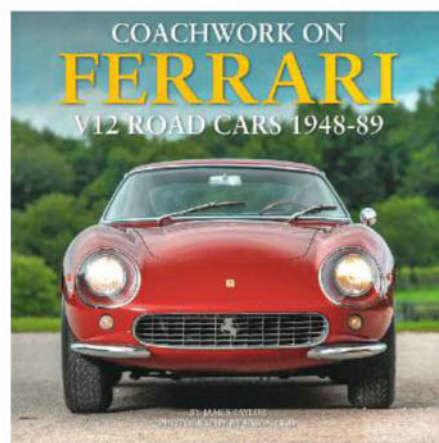
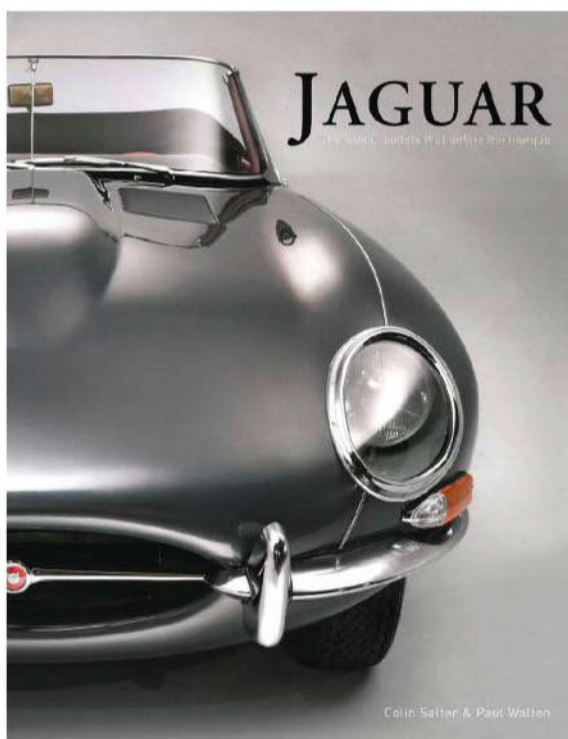
Triumph 2000 – Defining the Sporting Saloon

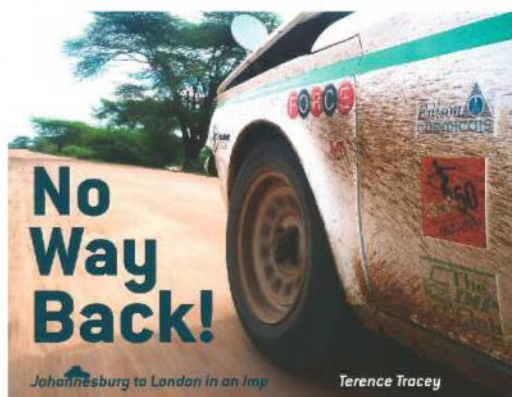
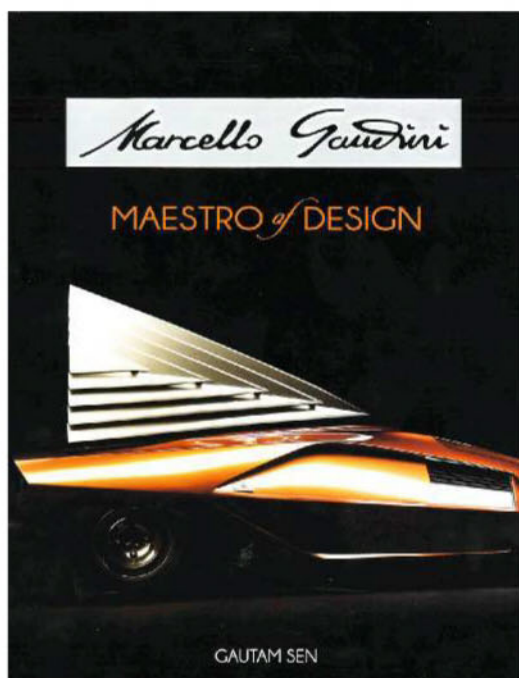
By Kevin Warrington, £14.99, amberley-books.com, ISBN 978 1 4456 5563 5

Warrington is clearly a Triumph enthusiast – his bold claim that the 2000 series created the sports saloon as we know it is sure to raise the ire of BMW and Alfa Romeo partisans. The first two chapters are general marque history stuff, but beyond those there's real substance behind Warrington's case.

He takes us behind the scenes at Canley in the Fifties and Sixties as Triumph sought to transfer the qualities of its sports cars into a four-door saloon, and through the various spin-off prototypes until, ultimately, Project Innsbruck – the evolution of the 2000 into a grand tourer that sought – but never quite managed – to blend the saloon and Stag ranges.

Photos are rather patchy and largely taken at shows, but few books have gone into quite so much depth on what was quite clearly a real mould-breaker.





People and stories

Marcello Gandini:
Maestro of Design
By Gautam Sen, £288,
daltonwatson.com, ISBN 978
185443279 7

This two-volume biography-cum-catalogue documents Gandini's work exhaustively and is reminiscent of Luciano Greggio's 90th-anniversary history of Bertone.

Many of the designs in that book are revisited here – Gandini worked at Bertone for 14 years after all – but each car is analysed in far greater detail. Much of the information comes as a result of conversations with the designer and this lends the work a sense of insight and a glimpse at unseen photos and sketches, including one showing the Ferrari 308 GT4 originating as a Lamborghini.

It is hugely expensive, but a book on Gandini's career with this kind of depth has been a long time coming.

No Way Back!
By Terence Tracey, £19.29,
porcupinepress.co.za, ISBN 978 0
620 70709 1

Former Rootes Group works rally driver Rosemary Smith's foreword

pays author Terence Tracey and his co-driver Geoff Biermann the ultimate accolade when she compares their endeavours to the Canadian Shell 4000 International, one of the most gruelling long-distance rallies of the Sixties. But their epic 2013 drive from Johannesburg to Coventry in a Hillman Imp wasn't a rally – it was their own idea, a challenge with no technical support to celebrate the Imp's 50th anniversary and raise money for charity.

The tale is one of adversity, camaraderie and fun – and the photos are surprisingly good given that they were snapped with an ordinary pocket camera.

A Darracq Called Genevieve
By Rodney Laredo, £30, veloce.
co.uk, ISBN 978 1 78711 007 6

This book begins with the making of the 1953 film *Genevieve* – one of the first car films of any kind – then picks up the story of the 1904 Darracq used in the film and traces its life, from postproduction promotional duties to restoration and exhibition by the Louwmann Collection.

However, Laredo's research into the car's earlier years makes for the

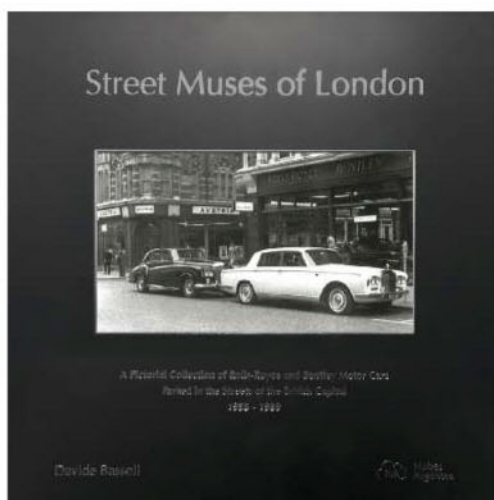
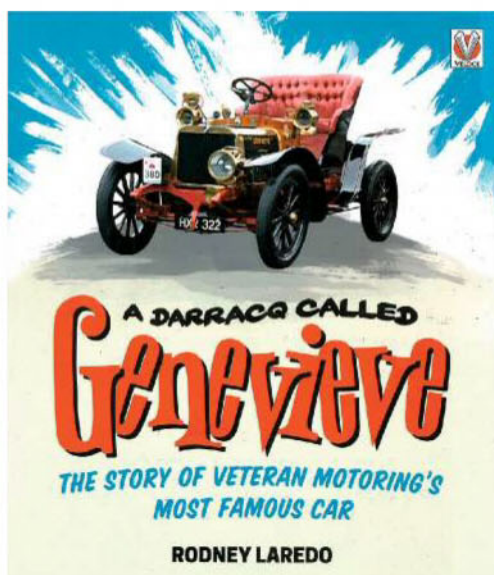
most fascinating reading. We learn of the veteran-centred proto-classic movement in the immediate pre-war years and the restoration of the Darracq against a backdrop of grim austerity. It's amazing to think that the first 40 years of one of the world's most famous cars are lost, but Laredo's book does much to make up for this.

Street Muses of London
By Davide Bassoli, £150,
nubesargentea.com, ISBN 978 88
909571 5 4

For nearly 40 years Graham Crump of 27 Holland Park Avenue wandered the streets of central London photographing any Rolls-Royces or Bentleys that caught his eye. Argentinian Rolls-Royce authority Davide Bassoli bought the photos years later and traced the ownership histories of each.

Tatty coachbuilt one-offs and prototypes appear down-at-heel and apparently in daily use and the street scenes offer visual feasts of other classic cars.

This book is expensive, and it's clear that Crump was no pro photographer, but this is an absorbing book nonetheless.



MODELS £70-£150



1:18-scale March 711

Spark, £134.99
Spark's latest 1:18 is both dramatic and historic. It's Niki Lauda's first F1 mount, plus it's the boundary-pushing March 'tea-tray car' with its raised front wing. Seventies F1 cars still left their engines exposed, lending the model a spindly quality, with its intricate suspension and Cosworth DFV. Excellent.



1:43-scale Pontiac Bonneville Convertible

Neo, £70.99
There's a lovely hand-finished quality to this hefty resin Pontiac. Size-wise it's closer to a typical 1:36. The exposed interior has a carved-with-a-scalpel intricacy, contrasting with the simple, bold, unadorned – yet huge – bodysheet. Its windscreen looks a bit too tall but it all makes a nice change from the usual muscle cars.



1:43-scale Lancia Astura Tipo 233 Corto

Minichamps, £119.99
This gorgeous art-deco Lancia combines sweeping teardrop curves and strakes of chrome and steel, but the hood and rear deck details seem heavy-handed by comparison. It seems expensive for what it is too but it's certainly visually arresting.



1:18-scale Porsche 911S

Schuco, £147.99
Compleatists will like Schuco's fully-articulated diecast 911 – it's a 1973 'ölkappen' model with the external oil-filler. The old Schuco trademark of tiny ignition keys dangling from the dash has gone, but the wired, hosed and stickered engine bay more than makes up for that.

MODELS £200+



1:18-scale Aston Martin V8 Vantage
AutoArt, £199.99

Only one discrepancy (Eighties exterior, Seventies interior) – otherwise there's a fineness to this Aston's details, including bumper blades and chrome slam panels. Even the carpeted spare-wheel hatch is replicated. Flawless.



1:18-scale Maserati A6 GCS
Minichamps, £379.99

It's a pity you can't open this resin Maserati's doors – the interior is superbly finished but the hunched glasshouse makes it difficult to see. The delicate brightwork impresses, from the finger-pull doorhandles to the tiny *Guglielmo del Roma* dealer's boot-badge.



1:18-scale General Motors Le Sabre
Minichamps, £299.99

Harley Earl's jet-inspired 1951 concept-car gave the world the twin-tailfin and makes for a huge and dramatic centrepiece model. The lustrous nuclear-green paint grabs you first, but it's the beautifully-rendered stainless-steel layering and outlandish interior that keep you staring.



1:18-scale Ford Transit
Premium Classixx, £217.99
Classic race transporters are all the rage so it makes sense to model a rally support vehicle. There are no tools inside this faithfully-detailed resin sealed-body, but it would be an ideal addition to collections of bubble-arched Escort RS Mk1 rally cars.

Motor sport biographies

From The Cockpit

By Bruce McLaren, £19.99, evropublishing.com, ISBN 978 1 910505 14 4

Yes, this is a reissue, but Bruce McLaren's 1964 autobiography has been out of print for decades. Reading it is reminiscent of watching Asif Kapadia's film *Senna* – of seeing an incredible life unfold, full of youthful promise, yet knowing how brutal and untimely his end was. Poignantly, even in 1964 the book ends with the 27-year-old McLaren musing on tragedy, the postscript dedicated to Timmy Mayer, one of his first factory drivers killed in the Tasman Championship just before the book was published. McLaren himself died in a crash at Goodwood just six years later.

Unlike most modern sportsmen's autobiographies, the famously self-effacing McLaren avoids insights into his personal life. Instead, we get the minutiae of racing from the driver's eye, almost race-by-race, in a level of detail most spectators wouldn't know about.

Ferrari vs Ford: The Four Years War 1964-1967 – The Third Year 1966

By Paolo Marasca, £35, chaters.co.uk, ISBN n/a

We're so used to the story of the Ford GT40 being a plucky underdog that we're often blind to the reality of the battle for GT-racing supremacy in the Sixties. In truth, Ferrari punched above its weight and Ford

had bottomless pockets and NASA scientists on hand to help.

Marasca's meticulous research, via extensive interviews with Enzo Ferrari in period and Mauro Forghieri in the present day, tells the often-overlooked Italian perspective in the struggle. The on-track detail was to be expected, but the personalities of Enzo Ferrari and Henry Ford II are fascinating – Ferrari the passionate mechanic looking for a mass-market production partner to bring stability to his eponymous firm, and Ford the hard-headed businessman looking for another acquisition.

As we learn in Marasca's excellent book, the boardroom clashes were as dramatic as any that took place on the track. A revelation.

James Hunt

By Maurice Hamilton, £35, blinkpublishing.co.uk, ISBN 978 1 910536 76 6

The more you read Hamilton's latest tome, the more you realise the large variance between the myth and reality of James Hunt. It doesn't help that many people nowadays will have based their knowledge of his career on the film *Rush*, which it transpires was largely a work of fiction.

In this book, Hamilton ignores the hearsay and focuses instead almost entirely on Hunt's career in motor sport, initially as a driver, then later as a commentator.

The image emerges of a fascinatingly complex man – a brilliant but troubled genius, ultimately consumed by his own coping mechanisms – and yet by

no means the carefree playboy or belligerent score-settler portrayed in tabloid reportage. In fact, if anyone comes off badly from the pages of this book, it's the media.

Illustrated with great behind-the-scenes photos throughout and backed up with interviews from colleagues, family and friends – including Niki Lauda – it sets several records straight.

F1: How It Was

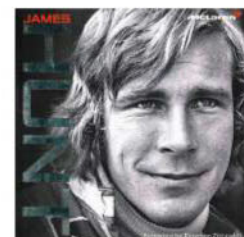
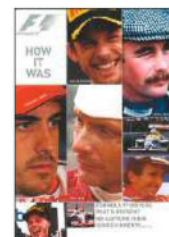
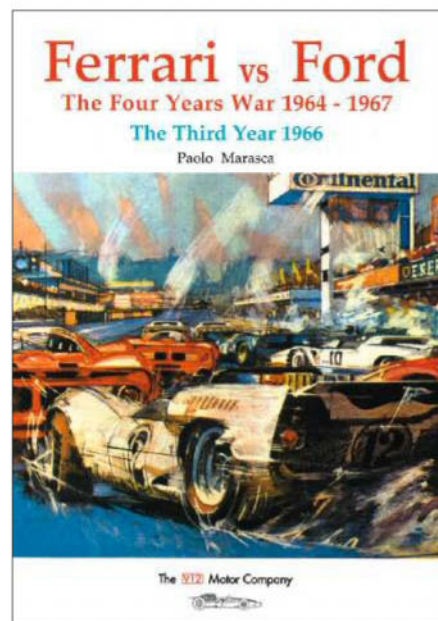
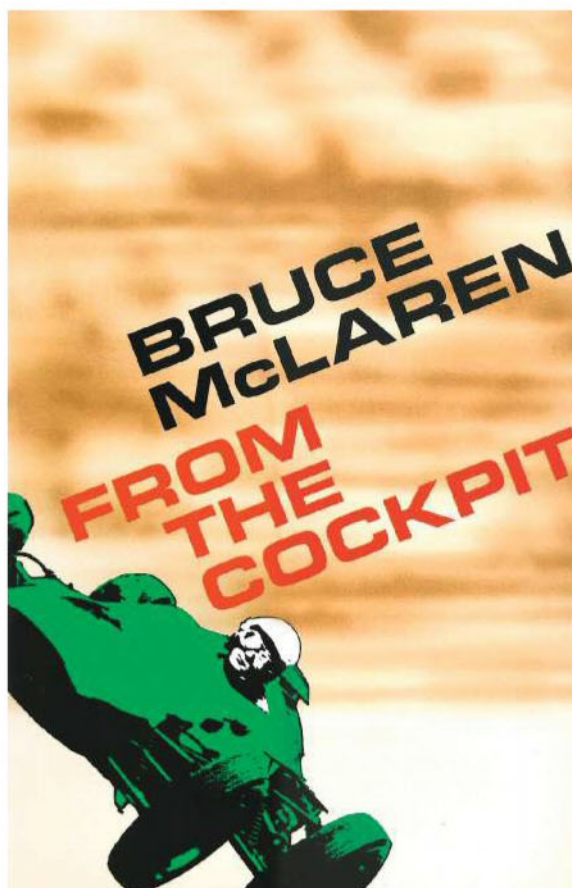
£16.99, dukevideo.com

This feature-length documentary takes a premise that could have been overly simplistic and populist in the wrong hands – a pantheon of Formula One greats asked to describe their all-time favourite race – and the result is as technical as it is compelling to watch.

Relaxed and freed from the familiar truncated, soundbite-laden world of post-race interviews, drivers including Niki Lauda and Jenson Button take time to talk us through technical racecraft and emotional pressure alike.

Interestingly they don't always nominate races they won – Jean Alesi, for example, most treasures holding off Ayrton Senna round Phoenix in an underpowered Tyrrell in 1990 – and many nominate the challenge of outwitting Michael Schumacher as the greatest moments the sport ever provided them with.

It may be focused solely on the post-1984 era, but as a driver's-eye view of what an F1 race is really like, it's far superior to any journalist-penned end-of-season review.



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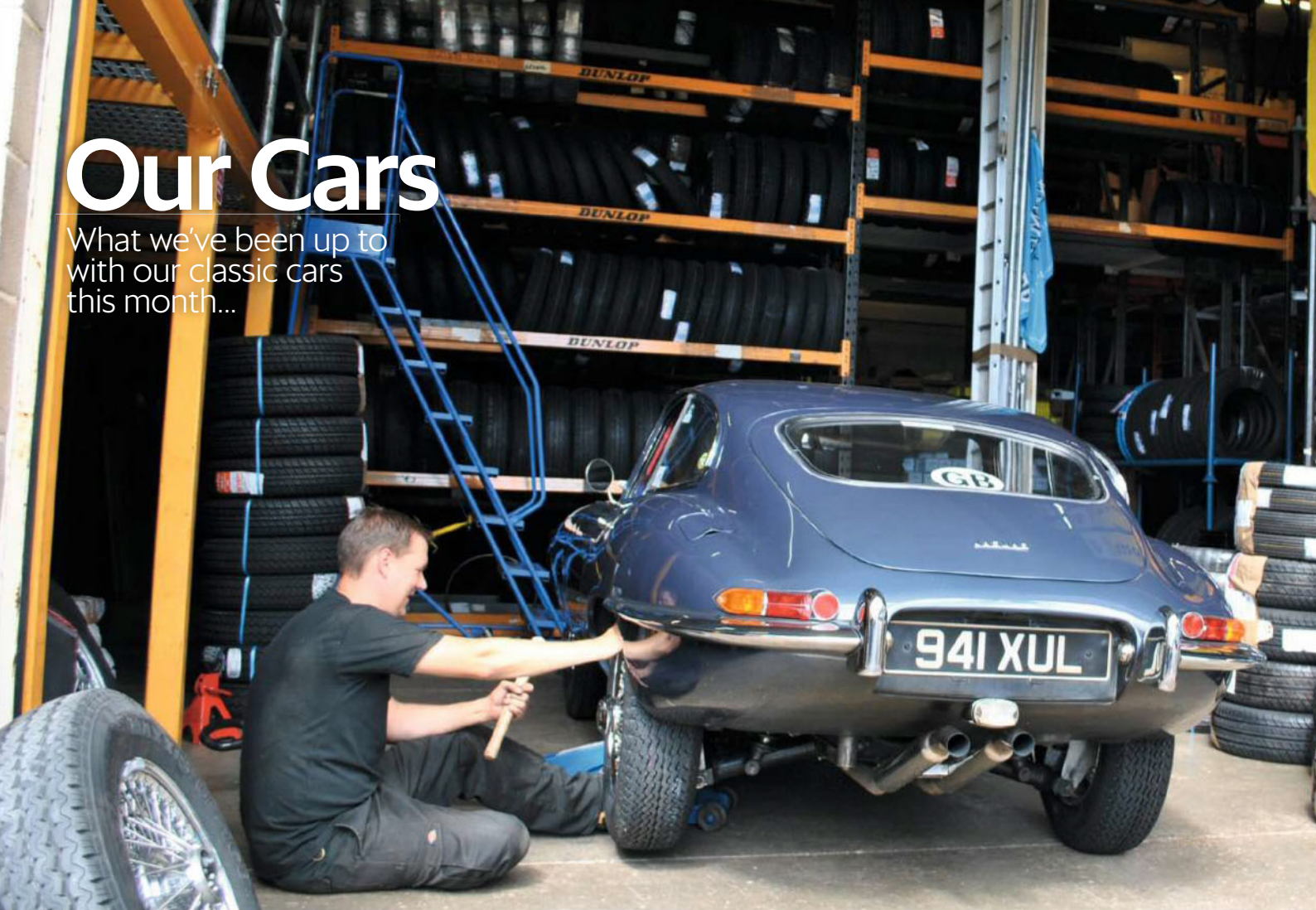
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Our Cars

What we've been up to with our classic cars this month...



Error corrected with era-perfect rubber

1962 Jaguar E-type FHC

Owned by Phil Bell, editor,
phil.bell@bauermedia.co.uk

Time owned 6 years

Mileage since last report 278

Costs £859.20

Previously Joined the E-type Club Round Britain Coastal Drive after a last-minute brake repair

Ascary moment on a rainy drive back from Le Mans this year was one slide too many – the Pirelli P4000s that had been on the E-type since I bought it in 2010 had to go.

I've driven a lot of classics in all sorts of road conditions and rarely have I found so little grip, often at relatively tame speeds. At times it felt like I was driving on ice.

I'd never really liked the look of the Pirellis anyway – with their 205mm shoulders, modern tread pattern and bold logos they just didn't look very 1962, and made the car feel heavier and more cumbersome than an E-type should. But with other E-type issues plundering my bank account from time to time I'd been putting off dealing with the problem – in the back of my mind I was hoping to wear

them out first. However, they determinedly resisted my efforts and still looked barely worn after 18,000 miles. Then a nail in a sidewall brought matters to a head.

Former *Classic Cars* staffer Ben Field, who now runs Vintage Tyres (vintagetyres.com), had the answer – a set of Dunlop Sport Aquajets in the correct 185mm x 15in size, a period fitting on the E-type. So I set off with one skinny spare wheel and tyre on a slow cruise down to Beaulieu in mercifully hot, dry conditions.

As soon as I arrived he went straight to the date marking on the tyres, prodded the sidewalls and delivered his expert verdict, 'They're ten years old and rock hard.'

I was aware that tyres age and that the

industry recommends changing them at 7-10 years, but because my car had been restored for only a year when I bought it in 2010, the problem had crept up on me.

The previous owner had fitted 6in-wide wheels in place of the standard 5.5in wires, and chosen the 205mm Pirellis to fill out the wheel arches, so I was concerned that the original width tyres might be too narrow for the wheels. Ben reckoned they were ideal according to his fitting charts and he was soon proved to be right.

As the reshod E-type landed back on the workshop floor it no longer looked like someone dressed in Goodwood tweeds but wearing running shoes. As I crouched down for a closer look I couldn't resist a crafty feel



Nail forced Phil to get rid of the Bakelite Pirellis



185mm Dunlop Sport Aquajets suit 6-inch wires



Phil's ten-year-old tyres needed urgent replacement



A rolling-road tune-up transformed Russ's Alfa

It's all going well. Too well

1972 Alfa Romeo Spider S2

Owned by Russ Smith russ.smith@gmx.com

Time owned 5.5 years

Miles this month 58

Costs £67

Previously Replaced the starter motor with lighter S4 unit

of the tread pattern, hoping that no one would notice. Think I got away with it.

A drive out to Ben's favourite pub for lunch seemed the perfect test run. Three corners in, the transformation was clear. Now the steering was light and fluid, the whole car more agile and eager to go where I pointed it. And without any loss of grip.

I only had to wait a couple of days for the sort of tree-felling rainstorm that they used to depict in TV tyre adverts. The real test. The period Aquajet sales literature says that they can displace a gallon of water per second at 50mph. I didn't have a bucket and rope handy to measure that, but my confidence grew with every streaming wet corner I encountered. I don't think that I've ever driven this car so hard in such truly awful conditions, which says it all about how much an improvement they've made.



Old Pirellis didn't look right. New Dunlops are so 1962

The absence of my Spider from these pages for several issues is largely due to it behaving itself since I fitted the new starter motor earlier this year. It's probably building up to something, but the only moment of note in the intervening four months was that I finally got round to taking it down to Julian Cardew at Greetham Garage in Rutland for a proper tune-up.

Julian's old-school, with skills honed on period rally stages, and has kept some pretty ancient garage equipment for use on classics. The result – and £58 very well spent – is that the Alfa runs more sweetly than it ever has in the five years I've owned it. I can now back it out of the garage, push the choke in and be treated to a smooth, gentle idle, whereas before it would always stumble and die unless I danced on the throttle pedal for a minute or so. I should have had this done years ago.

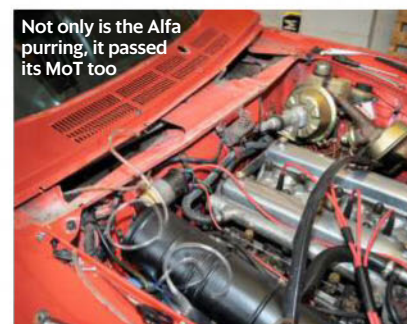
So I had a quiet summer of shower-dodging until MoT time reared its challenging head again. A check revealed that for the second year

running all the lights were working, along with all other testable electrical items. This is suspicious behaviour for any old Alfa – it really must have something big planned. The only items not behaving were the washer jets – only a dribble was issuing from the driver's side one.

Peering through the grille in the scuttle panel showed the pipe had split and dropped off the passenger side jet. Simple enough, except that removing the scuttle panel means first removing the lower chrome trim from the windscreen, the bonnet to bulkhead seal, the wiper arms, then grappling with a row of small screws and nuts.

It would have been nice to replace the washer jets with the correct sticky-up chrome ones, but time was against me so I got a pair of cheap jets from Halfords along with some pipe for nine quid.

The result? An MoT pass – with no advisories for once. Relief, for another year. But I'm still suspicious about all this good behaviour.



Not only is the Alfa purring, it passed its MoT too



BMW's startling orange vinyl wrap was added to promote a racer's business, but it's solid underneath

Now, let me explain...

1997 BMW 318is

Owned by Sam Dawson

Time owned one month

Miles this month 113 **Costs** £650

Previously waved farewell to the Quantum after a strange trip to Le Mans

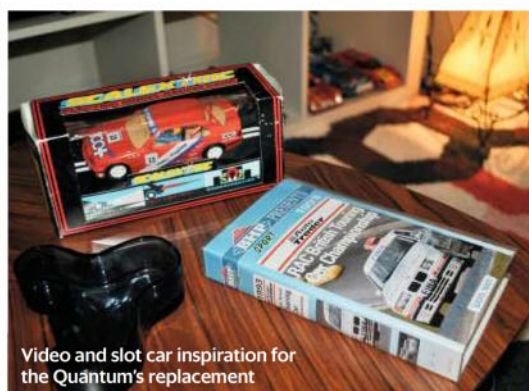
The Quantum was fun but I'll admit that I really wanted a Lotus Elan. The Quantum seemed like the closest thing I could afford but its front-wheel drive, overtaxed steering and peaky single-cam drone just weren't Elan-like enough.

But what to replace it with? I prepared a shortlist and a pattern emerged once I'd discounted the Euromillions stuff – four-seater coupé, rear-drive, fizzy sixteen-valve twin-cam engine, slick gearbox.

I made another list of cars in this particular mould but there weren't many on it and some – the Porsche 944, for example – always seem to be flogged at highly speculative prices. Then I noticed the answer staring at me from the cover of a video box across the living room. What about a BMW 318is?

BMW released this high-revving four-cylinder homologation-special E36 to replace the E30 M3 for Super Touring. It's coupé-only (though Germany got the exotically bewinged four-door Class II), has a 16-valve cylinder head, bucket seats and M3 suspension. BMW evolved its M42 engine into the 1.9-litre M44 in 1997 but confusingly didn't change the bootlid number.

My old mate Simon Clarke found a £650 example – cheap because of its 160,000+ mileage and bright orange vinyl wrap



Video and slot car inspiration for the Quantum's replacement

– but in his words, 'That mileage is nothing for an E36.' When the 318is came up in conversation with Steve Soper and he called it 'the E30 M3's real successor', I was sold.

The wrap came about because its owner competed in the Kumho Tyres championship and used it to promote his business. But then his M3 was wrecked in a racing accident, he switched to a 1 Series and no longer needed this lookalike.

It's solid, oil-tight and almost rust-free. It may be the colour of a Russian athlete's urine sample and slightly dog-eared, but not irretrievably so.

Unfortunately, my dad thinks the 3 Series is a car for artless philistines. But then, he doesn't follow the BTCC...

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CTC800B	8 Dr chest/cab set	610x330x1070	£89.98	£107.98
CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£139.98	£167.98
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CTC103	3 Dr step up chest	672x310x250	£47.98	£57.58
CTC106	6 Dr drop front	662x305x365	£59.98	£71.98
CTC109	9 Dr chest	662x305x421	£69.98	£83.98
CTC105	5 Dr cabinet	685x465x790	£159.98	£191.98
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CBB210B	10 Dr Chest	710x315x475	£129.98	£155.98
CBB203B	3 Dr step up	710x315x250	£67.98	£81.58
CBB215B	5 Dr Cabinet	758x468x815	£194.99	£233.99
CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
CBB217B	7 Dr Cabinet	758x468x975	£239.98	£287.98
CBB213B	3 Dr Cabinet	758x481x975	£189.98	£227.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

* Except on CBB231B & CBB230B

MODEL	SIZE	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CBB306	36"	6 Dr Chest	910x305x47	£149.98	£179.98
CBB229B	41"	21 Dr chest	1045x415x486	£229.98	£275.98
CBB315	36"	5 Dr Cabinet	927x416x985	£279.98	£335.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£369.00	£442.80
CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£311.98
CBB226B	41"	16 Dr cabinet	1126x468x1000	£429.00	£514.80
CBB231B	56"	9 Dr chest	1460x615x490	£599.00	£747.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£599.00	£718.80

Clarke HEAVY DUTY & PROFESSIONAL

TOOL CHESTS/CABINETS

• Heavy duty industrial build quality with lockable front covers for added security and protection

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
CBB211DF	11 Dr Cabinet	785x490x1075	£279.98	£335.98
CBB309DF	9 Dr chest	975x370x420	£159.98	£191.98
CBB311DF	11 Dr Cabinet	1045x490x1075	£339.98	£407.98

£129.98 EXC.VAT
£155.98 INC.VAT

£279.98 EXC.VAT
£335.98 INC.VAT

£159.98 EXC.VAT
£191.98 INC.VAT

£339.98 EXC.VAT
£407.98 INC.VAT

LARGE 37" CABINET

Clarke BOLTLESS SHELVING

NEW

Boltless, quick and easy assembly (only a mallet is required)

• Tough steel frame • Adjustable height shelves • 5 easy wipe clean laminate board shelves

(W)1220 x (D)460 x (H)1830

ONLY **£79.98** EXC.VAT
£95.98 INC.VAT

BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH

SAVE 10% EXTRA

WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £38.39 INC.VAT

CORNER UNIT

265 KG PER SHELF

WIDE 48" / 1220mm

Clarke BOLTLESS SHELVING BENCHES

NEW

Simple fast assembly in minutes using only a hammer

FROM ONLY **£29.98** EXC.VAT
£35.98 INC.VAT

SAVE 10% EXTRA

WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £23.99 INC.VAT

CHOICE OF 5 COLOURS

RED, BLUE, GREY, SILVER & GALVANISED STEEL

MODEL	DIMS WxDxH (mm)	EXC. VAT	INC. VAT
150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98

150 KG (evenly distributed) Strong 9mm fibreboard shelves

350 KG (evenly distributed) Strong 12mm fibreboard shelves

Clarke

MIG WELDERS

Quality machines from Britain's leading supplier
See online for included accessories

GAS, TIPS, SHROUDS & WIRE IN STOCK

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£189.98	£227.98
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£279.98	£335.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£449.00	£538.80
205TE Turbo	30-185	£489.00	£586.80

FROM ONLY £189.98
£227.98

Machine Mart

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

airmaster

8/250

TURBO AIR COMPRESSORS

Superb range ideal for DIY, hobby & semi-professional use

FROM ONLY £84.99
£101.99

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/250	2HP	7.5	24ltr	£94.99	£101.99
11/250	2HP	7	24ltr	£94.99	£101.99
11/250	2.5HP	9.5	24ltr	£109.98	£131.98
8/510	2HP	7.5	50ltr	£119.98	£143.98
11/510	2.5HP	9.5	50ltr	£139.98	£167.98
16/510	3HP	14.5	50ltr	£209.00	£250.80
16/1010	3HP	14.5	100ltr	£259.98	£311.98

* V Twin Pump

Clarke

NO GAS/GAS MIG WELDERS

Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas with optional accessories

FROM ONLY £119.98
£143.98

***no gas only**

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£119.98	£143.98
MIG 145	35/135	£169.98	£203.98
MIG 180	40/160	£194.98	£233.98
MIG 196	40/180	£219.98	£263.98

Clarke

NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY £179.98
£215.98

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£179.98	£215.98
105EN	30-100	£194.98	£233.98
151EN	30-150	£219.98	£263.98
130EN	30-130	£234.98	£281.98
160EN	30-150	£274.98	£329.98

Clarke

HYDRAULIC PRESSES

NEW RANGE

PROFESSIONAL QUALITY
Built for tough daily use in automotive/industrial workshops

MODEL	EXC.VAT	INC.VAT
4 ton bench#	£139.98	£167.98
10 tonne floor#	£149.98	£179.98
10 tonne bench#	£198.00	£237.60
20 tonne floor#	£349.98	£419.98
30 tonne floor#	£599.00	£838.80
50 tonne floor#	£1399.00	£1678.80

* Available with/without 7 pce pin, bracket & pressing plate kit • Adjustable polycarbonate safety screen
Economy model

Clarke

INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

CB09-12

Keep batteries in top condition over a long period

PRICE CUT NOW FROM £27.99
£33.59

MODEL STAGES BATTERY EXC.VAT INC.VAT

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
CB03-12	3	6Ah-40Ah	£27.99	£33.59
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

was £35.98 inc.VAT

Clarke

INDUSTRIAL AIR COMPRESSORS

Top quality belt driven air compressors for industrial & commercial users 10 bar/ 150psi max working pressure

FROM ONLY £349.99
£418.80

CAST IRON V TWIN PUMP

KEV16/100

Run from 30 Amp Supply • Run from 40 Amp Supply • 400V 3 Phase • Supplied With Direct On-Line Starter • Supplied With Sequential Direct On-Line Starter • V-Twin Cast Iron Pump • Supplied with Pre-Wired Starter

Clarke

ARC WELDERS

For home use, automotive and industrial applications

FROM ONLY £54.99
£65.99

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£54.99	£65.99
EA165	65-160	£67.99	£81.59
115N	30-110	£69.98	£83.98
EA200	60-200	£96.99	£116.39
160N	40-150	£71.99	£86.39
190N	50-185	£99.98	£119.98
190TEN#	35-180	£147.99	£177.59
235TEN#	40-210	£156.99	£188.39

Turbo fan cooled

Clarke

ARC ACTIVATED HEADSHIELDS

GWH4

FROM ONLY £39.98
£47.98

GWH5

FROM ONLY £46.99
£56.99

Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

Clarke

ARC/TIG INVERTERS

AT161

FROM ONLY £139.98
£167.98

MODEL	AMPS ELECTRODE DIA.	EXC.VAT	INC.VAT	
AT101	10-80	1.6-2.5mm	£139.98	£167.98
AT132	10-130	1.6-3.2mm	£169.98	£203.98
AT161	10-160	1.6-4.0mm	£214.00	£256.80

Clarke

HIGH FREQUENCY BATTERY CHARGERS

HFBC12/24

Energy efficient inverter, protects battery from high current damage

Microprocessor provides appropriate charging rate

Variable current output for quick, medium or trickle charge

FROM ONLY £44.99
£53.99

MODEL	MAX CHARGE BATTERY	EXC.VAT	INC.VAT
HFBC12	6 Amps 100Ah	£44.99	£53.99
HFBC12/24	20 Amps 200Ah	£79.98	£95.98

Clarke

WORKSHOP AIR TOOLS

CAT117

FROM ONLY £18.99
£22.79

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT110	1/2" Impact Wrench	£25.99	£32.39
CAT111	Air Orbital Sander	£21.99	£26.39
CAT113	3" Cut Off Tool	£18.99	£22.79
CAT117	13 piece 1/2" Impact Wrench Kit	£34.99	£41.99
CAT120	43 Piece Air Tool Kit	£99.85	£119.82
CAT121	Dual Action Sander	£24.99	£29.99
CAT123	1/2" Reversible Air Drill	£29.98	£35.98

Clarke

PRO 7" SANDER/ POLISHER

CP185

FROM ONLY £69.98
£83.98

Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200W motor

Clarke

LCD INSPECTION CAMERA WITH 9MM LENS

CIC2410

FROM ONLY £59.98
£71.98

Versatile tool which can be used for viewing objects in inaccessible areas • Common applications include work on car, machinery etc • 4 LEDs and 5 brightness settings

- 1m long, flexible camera probe
- Inc carry case, inspection mirror, magnetic pick up and hook attachments
- Req. 4x AA batteries (not included)

Clarke

AUTOMOTIVE WHEEL DOLLY SET

AWD1

FROM ONLY £44.99
£53.99

BIG 3" CASTORS

Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke

12V BATTERY CHARGERS

AC80

For lead acid batteries

Automatic charger - maintains optimal charging condition

MODEL	MAX CHARGE BATTERY	EXC.VAT	INC.VAT
LA4	4	£16.99	£20.39
LA6	6	£18.99	£22.79
AC80*	8	£29.98	£35.98

FROM ONLY £16.99
£19.99

Clarke

SPRAY GUNS

FROM ONLY £22.99
£27.99

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESC	EXC.VAT	INC.VAT
PR012C	1.2mm	£22.99	£27.99
14C/18C	1.4mm, 1.8mm	£26.99	£32.39
PGF14/18	Pro Gravity	£26.99	£32.39
AP15	HVLP, 2.2mm	£26.99	£32.39
SP14/18C	1.4mm/1.8mm	£27.99	£33.59

Clarke

2/3 TONNE TROLLEY JACKS

FROM ONLY £21.99
£26.99

JACKS ALSO IN STOCK UP TO 5 TONNE

MODEL	TYPE	TONNE	EXC.VAT	INC.VAT
CTJ3000G	DIY	2	£21.99	£26.39
CTJ2MB	DIY + Case	2	£27.99	£33.59
CTJ2250LP*	Low Profile	2	£44.99	£53.99
CTJ2001G	Pro Grade	2	£79.98	£95.98
CTJ3000QL	Quick Lift	3	£49.98	£59.98
CTJ30L6G	Pro Instant Lift	3	£83.99	£100.79
CTJ3000G	Pro Grade	3	£89.98	£107.98

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke

HYDRAULIC BOTTLE JACKS

FROM ONLY £7.99
£9.59

TELESCOPIC RANGE

MODEL	CAP.	JACK HEIGHT (mm)	EXC.VAT	INC.VAT
CBJ2B	2	148-276	£7.99	£9.59
CBJ3B	3	180-350	£11.99	£14.39
CBJ5B	5	185-355	£14.99	£17.99
CTBJ5*	5	220-495	£49.98	£59.98
CBJ8B	8	190-365	£17.99	£21.59
CBJ10B	10	195-375	£21.99	£26.39
CBJ10*	10	210-525	£69.98	£83.98
CBJ12B	12	200-380	£24.99	£29.99
CTBJ12*	12	235-580	£99.98	£119.98
CBJ15B	15	205-390	£29.98	£35.98
CBJ20B	20	217-407	£34.99	£41.99

Clarke

BATTERY CHARGERS/ ENGINE STARTERS

FROM ONLY £64.99
£77.99

Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL	MAX AMPS CHARGE/BOOST	EXC.VAT	INC.VAT
BC130C	15/120	£64.99	£77.99
BC190	38/180	£89.98	£107.98
BC210C	25/200	£99.98	£119.98
BC410E	35/400	£129.98	£155.98
WBC180	35/180	£129.98	£155.98
BC205N	30/200	£179.98	£215.98
WBC240	45/240	£159.98	£191.98
BC520N	50/100	£179.98	£215.98
WBC400	60/350	£199.00	£238.80

Clarke

TAP & DIE SETS

High quality tungsten steel • Supplied in metal storage case (except 16pc)

FROM ONLY £15.99
£19.19

TYPE	EXC.VAT	INC.VAT
CH1203 16pc Metric	£15.99	£19.19
CH1302 24pc UNC/UNF/NPT	£19.98	£23.98
CH1303 28pc Metric	£23.98	£28.79
CH1304 33pc Metric/UNF/BSP	£32.99	£39.59
CH1774 37pc Metric	£37.99	£45.59
CH1527 32pc Metric	£46.99	£56.39
CH1776 76pc Metric	£64.99	£77.99

Clarke

AXLE STANDS

Ratchet action for quick height adjustment • Sold in pairs

FROM ONLY £10.99
£13.18

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX21F	2	235-360mm	£10.98	£13.18
CAX-3TBC	3	300-430mm	£21.99	£26.39
CAX-6TBC	6	400-615mm	£31.99	£38.39
CAX10TP*	10	450-750mm	£79.98	£95.98

Clarke

HEAVY DUTY LONG REACH JACKS

CTJ10GLS

FROM ONLY £179.98
£215.98

NEW RANGE

MODEL	TONNES	EXC.VAT	INC.VAT
CTJ2GLC	2	£179.98	£215.98
CTJ3GLS	3	£249.00	£298.80
CTJ5GLS	5	£349.00	£418.80
CTJ10GLS	10	£529.00	£634.80

Clarke

CAR RAMPS

FROM ONLY £26.99
£32.39

PER PAIR

Lift cars safely and quickly • Tough angled steel construction

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000kg	£26.99	£32.39
CRW25	2500kg	£36.99	£44.39

Clarke

GRINDERS & STANDS

FROM ONLY £32.99
£39.99

PER PAIR

Stands complete with bolt mountings and feet anchor holes

6" & 8" AVAILABLE WITH LIGHT

STANDS FROM ONLY £47.98
INC.VAT

POLISHING KITS

4" to 8" • From only £27.59 INC.VAT

With sanding belt

* Wheelstone & 6" drystone

MODEL	DESC	EXC.VAT	INC.VAT
CBG6RP	DIY 150mm	£32.99	£39.99
CBG6RZ	PRO 150mm	£42.99	£51.59
CBG6RSC	HD 150mm	£54.99	£66.99
CBG6RSH	PRO 150mm	£54.99	£66.99
CBG6RWC	HD 150mm	£59.98	£71.98
CBG8W*	HD 150/200mm	£56.99	£68.39

Clarke

5 PIECE AIR TOOL KIT

KIT1100

FROM ONLY £21.99
£26.99

Gravity Fed Spray Gun • Air Wash Gun • Tyre Inflator • Air Blow Gun • 5 Metre Air Recoil Hose

Clarke

6 SPEED METAL LATHE

WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY £949.99
£1138.80

FULL RANGE OF ACCESSORIES IN STOCK

430mm between centres • Compound slide with 4 way tool post • Power feed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill £799.00 exc.VAT £958.80 inc.VAT
Floor Stand including Suds Tray SAVE £12
NOW ONLY £169.00 Exc.VAT £202.80 Inc.VAT
Was £214.80 Inc.VAT

Clarke

ALUMINIUM RACING JACKS

CTJ1250AB

FROM ONLY £89.98
£107.98

Quick lift • Non-marking nylon wheels • Rubber contact pad - helps protect vehicle undersides

MODEL	LIFTING CAP.	EXC.VAT	INC.VAT
CTJ1250AB	1.25t	£89.98	£107.98
CTJ1800A	1.8t	£159.98	£191.98
CTJ2500QLG*	2.5t	£149.98	£179.98

LOW ENTRY ONLY 85MM

Clarke

24V CORDLESS IMPACT WRENCH

CIR220

FROM ONLY £99.98
£119.98

Inc. 17, 19, 21 & 23mm chrome vanadium sockets • 2x 24V Ni-Cd Batteries & 1 hour fast charger

OTHER MODELS

MODEL	MAX TORQUE	EXC.VAT	INC.VAT
CIR220	450Nm	£99.98	£119.98
CIR220	450Nm	£99.98	£119.98
CIR220	450Nm	£99.98	£119.98

Clarke

CRANES

FROM ONLY £159.98
£191.98

MODEL	DESC	EXC.VAT	INC.VAT
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Clarke JUMP STARTS

Provides essential home, garage and roadside assistance

- Integral work light
- 910 includes air compressor
- Long life battery

FROM ONLY **£54.99** EXC.VAT
£65.99 INC.VAT

MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£54.99	£65.99
910	400A	900A	£64.99	£77.99
4000	700A	1500A	£119.99	£143.98
12/24 1000A@12V	2000A@12V		£139.98	£167.98
500A@24V	1000A@24V			

EXTRA LONG 1m LEADS

HEAVY DUTY 17KG

EASY TO USE WEBSITE

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Clarke MICRO MULTIFUNCTION JUMP START/CHARGER

CLIPPJS

NEW

Amazingly small and lightweight lithium-ion power pack • Highly efficient for emergency starting • Inc. range of connectors for phones, tablets, etc • Peak current 400A • 1W LED torch • 2x USBV ports for mobiles or 12V/16V/19V outlets for tablets/laptops • Fits in vehicle glove compartment

FROM ONLY **£79.99** EXC.VAT
£95.99 INC.VAT

Clarke ENGINE STANDS

MASSIVE

Rotates through 360° Fully loaded to proof load

CE5680F

Model CAPACITY EXC. VAT INC. VAT

CE5340	340kg	£44.99	£53.99
CE5450	450kg	£64.99	£77.99
CE5560	560kg	£79.99	£101.99
CE5680F	680kg	£109.99	£131.98

Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

PROpane GAS FIRED

DEVIL 110V/230V #Dual Volt stainless steel

FROM ONLY **£64.99** EXC.VAT
£77.99 INC.VAT

Model MAX OUTPUT KW EXC. VAT INC. VAT

Little Devil II	10	£64.99	£77.99
Little Devil SSII	10.3	£84.99	£101.99
Devil 700	15	£94.99	£113.99
Devil 900	24.9	£139.99	£167.98
Devil 860SS	31	£149.99	£179.98
Devil 1600	36.6	£169.99	£203.98
Devil 2100	49.8	£259.99	£310.80

Clarke DIESEL/PARAFFIN HEATERS

XR80

Ideal for fast efficient heating

- Extra-long run fuel tanks - up to 53 litres
- Variable heat output with thermostat control

FROM ONLY **£189.00** EXC.VAT
£226.80 INC.VAT

Model MAX OUTPUT EXC. VAT INC. VAT

XR60	14.7kW	£189.00	£226.80
XR80	20.5kW	£239.00	£286.80
XR110	29.3kW	£289.00	£346.80
XR160	46.9kW	£349.00	£418.80
XR210	61.5kW	£399.00	£478.80

Clarke PARTS WASHERS

PARTS WASHER FLUID FROM £5.99 INC.VAT

Model TANK CAP. TYPE EXC. VAT INC. VAT

CW20	10Ltrs	Bench	£99.98	£119.98
CW10	45Ltrs	Floor	£99.98	£119.98
CW20M	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke HEAVY DUTY GARAGES/WORKSHOPS

Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing • Ratchet tight tensioning

ZIP CLOSE DOOR

FROM ONLY **£229.00** EXC.VAT
£274.80 INC.VAT

Model SIZE (LxWxH) EXC. VAT INC. VAT

CIG1015	4.8 x 3 x 2.4m	£229.00	£274.80
CIG1216	4.9 x 3.7 x 2.6m	£289.00	£346.80
CIG1020	6.1 x 3 x 2.4m	£289.00	£346.80
CIG1220	6.1 x 3.7 x 2.5m	£339.00	£406.80
CIG1224	7.3 x 3.7 x 2.5m	£429.00	£514.80

Clarke ELECTRIC HEATERS

DEVIL 6003

Adjustable thermostat and variable heat output

24 hour timer

FROM ONLY **£49.99** EXC.VAT
£59.99 INC.VAT

Model VOLTAGE HEAT OUTPUT KW EXC. VAT INC. VAT

DEVIL 6003	230V	1.5-3	£49.99	£59.98
DEVIL 7003	230V	3	£59.99	£71.98
DEVIL 6005	400V	2.5-5	£74.99	£89.99
DEVIL 7005	400V	5	£84.99	£101.99
DEVIL 6009	400V	4.5-9	£119.00	£142.80
DEVIL 7009	400V	9	£139.98	£167.98
DEVIL 6015	400V	5-10.5	£179.00	£214.80
DEVIL 7015	400V	15	£199.98	£239.98
DEVIL 6025	400V	22	£289.00	£346.80
DEVIL 7025	400V	22	£319.00	£382.80
DEVIL 7030	400V	30	£359.00	£430.80

Clarke OIL FILLED RADIATORS

Adjustable thermostat and variable heat output

24 hour timer

FROM ONLY **£27.99** EXC.VAT
£33.59 INC.VAT

Model FINS WATTAGE EXC. VAT INC. VAT

OFR 9/90	9	900W	£27.99	£33.59
OFR 7/150	7	1500W	£32.99	£39.59
OFR 9/200	9	2000W	£39.98	£47.98
OFR 13/250	13	2500W	£53.99	£64.79
BR 9/200	9	2000W	£44.99	£53.99
BR 13/250	13	2500W	£54.99	£66.99

Clarke PRESSURISED SANDBLASTERS

Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

FROM ONLY **£139.99** EXC.VAT
£167.98 INC.VAT

Model TANK VOLUME FLOW RATE EX. VAT INC. VAT

CPSB100	32 litre	6-19 cfm	£139.98	£167.98
CPSB200	63 litre	12-20 cfm	£169.98	£203.98

Clarke INVERTER GENERATORS

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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, Up-rated 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. (MILLE MIGLIA ELIGIBLE)

Old English White with Tan Interior. Out of a total production of 276 vehicles, only 25 are known to be still on the road, with this magazine featured example possibly being the finest of all. Totally restored and uprated by TR Enterprises 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 ; Unleaded Head, Up-rated Clutch, CWW, 3A Rear axle, Stainless Exhaust and Manifold, Front Disc Brakes, Heater, Tonneau Cover, Stainless Boot Rack, Etc. 'Dotti' 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.

Light Beige with Havana Brown Hard Top and Matching Hood. Interior in Tan Hide. Ground Up Restoration just completed to a standard seldom achieved. Every component has been restored to perfection. The lengths that have been gone to in sourcing original parts worldwide, must have taken months. Equipped with Period Radio, PAS, Tool Kit Etc. Next year we celebrate 50 years in the business and I have never seen a finer, more detailed restoration. Hand on heart this has to be the very best example world wide !

LHD - £120,000



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 Appreciating Classic car. Ready to Go and in Stunning Condition.

RHD - £34,995



1966 JAGUAR BEACHAM 4.0 SUPERCHARGED - SWITCHABLE AUTO.

Finished in Pacific Blue with Gobi Hide. Extensive specification includes Traction Control, ABS, AP Brake Calipers with Vented Discs, 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, Louvered Bonnet, Walnut Dash and Trim, Remote Locking with Alarm, Full Hi-Fi 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



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



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 Nikasil 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 Write Here!! Front Discs Replaced 2013. Brembo 4 pot Calipers All round, Toyo Proxes PXT1-R1 All Round, Gearbox Oil Changed 2015, New Clutch, Pioneer DAB /MP3/CD Player. New Sony Amplifier 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



1999 DAIMLER 4.0 V8 LWB.

Sapphire Blue with Ivory Hide. Two local owners from new. 44,000 miles with FSH. The ultimate in luxury. Cost new £58,000. Equipped with Climate Control, Heated Electric seats, ABS, Cruise Control, Rear Picnic tables, Full Hi Fi System with Stacker CD. Tracker, Walnut with Inlays in Gold, Electric Sunroof, Windows, Mirrors & Ariel. An exceptional low mileage example. Perfect for Wedding or Chauffeur Hire or just that very special occasion. Astonishing value.

WAS - £11,995 NOW - £8,995



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



2004 ROYAL ENFIELD SIXTY - 5 with HITCHCOCKS 612cc CONVERSION.

One Owner from new and under 6,000 Miles Covered. All work carried out by Rolls Royce Engineer to an incredible standard. Spec inc ; Alloy Cylinder Head, Forged High Comp Pistons, Gas Flowed Cylinder Head with Competition Valves, Guides, Springs and Collets, Samrat Valve Rockers 32mm Amal Premier Carb. Long Stroke Crankshaft with Forged Steel Polished Con Rod and Roller Big End. Alloy Distributor Cover, 19 Tooth Front Sprocket, Rear Sprocket and New Chain. Stainless Steel Fixings throughout. 1950's Style Free Flow Exhaust System, Alloy Royal Enfield Rear Hub Insert, Hagon Shock Absorbers. New Road Master Tyres. Etc. Etc. A stunning example. Has to be 'the' very best on the market today.

£4,495



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 enjoyed once again. One of the more desirable MG's and rare in this colour combination.

LHD - £24,995

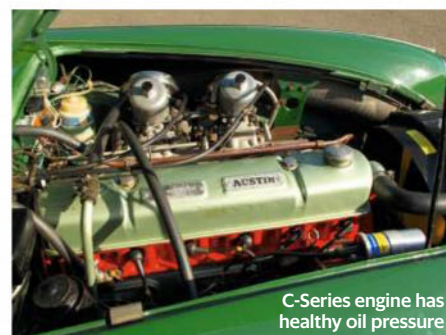
If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.



Paintwork reflects little use since restoration was completed in 1990



Pristine carpets and seat covers in smart interior



C-Series engine has healthy oil pressure

1964 Austin-Healey 3000 MkIII £64,995

An older restoration on this BJ8 is holding up extremely well and it's in fine mechanical health too, says **Mike Le Caplain**

With three owners from new and a ground-up restoration in 1989/1990 fully documented in the thick history file, this Austin-Healey presents well throughout. Little use since has resulted in only

minor flaws in the otherwise immaculate paint – two tiny chips towards the rear of the offside outer sill and a shallow, partially touched-in scratch on the offside front wing.

The chrome is mostly excellent apart from some minor pickling to the trim beneath the offside window, an almost invisible ding in the bonnet air intake embellisher and a couple of faint scratches in the top of the radiator grille.

The painted wire wheels are unmarked and shod with thickly-treaded Continental 165/80 R 15 tyres and the smart hood raises and lowers quickly and easily. Opening the boot reveals a battery and rubber floor mats that look new, together with full and half tonneau covers, each of which is in excellent order. The low-slung exhaust looks recent and has no rust or impact damage.

The interior is as impressive as the exterior, including what appear to be new

carpets and bucket seat covers. The lights, wipers and Smiths gauges operate as they should and the Kangol static seat belts clip together properly and adjust easily. An original but inoperative Radiomobile radio and an arc-shaped scratch in the windscreen (probably caused by grit caught beneath the nearside wiper blade) are the only faults.

Lifting the bonnet reveals a BMC C-Series 2912cc straight-six enlivened by a scarlet-painted cylinder block and original-looking rocker cover, complete with what appear to be original, pop-riveted Austin and rocker adjustment information plates. The radiator is either new or restored and shows no evidence of leaking from the cap or pipes. All pipes, wires and unions are newish, likewise the Intermotor coil and cooling fan; the fanbelt looks recent and the chassis legs are straight. The twin SU HD8 carburettors are fitted with polished pancake-type air filters and new-looking braided pipes, and the oil is clean and to the maximum level.

The engine fires at the first turn of the key and settles to an even, rumbling idle with no smoke from the exhaust. The low driving position is typical Big 'Healey – upright with the huge sprung steering wheel practically sitting in the driver's lap and pedals offset to

the right – and rear visibility is negligible with the roof down; we would want to fit period wing mirrors to help.

The gearbox requires a firm hand but snicks from gear to gear cleanly and quietly. Performance is strong, with a bellowing soundtrack from the engine and tail pipes and healthy 170°F water temperature and 50psi oil pressure at speed. The car steers and handles well and absorbs road imperfections quietly; powerful brakes – discs at the front, drums at the rear – stop it swiftly and with no pulling to either side.

The asking price is at the upper end of the BJ8 range, but this particularly good example has no major issues, so it's certainly fair.

CHOOSE YOUR AUSTIN-HEALEY

► 100 BN1 launched with 90bhp 2660cc Austin A90 four-cylinder engine and three-speed manual overdrive gearbox.

► 100 BN2 appears in 1955 with bigger brakes and four-speed manual overdrive gearbox.

► 1956-on 100-6 BN4 gets 102bhp BMC C-Series 2639cc six-cylinder engine and oval grille.

► 117bhp six-port engine with separate inlet manifold and twin SU carburettors from 1957.

► Two-seater BN6 from 1958 with same engine.

► 3000 from 1959 in two-seater (BN7) and 2+2 (BT7) guises has 2912cc 124bhp C-Series engine.

► 1961-on 3000 MkII gets three SU HS4 carburettors and 132bhp. 2+2 MkII Convertible (BJ7) launched in 1962 with twin HS6 SUs.

► 3000 MkIII (BJ8) with revised camshaft profile, twin SU HD8 carburettors and redesigned dashboard from 1964.

► Last car built in March 1968.

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1964 Austin-Healey 3000 MkIII

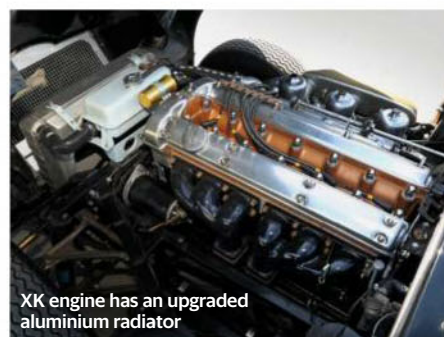
Price £64,995 Contact Sherwood Restorations (sherwoodrestorations.co.uk, 01636 812655) Engine 2912cc, ohv, inline six-cylinder Power 148bhp @ 5250rpm Torque 165lb ft @ 3500rpm Performance Top speed: 121mph; 0-62mph 8.9sec Fuel consumption 22mpg Length 4001mm Width 1540mm



Bodywork and chrome on this restored former US car are faultless



High-quality interior restoration



XK engine has an upgraded aluminium radiator

1961 Jaguar E-type £200,000

Fresh from a nut and bolt restoration, this matching numbers flat-floor E-type looks and drives like new, says **Calum Brown**

Presented in Heritage-certificated black with a black soft-top and green interior, this restored early E-type roadster was delivered new to Jaguar Cars, New York, in 1961 before spending most of its life in California.

It was imported into the UK about a year ago and recently underwent an exhaustive rebuild at E-type UK. The structure appears solid with even panel gaps and unblemished paintwork over straight panels. The chrome trim is also devoid of any scratches. The underside is also in excellent condition. The corrosion-free wire wheels are shod with period-style Avon Turbosteel 185 R 15s, each of which has plenty of tread remaining.

As to be expected from an E-type that has been lavished with this much attention, the interior doesn't have a stitch out of place. The carpets are immaculate and there are no tears or marks in the correct early curved-back seats. The dashboard is equally good – the alloy insert panels are in fine order and all the switches function perfectly.

There are no nasty surprises under the bonnet – fluids are clean and around maximum levels and all pipes, clips and

wires were replaced during the car's restoration. Detailing has been done to a very high standard, with the gold-painted cylinder head and polished camshaft covers appearing fresh out of the factory. There is one upgrade in the form of a modern aluminium radiator, which was installed by E-type UK as part of the restoration. There are no leaks evident anywhere.

The engine fires from cold at the first push of the starter button with no blue or black exhaust smoke and settles to a steady, smooth idle before pulling away on a healthy exhaust note. A later Jaguar all-synchromesh gearbox had been installed previously, but the original Moss gearbox was rebuilt and refitted during the restoration. Considering its reputation for slow, baulky gearchanges, this one is reasonably slick.

The brakes pull the Jaguar up in a straight line without any juddering or hesitation. The suspension is quiet and soaks up road imperfections and there's no discernible scuttle shake. Handling is well balanced, the car tracks straight and true and there is no play or vibration through the steering wheel. It was converted to right-hand drive shortly after it was imported.

The water temperature remains at normal in traffic and at speed and hot oil pressure holds steady around 45psi on tickover and closer to 60psi at higher cruising speeds.

There is a digital copy of all the restoration work that has been undertaken alongside a thick file of fastidiously kept bills and receipts to confirm that the work has been carried out. There appears to be very little early history with the car, however.

This may be top money for an early flat-floor E-type roadster, but with a sympathetically done fresh restoration by a known specialist and that cooling system upgrade, this represents a solid investment to enjoy, either on the road or on the show circuit. You'll struggle to find another example of this calibre for less.

CHOOSE YOUR E-TYPE

- ▶ E-type coupé and roadster are launched at the 1961 Geneva Motor Show with 3781cc XK engine and four-speed Moss gearbox.
- ▶ Deeper footwells from 1962 improve legroom; a rear bulkhead recess improves seat travel.
- ▶ 283lb ft 4235cc engine and all-synchromesh four-speed gearbox fitted from 1964.
- ▶ 2+2 is launched in 1966 with 229mm longer wheelbase and 51mm higher roof, plus the option of a Borg-Warner automatic gearbox.
- ▶ 1967-on Series 1½ E-type gets uncowed headlamps and revised interior.
- ▶ Series 2 launched in 1969 with raised full-width bumpers and larger lights.
- ▶ 1971-on Series 3 has Jaguar's new 4944cc V12 engine and is based on the 2+2 platform.

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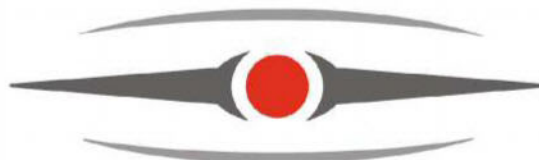
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1961 Jaguar E-type 3.8 roadster Series I

Price £200,000 Contact Marcus Holland, E-type UK (01732 852762, etypeuk.com) Engine 3781cc in-line six-cylinder, dohc Power 265bhp @ 5500rpm Torque 260lb ft @ 4000rpm Performance Top speed: 150mph; 0-60mph: 7.4sec Fuel consumption 18mpg Length 4453mm Width 1656mm



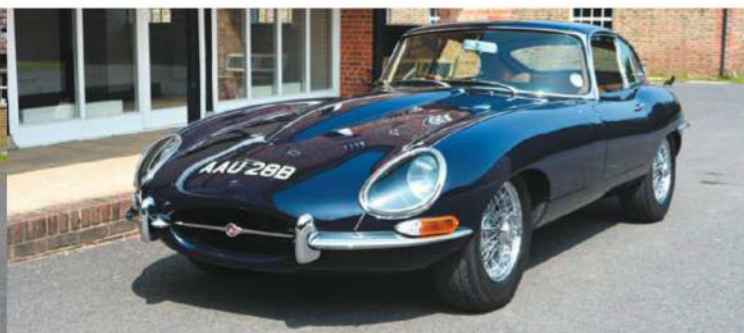
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burg with black wings, brown hide trim,
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1990 BENTLEY EIGHT SALOON
Dark blue, magnolia hide trim, 21,000
miles fsh, extras, excellent throughout
£18,995



1955 COMMER EXPRESS
green with red trim, 31000 miles with
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**1972 FIAT 500 ABARTH 695 SS
EVOCATION** True collector's car –
fabulous in white/purple
£18,995



2002 FORD THUNDERBIRD CONV
turq/turq and black leather, hard+soft
tops, 10,000 miles, lhd, stunning
£23,995



**2005 FORD THUNDERBIRD CONV
50TH ANNIVERSARY ED,**
silver hard+soft tops, 40000 miles,
fully loaded £18,995



1963 GOGGO MOBILE
Finished in cream with red trim – full g/
up restoration to concours cond
£17,995



1951 HEALEY SILVERSTONE
red with black trim, fully restored, low
mileage, good condition
£39,995



2004 '04 MGTF SPECIAL EDITION
finished in gold with black trim and
hood 42000 miles from new fsh
£3995



2004 MGTF fab in Tahiti blue
with black leather trim,
one owner from new and 50000 miles
£4995



2003 PORSCHE BOXSTER 3.2S
tiptronic finished in grey with black
leather trim
£8995



1939 ROLLS ROYCE
Wraith six light razor edge saloon, rare
car, coachwork by Mulliner, ex famous
owner £69,995



1963 ROVER 95 light green over dark
green, tan hide, 34000 miles, sold by
Hurst Park to current owner
£10,995



1951 SINGER 9
Fabulously finished in cream/burg and
burg hide, g/up resto near concours
£16,995



2008 WESTFIELD 1800 ZTEC SPORTS
red with black/red trim, sidescreens,
tneau fia racebar, 1900miles,
'as new' cond £12,995



2013 MORGAN EVOCATION finished
in old English white with black trim and
hood 1300 miles great looking car
£16,995



1994 MGR V8 ROADSTER 3.9CC
Finished in blue with tan, 13000 miles,
one of the last ones made
£24,995



**1972 MG MIDGET 1380CC ARKLEY
SS SPORTS CONV/HARDTOP** pale
blue with stone hide, nut and bolt resto
£11,995



1971 JAGUAR V12 E-TYPE AUTO
white with black trim, 67000 miles,
lots of extras, great value
£38,995

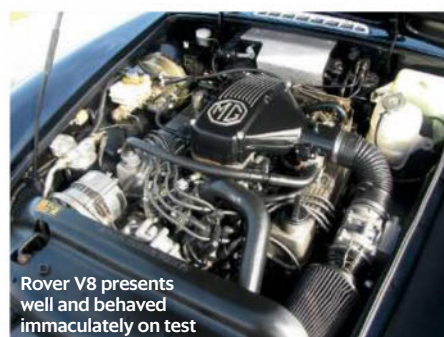
We have a further 60 cars in stock please email or call for a stocklist



Modified MGB bodywork is in excellent order and looks good in Oxford Blue



Ruched leather cabin is faultless but the woodrim wheel is an aftermarket item



Rover V8 presents well and behaved immaculately on test

1994 MG RV8 £24,995

This Japanese-market car has seen relatively little use, but it's ready for many miles of top-down motoring, says **Ben Wanklyn**

This 1994 RV8 was sold new in Japan, returning to the UK in 2009, as confirmed by the Japanese export certificate in its substantial history file. After covering a modest 10,000 miles, the car's km/h speedometer was swapped for an mph item, with the new odometer showing another 3000 miles have been added to the overall total. UK maintenance bills and a BMIHT certificate complement the original Japanese language handbooks and service booklet.

The sharp-looking bodywork certainly suggests sparing use. The headlamp surrounds fit tightly onto the dimple-free front wings, which in turn boast excellent panel gaps with the bonnet and doors. Although the gap between the front wings and bumper is a little uneven, both bumpers are unmarked and free from scuffs.

The bootlid fits flush with its surrounding panel, both doors open and close easily and there are no stonechips to the sills. Corrosion bubbles are absent on the upper bodywork, including vulnerable areas such as the scuttle and wheelarch lips. The clean underside appears very well preserved, with no suggestion of past repairs, while door

apertures are very tidy, with only light marks on the alloy sill kick plates. The mohair hood is in good order, protected by a cover when it's folded down.

The Oxford Blue paintwork – a much more unusual colour choice than the Woodcote Green specified for many RV8s – is in excellent order and holds a deep shine.

Equally well presented is the 3946cc Rover engine, with no grease marks or leaks to detract from the immaculate MG-branded plenum chamber or clean alloy rocker covers. Filled with clean oil following a service by the vendor, the V8 starts readily and quickly settles to a smooth 800rpm idle, accompanied by a burble from the stainless steel exhaust. Although the throttle feels a little stiff, the engine revs easily and feels unstrained pulling from low speeds. The temperature gauge needle sits at 90 deg C.

All five forward gears select easily without crunching, while the clutch is smooth in operation – there is a receipt for its replacement in recent years. Although the handbrake lever needs to be pulled to the top of its travel to engage, the front disc and rear drum braking system performs well, pulling the car up firm and straight. The suspension coped well with our

potholed test route with no rattles, while all the wheels are in excellent order, shod in Dunlop tyres with plenty of tread. All lights and gauges work correctly.

The ruched leather seat faces have survived without damage, as has the rest of the soft trim, including the matching door cards, the carpets and the unmarked padding on the dashboard and transmission tunnel. The wooden door cappings and dashboard veneer are in excellent order and, while a matching gear knob has been fitted, the original is in the glovebox. An aftermarket Moto-Lita three-spoke steering wheel continues the wood theme.

Although the asking price is top money for an RV8, this is an exceptionally low-mileage example in fine order.

CHOOSE YOUR MG RV8

► MG RV8 is unveiled in 1992. Hand-assembled at Cowley, it uses a British Motor Heritage MGB Roadster bodysell with reshaped wings and flush-fitting bumpers. UK price tag is £26,030.

► 3946cc Rover V8 engine produces 190bhp with Lucas multi-point fuel injection; five-speed LT77 gearbox, rack-and-pinion steering, independent front suspension. Live rear axle has leaf springs plus torque control arms. The stronger R380 five-speed gearbox is fitted from chassis 644. You can tell at a glance because reverse is below fifth, not next to first.

► Plush interior fittings include stone-coloured leather, wood dash and mohair hood.

► The last RV8 is built in November 1995 after 1983 production examples have been built.

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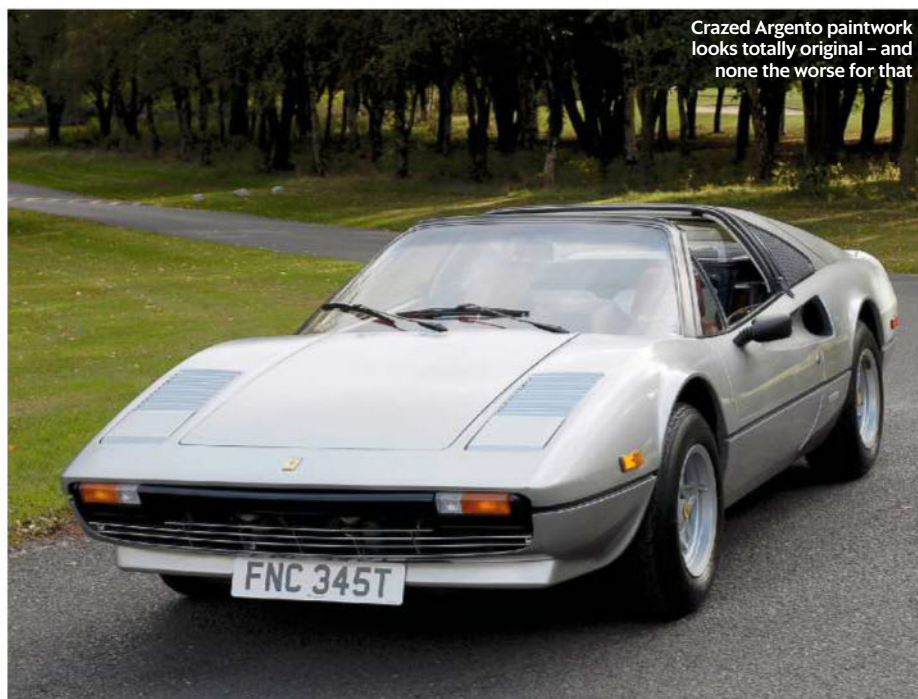
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1994 MG RV8

Price £24,995 **Contact** Panorama Bay (panoramabay.co.uk, 01202 709407) **Engine** 3946cc V8, ohv
Power 190bhp @ 4750rpm **Torque** 235lb ft @ 3200rpm **Performance** Top speed: 135mph; 0-60mph: 5.9sec
Fuel consumption 21mpg **Length** 4010mm **Width** 1694mm



Crazed Argento paintwork looks totally original – and none the worse for that



The cabin's few very minor imperfections attest how well it has survived 37 years



2926cc V8 was given new filters 150 miles ago... in 1988

1979 Ferrari 308 GTS £74,995

Low mileage, very original – and just dig that crazy paint, man.
Paul Hardiman finds a lot to admire in this ex-California car

This low-mileage 308 has spent most of its life in California – and it's incredibly original. This extends to the paint, which is crazed and micro-cracked over its entire surface, its consistency showing that it's never been repainted or even touched in.

We applaud the decision to keep it like this rather than blowing it over, but a new owner might decide otherwise, either before or after taking delivery.

The wheels have also never been refinished, so retain their original handpainted lettering. The tyres are original -fit Michelins too, though dated 1993. You wouldn't actually want to drive on these XWXs as the sidewalls are cracking, but a second set of wheels with new rubber could be bought and these kept for show use.

The floorpan is smart and unscuffed, with just a couple of scrapes at the sill seams. There are no leaks evident. The glassfibre roof panel is in good shape with good rubbers, and the only minus point is a couple of very shallow depressions – not even dings – in the top of the driver's door.

Inside, carpets are unworn and leather lightly creased, only the driver's seat

showing any wear and with a couple of inches of stitching coming adrift on one seam. There's a Sony radio/cassette player, the dash covering is good and not split, although it's a little lumpy on its front roll.

The car was fitted with European bumpers and lights when it arrived here in 2015. The US emissions-compatible air pump was disconnected by removing its drive belt. The motor is tidy and clean and recently had a cambelt service. The fuel pump and filters were changed 150 miles ago – in 1988. Coolant is clean, blue and full, oil fresh and just over max. The vinyl boot cover is perfect and unzipping it reveals the original toolkit.

It starts easily and drives just like a 23,000-mile 308 should. Second gear isn't too obstructive when cold but is still best avoided for the first couple of miles. The steering is fluid and light and the brakes pull up straight and smooth.

Being a carburettor car it has that harder edge and urgency missing from the fuel-injected ones and needs a little heel-and-toeing to keep it alive on tickover and in traffic when it gets a little fluffy. Open it out and it pulls strongly past 6000rpm, though truth be told when everyday turbodiesels have 250lb ft of torque these don't feel

truly quick any more. The gauges read just where you want them – oil pressure at 80psi warm and at revs, water temp below the 185-degree halfway mark on the gauge. Remarkably, all the electrics, including the windows, aerial and clock, work and the aircon manages to reduce the outflow temperature from warm to lukewarm, if not actually cold.

This delightfully original and very usable Fiat-era Ferrari, so much more characterful than the 355 and 360 that came after it, is sold with its original delivery invoice (total \$44,480 with metallic paint as a \$670 option), handbook, service book with two stamps (16,500 and 23,354 miles) plus sundry bills from UK specialists and an MoT until the end of August.

CHOOSE YOUR FERRARI 308

- ▶ The 308 is launched at the 1975 Paris Motor Show with a glassfibre body and a dry-sump (wet-sump outside Europe) 2926cc, 255bhp V8.
- ▶ Body changes to steel with glassfibre floorpan from late 1976 after 808 cars, adding 150kg. 308 GTS with removable glassfibre roof panel expands range from 1977.
- ▶ Power of European cars drops to 225bhp in mid-1979. From 1980, GTBi and GTSi with Bosch K-Jetronic injection drop power further to 211bhp (Europe), 205bhp (US). Smaller 1990cc, 150bhp 208 tax-break version for Italy and NZ.
- ▶ 308 QV (32 valves) from 1982 restores power to 240bhp (232bhp for US). Euro cars get wet sump from 1981. 208 gets a turbo and 217bhp.
- ▶ 328 (3185cc, 270bhp) replaces 308 in 1985.

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1979 Ferrari 308 GTS

Price £74,995 Contact Samuel Laurence (samuellaurance.com, 01689 854722) Engine 2926cc V8, dohc, four Weber DCNF carburettors Power 205bhp @ 6600rpm Torque 181lb ft @ 4600rpm Performance Top speed: 146mph; 0-60mph: 7.2sec Fuel consumption 18mpg Length 4230mm Width 1720mm

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Ferrari 246 GTS £349,995

Showing only 24,000 miles. In exceptional condition, complete with its original hand book, warranty card and a leather wallet.



Lamborghini Countach £399,950

This 1988.5 - 5000 QV is 1 of only 13 UK cars with documented mileage of 14,000 miles and Concours condition.



Ferrari 246 GTS £POA

Stunning in dark blue with black, genuine 59,000 miles from new, recent major service, viewing highly recommended.



Ferrari 355 £124,995

Superb condition 15,900 miles, Carbon sports seats, 6 speed manual, offered for sale with a full service history file.



Ferrari 575 Maranello FI £POA

Grand Tourer capable of 202 mph. Stunning specification, 29,000 miles from new. Crema hide with blue piping and stitching.



Ferrari 512 BB £POA

Original UK example, Blu Dino Metallizzato, 15,757 miles, 8 month detailed restoration by Foskers, complete and original book pack.



Ferrari 456 GT M £132,500

Rare low mileage and previous ownership of one of Britain's most iconic celebrities – Sir Elton John.



Ferrari 308 GTS £95,000

Presented in red (Rosso Corsa) over beige (Sabbia) hide with Corda carpets, 16-inch Ferrari wheels, lovely history file.



Ferrari 365 GT 2+2 £225,000

Desirable combination of Blu Chiaro with Crema hide, Borrani wheels, fantastic history file, highly original example.

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1990 ASTON MARTIN V8 VOLANTE ZAGATO VANTAGE £POA

The car we are delighted to offer, chassis 30043 is one of the 'magnificent 7', a Volante Zagato Vantage built and delivered in 1990, to the renowned Hunter Green collection of Aston Martin V8 engined cars. Known to us throughout its life, this superb driving in excellent condition car has covered only 12,000 miles from new, in the hands of its 3 former owners. Expertly maintained by Aston Martin Works, ourselves and known specialists, an extensive and detailed service history file with owners handbooks, original tool roll and jack, accompanies the car.



1966 Aston Martin DB6 Vantage £375,000



1986 Aston Martin V8 Zagato £375,000



2010 Aston Martin V12 Vantage £86,950



2003 Aston Martin Vanquish £86,950



2002 Aston Martin DB7 Vantage £42,950



2006 Aston Martin V8 Vantage Prodrive £42,950



HERITAGE

1987 ASTON MARTIN V8 VANTAGE VOLANTE £POA

Probably unrepeatable and certainly astonishing, this example of the flagship V8 Vantage Volante has had just one owner from new and covered a grand total of 7,500 miles only. Supplied new by Nicholas Mee in 1987 this outstanding car has formed part of a private collection and has been professional maintained and annually MOT'd throughout its life. A testament to the superb build quality, the still original trim paint and hood are in perfect condition, displaying only the very slightest of age.

With matching numbers, original specifications, a complete history from the original sales invoice through to today, it is difficult to think of a more complete package, appealing to the collector and driver alike. All fitted luggage, tools, jack, handbook and originally installed Nakamachi hi-fi system remain in place. This tick box example is supplied fully serviced and prepared, MOT'd and warrantied for 12 months.



1960 Aston Martin DB4 Series I £645,000



1990 Aston Martin V8 Vantage X-Pack £399,950



2004 Aston Martin DB7 Zagato £275,000



1988 Aston Martin V8 Efi £175,000



1973 Aston Martin V8 Coupe £160,000



1997 Aston Martin V8 Coupe £120,000



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Corvette 1958 Roadster finished in signat red (orange) with white side covers, matching interior, white soft top, 4 speed manual, dual quad 283/270 H.P. This very rare 58 Corvette is probably the finest in the world, having covered only 10 miles since full professional restoration every nut and bolt, it boasts every original part with matching numbers even down to the wipers. If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed. This car is just breath taking..... £145,750



Mercedes 300SL sports 1987. Finished in unblemished champagne gold with luxurious brown hide interior, headrests, rear seats, blaupunkt stereo system, ABS brakes, alloys, hard & Soft tops, Auto, Power steering, tinted glass, personal registration number, full service history, from new even the wallet that holds the history is like new with all the original paperwork with the car, plus many invoices, almost every old MOT, garaged all its life, recent service. This car is totally stunning and drives superb..... £27,750



Bentley Flying Spur New W12 finished in Metallic onyx black with linen hide and black piping, and black Bentley logos to headrests, complimented by piano black veneers, muliner driving specification with 21 inch polished wheels, comfort spec, Multimedia specification to include rear entertainment specification and connectivity specification, steering column mounted gear paddles, storage case to Centre console, 2 hide cushions, deep pile overmats, dual tone steering wheel, many more extras, just stunning..... £138,000



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new..... £250,000



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



Jaguar V12 E type Roadster 1974/5 Finished in Gleaming Old English White with Cherry Red hide interior, headrests, auto, power, stereo system, overmats, sparkling chrome wire wheels, virtually one owner, only 22,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb..... £165,500



London Taxi TX1 bronze 1999. Finished in gleaming black with contrasting leather interior and Recaro drivers seat, fold down occasional seats, glass divider, CD system, walnut veneer dashboard, auto, power steering, wheel chair access, air conditioning, chrome hubcaps, one owner. This is no ordinary Taxi it has been maintained from new to a very high standard, always garaged and drives superb..... £5,750



Mercedes 280SL Pagoda sports 1968. Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops, with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old mot's and history invoices, handbook, looks very similar to new. Drives Superb, Garaged. This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one..... £139,500



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example..... £59,750



Ford Ranger Wildtrack Truck New 66 plate. The only one of its kind, Auto, power, 3.2 engine. Finished in frozen white, with partial hide interior. This top of the range model has just about every extra possible infact to many to list, more pics on our website..... £35,500



BENTLEY 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HAW radio, new tyres, matching thick pile lambswool overmats to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Rolls Royce 1977 shadow 11 finished in the delightful colour of primrose with beige hide interior, lambs wool over rugs, all the usual extras, air conditioning, power windows, central locking, stereo system. This magnificent example has only covered 45,000 miles from new, with full service history over three thousand spent recently to bring this car to a very high standard and invoices to match, almost every mot, only three owners from new, always garaged. Drives like new and pampered from new, superbly the finest on market and rising in value absolute gift at only..... £16,750



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover, finished in mason black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheerside over rugs front and rear, touring trunk to rear, hair side mounts, open lights, Sincis Marshall 12 inch headlamps, opening windows. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many accolades in its time. Winning the Rolls Royce Owners Club concours touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 the continued her winning was claiming the RR enthusiast club rally concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, vouchers, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art in the world excellent investment..... £275,500



Jaguar E Type V12 2+2 1972 finished in the most fantastic colour of British racing green, with tan hide interior, headrests, overmats, CD stereo system, tinted glass all round with screen top tint, manual transmission, power steering, new white band tyres all round, sparkling chrome wire wheels, only 33,000 miles from new, lots of bills, original handbook, just serviced, pampered from new, always garaged this car is just breathtaking, probably one of the best there is view more pics on our website you will be amazed..... £75,750



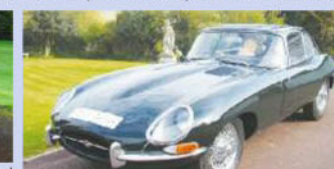
Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MOTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found..... £89,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect. One of the best of this handsome model only two previous owners, fabulous history, original handbook, fantastic to drive you can hardly hear this car running and could be driven anywhere in the world, it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day..... £86,750



Mercedes 230SL Sports Pagoda. 1966 Finished in the most striking original colour of brilliant Brunswick green with complimented as new deep red carpets and seats, rear seat, new matching soft top, and hard top, radio and cassette, very rare four speed transmission, only used on high days and holidays, hence only 42,000 miles from new and only two owners, garaged from new, lots of history and handbook complete with all tools, thousands spent over the years to keep this car in superb condition, personal registration number to go with car. Just stunning..... £87,750



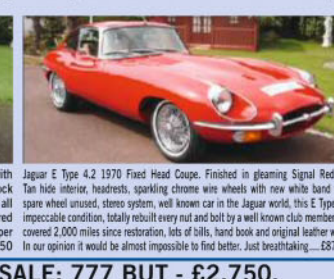
Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige Hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmoistured car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E Type, which has mellowed to an amazing condition. This car is just remarkable..... £165,500



Mercedes 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..... £129,500



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior and blue dash and carpets, knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci 350HP, L79 V8. A super looking and breath taking Corvette..... £118,750



Jaguar E Type 4.2 1970 Fixed Head Coupe. Finished in gleaming Signal Red with Tan hide interior, headrests, sparkling chrome wire wheels with new white band tyres, spare wheel unused, stereo system, well known car in the Jaguar world, this E Type is in impeccable condition, totally rebuilt every nut and bolt by a well known club member, only covered 2,000 miles since restoration, lots of bills, hand book and original leather wallet. In our opinion it would be almost impossible to find better. Just breathtaking..... £87,500

NUMBER PLATE FOR SALE: 777 BUT - £2,750.



Mercedes E 280 Elegance 6 door 2000 limousine coach built by Binz, face lift model, finished in black with superb hide interior, headrests all round front and rear, glass divider, veneer dashboard, and door rails, automatic, power steering, cruise control, air conditioning, power windows, power mirrors, auto tip tronic, parking sensors front and rear, power seats, stereo, alloys, multiple air bags, only 65,000 miles, original wallet containing handbook and service details. Excellent example and drives superb. £11,750



Mercedes VITO 111 CDI LWB 2006 mini bus 7 seater plus wheel chair access a very unique vehicle, finished in black with like new interior, Automatic, Power Steering, CD and Stereo System, Power windows, Multifunction Steering Wheel, Air Conditioning, Alloys, Tinted glass, Central Locking, Only 77,000 miles from new, original leather wallet with the service book and hand book. This vehicle must be seen for its condition and probably the only one like this. More pictures on our website. Absolute gift only £15,750



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overtops, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whitestride tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value. ... £69,750



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.



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre console, CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment.....£157,500



Jaguar E Type V12 1971 2+2 LHD finished in British racing green with superb black hide interior, black hood cover, new, new slim band whitestride tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value. ... £48,750



Daimler Sovereign Six door 8 seater limousine 2002, coachbuilt by Eagle/Wilcox, finished in gleaming black coachwork with beige hide interior, automatic, power steering, air con, alloys, power seats, only one owner from new, drives superb and very smooth, regularly serviced, great value £6,750. We have hearsees to match at.....£8,750



Rolls Royce 20/25 1934 Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example..... £57,750



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 spent over the years, never been restored and does not need to be, very genuine and original last owner many years, always garaged and a pleasure to drive absolute gift.....£57,750



Jaguar E Type V12 Roadster 1973, Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning.....£125,750. More pics on our website.



Jaguar E Type V12 Roadster 1973/4 LHD, Finished in totally unmarked gleaming signal red with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show.....£115,500



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, air conditioning, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example..... £115,500



1998 Vauxhall Omega Hearse finished in Masons black with superb interior, double deck, beater seats, with excellent walnut veneer deck, with all coffin stops. Inlaid glass pattern to the glass, and tailgate, air conditioning, power steering, alloy wheels, automatic, power windows, only 62,000 miles from new, highly maintained, drives like new, excellent condition, you will be amazed at the condition, what value at only £5,750



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft black hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb £119,500



Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged.....£39,750



Rolls Royce Left Hand Drive Corniche Convertible series 11 1985 model, Finished in Ivory with matching tan hide interior, matching power convertible top, lambs wool overtops, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example.....£49,750



Mercedes Sports 300SL 1988 personal reg number, finished in diamond blue with dove grey hide interior, headrests to front, power windows, hard & soft tops, light up vanity mirrors, 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 new, highly maintained, drives like new, excellent condition, you will be amazed at the condition, what value at only £29,750



Mercedes 560 SL Sports Left hand drive, 1988, finished in the most delightful unmarked colour, impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, fuel aid jet, cruise control, air, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning.....£38,500



Rolls Royce Silver Spirit Hearse 1984 finished in black over garnet with gold pin lines, Superb hide interior, headrests to front, Automatic, power steering, air conditioning, stereo system, single deck, beater seats, flower rails, £17,000 spent with all invoices to bring this car to excellent order, drives very quite and smooth, only 74,000 miles from new always garaged, what value for only £15,750



Bentley Azure 1997, Left Hand Drive, Finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overtops, very expensive stereo system, chrome wheels, sundry glass, adjustable front headrests, airbags, anti theft device, burr walnut throughout, 32,000 miles, always garaged.....£55,500



Mercedes 280SL Sports Pagoda 1968, Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MoTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing.....£135,750



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflyte, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning.....£125,500



Metocab 2000, finished in black with superb interior, automatic, power steering, 6 seats in the rear and 2 in the front making this an 8 seater, new tyres all round, only two owners, well maintained, stereo CD player power windows, drives excellent gift at only.....£2,750



Jaguar E Type 1970 Roadster finished in totally unmarked gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old MoTs, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types.....£125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website.....£125,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.£145,750

1989 ASTON MARTIN VANTAGE VOLANTE



Finished in the ultimate spec of Balmoral Green with green carpets, black mohair hood, manual gearbox and full 580X spec. Registered August 1989 this would be one of the last produced with all the final refinements of this model including the electric cooling fan upgrades, Ronal wheels, AC upgrades and heated glass rear window to the hood. With just 167 Vantage Volante produced where just 109 being 580X spec and just 79 being manual gearbox cars this car with just 10,200 miles from new must be quite unique. An opportunity to acquire one of the ultimate spec Aston Martins and a unique investment opportunity to acquire such an original low mileage car.

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1971 Ferrari 365 GTB/4 Daytona
(RHD)



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2-Door (RHD)



2006 Bentley Azure Mulliner Spec Convertible
(RHD)



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(LHD)



1989 Rolls-Royce Corniche II Convertible
(RHD)



1971 Monteverdi 375L High Speed 2+2
(RHD)



1979 Aston Martin V8 Vantage
(RHD)



1990 Aston Martin V8 Vantage "X-Pack"
(Last LHD car built)



2006 Ferrari 575M Superamerica F1
(RHD)

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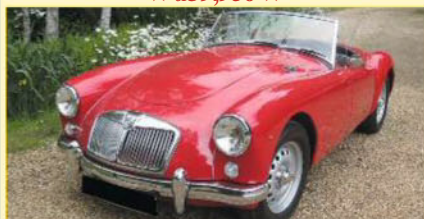
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★ £34,500 ★



1933 DODGE SIX DROPHEAD COUPE WITH RUMBLE SEAT. A genuine Detroit DP Series. Being part of a private collection for many years. Totally restored 10 years ago. Now being U.K. registered with a current MOT and having just undergone a total mechanical overhaul of the engine, gearbox, brakes, and all new tyres. Twin mounted spares with mirrors & a matching pair of trumpet horns. This powerful 6 cylinder 3 1/2 litre Coupe is admired by everybody wherever she goes. Lovely paintwork, good chrome, new hood and totally reliable, a must.

★ £36,500 ★



RARE 1939 Triumph Dolomite being the car featured in the TV series Foyle's War. 2 owners for the past 25 years and having undergone a total nut and bolt body off restoration at no expense spared with all bills and full photographic evidence. Probably the finest example to be found. Finished in her period colours. With her 1767cc engine the Dolomite was aimed at the luxury end of the market. This flamboyant Art Deco car with its Waterfall radiator is quite irreplaceable and cannot be repeated.

★ £29,950 ★



1947 SPECIAL BODIED BENTLEY MKVI WITH 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.

★ £26,000 ★



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 handbooks etc. An absolute must.

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 Old English White with Red leather, 1 of just 352 examples produced, Just 3 owners & 75,000 miles from new, A rare opportunity to acquire the rarest & most desirable of XJ-S's ripe for restoration.
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 Brilliant Silver Metallic with Black trim, Facelift model, Full Mercedes-Benz service history, Just 41,000 miles from new.
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 McLaren Orange with Black leather, Huge spec, Full Caterham service history, Just 36,000 miles from new, An absolutely stunning truly cherished 7 with a fabulous spec.
£16,995



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 Titan Silver with Oregon Schwarz leather, Full BMW service history, A 1 owner example which has covered just 6,000 miles from new!
£SOLD



1971 - LOTUS ELAN S4 DHC
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£39,995



2007 ASTON MARTIN V8 VANTAGE
 Tungsten Silver with Iron Ore Red leather, Full Aston Martin service history, Just 29,000 miles from new, A cherished low mileage, manual V8V in the most desirable colour combination.
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1960 MGA 1600 MK1 DELUXE ROADSTER
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1997 MERCEDES 320 SL. Finished in immaculate brilliant silver with unmarked black leather and black hood ONLY 51000 miles with service history old MOTs and invoices to confirm how well looked after this car has been. Must be one of the best examples on offer today£13,995



1967 JAGUAR 2.4 MANUAL OVERDRIVE. Finished in immaculate british racing green with black trim and carpets. Engine suspension and brakes all completely rebuilt in the last 3000 miles. The large history file details all the work carried out. VERY DESIRABLE SPEC. BRG. MANUAL O/D WIRE WHEELS VERY GOOD INVESTMENT£19,995



2008 MERCEDES CL600 FINISHED IN IMMACULATE MAGNATITE BLACK WITH UNMARKED IVORY VENTILATED LEATHER. The car has every option including Command Heated and cooled seats Multisentric front seats with bolster adjustment and massage setting. Night vision DVD Sun roof . AMG Wheels. Distance drive dynamic and much more The new car invoice is in the file amounting to £108,000 when the car was new. MINT CAR EXCEPTIONAL VALUE£26,995



1989 BENTLEY MULSANNE S. Only 38000 miles from new. Finished in Larkspur blue with surf blue hide, dark blue piping and dark blue Wilton carpets. Spent most of its life on the Isle of Man, hence the very low mileage.£15,995



1986 JAGUAR XJS 3.6 MANUAL. ONLY 18000 MILES FROM NEW. Finished in immaculate bordeaux metallic red with doe skin half leather The car is as close to new as a 40 year old car can be. Drives like a new car. SURE INVESTMENT CAR£24,995



1998 Jaguar XJ 4.0 V8 EXECUTIVE. Only 10,000 - Yes, ten thousand miles from new. Finished in British Racing Green with ivory leather, car is virtually like new, as you would expect a 10,000 mile car to be. Must be one of the best Investment Quality XJ Jaguars on offer. Don't miss this one at£14,995



1975 MERCEDES 200 115. Model ONLY 41000 mile from new Finished in its original Mercedes classic white with blue trim Very original car and very hard to find like this.£13,995



MERCEDES 500 SEL FINISHED IN IMMACULATE BRILLIANT SILVER WITH UNMARKED BLACK NAPPER LEATHER. Full Spec long wheelbase model with every option including dual zone climate control.Sunroof Soft close doors and boot. Front and rear parking sensors AMG alloy wheels. ONLY 52000 MILES WITH FULL HISTORY. NOT MANY ON OFFER IN THIS CONDITION£7,995



1978 MGB GT. Finished in immaculate snapdragon yellow with black leather seats and trim. Large history file including an invoice for £2500 from Oselli for engine work. Hard to find a better one for£5,995



1954 MORRIS MINOR SPLIT SCREEN WITH 0.H.V engine. Finished in Almond green with dark green leather.Had full restoration approx 5yrs ago and had very little use since. For sale at far less than restoration cost£5,995



1991 MERCEDES 200E AUTO finished in immaculate Diamond blue with light grey check interior. Specification includes electric sun roof, electric windows, central locking front and rear head restraints, Only 58000 miles from new with a very comprehensive service history. Very hard to find in this condition£6,995



1983 MERCEDES 230E AUTO FINISHED IN IMMACULATE SAND BEIGE WITH LIGHT BEIGE TRIM. Only 64000 miles from new.Full service history supplied by Robinsons Mercedes in Norwich and been a local car all its life. Comes with all its original book pack service book all its past MOTs LOVELY ORIGINAL UNMOLESTED CAR. VERY HARD TO FIND IN THIS CONDITION£8,995



2003 PORSCHE BOXSTER 2.7 TIPTRONIC. Finished in bright metallic blue with light grey leather this is the highest spec Boxster I have seen. Has been the wives car for the past 3yrs. Specification includes: climate control, sat nav, yop of the range Bose upgrade, heated seats, colour coded centre console, zenon headlamps, parking sensors, 18 inch alloy wheels with a new set of Pirelli P ZERO tyres just fitted. 92000 MILES FULL SERVICE HISTORY. STUNNING EXAMPLE.....£8,495



2000 MERCEDES 500 SEL. Finished in immaculate brilliant silver with unmarked black napper leather. Only 53000 miles from new with a full service history. This FULL SPEC LONG WHEEL BASE CAR has every option including Dual climate control sun roof, keyless go soft close doors and boot front and rear parking sensors AMG Wheels. THIS CAR IS IMMACULATE AND EXCEPTIONAL VALUE AT£7,995

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**1962 JAGUAR E TYPE 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.



**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.



**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.



**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.



**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.



**1959 MGA TWIN CAM LHD
MINERAL BLUE £39,995**

Returning to us for the second time is this really nice Twin Cam. Restored in the USA by Marques specialist Auto Vintagery in the early 2000's after which it was used by them for European Tours until we sold it in 2010 and it made its way to a collector in Spain. Finished Mineral Blue with black leather interior and fitted with chrome luggage rack.



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 Chocolate-brown 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.

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2009/59 Bentley Arnage T Mulliner. Almost the last model in this range. Only 10,000 miles from new. Finished in Silver Tempest with Flying B and electric sunroof. Magnolia interior with Beluga stitching, with Beluga Flying B's and Piano Black veneers. Turned alloy dash and door cappings. Very rare car and like new **£79,750**



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**



2007/07 Bentley Continental GTC. Finished in Sapphire Blue with French Navy hood and 20 inch alloys complemented with Magnolia interior, contrasting stitching and Nautic as secondary hide. Walnut veneers and Walnut door inlays. Only 31,000 miles with Full Service History. Immaculate condition throughout **£53,950**



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 **£34,950**



2006/06 Bentley Arnage T Mulliner. Finished in Silver Storm with Soft Black interior, with Linen stitching and embossed Flying B's. Piano Black veneers with turned alloy dash and waistrails. Fully electric rear seats. Only 54,000 miles with Full Service History. Immaculate condition throughout **£41,750**



2006/06 Bentley Flying Spur. 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 **£37,750**



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**



2001 Y Bentley Arnage Red Label. Finished in Silver Pearl with Beluga interior piped in White and Mulberry carpets. Fitted with electric rear seats, front and rear parking sensors, electric folding mirrors and SatNav. Known to ourselves since 2008. Only 77,000 miles with FSH and in immaculate condition throughout. **£24,995**



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**



1998 R Bentley Arnage Red Label Look Alike. Finished in Black Garnet with Limited Edition 18 inch chrome wheels and parking sensors. The interior is finished in Soft Black with matching carpets. 94,000 miles, known to ourselves for last 6 years. Immaculate condition throughout **£18,950**



1998 R Rolls Royce Silver Seraph. Finished in Peacock Blue with Cotswold interior piped in French Navy and French Navy carpets with Cotswold piping. Slightly over average mileage with some history, but this car really looks like new inside and out. Only **£29,950**



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**



1997 P Bentley Turbo RL MK IV. Finished in Royal Blue with 17 inch alloys. Unmarked throughout, with Cotswold interior piped in French Navy and French Navy carpets. Special Order car with Mulliner features. Only 55,000 miles and only one owner. Known to ourselves for a number of years and in immaculate condition, must be seen **£19,999**



1995 N Bentley Azure. Finished in Acrylic White with a Black hood, 17 inch alloys and a chrome radiator. Soft Black interior with Piano Black veneers and Black carpets. Only 28,000 miles with FSH. Known to ourselves for many years. Last owner for 15 years. Immaculate condition throughout **£62,950**



1994 L Bentley Continental R. Finished in Traditional Racing Green, with racing mesh grilles. Parchment interior with Spruce carpeting. Only 83,000 miles with FSH. Known to ourselves for many years. Totally immaculate condition throughout and outstanding value at only **£36,750**



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 **£19,999**



1986 C Rolls Royce Corniche Convertible. Finished in Aurora with Spruce Green hood, with Champagne interior piped in Spruce and Spruce carpets piped in Champagne. Only 55,000 miles. Unmarked condition. Supplied by ourselves 15 years ago. Must be seen **£57,950**



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 Nutmeg 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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2000 Aston Martin DB7 Vantage Volante finished in Antrim Blue with contrasting Parchment and Pacific Blue hide interior, with Wilton carpet throughout and complimented with Walnut dash and door cappings. This stunning, 3 owner, manual example was sold by us to the present owner in 2007 and has remained in perfect condition ever since. It has covered only 23,000 miles in the past 9 years and a total of 46,000 miles from new and comes with a complete service history. The specification includes manual 6 speed transmission, a fully lined electric mohair soft top and mohair hood cover, electrically adjustable heated seats, fully adjustable steering column, air conditioning, Anti-skid, high grade Hifi system with 6 stack CD. 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**.



1999 Aston Martin DB7 Vantage Coupe finished in Skye Silver with contrasting black and tan hide interior with tan Alcantara headlining, complimented with ash veneer dash and door trims and charcoal Wilton carpet throughout. This is a completely unblemished example, the condition of which belies its age. Originally registered to Aston Martin Lagonda Ltd until 2008 and was in the 1999 Motor Show Car. The service book contains 17 service stamps, 11 of which are by "Works Service" and the remaining 6 are all by officially accredited main Aston Martin main dealers. The specification includes almost every option available at the time of build and reads as follows:- Manual 6 speed transmission and anti-skid device, Electric heated seats, Fully adjustable steering column with leather bound steering wheel, Climate control, upgraded Alpine Hifi system with Blue Tooth and MP3, front and rear heated screens, electric heated Powerfold mirrors, over mats, 18" multi-spoke alloy wheels and black brake callipers. Over the past 24 months values of this model have ceased to depreciate and have steadily risen, making examples in this condition increasingly difficult to find. We have purposely priced our car competitively to achieve a quick sale for what we consider to be a very desirable model. **£29,950**



1991 Aston Martin Virage Coupe finished in Aston Green with contrasting tan hide interior with Walnut dash and door cappings and Wilton carpet throughout. This car has been in the same careful ownership for the past 12 years, during which time it has only been used on dry days and for special occasions. At the time of build, the car was given an excellent specification which includes automatic transmission, Metallic finish coachwork, air conditioning, 16" alloy wheels with speed rated tyres, superior quality Hifi system with 6 stack CD player, electric heated 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 Martin to emerge from the Newport Pagnell factory and as such has now become very collectable. Today it remains as a model still within the reach of many but the market predicts that these cars may well double in value over the next 10 years. Very realistically priced for one in this condition at **£49,950**.

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1923 ROLLS ROYCE 20 HP DOCTORS COUPE finished in Red and Black with Black Hide Interior. History file containing Build sheets and Invoices. Beautiful condition throughout. Recent mechanical overhaul.....**£67,500**



1939 ROLLS ROYCE WRAITH TOURING LIMOUSINE By Park Ward, with division Finished in Two Tone Georgian Silver and Wildberry with a Beige Hide interior. Presented in fine condition throughout, this very rare pre-war Wraith runs and drives superbly and has beautiful Park Ward coachwork with an equally fine interior. Sold fully serviced.....**£70,000**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today.....**£70,000**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition.....**£70,000**



1977 ROLLS ROYCE SILVER SHADOW II Finished in Two tone Silver Sand and Nutmeg with Brown overflex roof Brown Hide Interior with picnic tables. Covered 94300 miles with Specialist stamped service book with invoices and MOT's and original RR handbook folder. A handsome example in excellent condition.....**£15,000**



1978 ROLLS ROYCE CORNICHE CONVERTIBLE LHD Finished in Porcelain White with blue roof. Dark blue hide interior with dark blue carpets and lamb's wool over rugs. Covered 94000 miles with comprehensive history file and build sheets. A very attractive left hand drive example in excellent condition.....**£45,000**



1979 ROLLS ROYCE SILVER SHADOW II, finished in Antelope with Tan hide piped Brown Interior. Covered just 58,000 Miles from new with full service history. A stunning example with low mileage in exceptional condition. One of the very best.....**£26,000**



1986 ROLLS ROYCE SILVER SPUR finished in Royal Blue with Magnolia hide piped Blue. Covered just 22,000 miles from new having full service history with Rolls Royce and specialists Simply stunning, as new.....**£24,000**



1986 ROLLS ROYCE SILVER SPIRIT finished in Light Ocean Blue with Light Blue piped Magnolia interior. This beautiful car has covered just 24,000 Miles and comes with full service history with fully stamped service book. Looks, feels and smells like new. Perfect throughout.....**£21,000**



1989 ROLLS ROYCE SILVER SPIRIT, finished in Windsor Blue with Magnolia piped Blue hide interior. Covered just 39,000 miles from new having had 3 former keepers. 39,000 miles. Full main agent service history. Outstanding condition.....**£19,000**



1996 ROLLS ROYCE SILVER SPIRIT 4, finished in Royal Blue with Magnolia interior piped Blue. Covered just 48,000 miles from new having had just 2 former keepers. Known to us for the past 10 years and regularly maintained. Offered with full service history. Recent work to include replacement of the cylinder head gaskets. Very scarce model in 1st class condition throughout.....**£28,000**



1998 ROLLS ROYCE SILVER SERAPH LHD Finished in Acrylic White with Red hide interior. Scarce Left Hand Drive. Fantastic specification, options to include rear TV screens, picnic tables.....**£35,000**



1962 JAGUAR MK2 3.4 MOD. Finished Opalescent Gunmetal Grey with Blue Grey Hide Interior. Covered just 68,000 Miles with Excellent history file with many original Jaguar supplements. Early invoices and MOT's. Just 3 former keepers. Low mileage. Beautiful condition throughout.....**£25,000**



1988 JAGUAR XJS V12 CONVERTIBLE finished in signal red with black hide interior. Just 77,000 miles from new with an extremely comprehensive history file by Jaguar main agent and specialists. Exceptional condition throughout.....**£16,000**



1989 JAGUAR XJS V12 CONVERTIBLE finished in Sage Green with Beige Hide Interior. Covered just 53,000 Miles with Full service history. Maintained by Jaguar and specialists. Perfect throughout. Private registration number included.....**£18,000**



1989 JAGUAR XJS V12 CONVERTIBLE finished in Solent Blue with Magnolia and Blue hide Interior. Good history file with stamped service book and invoices for works carried out. Beautiful XJS presented in 1st class condition.....**£15,000**



1949 BENTLEY MK VI MULLINER SALOON Finished in Royal Garnet with grey hide, piped red interior. Covered 66500 miles with extensive service history and a comprehensive restoration. A very handsome and scarce coach built MK VI presented in stunning condition throughout.....**£60,000**



1953 BENTLEY R TYPE AUTOMATIC finished in Royal Garnet with Beige hide interior. Excellent history file with many invoices. Presented in stunning condition throughout. Must be seen. Ready to show.....**£42,000**



1956 BENTLEY S1 CONTINENTAL MULLINER SIX LIGHT SALOON finished in Cardinal Red with Tan hide interior. Benefits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout.....**£100,000**



1958 BENTLEY S1. Left Hand Drive. Finished in Black over Green with Grey hide interior. 113500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out....**£50,000**



1988 BENTLEY EIGHT finished in Royal Blue with tan hide interior. Covered just 41,000 miles from new with full and compressive history with Bentley main agent. Beautiful throughout. Must be seen. Cherished registration number D5 EWB included in sale.....**£18,000**



1989 BENTLEY TURBO R. Finished Vermillion with Magnolia hide piped red. Covered in 74000 miles with good service history from Bentley specialists. A very handsome example with 'laser cut' grille in excellent condition.....**£12,500**



1995 BENTLEY BROOKLANDS LWB. Finished in Diamond Graphite. The interior, trimmed in Black hide with Black Piano wood and Black lamb's wool over rugs. Covered 153,000 miles from new having had just 1 owner. Full and comprehensive history with Jack Barclay and specialists. An excellent usable classic with many factory options.....**£10,000**



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RHD 1930



Austin Healey 100/4
BN1 Jag. engine 3.8 1955



MG B RHD
Overdrive 1963



Alfa Romeo 2600
1963



Corvette C1
1962



Jaguar D-Type RHD
Replica by RAM 1969



MG B V8
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07	599 GTB F1	Grigio Silverstone/Black Recaro E/Daytona Seats, Sat Nav, Carbon Fibre Interior, BOSE, 20" Matt Black Monolithic Alloys, Huge Spec, 29,000m FFSH, Exceptional Condition	£99,950
10	CALIFORNIA 2+2	Bianco White/Black Hide, Sat Nav, Carbon S/Wheel With LEDs, Magna Ride, 20" Diamond Turned Alloys, 30,000m FSH, As New	£89,950
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MERCEDES-BENZ

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1984 DAIMLER DS 420 VANDEN PLAS LIMOUSINE - £35,000.00

Ex diplomatic car, just taken off diplomatic plates. Chrome bumper model. Dark metallic grey coachwork - unmarked, chrome - unmarked, light grey leather - unmarked, walnut trim - unmarked, grey carpets throughout with fitted lamb's wool rugs in the rear - unmarked, grey headlining - unmarked, face forward occasional seats & sliding division. 4.2 litre twin overhead cam Jaguar engine, automatic, PAS, air conditioning, electric windows, telescopic steering wheel, central locking, front and rear period radios, tinted glass, fitted phone in rear arm rest, original tool roll, spare tyre - unused. This car has covered under 10,000 miles from new and is the nearest thing you could purchase to buying a brand new 1984 Daimler DS.

Original sales invoice provided with the car showing the Prince of Qatar's and Qatar embassy's original ownership. There is not a rattle, bump or squeak when driving the car. When did you last see one for sale.

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1983 ROLLS ROYCE SILVER SPUR - 1 OWNER 10,000 MILES ROYAL CAR - £25,000.00

1983 Rolls Royce Silver Spur - Finished in dark metallic Oyster with gold-plated mascot and badges. Grey everflex roof. Interior in grey leather piped in maroon and grey carpets with lambswool overruns. Decanter cabinet and document cabinet fitted in rear of front seats. Front & rear head restraints, footstools, rear picnic tables and unmarked walnut trim. One royal owner, true royal car, not an embassy car. Covered just 10,507 miles. Absolutely incredible condition, recently MOT'd and taken off diplomatic plates. Incredible value. Chauffeur driven from new.



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275 GTB & ART DECO
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PAINTING ON
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1991 - £2,500.00**
21" x 31" ex frame. Depicts 1930's Rolls Royce Cabriolet with three covered cars in background and an English BiPlane in the sky.
A stunning detailed picture. Slade paintings are very rare and desirable.



**ASTON MARTIN V8
STIRLING SILVER MODEL
- £2,350.00**
Hallmarked by Anthony Holt Silversmiths - Official Silversmiths to Aston Martin & Bentley Cars.
This lovely model is 20cm long and is set on a black plinth with a clear protective cover. This piece is brand new and would normally sell at £2,975 - it is complete with certificate. Gill Holt of Anthony Holt Silversmiths has agreed that he will engrave a registration number on the model free of charge if sent back to him. This really is a lovely piece.

It is my intention to retire this year and I would like to thank old and present customers for their support over the last 53 years!

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1980 Ford RS2000 – in Terracotta with Beige trim. Body coloured underside, thousands spent on major restoration to a very high standard£24,995



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1969 Porsche 911T Coupe – Original colour, matching numbers, supplied new in the US and brought to the UK in late 2014 by UK Porsche specialists. Stunning example, driven to us from Oxon and just top class on the road£89,995



1973 Triumph GT6 MKIII – MOT certificates dating back to 1977. A car that can really be used, driven and enjoyed with absolute confidence. The bodywork is in lovely order and boasts clean, straight panels£12,995



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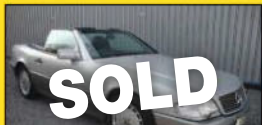
1963 DONFORD FORMULA JUNIOR. In concours condition. Cosworth Engine and Disc Brakes, up to date papers. Eligible for historic PAU, MONACO, and GOODWOOD, etc etc.... Very Rare and special race car.....**£49,950**



1951 LANDROVER 80" SWB. Matching numbers, Last owner c30 years. Recent full re-commission after period of storage in collection. Superb and very original.....**£24,950**



1991 VW GOLD G60. LHD Supercharged. GP white with grey trim. Lattice alloys, sports exhaust. One owner from new with full VAG history. 90k miles, all books, tools and documentation. A time warp and very rare Golf.....**£14,950**



1990 MERCEDES 500SL W129 SPORTS CONVERTIBLE. Silver with Blue Leather, Blue Power Hood, and Silver Hard Top. Flat Face Alloys, Aircond, Cruise, ASR, ABS, Sports Box, etc. FMBSH, 2 previous owners, in our Chairmans collection for the last 7 years, Concours winning Example, and the best we have ever seen.....**£16,950**



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. 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 example. 37000 Miles Only. The best you will ever see!!.....**£10,950**



1983 JAGUAR XJ6 4.2. Masons Black with light tan leather. One Family Owner from new, and 24000 Genuine miles from new (repeat 24000 miles only), 2012 Norwich Union "champion of Champions", described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only.....**£22,950**



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.....**£74,950**



1988 PORSCHE 930 TURBO COUPE RHD. Silver with burgundy leather, ESR, Aircond Original Fuchs alloys, total documented history from new, 3 owners and very low mileage since full recommissioning.....**£89,950**



1989 JAGUAR 2.9 XJ6 SOVEREIGN SPEC. AUTO. One Famous DR owner. 49000 miles only with Full Documented History. All Tools, Books, etc. Concours Example.....**£14,950**



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best.....**£54,950**



1993 MERCEDES 500SL LHD. Almandine with full leather and power 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 miles with full history. The finest and most original we have seen.....**£10,950**



1983 FERRARI 308GTS QV 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.....**£89,950**



1954 MERCEDES 300 W 180 (ADENAUER). Very rare manual floor-charge 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**



2000 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 2 from.....**£8950**



1960 MGA SERIES 1. L. 1600 Roadster. RHD. BRG with Tan leather trim, Chrome wires, full weather equipment, Kenlowe fan, leadfree engine. Restored to concours winning standards. By it previous owner. One of the finest available.....**£38,950**



1953 BUICK STRAIGHT EIGHT SUPER COUPE. Lovely original car that drives superbly. Circa £12000 spent on recommissioning after long US storage by last owner.....**£18,950**



1956 MERCEDES 300 W186 ADENAUER AUTO. RHD. A superb example that was restored to a very high standard by its previous owner. Stunning and superb to drive!.....**£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. Truly stunning.....**£24,950**



1973 RANGE ROVER (FIRST SERIES) 2 DOOR. Bahama Gold with palomino leather, 51000 miles only, matching numbers, Perfect history, stunning.....**£45,000**



1961 AUSTIN HEALEY 3000 MK2 LHD. Triple Carb fast road spec. Goodwood Green with Black trim. Overdrive, black cobra wires, side sports exhaust, Up-rated brakes and suspension. Factory hard top. Mint and rust free, with heritage cert. As good as it gets!.....**£74,950**



1955 CITROEN 2CV PICKUP. RHD. One of only two Civilian examples left in the world. Restored to concours winning standards by. It last owner of 40 years. Original handbook and Buff log book. The Holy Grail of 2CVs.....**£45,000**



1954 VW BEETLE (OVAL WINDOW). Irisblau met blue with grey trim. 58000 KLMs only from new. Matching numbers, Rare find, Please view our website.....**£24,950**

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1969 MERCEDES-BENZ 280SL COUPE/ROADSTER

Magnificent original car which we sold 20 years ago and have now repurchased from that local customer. Gorgeous, rust-free Signal Red body and hard top, beautiful original black interior with matching convertible top. 100% correct car with original air conditioning, automatic transmission and Becker "Mexico" cassette stereo. Original manuals, tools and provenance. 98,973 miles. \$110,000



1937 BENTLEY 4-1/4 CLOSE-COUPLED, RAZOR-EDGE SALOON

The 1937 Earl's Court Bentley show car by Freestone and Webb w/fabulous razor-edge styling, polished aluminium fascia, etc. Just had \$70,000 mechanical overhaul. \$220,000



1950 MGTD ROADSTER

A fabulously correct and original example in truly fine condition. Black/red leather, black top and curtains. rare with MG "Midge" mascot. \$29,000



1979 MERCEDES-BENZ 450SL COUPE/ROADSTER

Sold new to "America's Sweetheart," Dorothy Hamill—Olympic Gold Metal winner and World Champion ice skater. Maintained by her in Beverly Hills with original sale invoice and serviced records present along with original manuals, tools, etc. Beautiful Deep Red body with gorgeous original Cognac leather. 83,087 miles. \$27,500



1948 TALBOT LAGO T-26 RECORD COACH SURPROFILE

Purchased in France in 1960 and owned by one local enthusiast for the past 51 years. An extremely correct and original sunroof coupe which has been driven on many tours and VSCCA rallies and has recently been serviced to continue the same. French Racing Blue with dark blue wings and all-original tan leather, original 18" wire wheels, Marchal lamps, original Figoni et Falaschi style chrome touches, etc. 50,945 miles. \$135,000



1986 MERCEDES-BENZ 560SL COUPE/ROADSTER

We just purchased this from the estate of its local log-term owner. A gorgeous, absolutely rust-free body in original Signal Red (body and hard top), beautiful untouched Palomino leather and excellent convertible top. Just fully serviced by us and drives great. Accompanied by original tools, manuals, first aid kit, etc. 44,104 miles. \$34,000



1963 LINCOLN CONTINENTAL 4-DOOR CONVERTIBLE

Purchased from second owner of almost 50 years. Black with complete new dark red leather interior, white top. Fully rebuilt original engine and transmission, new brakes, exhaust, etc. 82,472 miles. \$53,000



1971 ALFA ROMEO GT 1750 COUPE

A numbers-matching car, restored in red with black leather. Owned by one local Alfa enthusiast for the past 15 years, the car looks great and drives just as well. 58,872 miles. \$46,500



1960 BENTLEY S-II JAMES YOUNG CONTINENTAL SALOON

Delivered new to Sir Egbert Cadbury of Cadbury Chocolates. Gorgeous in Garnet with tan Connolly hides. Full history, original build sheets, etc. 41,437 miles. \$195,000



1968 JAGUAR XKE SERIES 1.5 COUPE

Sold and serviced by us. Signal Red body, excellent black leather. Excellent and numbers-matching with original 9:1 compression engine and 4-speed transmission. History, manuals, etc. 82,524 miles. \$72,000



2011 CORVETTE Z0-6

A local, pampered, 100% original, unblemished car in gorgeous Sonic Blue with Graphite leather. Heavily optioned with Z0-7 package, Carbon Fiber, etc. 17,872 miles. \$56,500



1962 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



1950 JAGUAR MK V SALOON

A beautiful and fully restored 3.5 litre, U.S. delivery, sunroof saloon. Dove Grey/Saddle leather and polished walnut interior. Near-flawless body, excellent interior, drives fabulously well. Fitted with power rack and pinion steering. Fabulous inside, outside and mechanically. \$58,000



1959 CHEVROLET EL CAMINO.

Outrageous in black with tan interior. Beautiful condition inside and out and drives great. Updated V-8 and automatic transmission. \$48,000

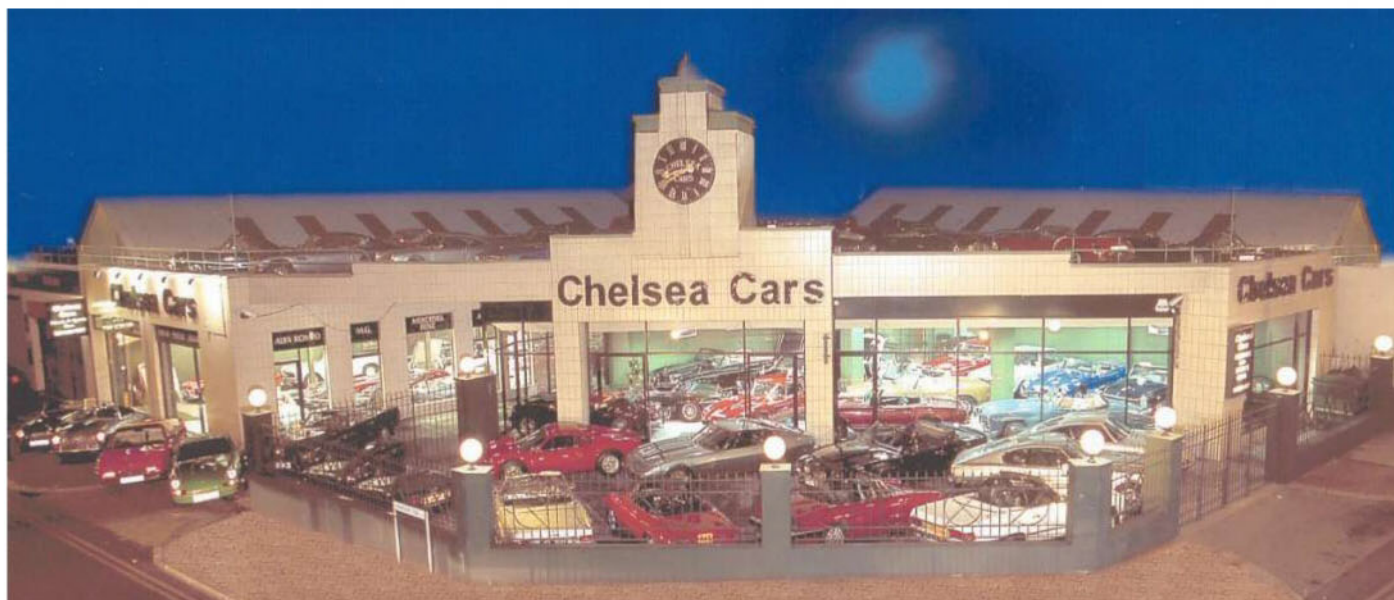


1947 MG TC ROADSTER

Full and interesting provenance since delivery new. A beautifully and correctly restored car in light ivory with gorgeous dark red leather, tan canvas top, tonneau cover and side curtains. This original engine was fully rebuilt within the past 1000 miles and a 5-speed transmission was added, making this a car which may be driven comfortably. Rebuilt original 19" wheels, badge bar with driving lamp, chrome luggage rack, wind wings, etc. A fabulous car! \$38,000.

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1958 CHEVROLET CORVETTE - LIGHT BLUE COACHWORK WITH WHITE PANELS. MANUAL GEARBOX. THIS IS A FULLY RESTORED AND UPGRADED CAR, FUEL INJECTION, VENTILATED DISCS, MUST BE SEEN.....	£POA	1970 MERCEDES 280 SL LHD - TUNIS BEIGE COACHWORK, COFFEE INTERIOR, AUTO, P/S. RESTORED.....	£85,000
1963 CHEVROLET CORVETTE CONVERTIBLE HEAVILY UPGRADED AND CUSTOMISED FORD ELECTRIC GREEN COACHWORK.....	£POA	1970 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - RHD AUTO - HIGH END - RECENT FULL RESTORATION AND ENGINE REBUILT - ONE OF THE FINEST	£129,995
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1968 FORD MUSTANG FASTBACK 302 - DARK GREEN METALLIC, BLACK INTERIOR. FULLY RESTORED MATCHING NUMBERS CAR.....	£57,000	1988 MERCEDES BENZ 300SL - BLUE BLACK - GREY LEATHER - LOW MILEAGE.....	£18,995
1973 JAGUAR E TYPE ROADSTER - RED COACHWORK - BLACK LEATHER INTERIOR - AUTO	£85,000	1988 MERCEDES 300SL - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR	£17,995
1973 JAGUAR E TYPE RHD - GREEN SAND COACHWORK, BROWN LEATHER, MANUAL TRANSMISSION, 50K MILES.....	£89,995	1988 MERCEDES BENZ 500SL - SILVER COACHWORK - BLACK LEATHER INTERIOR....	£14,995
1933 LANCHESTER A10 DOCTORS COUPE - THIS IS A VERY RARE AND INTERESTING RHD ALLUMINIUM BODIED CONVERTIBLE WITH DICKY SEAT.BURGUNDY COACHWORK, ENGINE AND GEARBOX REBUILT.....	£POA	1993 MERCEDES E320 CABRIOLET , DARK METALLIC BLUE COACHWORK MAGNOLIA LEATHER INTERIOR.....	£18,995
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1965 MERCEDES 230 SL - RED COACHWORK, BLACK INTERIOR, AUTO, P/S	£65,000	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
1965 MERCEDES 220 SE CABRIOLET RHD - AUTO/PS. SILVER COACHWORK, NEW BLACK LEATHER INTERIOR, FULLY RESTORED	£89,995	1979 PORSCHE 911 CARRERA RS REPRODUCTION - LIGHT BLUE COACHWORK DARK BLUE LEATHER - PROFESSIONALLY REBUILT	£49,995
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		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
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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.
Metallic Black, Black hide. Command with sat 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**



2002 Porsche Boxster S 3.2 6-speed manual.
Arctic Silver with Black leather and Black electric roof. Very low mileage of 35,000 with FSH. PAS, air-bags, climate control, factory alloys, CD stereo. Pristine condition. **£10,995**



1998 BMW Z3 2.8i Roadster.
Metallic Cosmos Black with Beige leather and 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. **£7,995**



2004 Range Rover Vogue 4.4 V8.
Metallic Asiatic Blue with Parchment leather piped Blue. Climate control, cruise control, e-seats, heated seats, sat nav, CD multichanger, e-sunroof, parking sensors etc. Only 78,000 with FSH. Very nice. **£7,495**



2001(X) BMW Z3 Roadster 2.2i 6-cylinder.
Titan Silver with Black leather. 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 Coupe 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. **£7,995**



1955 Jaguar XK 140 DHC.
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.
LHD. Genuine Hemi car from new. Original colour Citron Gold Metallic. PAS, power brakes. Extremely rare and a show winner. Huge investment potential, watch the value double in the next few years. **£79,995**



2010 (10) GMC Sierra 1500 SLT Crew-Cab 4WD Pick-Up with 5.3 V8.
LHD. White with Beige leather. Switchable 4WD, 6-speed auto, ABS, A/C, Electric tailgate lift. Only 60,000 miles. £235 a year road tax. No VAT. **£18,995**



1966(D) Jaguar 3.8 S-Type Saloon
Opalescent Dark Green, Green leather, PAS, manual O/D, SS exhaust, wire wheels, huge history file, tax exempt, matching numbers engine. Immaculate **£18,995**



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. **£8,995**



1982 (X) BMW E21 320 Coupe Automatic.
Metallic Polar Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, showroom condition. **£11,995**



2004(54) Mercedes SLK230 Convertible.
Metallic Linnite Blue with Anthracite leather. Auto, PAS, ESR, electric roof, e-seats, e-windows, e-mirrors, CD stereo, A/C, cruise, ABS, factory alloys, only 54,000 miles with FSH. My Mother's own car. One of the last R170 models. Pristine. **£6,295**



1978 Mercedes 450SLC Coupe.
LHD. Dark Metallic Green with Light Green velour. Automatic, PAS, E-Window, stereo, original alloys. Approximately 105,000 miles, very clean cosmetically. **£8,995**



2003 BMW E46 330Ci Sport Coupe
Simola Red with Black leather. 5-speed, PAS, ABS, A/C, glass e-sunroof, cruise, e-seats, e-w, parking sensors, factory Sport alloys. Only 59,500 miles with FSH. **£5,395**



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 miles recorded. Very clean throughout. **£4,395**



2004 (04) Smart Convertible Silver Pulse Special SE.
Silver with Black interior. Tiptronic manual 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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BMW 850i AUTO - 1991 - FULL AC SCHNITZER BODY KIT,
ALLOYS & INTERIOR - FINISHED IN METALLIC MARITUS
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WITH AWESOME PERFORMANCE - £12,995

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BLACK HIDE INTERIOR -
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- COVERED 39,000 MILES FROM NEW - 2 OWNERS
- FINISHED IN OLD ENGLISH WHITE WITH RED HIDE
INTERIOR - £P.O.A



COMING SOON - MGA ROADSTER 1960 - 1600CC - 5
SPEED - FULLY RESTORED TO TOP STANDARD - ZERO
MILES - FINISHED IN BLACK WITH RED HIDE INTERIOR
& CHROME WIRE WHEELS - £P.O.A



JAGUAR MK II MK2 - 3.8 AUTO 1964 -
FINISHED IN OPALESCENT BLUE COACHWORK WITH
LIGHT BLUE INTERIOR - STUNNING CONDITION
THROUGHOUT - £32,500



BENTLEY MULSANNE S 1988 - FINISHED IN
UNMARKED DARK METALLIC OYSTER COACHWORKS
& CONTRASTING RECONALISED DARK BEIGE HIDE
INTERIOR - STUNNING CAR - £7,995



DAIMLER DOUBLE SIX VANDEN PLAS LWB 1974 -
FINISHED IN METALLIC CARAMEL GOLD WITH BLACK
EVERFLEX ROOF COMPLIMENTED BY A CHAMOIS HIDE
INTERIOR - 68,000 MILES FROM NEW - £12,995



DAIMLER DOUBLE SIX - 1990 - FINISHED IN METALLIC
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HOOD & DOESKIN INTERIOR - VERY RARE CAR - £14,995



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(FULL REPAINT AUGUST 2016) WITH BLACK INTERIOR &
OAK VENEER DASH - STUNNING CAR COVERED 90,000
MILES BELIEVED GENUINE FROM NEW - £11,995



MGB LE ROADSTER 1981 - COVERED 49K FROM NEW
WITH 4 OWNERS - FINISHED IN METALLIC BRONZE
WITH LE DECK CHAIR INTERIOR - IN STUNNING
CONDITION THROUGHOUT - £11,995



CHEVROLET CAMARO CONVERTIBLE 3.8 - 1998 - COVERED
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AVAILABLE SOON

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1976 - RED WITH BLACK
HIDE INTERIOR - STUNNING
CAR - £P.O.A



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- FINISHED IN METALLIC BLACK WITH WHITE LOTUS HIDE
INTERIOR PIPED IN BLACK - STUNNING - ***** £P.O.A *****



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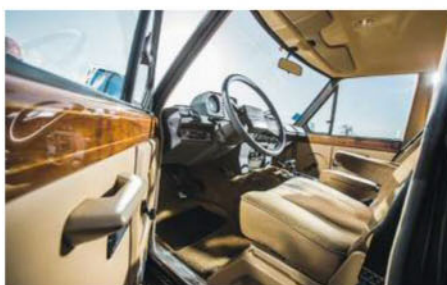


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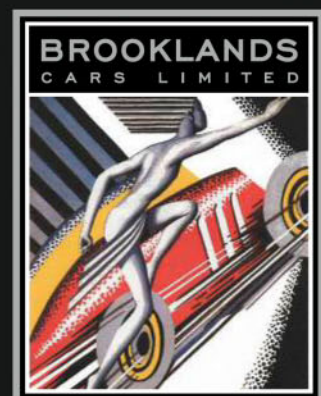
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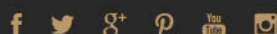
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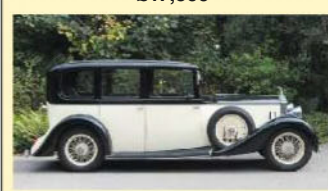
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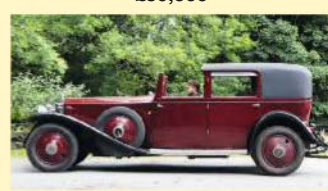
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MGB GT 1970. 131,000 miles. Petrol engine, manual gearbox with overdrive, MoT May 2017, good condition, kept in dry storage since 1999. £3750 TEL:07456075596 W MIDS



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



MGB GT 97,000 miles. Rare colour in Primrose yellow, fully restored, MoT May 17, excellent condition, not rust, tax exempt, dry use only, garaged. £8750 TEL:07736674490 DORSET



MORGAN + 8 1988. 3,113 miles. Cabriolet, manual, right hand drive. Please call for more information. www.oldtimerfarm.be €59950 TEL:0032 472 401338 BELGIUM (T)



MGB GT 1970. 71,000 miles. Old English White, many original features, chrome in excellent condition, MoT May 17, tax exempt, lovely to drive, smooth on the road. £7995 OVNO TEL:07846092709 POOLE



MORGAN 4/4 1983. 22,500 miles. Special order with deep Brunswick green over black front & rear wings & running board. Very low mileage. Exceptional condition. £20995 TEL: 07968096979 HANTS



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280SL Roadster 1984A

Silver Blue metallic, matching hardtop, blue soft top, blue sport check interior, automatic gearbox, electric windows, rear seats, original alloy wheels, FSH, 82,000m £22,950



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



300CE Coupe 1992K

Nautic Blue metallic, Mushroom leather, walnut wood, armrests, headrests, 4 speed auto, leather steering wheel, elec sunroof, original 8 hole alloys, FSH, 49,000m . . . £13,950



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



190E 2.0 Saloon 1992K

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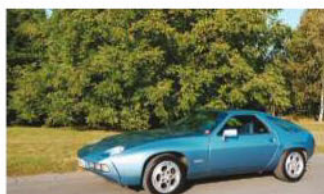
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1934 AUSTIN HEAVY 12-4 WESTMINSTER



Very original and rare car finished in dark blue over black with an interesting history file that suggests it only had 4 owners in its life with Dr Dorothy Ellington owning it for 40 years from 1939 to 1979. From 1939 to 1955 it was Dr Ellington's daily driver. In 1955 it was retired to the coaching house and remained there until 1979 when it was recommissioned by the 3rd owner. One of three left remaining on the road. Original dark blue leather interior with a couple of minor repairs but very sound. £11,250

1934 FORD MODEL Y FORDOR



This particular ford model y is the rare 4 door deluxe model and is finished in maroon over black. This is not a concourse car but it is still a very beautiful car and drives fantastic. Recent new fuel tank as the other had become full of years of gunk with the new tank it's a great starter. Interior is quite tidy but headlining has a couple of small holes. £4,900

1937 AUSTIN 10-4 CAMBRIDGE



Recent engine work including new head gasket reconditioned dynamo reconditioned starter. Drives very well and stops as you would expect. Original blue leather seats and door cards, seats are in very good condition for the age with no rips or tears the door cards are missing original carpet on bottom this has been replaced with matching carpet to interior (this could be improved). The sunroof is very stiff but does work to a degree the headlining looks to be from original Cambridge and shows some signs of its age. Finished in dark blue over black. £6,950

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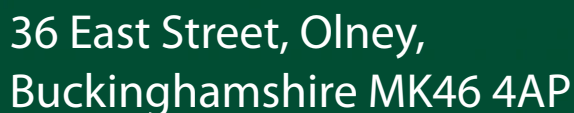
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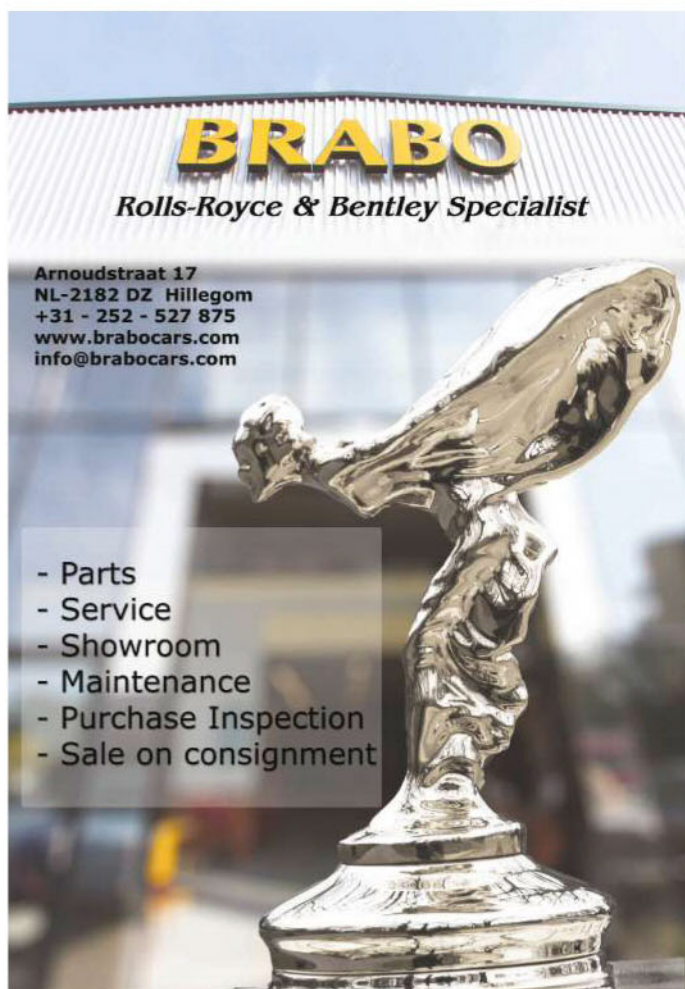
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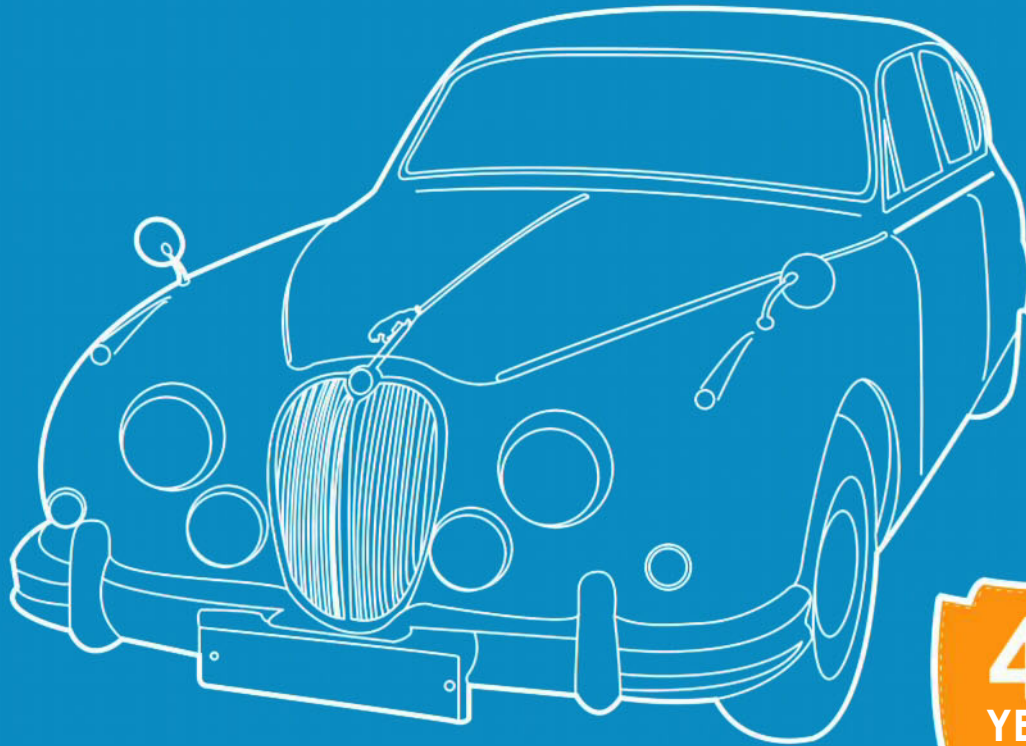
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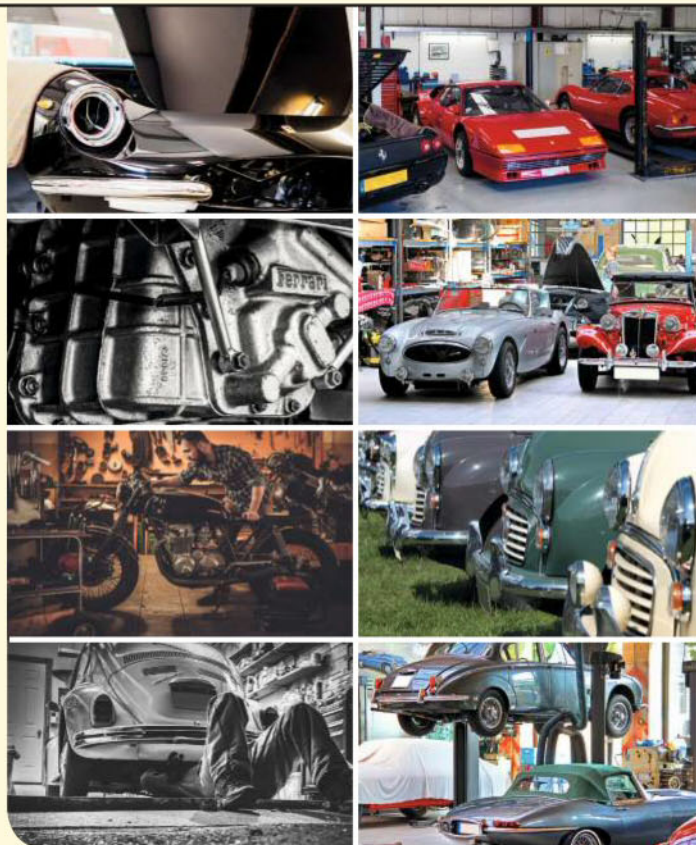
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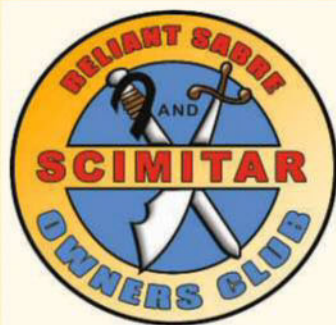
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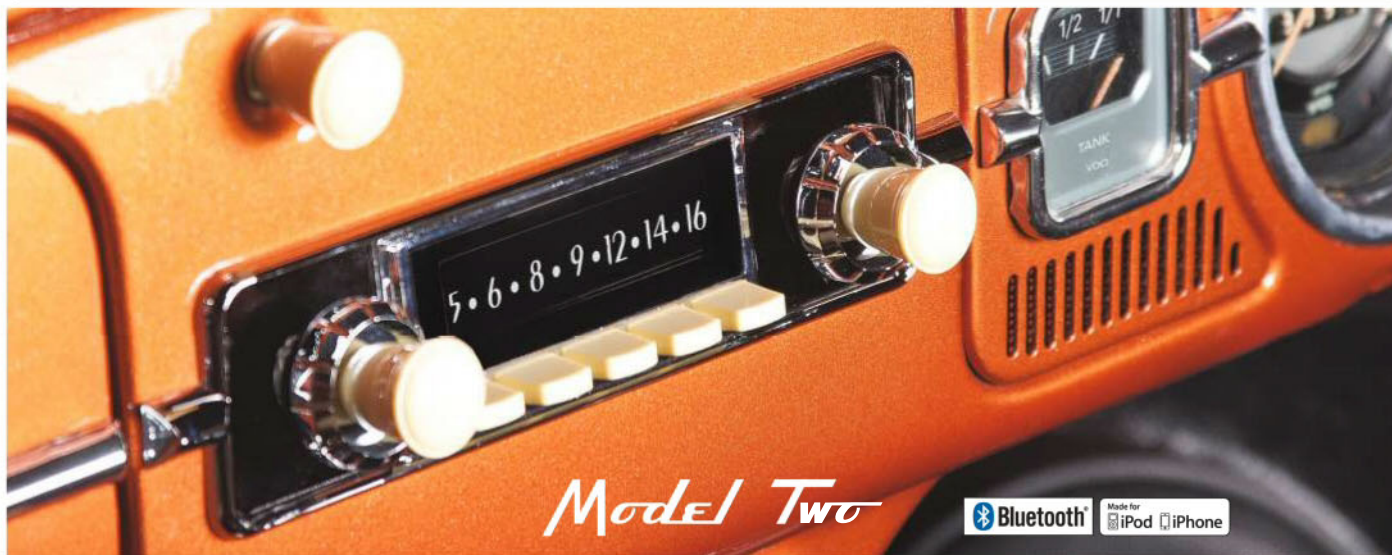
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WHY I LOVE...



Derek Bell explains why blasting down the Le Mans Mulsanne Straight at more than 200mph was such an adrenalin rush



Derek about to top 150mph in his Ferrari 512S at Le Mans in 1970

'Driving down the Straight I adopted a technique of **constantly jinking the steering with little wrist movements**. I would also **steer with my knees** while I wiped the sweat off my brow and adjusted my visor'

I drove down the Mulsanne Straight for the first time in 1970 in a works Ferrari 512S, reaching more than 150mph – I absolutely loved it. I already knew about this long and narrow 3.7-mile section of the Le Mans circuit of course, so for me it was total anxiety and my stomach was churning. The safety arrangements were pretty basic in those days. We had no advice on things like lap times before the start – we just got in and drove, keeping the revs below 8500rpm.

'The Le Mans circuit is created from cordoned-off lengths of conventional two-lane roads and although Spa is a more difficult track the narrowness of Le Mans heightens the sensation of speed and tension. Driving down the Straight I adopted a technique of constantly jinking the steering, collecting the car to keep it on course with little movements of the wrist. Approaching the kink, I let the car have its head and shifted to the right to negotiate the curve. At the end it was hard on the brakes and down to around 40mph to tackle Mulsanne Corner.

'People waved at the ends of their gardens along the perimeter, many of them for the full 24 hours. Hoping that they were waving at me, I waved back, almost building a relationship with them as I passed them again and again.

'Racing in the rain is always demanding. The Le Mans 24 Hours was very wet in 1980 and navigating through the spray on the Mulsanne Straight during those first few laps was like driving through a wall of water. I navigated the car by looking ahead at the tree tops.

'It didn't go dark until around 10pm and was still dark at 3am so it was a totally surreal and tranquil experience with just the shrill sound of the engine and the reflections of the instruments in the windscreen. Outside, the trees, road signs and trackside restaurants with their twinkling lights rushed by in a blur and the Goodyear blimp's illuminated readout showed the cars' positions.

'I steered with my knees while I wiped the sweat off my brow and adjusted my visor. I'd never topped 200mph before, despite having driven in two F1 races – it's a world special to the Mulsanne Straight and known only to those who've raced at Le Mans.

'Adding chicanes to the Mulsanne has changed its driving dynamics and removed the adrenalin rush. In the early days there was no ground effect control – we simply changed the aerofoil to alter the car's high-speed handling.

'With the power, speed, and just two drivers to last 24 hours it was the kind of racing – especially along the Mulsanne Straight – that will never happen again.'





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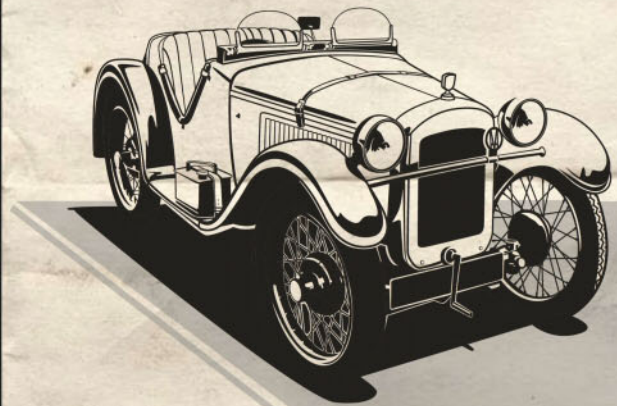
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- ☐ Ring an insurance company that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- ☐ Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. 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.



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