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Mille Miglia rarity driven

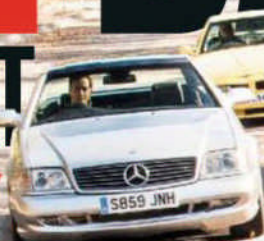
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Welcome

June 2017 Issue 527

Cylinder-count preferences aside, aren't we all eternally motivated by the pursuit of purist ideals?



When I was a kid I looked forward to a life without limits, particularly when it came to cars. Not for me the modest family saloons I saw clogging up the nation's roads with their apologetically small four-cylinder engines and functional styling.

No, when I grew up I would speed everywhere at the wheel of a powerful, multi-cylindere GT. And then adolescence spat me out into a world of graduate salaries, tax, living costs, more tax, petrol prices and car insurance. Automotive idealism crushed beneath the weight of grown-up compromise. For my friends addicted to the idea of new or 'previously enjoyed' modern metal, the compromise persisted, but my classic preferences soon brought a succession of six- and eight-cylinder indulgences.

So far, the ultimate indulgence of 12 cylinders has eluded the Bell garage, but the prospect is both seductive and temptingly attainable. Just look at what you can buy for between £5000 and £40,000 - Jaguar XJ-S, Aston DB7, Mercedes SL600, Ferrari 400i, BMW 850. Bought well and spared the daily motoring grind, there can be few more rewarding ways to feel so good about life every time you summon up the silken surge of a tightly conducted 12-cylinder orchestra. Alternative health practitioners offer a baffling and seemingly crackpot array of techniques and potions in the pursuit of a that elusive sense of wellbeing. We have a straightforward and proven solution.

It's an issue filled with the uncompromising pursuit of pure ideals, from the techno-fest Jensen FF treated to an exacting four-year restoration to the Mazda MX-5 in our buying guide - a design that bravely eschewed contemporary

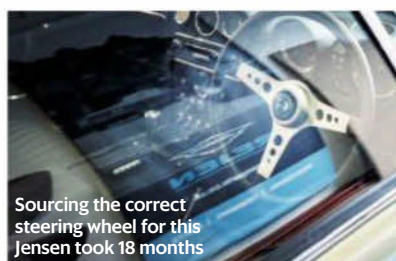
pressure that was creating luxury-laden but numb performance cars. And, in this month's column, Gordon Murray enthuses about how the Lotus Eleven appeals to his quest for engineering and aesthetic purity, so much so that he went out and bought one. To use for his daily commute.

I wonder what he'd make of this month's Life Cycle - an E-type that's been chopped and changed relentlessly by a succession of amateur competitors in the pursuit of ultimate speed. The outcome hasn't always been the most elegant, but in the uncompromising pursuit of an ideal they have something in common.

Phil Bell, editor



McLaren F1-like brawn from £5k? Count us in...



Sourcing the correct steering wheel for this Jensen took 18 months



Australian E-type on the way to a world record

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'Serene or brutal, effortless or intense, the romance of these V12s is impossible to ignore'



P52 Is it time to submit to overindulgence and buy a V12 coupé?



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'There's some proper ocean-going tat out there, so pay attention'

Quentin Willson
p43



P100 'The distinguished warble is gone; it's now rabid and violent'



P6 Duetto dream-drive reader's verdict? 'I want to drive it to Milan now!'





[The List]

Your dream drive made real

'Cars like this are designed to delight'

MG fanatic Jerry Birkbeck fancied getting out of his Abingdon-built comfort zone, so we put him in an **Alfa Romeo Duetto Spider** 'just like Dustin Hoffman's' for the day

Words SAM DAWSON Photography SI GRAY

Perhaps the most unusual thing about *Classic Cars* reader Jerry Birkbeck's list of dream cars is that there isn't an MG on it. The Abingdon marque has featured so strongly in his life that he hasn't been without one since the Seventies, and yet as we meet on a surprisingly sunny day in rural Norfolk with a gleaming Alfa Romeo Duetto Spider standing by for him to drive, it's clear that he wants to get out of his usual comfort zone.

'I remember watching *The Graduate* in the late Sixties,' Jerry explains. 'I went to California last year, to San Francisco and the Golden Gate Bridge, and thought that the one thing that would make the whole scene perfect would be Dustin Hoffman's Alfa Romeo. I actually made my wishlist before then, but you're always struck with that sense of doubt as to whether they'll be any good to drive. But that trip to San Francisco just confirmed it - I needed to know what they were like, even in a colder climate!'

After putting the roof up on his parked MGF, Jerry doesn't waste any time in getting acquainted with the Alfa, settling straight into the driver's seat, and thinking back to a time even before his celluloid encounter with the Spider. 'I remember being intrigued by these Italian sports cars, but they were expensive and rare in the Sixties. I often wondered what they did differently from all the British sports cars of the time - the MGs, Triumphs, Austin-Healeys and the like - to define their characters. Obviously it's got a twin-cam engine, so it'll be interesting to compare it to a similarly-equipped MGA.'

Jerry starts the engine and sets off into the Norfolk countryside, and it doesn't take long for the Alfa to make an impression. 'It's very good for its era,' emphasises Jerry. 'It's a very smooth and simple car - and I don't mean simple as in basic, but rather that it's straightforward to drive, with no odd foibles to trip you up if you're not used to it. I'm impressed with its civility - by contrast an MGA Twin Cam is a very hairy car. However, the Alfa is deceptive in this respect - its turn of speed is easily comparable to the MG, but whenever you look down at the speedometer you're amazed. You're doing 60mph when you could've sworn you were doing 40.'

There is one aspect of the drive that Jerry's taking a little more time to acclimatise to, but it's crucial to the Alfa's character. 'I'm going to have to get used to this gearbox,' he notes. 'I was expecting a four-speed for a start - again, another sign of how advanced it was for its era in having five ratios. I must say, I'm used to cars of this age having short-travel four-speed gearlevers and overdrive switches. This long-travel shift feels endearingly sloppy; a bit like a Triumph Herald's, only with an extra gear.'



JERRY'S DREAM DRIVE LIST

Jaguar XK120

'Surely the purest, most beautiful of all British sports

cars. I'd want to see if it's as good to drive as it is to look at.'

Citroën DS Décapotable

'Such elegance, and unusual engineering. A luxury car years ahead of its time.'

Lotus Elan S2

'People have called the Lotus Elan the finest-handling car ever made. I'd like to find out if they're right.'

Jaguar E-type Series 1 3.8 roadster

'Because if you're going to drive an E-type, it has to be the purest, most original, most beautiful version.'

Bugatti Type 35

'Probably the last time you could drive a Grand Prix car on the road, and exquisitely engineered too.'

BMW 328

'It was the first modern sports car as we'd recognise it today.'

Sunbeam-Talbot Alpine

'I've always driven MGs, but this was a glamorous competitor - especially in the Fifties when they were being rallied, and setting speed records.'

Chevrolet Corvette Stingray

'Brutally impressive cars in their day, and very advanced styling.'

Mercedes-Benz 300 SL 'Gullwing'

'I think the word supercar was first used to describe these, wasn't it?'



'The Alfa was on my wishlist even before I saw *The Graduate* - I've always wondered whether they'd be any good to drive'

Reader Jerry takes a closer look at the Alfa twin-cam





Jerry loves how the engine bay has DIY-friendly work space



'You can feel its sophistication; it's a lot more civilised than British rivals'

We've barely travelled ten miles so far and already Jerry is talking like a convert. 'British sports cars feel big, noisy and aggressive,' he notes. 'But the crucial thing about the Spider is that it achieves the same thing, going just as fast if not faster, while being civilised.'

'You can feel its sophistication - it helps you to achieve the same cornering speeds without having to fight the wheel or add opposite lock, so it doesn't tire you out over longer distances.' We slow abruptly approaching a junction. 'These four-wheel disc brakes are way ahead of their time too,' he notes.

Turning into a narrow, straight lane between farmers' fields, Jerry uses the more leisurely 40mph limit to concentrate on the cabin's aesthetic qualities. 'I really like this steering wheel,' he remarks, running his fingers along the slim metal horn-presses built into each of its three spokes. Checking to make sure there are no other motorists around who'd be surprised by a sudden noise, he says with a wicked grin 'I just can't resist pressing this - I'm going to have to!' The ensuing toot surprises him as well. 'It sounds so effeminate! I was perhaps expecting a loud blast.'

'I like the steering - I'm guessing it's rack and pinion, being this sharp?' When I reveal to him that actually it's not, but rather a very well set-up recirculating-ball arrangement, he's amazed. 'It's remarkable! I thought it had to be rack and pinion. My MG TC has worm-and-roller steering but it's a directional nightmare, affected

by body flex and very sensitive to setup. The Alfa's steering does a great job of isolating the driver from any jarring feedback while also being incredibly direct.'

'I've never driven an Italian sports car before, but the strongest sense I get from this car, seeing the thought that's gone into styling it, putting it together and setting it up, is that it's been made with love and passion. That same special kind of care and attention that clearly goes into Ferraris. Come to think of it, even the view down the bonnet is as I'd imagine a Dino's to be, what with those long headlight pods.' It's a worthwhile point - with that cowed nose, tapered tail and gentle cuttlefish-shaped curve running from nose to tail, the Alfa Romeo Spider - in early Duetto guise at least - has something of the Ferrari 330 GTC about it. However, even the Maranello car misses out on the tricks a stylist can play with minor details when the manufacturer tools up for mass production - just look at the way the shape of the taillights echoes the scalloped swage line that they nuzzle up next to.

The road opens out towards Thetford Forest and Jerry pushes the Alfa harder, enjoying being caught between the induction's zing and the exhaust's rasp, leaving it for longer in each gear before shifting up. 'For me, this is what classic cars are all about!' he shouts. 'They're not about winning an argument or showing off in the pub car park - they're about driving, enjoying and sharing. Cars like this are designed to delight!'



The Spider wears its speed deceptively well

Jerry says the love that went into the details is palpable

‘What is great about this Alfa is the fact that it’s a car for all roads, not just country lanes. It’s an enormous amount of fun to drive like this, but I can imagine taking it on much more long-distance drives. The way it can cruise in that fifth gear is very unusual for a Sixties car. That makes motorway speeds very easy. What really underlines this is that I remember the M1 opening in 1959. It wasn’t as efficient as it was made out to be. People in this country didn’t have experience of travelling on autobahns, and the discipline involved, and yet they were pushing what was effectively Forties machinery to its limits. In that environment, this Alfa would’ve been a revelation.’

As we head into Thetford Forest, the roads get more angular. ‘Suspension is firm without being overly hard,’ says Jerry. ‘My brother-in-law has a Mazda MX-5 and finds it too tiring for long journeys. I know what he means - there are aspects of the MX-5 that are more Thirties than Sixties in mindset, despite what Mazda might claim. This Alfa’s design approach, of finding the perfect balance between sports car and tourer, is more forward-looking for the motorway age. That was the true ethos of the Sixties.

‘And yet it’s no less a sports car in my eyes. In my mind I’m comparing it to an Austin-Healey 3000 and it’s no less responsive. The difference is that you don’t have to wrestle it. It’s surprising how easy it is to drive the Alfa fast. And as a result it feels exotic; something effortless from a class above.’

We pull into the RAF airbase-dominated village of Lakenheath, and draw up outside a pub for lunch, giving Jerry the opportunity to admire an aspect of the car he hasn’t had chance to look at yet - the 1750 engine - an upgrade that was fitted to later Spiders.

As the bonnet release lever clunks under the dashboard and the front-hinged bonnet yawns open, Jerry dives underneath it, eagerly pointing out every aspect like an electrician with a wiring diagram.

‘Everything is so beautifully laid out for the hands-on enthusiast!’ He remarks. ‘There’s so much space around the engine - nothing is awkwardly tucked-away or inaccessible. Those spark plugs and air filters would come off so easily, with nothing in the way.’

I feel I might have to stand between Jerry and the comprehensive original toolkit in its leather roll in the boot, but it’s great to hear the perspective of

1966 Alfa Romeo Duetto Spider

Engine 1779cc in-line four-cylinder, dohc, two Weber 40 DCOE carburettors **Power and torque** 118bhp @ 5500rpm; 137lb ft @ 2900rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Recirculating ball **Suspension** Front: Independent, unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: Live axle, trailing arms, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs front and rear **Weight** 996kg **Performance** Top speed: 118mph; 0-60mph: 9.2sec **Fuel consumption** 30mpg **Cost new** £2199 **Values now** £12,500-£29,500



Headlamp covers are part of the car's key character line – but don't always fit properly

someone who loves restoring and repairing classic cars as much as driving them. In fact I feel a bit daft given that my first thought upon seeing the engine was how pretty the 'Alfa Romeo' script on the cam-cover casting looked.

Jerry closes the bonnet, steps back and wanders slowly round the car. 'It doesn't really look awkward from any angle, does it?' he asks rhetorically. 'Although I am going to be a philistine here – I actually think it looks better without those Perspex headlamp covers.' They are seen as the choice of the Spider purist among Alfisti, dating from a time before American regulation interceded, removing a key design aspect that harked back to Pininfarina's radical 'Superflow' series of Fifties Alfa Romeo concept cars. The first of these curiously encased the whole of the upper front wings in transparent Perspex.

'It's not that I don't like what they're trying to do,' Jerry clarifies, 'it's more that they never quite seem to fit properly. There's a noticeable gap around their top edge and they look a little bit messy as a result.'

'That said, those sculpted, chromed pins that hold them in place at the front are elegant – a British car of this era would have just employed a screw from a parts bin.'

Is it enough to undermine the Duetto as an ownership prospect for him? 'It's so good to drive, so far ahead of its time, that I'd have to say it's a possibility,' says Jerry. 'I want to drive it to Milan now! But that said, I've spent so long in MG ownership I don't know what the spares situation is like. The Italian sports car scene, the specialist services they need, the parts supply – it's all an unknown quantity to me.'

'I'd also be concerned about fragility and body rot. I think MG ownership spoils you in that manner – parts supply and general expertise from classic specialists around the country is almost as comprehensive as you'd find with a modern car. Even better in some ways given that there usually aren't any particularly complex electronics to worry about.'

'That said, when I compiled my list I didn't necessarily pick cars I wanted to own, but cars I dreamt of driving. The question of ownership adds further, more practical questions that detract from the very idea of a dream drive; and that's been the most important thing about this Alfa.'

'I simply didn't expect it to drive so well and be so civilised at the same time. And being Italian it is of course delivered with style, grace and fun.'

Thanks to: Stuart Collins of the Alfa Romeo Owners' Club UK (aroc-uk.com)

JERRY BIRKBECK'S CAR CV

Jerry's automotive back-catalogue leaves us with little doubt about his marque allegiances

AUSTIN SPRITE

'My father worked in engineering and knew Healey well, so we often went to the factory for tours. I had a Sprite in the mid-Seventies. I sold it and bought a Triumph Herald estate because we had a dog – plus I already had an MG Y-type.'

MORRIS MINOR

'It drank more oil than fuel! Once I'd resigned myself to the fact it needed an engine rebuild, I got in touch with my cousin who worked for BL. He said "You strip the head, I'll sort the pistons!"'



MG Y-TYPE

I had it for four years, and ended up selling it to a Belgian at the local docks for £1300 in 1979 – a lot of money for one of those back then. I've learnt recently that it's still around, still in Belgium. It's been resprayed since, though.'



MG TA

'I had another Y-type in 1992, but fancied a sports special, so I bought a trials-replica TA built on a new body and chassis, painted brown and cream like "Old Speckled Un". I had it just four months before someone drove into it.'

'I had the car rebuilt to the specification I wanted with the insurance payout – a nice silver lining! With a VW steering box and a five-speed gearbox, I did 35,000 miles in it all over Europe.'

MGA

'I bought it in 2011 partially restored – the body was finished but the interior wasn't, so it came with two tea chests full of trim bits. It took six months to find bolt-on chrome wire wheels.'

'I took it to Long Trimmers in Birmingham, which found that the hood frame was twisted and there was a hole in the rear screen! I drove it back through Birmingham in the rush hour with the windows all misted up.'



[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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1964 ASTON MARTIN DB5 SPORTS SALOON



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1989 ASTON MARTIN V8 VANTAGE VOLANTE 7.0-LITRE X-PACK



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Willson's Smart Buys



Quentin likes the thought of a stately home on wheels for bedsit money, and tips the Porsche 924 and Vauxhall VX4/90



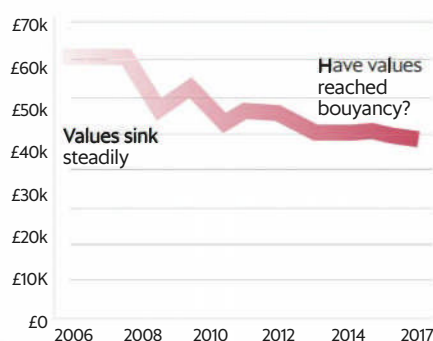
'With good cars starting at £30k, surely the Bentley Continental R coupé can't get any cheaper?'

At Bonhams' March sale a '95 in Mulberry with 77k, four owners and £35,000 of specialist bills made just £31,050 all-in, and it was a very sharp car. Launch price in 1991 was £178,000 making the Conti R the most expensive production car of its day, and the first Bentley for decades not to have a body shared with Rolls-Royce. The Sultan of Brunei bought the pre-production prototype straight off the Geneva show stand for £2m and in the following two years ordered no fewer than 33 Continental Rs, plus a raft of special-commission four-doors, estates and convertibles.

Good for 150mph with a sub six-second 0-60mph time, the R's poise, balance and heave was raved about by testers at the time. But for years they've depreciated like falling pianos and we've all watched patiently for a genuine upswing in market appreciation. Whether that's happening or not I'm still not sure but at less than £40k for sensible mileage cars they now look titanic value. They're big, mind you, and not ideal for on-street parking, but with Turbo R mechanicals,

Bentley Continental R analysis

The HMS Conti R is set to rise from the depths



'These big, graceful Continentals have depreciated like falling pianos for years and now look titanic value – and even then, today's prices are likely to be very negotiable'





[Classic on the Cusp]

BMW M2

Can the E30 M3's pseudo-successor follow the 1M's instant-classic precedent?



COST NEW £45,750

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servicing shouldn't be that horrific - relatively anyway. And they're rare - only 544 rhd standard-spec Rs were built and these pure Contis are the ones I'd watch. Arun Ltd in West Sussex has a '93 in Georgian Silver with 68k and 17 stamps in the book for £38,995 while a private seller in Essex has a '95 in Midnight Blue with just 46,000 miles and 12 Bentley stamps for £36k. These prices are likely to be very negotiable too.

You don't see them often but when you do they radiate a slippery commanding beauty that's hard to match. Park one next to a new Continental GT and the R will tower over it with absolute authority. Get one in black or blue with 17-inch seven-spoke alloys and a non-dating plate and you'll have one of the most impressive classics you can buy for under £100k. One day they're bound to move up in price but in the meantime we should see them as a huge buying opportunity, not to mention a magical ownership experience. The Conti R is a proper multi-billionaire Sultan's car - and all for the price of a BMW 5 Series.

'If you let a Porsche 911 slip away, don't let the same thing happen with a 924'

Last month Russ flagged up movements in Porsche 924 values. And he's absolutely right. The trade reckons that unspoilt examples of the baby Porker are collectible, and is pitching minimal milers close to £20k. One Porsche main agent even has a fully restored car up at £30k and there are lots of mid-mileage trade cars routinely advertised at £15k-plus. I'm seeing a definite upswing going on, with late 924S and Turbo cars the most desirable. But while this pricing bustle centres round the London classic car bubble, the rest of the country has yet to catch up. A private seller in Truro is advertising an '80 924

For a while BMW M2s were fetching meaty premiums - £10,000 over sticker price wasn't unusual, propelled by a frustrating 16-month waiting list. Supply and prices may have leveled out now but the strident hoopla around the M2's arrival should tell us something. Unlike the BMW 1M the M2 isn't made in limited numbers - Munich has yet to put an end-stop on production - so the tearing rush to own one of the first examples (and cheerfully pay over the £44,000 list) was simply down to one thing: this is a devastatingly competent M-series BM and one of the best since the game-changing E92 V8 M3. Munich has never quite recaptured the E92's narcotic brilliance but the M2 gets closer than anything else.

And it's not just about the impressive numbers: 365bhp from the all-alloy 3.0 turbo six translates into a sixty dash of 4.2 seconds, a 0-100mph time that's one second quicker than the smaller and lighter 1M, and a limited maximum of 155mph. It's the M2's return to an intuitive old-school sliding style that makes it such a hoot. Break out the tail and you can perfectly adjust the rear end's direction with just tiny

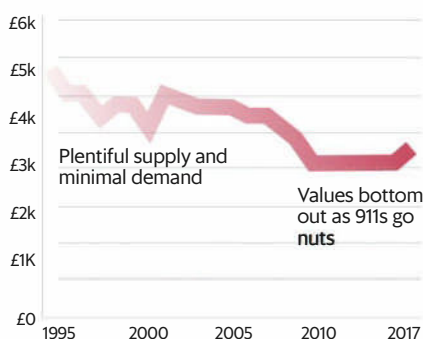
'An instant classic that future enthusiasts will reverentially compare to other BMW icons like the M1, E39 M5 and V8 M3'

lifts of the throttle. And it doesn't take much practice. You can even switch the traction control off without tempting disaster even in the most cinematic slides. On the road it's a madly fast cross-country missile that can clamp itself to all comers and resolutely stay there. And that all-conquering feeling of confidence is what makes this a truly great BMW - fast, poised and beautifully communicative with so much sensitivity centred around that gorgeous rear end. Four shotgun exhausts and massive rear arches that seem to bleed along the M2's entire flank leave nobody in any doubt that this is a proper M-car icon. And this rear-drive drift-king can also competently double as a daily driver.

For £44k it's not only a sensational bargain but is an instant classic that future enthusiasts will reverentially compare to other hallowed BMW icons like the M1, E39 M5 and V8 M3. And yes, all that initial hype really was absolutely justified. Find a well-specced tiny-miler at close to list and you'll be spending your money incredibly wisely but trying to keep it mint and perfect may be an hourly challenge. The M2 isn't a machine to sit slumbering in your garage beneath a tailored car cover but a feral animal that demands regular exercise. Resisting the temptation of a sun-dried sweeping B road will be more than most of us can take. The M2 is certainly a neo classic - static museum piece it definitely isn't.

Porsche 924 analysis

The poor man's Porsche stigma is slowly dying





'Spend £10-£15k for a sorted racing VX and you could open the door to the enviable world of classic saloon car racing'

manual in Guards Red with 33k miles and 20 years of history for a piffling £2300. It needs recommissioning after four years of dry storage but looks charmingly unmolested and worth every penny of the tiny asking price. And so is the privately advertised silver 1980 924 automatic in Oldham with 63k for an equally amazing £1650. That one won't hang about. But if you're quick there are still lots of low-priced decent 924s waiting to be snapped up before the huge differences between private and trade sellers begin to close.

Most of us are still surprisingly contemptuous of the 924 and its four-cylinder engine. Period road testers, seduced by the 911 and 928, described it effete and underpowered. Even the normally reasonable novelist and TV critic, Clive James, underwhelmed by the 924's prosaic VW origins said, 'you might as well drive a Cortina.' But these days those familiar parts, uncomplicated mechanicals, low running costs and galvanised bodies make the 924 a sensible starter classic. So forget everything you've been told and understand this is a sweet handling, long-lived and reliable Porsche without the epic maintenance costs of its bigger siblings. Buy a low-mileage well-serviced, original survivor at the current hype-free prices and owning a 924 could cost you almost nothing. And that's the sort of Porsche everybody wants.

'At these prices, historic saloon racers won't be overlooking Vauxhall's VX4/90 for much longer'

Historic saloon racers now make huge money - just look at the price of Lotus Cortinas and A35s. Sliding round the Goodwood circuit requires serious skill but you also need enormously deep pockets. However,

Vauxhall VX4/90 analysis

It's been too long off enthusiast's radar



nobody seems to have seen the bargain potential in the 1961-64 Vauxhall VX4/90, a sporty Victor with high-compression engine, alloy cylinder head, twin Zeniths, four-on-the-floor and servo discs. There's a decent Sixties competition heritage with VX4/90s racing at weekend club events and the 1963 St Mary's Trophy.

In February this year Mathewson Auctions sold a 'superbly original' 1964 car with 80k miles and two owners for just £3815 - the perfect

platform for a Goodwood racer. But even race-ready VXs aren't that much more. H&H's blue '64 with FIA papers, tuned engine with twin Webers, and St Mary's Trophy competition history was a gift at £8800. With only around 90bhp (slightly more if you fettle) you won't be competitive enough for a podium place but charging round in a Sixties Vauxhall feels like fun.

H&H will soon have knocked down the '64 MSA Category 1 VX that's in its May sale. Complete with Blydenstein-tuned engine, sump guard, roll cage, uprated springs and harnesses, the estimate is only £3-4k. As an entry-level historic saloon racer the FB VX is much cheaper than the more obvious choices and won't cost fortunes to prepare. And don't forget it's a rare enough sight to please the gods at Goodwood and might even bag you a potential place on the grid at the Revival. Sounds like a good bet to me.

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Bonhams

Market Watch

The stylish P1800
– a viable Alfa
alternative?

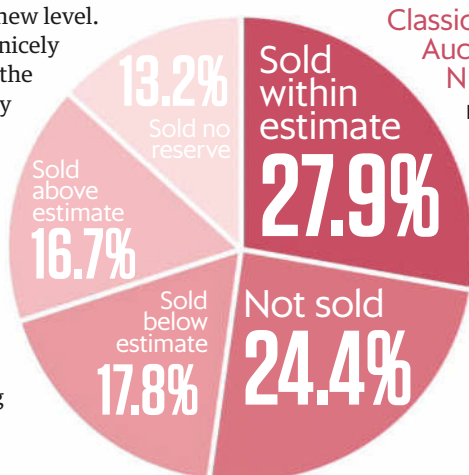


Russ Smith on the latest auction house tactic of 'no-reserve, low-estimate', and how the market is reacting to it

Around the market

Offering cars at No Reserve but with what I'll call 'optimistic' estimates keeps the metal moving, as we saw recently at the recent Amelia Island auctions. It works because when a car sells for below those gently inflated numbers the buyer feels they are getting a bargain. Sellers' expectations are primed for this, so everyone goes home happy and the market quietly settles down to its new level.

This routine was nicely demonstrated by the performance of the sixty Porsches offered across Amelia Island's three sales, a number that made up a grand total of 18.5% of the 324 cars on offer. This is pretty much the norm as the market's been flooded with Stuttgart's finest since they started making big numbers last year.



Back home the No Reserve option has been slower to catch on. In fact the percentage so offered at CCA's Restoration Show auction was lower than this time last year.

Overall, 62% of the cars on sale in Florida were served up with the No Reserve tag, which helped create a strong-sounding 78.5% sale rate for those Porsches. However, the real story is buried in other numbers. When you add up how many failed to sell or went for below low estimate you get 58%. So while stuff is selling, real prices rule.

Volvo P1800

Interest in Volvo's stylish Sixties coupé is on the rise again with values, at least for properly nice examples, up around 10-15% on a year ago. Prices are approaching £30k

[Market indicators] Unrepeatability helps set a new record, but condition is key at the keen end of the market too



▲ **1985 BMW M635 CSI £100,100**
CLASSIC CAR AUCTIONS, APRIL 1.

No, the sale date has nothing to do with the price shown – someone really did pay over £100k for a 635. That was double its top estimate, and over three times what we have in the CC Price Guide for a top example. It shows there's still big money out there for the exceptional and unrepeatably, in this case a stunningly original car with 15,300 miles. And it was the talk of the Restoration Show, where the sale took place.



▼ **1953 FIAT 8V SUPERSONIC £1,127,000**
RM SOTHEBY'S, MARCH 10.

Picked out as a Temptation in the April issue, this stunning Supersonic – one of 15 built and the 1954 Geneva Show car – proved less tempting than expected. Last time out, in 2015, Bonhams sold the car for \$1.8m; this time the 'no reserve' deal was done for \$1.375m. But we needn't shed too many tears for the £350k hit the seller took on the car – his car collection was sold off at Amelia Island for a total of \$28m (£23m).



▲ **1966 MGB GT £18,975**
BONHAMS, MARCH 19.

MGB GT Mk1s are pretty thin on the ground, but even the best rarely go for more than £12k, which was roughly this car's mid-estimate. On the other hand, very few can boast £47,000 in restoration bills. That was 11 years ago, but the car has only covered 1000 dry-weather miles since. So in effect this could be seen as not a high price but a massive discount. Once again the market shows how much condition outweighs all other factors.



and there's no reason for them not to bust through that barrier given their looks, relative rarity and what other coupés from the same era are fetching. But if you are tempted, do get out and test-drive one first. They might look like Sweden's answer to Alfa Romeo's 105 series GTV, but don't expect to get the same kind of fizz from the driver's seat. However, approach one with those expectations and you won't be disappointed, and they do have Volvo rather than Alfa build quality in their favour. In a similar vein, they look like a safe, stylish buy.

Ferrari Testarossa

Ten years ago no one wanted a Testarossa. Memories of the Eighties were still too fresh and you could find them for £30k. Same for the Countach, though maybe they'd be £5k-10k more. Then values exploded as classic fever brought on a collective amnesia. Testarossas reached £110k - more for really low-milers; Countaches went to double that and are still rising. But the Testarossa and its 512 successors are now falling back from their peak. Plenty are now going unsold at auction - unless their reserve is set at a 'just sell it' level.



▲ 1963 LANCIA FLAVIA COUPÉ £15,680 HISTORICS, MARCH 4.

It's a miracle the Flavia has remained under the market's radar for so long. The thin-pillared Pininfarina styling has class and they have Lancia's fine engineering to coo over. This original UK market right-hooker was in lovely order and the telling thing is that even though it sold for above the top estimate, it still looked tremendous value. These look like a good bet for upward movement.



▲ 1957 AUSTIN A35 £8960 BRIGHTWELLS, APRIL 5.

An older restoration that has seen only a few thousand miles and much care since, this baby Austin presented well. The recent popularity of these cars has been driven by the number of them seen racing at the Revival, which has also had an effect on supply. And this result - well above the £7500 top estimate - shows that in value terms at least, they have overtaken their old foe, the Morris Minor.

Price Guide movers

▲ On the up

It's another good month for the German marques with Audi, Mercedes and Porsche all posting a fair number of significant price rises.

Make and Model	Year	Concours	Mint	Good	Rough	% up
Audi 100S Coupé	69-76	12,500	8500	4000	2000	+25%
Audi quattro Turbo	80-89	22,500	15,000	7000	3000	+29%
Audi Quattro 20V	89-91	30,000	22,000	12,000	6000	+33%
Austin A40 Sports	50-53	14,000	10,500	6000	3500	+17%
Austin Metropolitan cpé	54-61	15,000	10,000	5000	2500	+20%
Austin Metropolitan con	54-60	18,000	12,000	6000	3000	+20%
Austin A30/A35	51-59	7500	4500	2250	950	+15%
Austin Seven/Mini Mkl	59	25,000	20,000	14,000	10,000	+11%
Austin Mini Mkl	60-67	12,500	10,000	6000	3250	+14%
Bentley MkVI con	51-52	110,000	80,000	42,000	27,500	+10%
Chevrolet Corvette Stingray	68-72	27,500	22,500	13,000	5500	+10%
Citroën 2CV	48-60	11,000	8000	4000	2000	+10%
Daimler Century drophead	54-55	19,000	12,500	7000	3250	+52%
Ferrari 400/400i/412i auto	76-89	30,000	21,000	11,500	7750	+71%
Ferrari Mondial cabrio	84-94	36,500	27,500	18,000	12,000	+12%
Ford Zephyr 4/6 MkIV	66-72	5000	3250	1500	750	+18%
Ford Zodiac MkIV/Exec	66-72	7000	4500	1850	850	+33%
Ford Escort MkI 11/13	68-75	6500	4250	2000	1000	+8.3%
Ford Escort MkII Ghia	75-80	7500	5000	2500	1250	+36%
Ford Escort MkII Sport	75-80	10,000	7000	3600	1800	+18%
Ford Escort RS Turbo	84-90	15,000	10,000	4000	1750	+15%
Jaguar 15-litre	45-49	30,000	20,000	12,000	6750	+91%
Jaguar 2.5-litre	46-51	40,000	28,500	15,000	8000	+33%
Jaguar 3.5-litre	46-51	60,000	40,000	20,000	10,000	+56%
Jaguar E-type 3.8 roadster	61-64	200,000	150,000	100,000	70,000	+14%
Jaguar E-type 3.8 coupé	61-64	150,000	110,000	75,000	50,000	+20%
Jaguar E-type 4.2 roadster	64-67	155,000	115,000	80,000	55,000	+11%
Jaguar E-type 4.2 coupé	64-67	125,000	95,000	65,000	42,500	+14%
Lamborghini Islero	68-70	200,000	150,000	95,000	60,000	+8.1%
Lancia Flaminia convertible	59-67	160,000	125,000	75,000	42,000	+23%
Lea Francis 14hp/2.5-litre Sports	50-53	55,000	42,000	25,000	16,000	+11%
Maserati Mistral Spyder	64-70	600,000	490,000	400,000	260,000	+20%
Maserati Biturbo Spyder	84-91	10,000	7000	4000	2000	+11%
Mercedes-Benz 219/220 S Ponton	56-59	16,500	12,500	6250	3500	+10%
Mercedes-Benz 300 S cabrio	52-55	400,000	300,000	200,000	125,000	+11%
Mercedes-Benz 220 SEb cabrio	61-65	69,500	50,000	29,000	21,000	+11%
Mercedes-Benz 280 SE 3.5 cabrio	69-71	275,000	200,000	135,000	95,000	+22%
Mercedes-Benz 280/350/420 SL	71-89	20,000	13,000	6000	2500	+27%
Mercedes-Benz 500/560 SL	82-89	21,000	14,500	7200	3000	+17%
Mercedes-Benz 300 SL (R107)	85-89	22,500	15,000	7500	3200	+22%
Mercedes-Benz 300 SL/SL300	89-01	11,000	7500	3500	1500	+10%
MGB GT	65-67	12,000	8000	3750	1850	+9.1%
MGB MkII roadster	67-71	13,500	10,500	5000	2000	+8.0%
Porsche 911 2.0	66-67	100,000	75,000	50,000	35,000	+14%
Porsche 911 Carrera RSL	72-73	700,000	575,000	450,000	375,000	+77%
Porsche 911 Carrera 3.0	76-77	80,000	60,000	37,500	25,000	+23%
Porsche 924	76-85	3250	2250	1000	400	+8.3%
Porsche 924 Turbo	78-83	15,000	10,000	4500	2000	+88%
Porsche 944	82-87	6000	3750	2100	650	+14%
Porsche 944S	86-88	6500	4500	2650	1300	+8.3%
Porsche 944 S2	88-92	7950	5250	3000	1500	+14%
Renault 17TS/Gordini	72-78	7500	5000	2500	1200	+58%
Rolls-Royce Corniche II/III	87-94	65,000	47,500	35,000	19,000	+8.3%
Sunbeam Alpine convertible	53-55	50,000	35,000	20,000	10,000	+54%
Triumph TR2	53-55	36,000	27,500	17,500	10,000	+75%
VW Golf convertible	80-93	6000	4000	1750	750	+20%
Volvo P1800	61-72	28,000	19,000	9500	4000	+12%
Volvo P1800ES	71-73	23,500	16,000	8000	3750	+18%
Volvo 262C coupé	78-81	10,000	6750	3500	1750	+54%
Wolseley 4/50	48-53	5500	3750	1900	1000	+22%

▼ On the slide

Pre-war Mercedes, on the other hand, are slipping down the charts, along with an eclectic mixture that includes both thirsty coupés and bubble cars.

Make and Model	Year	Concours	Mint	Good	Rough	%down
AC 2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9000	-5.0%
Bentley MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	-1.8%
BMW Isotta 250/300	55-65	22,000	15,500	10,000	6500	-4.3%
Daimler Conquest Roadster/DHC	54-57	33,000	24,000	15,000	9000	-5.7%
Ferrari 275 GTB (steel)	64-66	16m	14m	12m	950,000	-3.0%
Ferrari 512 M	94-96	150,000	120,000	80,000	62,000	-4.8%
Heinkel/Trojan Cabin Cruiser	56-65	23,000	16,000	10,250	6750	-2.1%
Jaguar XK150 fhc	57-61	72,000	55,000	34,000	22,500	-2.7%
Mercedes-Benz 500K Cabrio	34-36	14m	11m	700,000	425,000	-12%
Mercedes-Benz 500K Tourer	34-36	12m	1m	650,000	375,000	-71%
Mercedes-Benz 540K Cabrio	36-39	16m	125m	750,000	550,000	-3.8%
Rolls-Royce MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	-5.0%

Somebody dug deep into their nest egg to shell out way over top estimate for this tired-looking SL



Scruffy Mercedes 190 SL makes £92k

Maybe it was the cunning catalogue photo of it surrounded by chickens, adding an air of barn find. Whatever, the cosmetically needy Mercedes-Benz 190 SL at Anglia Car Auctions' April sale had appeared bang-on at its £60k-£70k estimate, so the final price paid of £92,400 looked a bit like bidders getting a bit carried away with the romance of it all, especially as prices of auctioned 190 SLs have eased lately. It came after CCA drew £74k for a left-hand-drive barn-find so has to go down as very well sold.

There was also quite a bit of enthusiasm for MGBs on the day. Not normally the most avidly bought

car at auction because they're so easy to find any day of the week. It was unusual enough to see all five Roadsters offered find buyers, four of which sold for comfortably above their top estimates – by £2660 in the case of an okay but not particularly special pull-handle '64 model that made a total of £9660. The £7560 paid for a lowish-miles rubber bumper example was also significant.

Another surprise came from the 'running lumpy' Ferrari 456M GTA that

we highlighted in our Temptations page in the last issue. It was the £15k-£20k estimate that had made it tempting, but more than enough potential buyers were willing to take a chance at a much higher stake. After some long, drawn-out bidding it sold for a mighty £37,800.

There were a lot fewer no-reserve offerings than we've seen at other recent sales, but ACA still achieved a respectable sale rate of 73.8 per cent on the 275 cars offered.

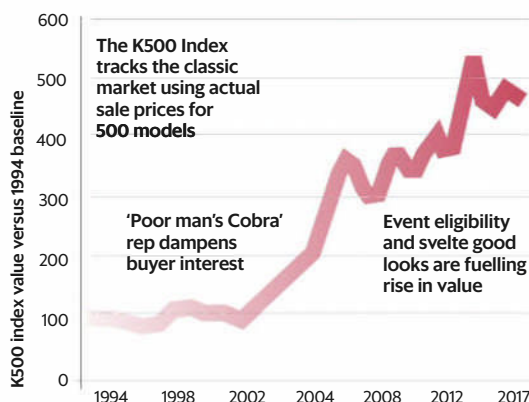
'The final price paid looked like bidders getting a bit carried away with the romance of it all'

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



AC Ace Bristol

K500's Simon Kidston: 'The Ace has come a long way from poor man's Cobra status. Not so long ago many suffered an engine swap; out went the sublime Bristol six and in came a Ford V8. There has been a steady rise in values while prices of its younger, brasher brother have stayed largely static. Such is interest in it that a car once owned by writer Françoise Sagan, with 'Cobra-look' body and in rough storage since the Seventies, sold for €150,000 last November – quite a story.'



[In the trade]



CLASSIC FIRE ENGINE COLLECTION FOR SALE

French auction house Osenat is to sell off the vast firefighting memorabilia collection of Marcel Alves on May 14. Assembled over 60 years, there are more than 10,000 items in the collection, but for us the most interesting are the 25 fire engines. These are mostly of French or American manufacture with some dating back to pre-war times. There is also a collection of cars but this had yet to be catalogued as we went to press. For full details of the sale see osenat.fr, published in both French and English.



HISTORY AND THE MACHINE

Taking the theme of our Life Cycle stories to another level, History and the Machine offers to turn your car's history into a glossy book. A subsidiary of motoring specialist Bigger Picture Films, they'll photograph your car, dig into its history, then present the results in a coffee-table-style Portfolio book. John Matthews, who runs the business, says, 'It's a bespoke service for people with important and historical machines. We document these vehicles for generations to come.' See historyandthemachine.com.



ONE IN A MILLION

There's a rare opportunity to buy a Morris Minor Million at Essex Classic Car Auction's May 7 sale. Of the 350 Minor Millions built, there are only around 60 right-hand-drive survivors – and few are as original as this two-owner example, which shows 32,000 miles, believable when you see the condition of its cream leather seats. Pre-sale estimate is £12,000-£14,000. See essexclassiccarauctions.co.uk.

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Jaguar XKSS for \$16-18m?



Simon Kidston explains the key factors behind the no-sale of Gooding's star lot at Amelia

The Jaguar XKSS was the star car of the Amelia Island auction weekend. So why didn't it find a buyer? The answer, as always, isn't immediately obvious, but if you're a collector in the eight-figure purchasing league, you look way beyond the obvious. Basically a D-type with windscreen, doors and luggage rack, Jaguar's XKSS was once the fastest road-legal conveyance money could buy. Think 0-60mph in five seconds and 160mph flat-out. Nothing else came close.

Just 17 were made, mostly by converting unsold D-types. Over the years, some D-types have been converted to XKSS spec and vice versa, usually depending on which model was more in vogue and what the owner wanted to do with it - tour or race.

The Gooding car, chassis XKSS 716, started life as an XKSS, later became a D-type, and recently went back to XKSS. Not bad, not great. Its history was unremarkable - no horror stories (and there are plenty elsewhere), but no 'one owner who never drove it and his stetson's still in the boot' bragging rights either. Condition was equally average - neither perfect nor a timewarp. Just ready to be used, nothing more or less.

There were two reasons it didn't sell. The first is very basic - price. These cars have recently traded in the low million-dollar teens, roughly a third more than an equivalent D-type. This one was estimated at another third again, \$16-18 million, largely based on auction 'hope' factor and last summer's record \$21 million paid for the best D-type in existence, the sole untouched Le Mans winner. But that was unrepeatable. This car wasn't.

Secondly, and known to very few people, at the last minute the auction house discovered the car didn't have its original engine block. Announce bad news just before a car is auctioned and buyers take fright, with no time left to reassure them. The auctioneer took bidding to \$11.9 million and gave up. If someone had bitten at \$12 million they'd now own it. Timing is everything.



'Its history was unremarkable –
no horror stories, but no "one
owner who never drove it and
his stetson's still in the boot"
bragging rights either'



Beautiful, rare and
topical it was...
but unrepeatable
it wasn't

Temptations

Russ Smith chooses his highlights from the April/May auction catalogues



▲ 1970 Aston Martin DB6 Mk2

For sale at Bonhams, May 13, bonhams.com/cars **Why buy it?** The Mk2 is the more sought-after version of the DB6 – fewer were produced than the earlier model, and it inherited features such as redesigned seats and wider wire wheels from the then-new DBS. This one is in lovely order, yet with a nicely patinated 'lived-in' look inside and a believable 68,000 miles on the clock. One for drivers. **Price estimate** £270,000-£310,000



◀ 1988 Porsche 911 3.2

For sale at Silverstone Auctions, May 13, silverstoneauctions.com **Why buy it?** Long-term enthusiast ownership, rare Metallic Blue Marine paint and whole-life history make it a 911 worth looking at. Its 104,000 miles are confirmed and it's had a recent cylinder head rebuild and clutch replacement. **Price estimate** £25,000-£30,000



▲ 1936 Peugeot 302

For sale at South West Vehicle Auctions, April 28, swva.co.uk **Why buy it?** This doesn't look like a lot of money for a pre-war Peugeot with airflow styling – right down to the odd sight of headlamps behind the front grille – especially because this is a remarkably original example with no signs of corrosion. It could use some work on the interior trim, however. **Price estimate** £8500-£10,000



▲ 1972 Renault 6

For sale at Morris Leslie, Perth, May 20, morrisleslie.com **Why buy it?** The R6 is one of those 'when did you last see one' cars – there are just 19 left on UK roads. This is an even rarer pre-facelift example, with a warranted 38,853 miles from new, when it was bought in France in right-hand-drive form by a naval officer. Estimate makes it very tempting. **Price estimate** £2000-£2500

UPCOMING SALES

APRIL

Fri 28, Dorset. South West Vehicle Auctions' classic sale, Parkstone, Poole. swva.co.uk

MAY

Sun 7, Essex. Essex Classic Car Auctions, Crowne Plaza Resort, Tolleshunt Knight, Maldon. essexclassiccarauctions.co.uk

Thu 11, Leicestershire. H&H Classics, Donington Park, Castle Donington. handh.co.uk

Sat 13, Buckinghamshire. Bonhams' Aston Martin Works Service sale, Newport Pagnell. bonhams.com/cars

Sat 13, Northants. Silverstone Auctions, Wing building, Silverstone Circuit. silverstoneauctions.com

Wed 17, Herefordshire. Brightwells, Easters Court, Leominster. brightwells.com

Sat 20, Berkshire. Historics at Brooklands, Ascot Racecourse. historics.co.uk

Sat 20, Perth. Morris Leslie Classic Auctions, Errol Airfield. morrisleslie.com

Sun 21, Belgium. Bonhams' Spa Classic sale, Spa Francorchamps circuit. bonhams.com/cars

Sat 27, Italy. RM Sotheby's, Villa Erba, Lake Como. rmsothebys.com

JUNE

Sun 4, Connecticut, USA. Bonhams' Greenwich Concours D'Elegance Auction. bonhams.com/cars

Tue 6, Surrey. H&H Classics, RAC Club, Woodcote Park, Epsom. handh.co.uk

Thu 8, Dorset. Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester. dvca.co.uk

Sat 10, Warwickshire. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. classiccarauctions

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

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1967 Aston Martin DB6 Restoration

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Please see the website for the regularly updated entries.

VIEWINGS:

Thursday, 18th May

10.00-20.00

Friday, 19th May

10.00-17.00

SALE TIME:

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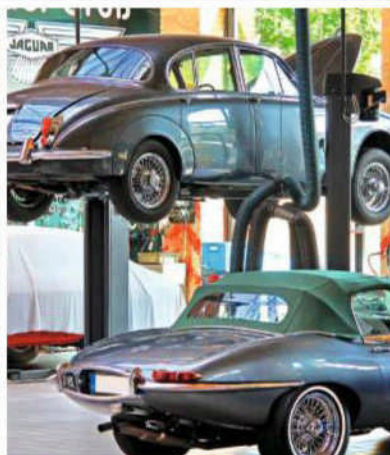
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'The jump car'
from *Bullitt* mid-restoration...



Alan Drayson's 911S
Targa – soon to be a
derelict daily-driver



The *Bullitt* Mustang - how it happened

One of the most significant of all movie car discoveries has been confirmed as genuine by an expert assessor. News broke in early March this year that one of two 1968 Ford Mustang fastbacks used in the Steve McQueen film *Bullitt* had been found in Mexico. Photos and an account of the story first appeared on the Vintage Mustang Forum and sparked immediate debate about the car's true identity.

With all identifying codes stamped on riveted aluminium plates rather than into the bodysheet itself, anyone charged with making a final decision had to rely on a wider body of evidence than simply the original VIN number. Kevin Marti, famed among collectors of American classics for his reports based on factory data, travelled to Mexicali, Mexico to view the car.

'When the owner placed an order for a Marti Report for this serial number, I emailed him asking if he owned the

Barn Finds

Nigel Boothman on the *Bullitt* car that failed to dodge a restoration, and a Tokyo day-tripper's Porsche purchase

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car,' says Marti. 'He responded that he did. I then asked for a picture of the VIN stamping and door data plate, which he emailed to me. At that point, I moved from having doubts to believing the possibility existed that the car survived. Of course, that was confirmed when I went to Mexicali and I saw all the original pieces.'

The car had been bought from a scrapyard in Baja California by current owners Hugo Sanchez and Ralph Garcia Jr, partners in a firm that specialises in replicas of the 'Eleanor' Mustang from the 2000 remake of *Gone in 60 Seconds*. Their current intention is to restore the car fully before offering it for sale. Some work has been performed already, harming the car's originality - and probably value too.

Japanese Porsche 911 Targa

A day-trip to Tokyo is an unusual idea, but that's just what Alan Drayson of Porsche specialist Canford Classics undertook to buy a valuable 911. While there, he was told of a less well-kept 1972 911S Targa.

[Barn finds]



Shy and retiring Rapier displays a 1984 tax disc



To restore, or run as-is?



The opportunity to buy a lifetime's worth of projects in a single swoop

'It had been under a lean-to and was pretty exposed to the elements,' he says, 'with the nose of the car catching drips from a rusty RSJ above. But apart from the rusty front and rear covers it didn't look too bad, so we bought it.'

Only five weeks later the car had been shipped to Canford's premises in Dorset, and a proper assessment could begin. Some unusual options were discovered including a petrol heater and a heated front screen, plus other Japan-specific items like the speedometer. Best of all, the car appeared far more sound than the external appearance suggested. Drayson says the the car is nearly ready for an MoT. 'I'm going to use it as-is. It'll get people talking!'

1936 Rapier 10hp

One of the 300-odd Rapiers produced, a long-hidden Sports Tourer has recently emerged from a garage in north-west Wales. That garage is part of the Baronial seat of the Harlech family, Glyn Cywarch, whence various valuable items were sold

'The rare Rapier might well be solid enough to return to use as a rather glamorous £30k "oily rag" runabout'

through Bonhams on March 29 to raise money for the restoration of the house.

The Rapier hasn't moved under its own power for 30 years but Bonhams described it as a 'good basis for restoration', though it may well be solid enough to return to use as a rather glamorous 'oily rag' runabout. On an estimate of £20k-£25k, the car made £31,250 including premium.

UK hoard in Florida

A collector in central Florida has decided to liquidate a hoard of long-stored British classics, including 24 cars, a Land Rover, 12 motorcycles, a mass of spares and a vast collection of tools and garage equipment. To avoid the complication of selling so many individual items, the entire assemblage has been offered through a

pawnbroker in Tampa Bay for a fixed price of \$175,000 (£140k). The cars vary from rough and partly dismantled to apparently well-preserved and complete, if a little dusty.

The job lot includes five MG TDs, three MGAs, four 'Frogeye' Sprites, four Triumph TRs, an Austin-Healey 3000, an MG Midget, a Spitfire, a Jaguar MkVII and an MG Mquette. The broker in charge of the sale says that the owner has been collecting the cars for more than 25 years but has taken the not-unreasonable view that he won't get around to restoring them.

The seller (+1 813 855 4920) recently lowered the asking price from \$250,000, but insists on selling it as a job lot.

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The Month in Cars

The most exciting cars at our favourite events

TECHNO CLASSICA ESSEN, GERMANY

History unearthed in Essen

BMW upstaged hordes of Mille Miglia-eligible Fiats at the vast Techno Classica Essen show with a 40th anniversary tribute to its M1 supercar. The star of its stand was the sole remaining Lamborghini-built prototype, in silver, which stood alongside the familiar production car - the first time it had been seen in public since it was tested when new.

BMW M1 LAMBORGHINI PROTOTYPE

'The prototype is basically a Lamborghini with a BMW engine, albeit one with a different cylinder head and the exhaust on the opposite side,' said owner Fritz Wagner. 'The chassis is different - designed so that the gearbox can be dismantled without removing the engine - much of the suspension is made of aluminium and the transmission tunnel has a different profile. The magnesium wheels featured an extra vent that made them weak - they broke when MSport's Jochen Neerpasch tested it on April 13, 1977.

'All the Lamborghini cars were scrapped except this one. I was allowed to buy it as a collection of components 38 years ago. The engine was DM14,000 - €7000 [£6000] in today's money - the most expensive part. Thankfully, I knew enough people at BMW to get the missing parts I needed to put it back together.

'I've ended up with an M1 collection,' Wagner continued. 'I have two Pro-Cars, including Nelson Piquet's, which I've raced, and lots of spares for road cars including bodywork. But the prototype is not certified for road use - only testing.

'The co-operation with Lamborghini came because BMW had no experience of homologation-run production - it wasn't economically viable on the main production lines, and MSport's facilities were too small. Lamborghini was late with everything, including creating the finished car for its Group 4 homologation, hence the creation of the Pro-Car F1 support series.

FORD MUSTANG INDY 500 PACE CAR

'It's taken me three years to find a genuine 1964 Indy 500 Pace Car Replica - I eventually tracked this one down just outside Chicago, where it had sat in a garage for 24 years,' said owner Michael Krämer of his Mustang.

'Ford made 35 Pace Cars - all convertibles - for the 1964 Indy 500 and presented one to each driver. Then Mustang creator Lee Iacocca decided to create a run of 190 coupés officially known as Pace Car Replicas to present as gifts to dealerships that sold the biggest number.

'Unfortunately, customers didn't like the idea of driving around with all that lettering on the side of their car, so the first thing most dealers did was take off all the decals and sell them as normal white Mustangs. It's odd to think that a car, and the man behind it - both so strongly associated with commercial success - were responsible for such a high-profile marketing error.



'All the Lamborghini M1s were scrapped except this one. I bought it as a collection of parts – this is the first time it's been seen in 40 years'

'This one is a rare survivor and is authentic on account of the 'Pace' allocation on the chassis frame behind the VIN plate. The convertible Pace Cars are among the most sought-after of all Mustangs because they all have famous racing-driver provenance. One recently sold for \$1 million.'

LANCIA AURELIA B51 VIOTTI GIARDINETTA

'In 1951 Gianni Agnelli commissioned lots of station wagons for his extended family,' said restorer Simone Marchioni of his latest project, which started life as a unique wooden-clad five-door estate created by one of Italy's most exclusive coachbuilders. 'This was one of them, his summer car kept at the Villa Perosa, but it was also the 1951 Torino Auto Show car, which interestingly featured on Lancia's stand, rather than Viotti's.

'Agnelli kept it until 1954 when it was sold to an undertaker who had it transformed into a hearse by Carrozzeria Industriali Torino. The coachbuilder made a cut in the roof and rear fins, extended them, and welded up the rear doors because the passenger wouldn't be needing them!

'I found it ten years ago. It took a long time to get the undertaker to part with it. He didn't understand why it was so important – he didn't know Registro Aurelia had the summary data for the chassis, he just saw the car for sale and thought, "That would be perfect for me."

'Replacing the missing wing sections won't be difficult for me, but saving the original metal and recreating the rear doors will be – but it needs to be a restoration, not a replica.

'Photos will be invaluable. However, there was a badge on the front wings that I can't quite make out. It doesn't say Lancia, Aurelia, Giardinetta or Viotti – but to be complete it needs that badge.'

LOTUS ELITE

Does this Elite have a hidden works-racer past? Belgian classic dealer Mike van Thiel of Machines With A Mission would like to find out. 'German racing driver Dieter Schmid bought it in 1962 from someone at Lotus,' he said. 'We don't know who that was, but unusually the race-spec engine has no numbers on its block. Lotus sales records list no buyer against its chassis number – 1159.

'It's nicknamed "Lucky" because it's in remarkably good condition. Schmid raced it for two years and in 1964 it was bought by Winfried Reithmeyer who held it in hibernation for 52 years. He restored it in the mid-Nineties and it's still on UK registration because it was never used on the road in Germany. It will be incredible if it turns out to have been a works racer or a development car.'

ALFA ROMEO 1900 BOANO PRIMAVERA

'This car was commissioned when new in 1956 by Professor Giovanni Zanotto of the University of Venice,' said Tuam Smit of Dutch Italian classic specialist Strada e Corsa. 'Although the work of Boano, it seems very American in influence with its pillarless doors and extra brightwork.

'Zanotto ran around in it for eight years before selling it to American Bruce William McGowan, who lived in a hotel in Vienna. McGowan was a member



1964 Mustang Indy 500 Pace Car Replica Coupe is a rare survivor



Aurelia B51 hearse conversion is set to return from the dead



Has this Elite got a hidden Lotus works-racer history?



Alfa 1900 Boano Primavera is remarkably complete

of Venezia Presso Automobile Club, a common ruse for foreigners wanting to drive cars in Europe without registering them in different countries. The club allowed him to drive the Alfa on US plates.

'McGowan moved to Amsterdam in 1965. The car ran into engine problems not long afterwards, so he sold it to a local house painter, an Italian expat called Verroca who painted it blue but never got round to fixing it.

'Its current owner – who's now selling it – was a student in Amsterdam in 1965-66. He felt sorry for the car when he cycled past it every day, so he bought it and dismantled it for a restoration that never happened. It's only just been put back together and is remarkably complete – the only parts missing are some chrome interior door trims.'

'It was one of two Lister Knobbles ordered by Briggs Cunningham'



GOODWOOD 75TH MEMBERS' MEETING

Listers storm Goodwood

New features for the 75th Goodwood Members Meeting included a 20-minute all-Lister race honouring Archie Scott Brown, who died at the wheel of a Knobbly while battling for the lead at Spa in 1958.

LISTER KNOBBLY

The Scott Brown Trophy attracted 27 entries, covering Chevrolet V8 and Jaguar straight-six powered Knobblys, smooth-bodied Costins and more. Goodwood first-timers included a 1958 Lister Chevrolet that Dick Van Amsterdam converted to Jaguar power when he bought it 40 years ago. 'I was young, and a great admirer of Jaguar,' he says.

'It was one of two Lister Knobblys ordered by Briggs Cunningham and this one, chassis BHL17, was raced by Art Hurtinger at Nassau Speed

Week. I bought it in 1980 off Graham 'Tombstone' Shaw, so called because he never lifted.' Amsterdam raced it in Europe until he stuffed it into a concrete wall at Imola in 2000. After his first drive of the rebuilt car in practice, Oliver Douglas said, 'You have to really work the accelerator and steer it on the throttle.'

FORD MUSTANG GT

'We've just finished rebuilding it - it's Vince Woodman's 1983 Spa 24 Hours car,' said mechanic Ollie Melliard of the Group A Ford Mustang GT, which stood out among the rows of Sierra Cosworths in the Group A Touring Car demonstration run. 'We found it in a box of bits in Holland - it had been raced in Dutch Thundersaloons.

'It was built by Andy Rouse for the BSCC, but a 3.5-litre displacement limit meant it had to contest the ETCC instead, where it ran in this Belga livery. However, the BSCC's organisers lifted the limit at the last minute in order to admit the Jaguar XJ-S. In the UK it ran in Esso livery.

'It contested the DTM with Reinhold Gropper in 1984, then was rehomologated for the BSCC with Ford USA intending to offer it in Britain with right-hand drive because it saw the Fox-body Mustang as a



Stefano Rosina's stolen-in-period Bizzarrini 5300 GT

'world car'. But then Ford Europe unexpectedly brought out the Sierra Cosworth so the Group A Mustang project was scrapped.'

LOTUS ELISE GT1

This Lotus had the only normally aspirated V8 in the GT1-class demonstration, making it one of the best-sounding cars of the weekend.

'We've just rebuilt it, taking it back to its original Benetton colour scheme. It was originally entered by GBF UK with Italian drivers Mauro Martini and Andrea Boldrini,' said Paul Knapton of Xtec Engineering. 'It started life with a twin-turbo Esprit V8, but it was one of the four cars out of the seven built to be changed to a Corvette V8 after suffering reliability issues.'

This was the most successful Elise GT1, finishing fifth in the 1997 Helsinki 3 Hours and eighth in that year's FIA GT Championship.

BIZZARRINI 5300 GT AMERICA

Stefano Rosina gave his Bizzarrini 5300GT its race debut in the Graham Hill Trophy for early Sixties GT cars, 52 years after the chassis and body were made, but barely two months since completion. 'It was just a chassis, body and suspension, stolen from the premises a few days before

Bizzarrini went bankrupt,' said Rosina, who normally races a Lola T70 and McLaren M8B. 'It's a funny car - beautiful but very difficult to drive, very heavy. And the glassfibre body is terrible, made in a boatyard.'

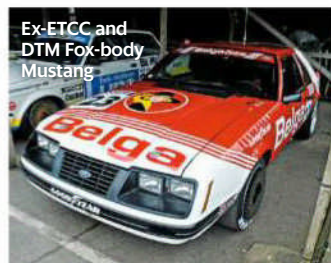
The biggest challenge in the rebuild was sourcing the correct wheels. 'They took four years to find, but I tracked down a collector with the last 10 wheels in the world. They'd never been on a car but I had them X-rayed anyway.'

ROVER SD1

'I built this car back when I was at TWR,' said race mechanic Ken Clarke of the ex-Super Soper Rover SD1, which infamously won the 1983 British Saloon Car Championship before being stripped of the title.

'It was due to inconsistency in the MSA's scrutineering, which ultimately led to the Shawcross Enquiry,' said Clarke. 'It was disqualified due to its rockers, but those particular parts of this car were never inspected - it was Jeff Allam's car that was at fault, but because it was deemed that they were all the same, all the Rovers were ultimately disqualified.'

'However, its win in the RAC TT - where it ran rings around the BMWs and Jaguars - still stands. It was the first Rover to win the TT since 1902!'



Ex-ETCC and DTM Fox-body Mustang



Sound of the weekend, the Lotus Elise GT1



BSCC-winning (and losing) SD1



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Hot buy: fire-damaged Capri 2.0S is set to be restored next year

PRACTICAL CLASSICS CLASSIC CAR & RESTORATION SHOW, NEC

Rising from the ashes

Our sister title's annual restoration show in Birmingham unearthed yet more barn finds, demonstrating a hobby in rude health.

FORD CAPRI 2.0S

A JPS-striped 1976 MkII Capri S originally belonged to current owner Tony McClure's boss. 'In 1979, when I was 18, I was given the chance to drive it,' McClure recalled. 'Not long afterwards it was taken off the road and spent 37 years in a lock-up.

'In 2003 someone set light to a wheelie bin and the blaze spread to the garage. When I heard which garage it was I realised it was the Ford I drove all those years ago. I had to have it, but the buying process was protracted; I've only just acquired it.

'It turned out it had been taken off the road because the brakes had seized. Otherwise it had been in very good condition, with only 32,000 miles on the clock and Ziebart rustproofing intact underneath.

'I'll restore it in 2018. The challenge will be repairing the damage – the metal is scorched and anything made of plastic melted.'

JAGUAR Mki 3.4

'It was owned by a man in Sussex who bought the car new in 1959, but he went to prison in 1974 for attacking his wife with an axe,' said Michael Byng of the Jaguar Drivers'

Club. 'She put it in her garage, where it remained until July 2016 when the roof collapsed. I bought it and it started first time after an oil change and new spark plugs.

'It's finished in Pastel Blue, which meant I had to have it – it's a very rare colour and by chance I have a 2.4 in the same shade. There's more than that, though – it's unrepeatable. The rear seats have possibly never been sat in, it's on Ace wheel discs – impossible to find nowadays – and bits of the toolkit are still wrapped in their original protective paper.

'It was a coastal car, and the lower body was repaired at some point – not very well by modern standards, but in retrospect it helped save it.'

FORD GRANADA PERANA

A superb spread of Basil Green's South African-built performance Fords brought the Perana name to life at the show, with a comprehensive history board charting the company's history as well as some very unusual cars.

'I was eBay-ing late one night and found this right-hand-drive 1972-74 Cologne 'Coke bottle' Granada coupé for sale,' said Andy Baxter. 'As I understood it Ford never made any as they figured it wouldn't be popular in the UK, but it turned out there was a batch of ten 3.0 XLS shipped out to South Africa, commissioned

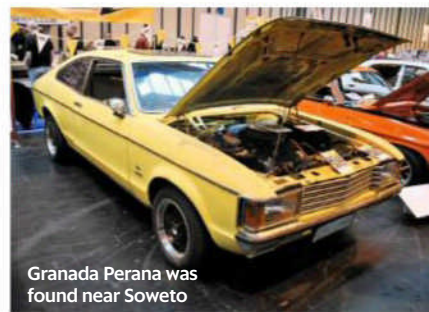


Snap! Michael Byng's Pastel Blue Jaguar MkIs 3.4 and 2.4

on special order. According to Ford's books they don't exist, but of the ten, seven were 'Perana-ed' by Basil Green with a Mach 1 Cleveland V8.

'Before long I was driven from a Johannesburg hotel by a man with a 9mm pistol tucked into his waistband to a house just south of Soweto. Sure enough, it had matching numbers, so I brought it home.

'I'm going to restore it, but first I'll have to move house because I need a bigger garage...'



Granada Perana was found near Soweto

'I was driven from my hotel to see the car by a man with a 9mm automatic pistol tucked into his waistband'

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PRACTICAL CLASSICS CLASSIC CAR & RESTORATION SHOW, NEC

SAAB 99 EMS-TURBO

Although restored in 1988 this early Saab 99 Turbo, effectively a production-line prototype, hasn't been seen in public for 20 years. 'It's the very first five-door Turbo, built to special order for Graham Sharp, managing director of Saab GB back in 1978,' said owner Chris Redmond.

'It was meant to be a luxury-trim GLE, hence its chrome window surrounds and velour seats – most early Turbos had vinyl – and the rest of its specification is from the pre-Turbo 'EMS' sports-injection version. Sharp wanted a Turbo, but needed a five-door as he had young children, so the engineers simply put the

Turbo engine into a GLE that was halfway down the production line.

'I bought it from Sharp when it was just a year old, and ran it for four years. However, in 1988 I bought it back and restored it after hearing that the third owner wasn't going to put it through its MoT.'

TALBOT SUNBEAM-LOTUS

This thoroughly rotten Talbot Sunbeam-Lotus is owned by former Sunbeam rally driver Ivor Clark, but hasn't been on the road since 1986. 'He bought it ten years ago but hasn't done anything with it yet. Then again he has got three others,' said Steve Conry of the Sunbeam-

Lotus Owners' Club. 'It's one of the very last built, and was owned by a farmer who laid it up when it developed engine problems and bought something else.'

Wyn Mitchell, who was design development engineer with the competitions department when the car was new, recalled the road car's birth: 'It came about as a result of Chrysler looking for an engine. The company had a set of standards to which its cars had to be built, but as soon as Lotus became involved Chrysler backed off.'

'Unfortunately, when customers had problems they'd refer them to Chrysler engineers!' recalls Mitchell.



Unique 'Saab UK MD-spec' EMS-Turbo



Ivor Clark's Talbot Sunbeam-Lotus

THE LEADFOOT FESTIVAL, NEW ZEALAND

Veterans star at Leadfoot



Three careful owners from new...

Hillclimb star Rod Millen's sixth Leadfoot Festival drew all manner of performance machinery from throughout New Zealand, including a couple of pre-1908 racers.

SIZAIRE ET NAUDIN

Possibly New Zealand's oldest racing car, the Sizaire et Naudin Voiturette

was imported by a Canterbury farmer in 1907 and raced in some of the country's early events before going under the radar for many years. The remains were found on a local farm by second owner Bob Turnbull in the Fifties.

The bonnet had been used as a dog kennel, while the engine was eventually discovered on the back of a 130-year-old Maori canoe. Restoration was completed in 1965.

It features a single-cylinder engine with a three-speed differential and was the first car in the world to sport independent front suspension.

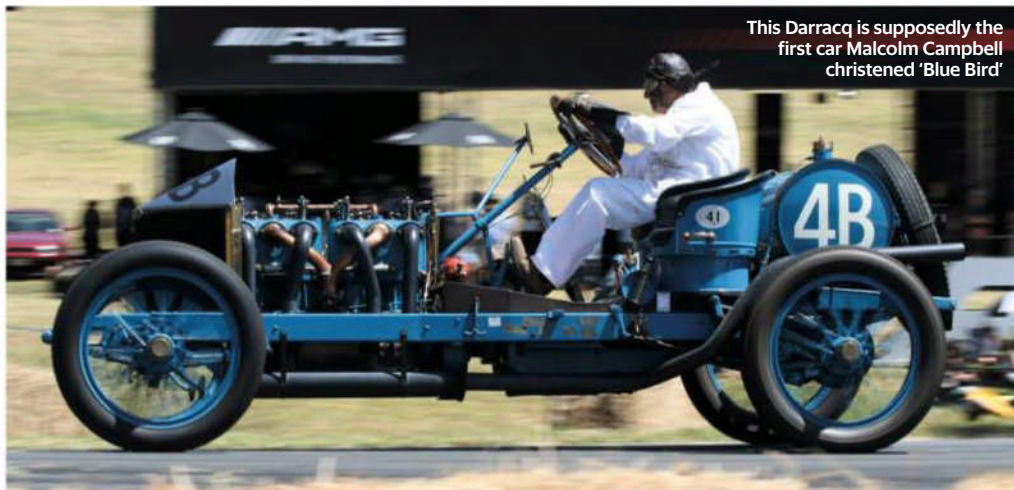
The current owner, Allan Dippie, became only the third custodian when he bought it two years ago.

DARRACQ GRAND PRIX

This 1906 Darracq Grand Prix is the only surviving car from the first Grand Prix held at Le Mans in 1906; it was subsequently owned and raced by Sir Malcolm Campbell until 1914.

It's powered by a 14-cylinder engine and capable of more than 100mph, although those speeds would rarely be sustained because the drive is so physically demanding. 'It's a bit of a handful but really fun to drive and learn more about,' says Leadfoot Ranch owner Rod Millen.

He bought the old racer when it came up for sale in 2016 as a means to ensure it would stay in New Zealand – it was due to be sold to a buyer in the US.



This Darracq is supposedly the first car Malcolm Campbell christened 'Blue Bird'

Events Planner



THE MONTH AHEAD

May

1-5 St. Mawes Classic Car Festival
St. Mawes, Cornwall
nearwaterevents.co.uk

6 Royal Windsor Jaguar Festival
Windsor Castle, Berkshire
windsor.gov.uk

6 HRCR Bluebell Run
Forest of Dean, Herefordshire
hrcr.co.uk

6-7 Wiscombe Park Vintage Hillclimb
Wiscombe Park, Devon
wiscombepark.co.uk

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

13-14 Beaulieu Spring Autojumble
Beaulieu, Hampshire
beaulieu.co.uk

18-21 Mille Miglia
Brescia-Rome-Brescia, Italy
1000miglia.eu

19-21 Summer Trial
Stratford-upon-Avon, Warwickshire
heroevents.eu

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

20-21 HSCC Silverstone
Silverstone, Northamptonshire
hsc.org.uk

21 HRCR Hills & Valleys Tour
South Shropshire & Powys, Wales
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26-28 Concorso d'Eleganza Villa
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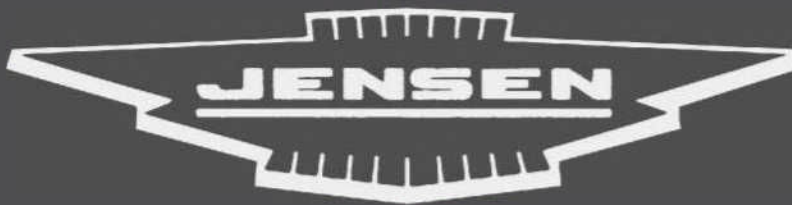
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Your Letters

Who really owned the Eifelland; the boy who lusted after a Ghia in a box; and in defence of the Aston DBS

LETTER OF THE MONTH

Ecclestone was involved

In your news story about Race Retro (May issue) you state that Hexagon Racing acquired the Eifelland Type 21, when in fact it was in the ownership of one Bernard Charles Ecclestone, who then sold it to London-based Irish motor trader Tony 'Monkey' Brown, who indeed intended it to be driven at Phoenix Park by John Watson.

The car arrived late for practice but, if my memory serves me correctly, Watson then posted the first 100mph lap of the circuit. Brave man.

How do I know? Well, I drove the transporter from south London to Dublin. Great memories of different times.

Brian Atthews

McLaren has the measure of Aston

Three items in the January 2017 issue stood out. First, Gordon Murray's terrific article about the joys of driving his classics, especially the lighter cars. Second, the McLaren F1 test - what a masterpiece of engineering it is. Third, the DBS is too big, heavy and slow in comparison to the F1.

I've driven four Austons and they have their own appeal, but the most driving fun I've ever had was in an Austin-Healey Sprite up the eastern shore of Port Phillip Bay near Melbourne one Sunday morning before the police had electronic devices.

Chris Long

The classic car that's 'near perfect'

Quentin Willson refers to the upgrades that the BMW M635 CSi received late in production. The brightwork was removed to give a more modern appearance because the replacement 850i was late in coming, and a double-row timing chain was also fitted. It didn't need anything more because it was a near-perfect car, as Mr Willson might realise if he'd had one for 20 years as I have. It's extremely well engineered, making it wonderful to drive and one of the easiest classics to work on.

John Waters

Well, I've heard of it, Quentin...

Quentin Willson's report of his close encounter with the Ghia L6.4 (May issue) was a delight, but his claim that it's a car nobody's heard of can only be put down to his comparative youth. In November 1963 Corgi Toys set our pulses racing with a 1/43-scale version, a daring



move because until that moment none of us had heard of it - or were ever likely to see one on our way to school. Corgi went all out and loaded it with features - opening doors, bonnet and boot, tilting seats and matching inlaid door cards. Like the real thing it was hellish expensive, retailing at 8/6d (42.5p), which was at least three weeks' pocket money - about £7 in today's money).

Nevertheless, it was a roaring success - a record 1,753,000 were sold. Boxed examples change hands for about £100 today, which makes them an even better investment than the real thing.

Peter Grimsdale

DBS deserves only praise

Andrew Noakes' article on the Aston Martin DBS at 50 (January 2017) was a good read, but a few points got this DBS restorer and lover into high gear.

He begins by saying that the DBS received mixed reviews. Speak to anyone who has actually owned one (or read John Bolster, Innes Ireland and a host of other reviewers' works on the DBS), and a different picture is painted.

The DBS was used in the 1969 James Bond film *On Her Majesty's Secret Service*, because director Peter Hunt fell in love with it after seeing an early version at the factory. Bond actor George Lazenby drove a DBS for many years.

To be complete you should have included a Series 1 DBS, with the sharknose front, side gills, wooden steering wheel and instrument cluster, slimmer door handles and a host of other details. The DBS in the article was a Series 2, nearly identical in appearance to the DBS V8.

The design was the company mainstay for years following its 1967 debut; and for that alone, the DBS is an important model.

Thomas Mulhall



Classic Cars

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Quentin Willson



More and more low-rent tat is commanding top money in the old car market – and we'll all suffer unless we stamp out this kind of dodgy dealing

Spent the last two weeks up to my elbows in classics for sale and came away depressed. There's some proper ocean-going tat out there with sellers charging like wounded rhinos. Painful bonnet-lifting at a mixture of auctions, dealers and private advertisers exposed the same dreary pattern: optimistic owners are trying to get away with robbery and buyers are believing that high prices and low standards are the new norm in a gold rush of climbing prices that will never end. Too many new-to-the-market enthusiasts are being hustled with Condition 3 classics at Condition 1 money.

Would you pay £60k for an older restoration, US import, colour-changed Austin-Healey 3000 MkII with short history? How about £33k for a Daimler SP250 in need of an everything-off respray, new bonnet, full mechanical overhaul, re-chrome and heavens knows what else? Or £30k for an MGC with zero history, panel gaps so wide they needed different postcodes and bodged inner wing damage?

I'm seeing too many high-class prices for low-rent cars. Sorry if I sound like your old geography teacher, but overpricing and under-describing will dent the strength of our market if we don't watch out. You don't need many horror stories to percolate into the mainstream media for confidence to stumble. Call me old-fashioned but there was always a code of honour in our game that demanded transparent descriptions and sensible pricing. Buyers have a responsibility too – know your values, look at lots before you buy and don't automatically assume everything will soar in value overnight.

Demand for classics up to £100k has gathered pace this year, galvanised by a new breed of buyers who aren't expert or circumspect. There's a hum of tearing urgency that anything offered for less than headline auction or dealer prices must be bought before a ghostly army of invisible investors snaps them up. But those investors are busy buying up good cars and wouldn't touch the average stuff with a torque wrench. The reality is a self-perpetuating cycle of demand fuelled by

high auction estimates and strong dealer and private advertised prices. An unreal market force is driving up perceived values of shabby cars to the point where I think they're starting to overheat. And the gulf in prices between fine classics and mediocre ones is narrowing because many buyers don't know what they're looking at or are in too much of a hurry. There are still enough good cars out there, but recognising them takes time and skill.

And the biggest skill is understanding the monster money it costs to burnish an average classic into a good one, and that some are so compromised by origin, lack of history, thoughtless modifications and long-lost originality that they'll never, ever be coveted. Like the bloke I met this week who proudly admitted he paid the 'bargain price' of £65k for a V12 E-type roadster. He didn't seem overly worried that it was a US import converted to right-hand drive and manual transmission after starting life as an automatic coupé. But he will be if he ever needs to sell it. His chopped-top Jag is so hideously undesirable he'll be lucky to claw back £30k. So pay attention out there.

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.



Before buying, study value and condition more carefully than ever



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Tom Tjaarda



A host of new cars made a big initial impact on me at this year's Geneva show – but will they ever generate the passion we feel for our classics?

Since coming to work in Italy in 1958 I have gone to every major motor show in the world at least once. Over the years the Geneva show has doubled in volume and, in my opinion, it has become the best of them all – every major car design and manufacturing company seems to prepare something new to show there, and 2017's show was no exception.

Ferrari usually shows its latest models first in Geneva and this year exhibited its 812 Superfast with an 800bhp V12 that can propel the car to more than 210mph. The 812 demonstrates a fascinating balance between aerodynamics and design, with every little detail becoming a functional element in the car's performance. Ferrari constantly reinvents itself – although there's never been a Ferrari-branded SUV.

Italdesign executives have been busy finding new clients. One result is an unusual project with Airbus – a small vehicle with a big drone attached to its roof, transforming it into a flying car. Of course, driving a car and flying a plane are

entirely different, but this prototype seems to get around the problem by having flight and driving computers onboard to create a self-driving/flying machine. This gives it a respectable chance of being developed further because the owner wouldn't have to worry about being a pilot. Back down to earth, Italdesign also presented its 205mph Zerouno supercar powered by a 5.0-litre Audi V10. Just five will be built and four of them have already been sold.

Pininfarina was at the show with its EF7 Vision GT – Emerson Fittipaldi is behind the project. Also on its stand was the elegant H600 SUV for the Hong Kong-based Hybrid Kenetic Group, which specialises in electric vehicles.

Giorgetto Giugiaro was back in action after his departure from Italdesign. He and his son Fabrizio showed their jet fighter-like REN, designed for Chinese company Techrules and using an electric power system called TREV (Turbine-Recharging Electric Vehicle).

Proposals for new vehicles, especially electric cars, were displayed on every stand. Jaguar showed its elegantly styled

I-Pace electric car, BMW announced its new ACES (Automated Connected Electrified Shared) programme, and Volkswagen highlighted its Sedric technology for self-driving cars – by 2025 it will have developed 30 new electric cars.

A nostalgic name reappeared – Alpine, with a concept car that was pleasantly styled but, for me, somehow lacked fascination. McLaren had a sexy new car on its stand, as did Aston Martin with its £2 million 900bhp Valkyrie.

The list went on and on, and by the end of the first press day I felt duly impressed by the variation and number of new cars. However, on the second press day I began to feel doubts. The supercars were all rather similar in design and I wondered if any of these technically sophisticated vehicles would ever generate the passion we experience at shows such as Pebble Beach – will there ever be fan clubs for self-driving cars? After the wow factor of the previous day had worn off, I began to feel rather sad – never before have I experienced such a mood swing between one press day and the next.

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



Tom was impressed by supercars like the EF7 Vision GT – but do they all look a bit similar?



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Gordon Murray



It was love at first sight in 1956 when I saw a photo of the new Lotus Eleven – and I still adore piloting my little Frank Costin/Colin Chapman masterpiece

was aged ten when I first saw a photo of the new 1956 Lotus Eleven – and I couldn't believe what I was seeing. I had already seen pictures of the Porsche 550 Spyder and loved its aerodynamic form, but the Eleven was streamlined to a much higher level and even to a ten-year-old it represented something very special and very different. That first look was a step forward in my growing fascination with racing, and racing cars. I had been too young (and too remote in South Africa) to see Frank Costin's two earlier aero cars for Colin Chapman – the Lotus Mk VIII and IX. But even if I had the Eleven was so much better in every way, not least in its beautifully balanced shape.

The Lotus Eleven story is the perfect storm of mid-Fifties racing car design with a coming together of Chapman's quest for purity, lightness and simplicity and Costin's deep knowledge of aerodynamics from the aircraft industry. Costin's designs for Lotus, Vanwall and Lister were solely based on his knowledge and experience – how different from the thousands of

hours that racing car designers spend in the wind tunnel today. Another element of its success was the ultra-light Coventry Climax engine, which was exactly what Chapman needed for his 25kg spaceframe.

I still marvel at the simplicity of the Eleven chassis and the purity of its body. Chapman and Costin must have had an eye for style, as I have yet to find an angle from which it doesn't look great. Chapman took full advantage of the Fifties 1100cc formula and the Eleven became a highly successful racing car with more than 200 produced.

It was offered in three body variations and with many engines and transmissions. The best-remembered is the Le Mans, with its single cockpit and head fairing. The shape is dramatic in the extreme and the enclosed passenger cockpit and single-seat parabolic windscreen are pure aircraft work. It's the body variant of which I had a scale model in 1958. Then there was the Club, which had a live rear axle and various plastic deflector windscreens. Finally, the Sport had a full-width glass windscreen and a single wiper and was Chapman's road version.

Until a couple of years ago I had been on the lookout for an Eleven, but prices of the racing cars have escalated hugely in the last few years and I had almost given up. Another reason for my reluctance to buy was that these are racing cars and should be raced – what a fantastic sight to see them in giant-killing action at the Goodwood Revival. I really wanted an Eleven for use on the road, and two years ago my luck changed when I spotted one for sale with Lotus guru Paul Matty. I was also pleasantly surprised by the price.

Its chassis was a crash-repaired 1958 Eleven with a patchy history of self-build and it was sporting a mildly tuned 997cc Ford 105E engine on SU carburettors. Paul and I drew up a list of jobs needed to bring the car up to scratch and make it more useable on the road. About a year later I took delivery and the little car is great fun to drive – I experience waves of nostalgia when I drive it to work and look down that long bonnet, and I keep reminding myself how lucky I am to be driving the end result of the meeting of two ingenious minds. A true classic in every sense.

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



Gordon tingles with pleasure and nostalgia whenever he takes his Eleven on the road



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Simon Kidston



Fancy a Jaguar XKSS? How about an Aston DB4 GT? Well, you can buy a brand new one – but does it matter that they're not old cars?

Spare a thought for the suits trying to sell new cars. Driverless, hybrid, electric technology... will kids born this year want a normal car when they're old enough to drive? Why would you, with Uber and ride-sharing a click away, and doesn't everyone socialise online nowadays anyway?

As if that didn't make their job tough enough, every year some crusading legislator slaps a new levy on them: pollution tax, luxury tax, diesel tax... it's death by a thousand cuts. Don't politicians drive? To top it off, some boffin in an obscure government lab twigs how you've made your cars bypass emissions checks without reducing performance to something that's measured by a sundial. Ouch – that fine really hurt. There must be an easier way to boost profits.

Then a bright spark in marketing has a brainwave. Let's revisit our back catalogue, restarting production of models our distant Industrial Age predecessors once built, cars that zillionaire collectors now

covet jealously and pay each other obscene amounts to own. Wouldn't it be better if they paid us instead? We own the name, so what's to stop us cranking out a few lookalikes, promising we'll only sell them to very important customers, making them feel special. When we tell the unlucky ones we're commissioning another batch they'll fall over themselves to sign up.

Actually, it's not a new idea. The man who first came up with it was a legend in the motoring world with a name to match: Victor Gauntlett, the plummy-voiced, one-time boss of Aston Martin. Endowed with boundless charisma and enviable connections, he revived the moribund company and in the late Eighties had a clever trick up his immaculately tailored, pinstriped sleeve – it was the 'Sanction II' DB4 GT Zagato. Built by outsiders, the four new cars carried 'unused' chassis numbers from the Sixties' production run. Mindful that the original 19 examples commanded small fortunes, Gauntlett simply sanctioned a second batch and sold them in days to well-heeled collectors, generating a useful million or two.

Now everyone's at it. I've just stepped off a plane from Essen, which hosts Europe's biggest classic car trade fair. Manufacturers have long used it as a showcase for their heritage, the implication being that 'our daily drivers boast the same DNA' – but at this year's show the big change was that they'll now be only too happy to sell you a new 'old' one. Want a 2017 Jaguar XKSS? All sold out, 'but we might have a production slot for a D-type'. How about an E-type? Or a two-door Range Rover? Perhaps a Series I Land Rover for the country estate?

In the Mercedes hall an eager executive bounds up to ask if we'd like to inspect the 300 SL Roadster on display 'and available to purchase'. This one's not new, but rebuilt by Mercedes to be even better.

Where will it end? New car dealerships stocking copies of great classics alongside modern fodder? Does it matter that they look the part but were built last week? In a market focused on the price of everything and the value of nothing, investment potential trumps intrinsic worth every time. Which is fine. But please just call them what they are – replicas.

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.

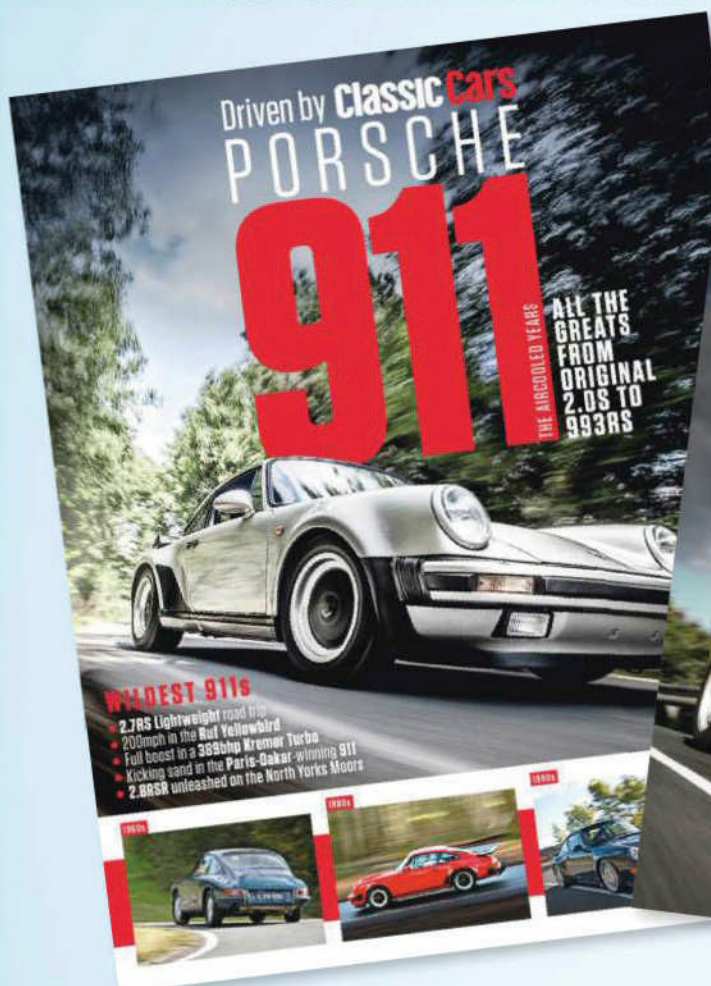


Brand-new XKSS? Jaguar is one of many manufacturers offering replicas of their classic greats

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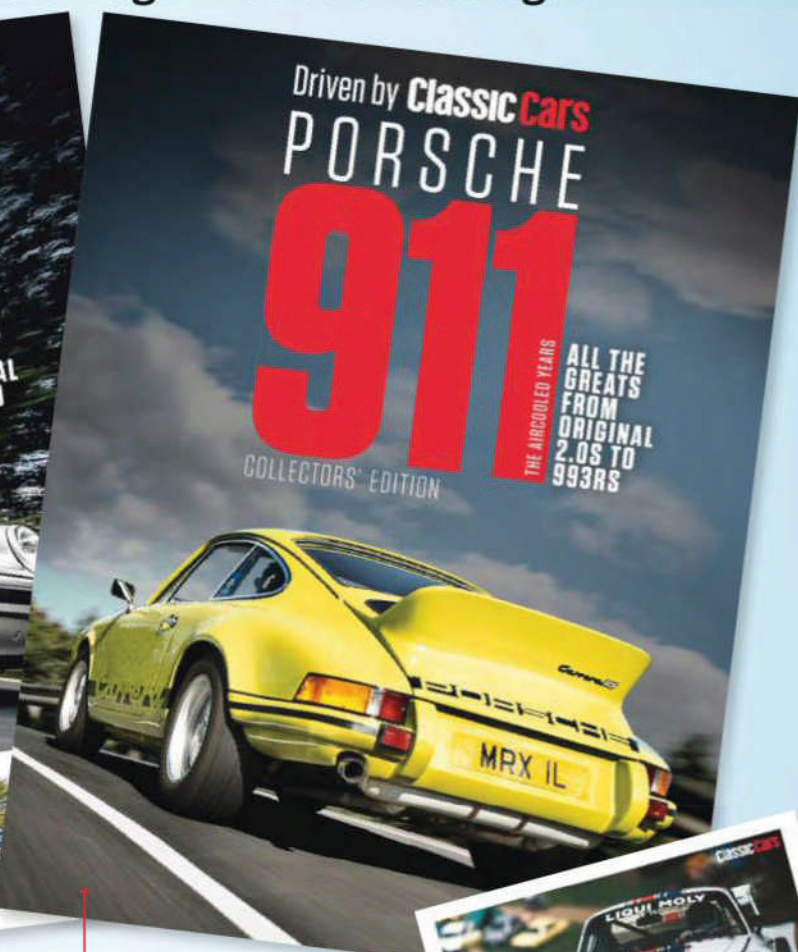
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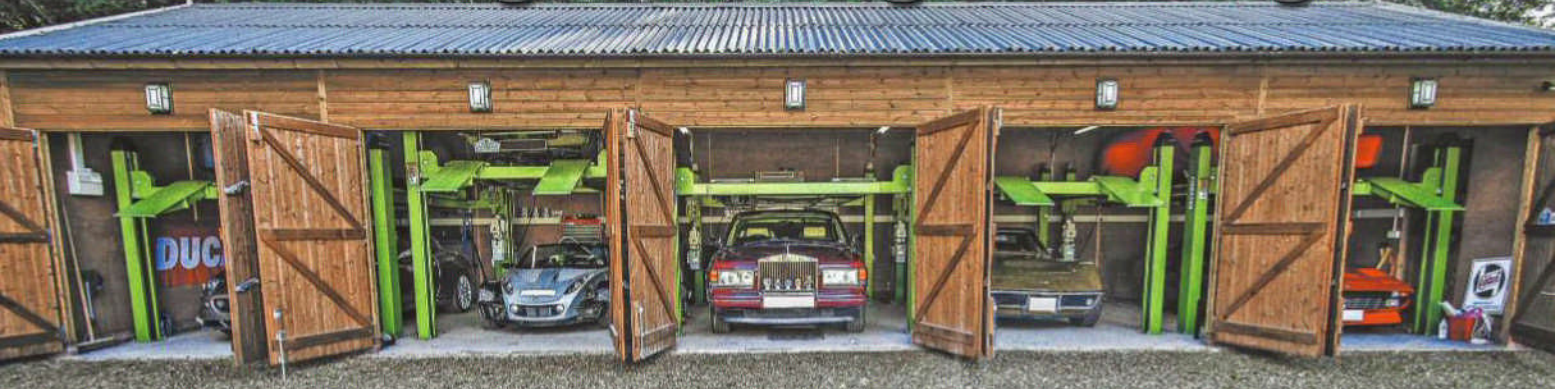
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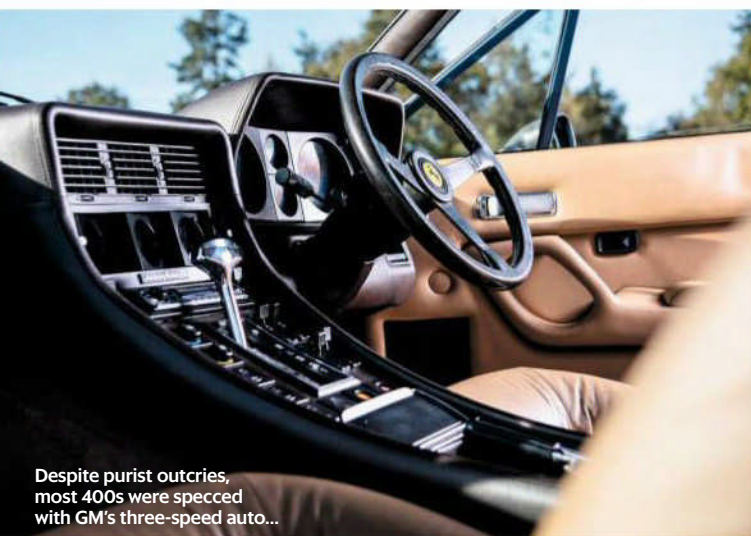
Five cars, 60 cylinders:
Ferrari 400i, BMW 850CSi, Jaguar XJ-S,
Aston DB7 Vantage and Mercedes SL 600

IT'S V12 O'CLOCK

Just £5000 buys a 12-cylinder GT with power and panache, but is it wise to spend so little and expect so much?

Words ANDREW NOAKES Photography JONATHAN JACOBS





Despite purist outcries, most 400s were specced with GM's three-speed auto...



...which doesn't suit the Colombo V12's rev-hungry demeanor



From the moment when the starter spins with that unwavering hum, as though it's not connected to an engine at all, romance comes as standard with a V12. Serene or brutal, effortless or intense, these are engines that are impossible to ignore. But does that mean they must also be impossible to afford? It doesn't, and the five fine GTs we've assembled here are the proof. Variants of these cars start from under £5000, which is ridiculously little to pay for so many cylinders and so much class. But just because something is cheap doesn't mean it's good value, so we've also talked to owners and specialists to find out the pleasures and the pitfalls of running these upper-crust coupés - and we've driven them all to see if the experience really matches up to the promise.

Our five chosen cars span more than three decades. The Jaguar XJ-S and Ferrari 400i are both products of the Seventies that were developed over many years of production. The BMW 8 Series and R129-generation Mercedes-Benz SL were born in the Eighties, and Aston Martin's DB7 Vantage arrived in the Nineties. Which stacks up best as a V12 that delivers on the road without breaking the bank?

The oldest design, and the one with the longest direct lineage, is the **Ferrari 400i**. It feels like a throwback to a different era the moment you swing open the wide, low door and settle into an airy cabin that drips with hand-made charm. Light tan hide that



From 356 GT4 2+2 to 412i, the Ferrari enjoyed a 17-year production window

Owning a Ferrari 400i



Mike Wheel of Rardley Motors says 'the 400 range provides an entry point into classic V12 Ferrari ownership. They're handsome and useable.

'All variants imported into the UK amounted to only 342 cars. Assuming 15% have been written off, exported, scrapped or you just wouldn't – that means there are fewer than 300 potential cars to buy, before you start looking at personal preferences of carburettor/fuel injection, manual/automatic etc.

'The newest car is now 32 years old, so go in with eyes wide open. This range of cars became very inexpensive to buy, therefore they were bought by people who didn't necessarily have them properly maintained. So get the car checked by a known marque specialist, and buy the best you can afford. We encourage our buyers to have the car independently checked even if we prepare the car ourselves – it reinforces what we do.

'Budget for £2500-£3000 to run a car doing 6000 miles or fewer a year, as an average. Oil, filters, brake fluid each year in conjunction with an MoT will keep the history maintained, and help to prevent problems. Most parts are available but trim items can be a problem – I'm sure 3D printing will soon be more common.'

1984 Ferrari 400i

Engine 4823cc V12, dohc per bank, 24-valve, Bosch K-Jetronic fuel injection **Power and torque** 311bhp @ 6400rpm, 304lb ft @ 4200rpm **Transmission** Five-speed manual ZF gearbox or GM TH400 three-speed automatic, rear-wheel drive **Suspension** Front and rear: independent, double wishbones and coil springs **Steering** Power-assisted recirculating ball **Brakes** Servo-assisted discs all round **Weight** 1814kg **Performance** Top speed: 152mph; 0-60mph: 7.5sec **Fuel consumption** 13mpg **Values now** £15,000-£70,000

would be dismissed as boring beige in a car from any other nation somehow becomes stylish in the hands of Italian trimmers, and contrasts with the dark brown dashboard and Pininfarina-badged centre console peppered with over-sized, over-styled switches. It's a stretch to the angled, alloy-spoked Momo, behind which sits a comprehensive collection of deep-set Veglia dials that spring urgently to attention when the engine fires.

Remarkably, the 4.8-litre, fuel-injected V12 in this mid-Eighties 400i can be traced all the way back to the first cars Enzo Ferrari made under his own name in 1947. Ferrari engaged ex-Alfa engineer Gioacchino Colombo to design the engine, which originally displaced just 1497cc, but soon swapped to a bigger naturally aspirated V12 designed by Colombo's erstwhile assistant, Aurelio Lampredi. However, that was far from the end for the Colombo V12. Capacity grew progressively, up to 4.4 litres when placed in the 365 GTB/4 'Daytona' and the 2+2 fastback 365 GTC/4. The latter lasted fewer than two years before it was replaced by the longer-wheelbase 365 GT4 2+2, which became the 400 in 1976 when the venerable V12 was increased to 4823cc, which made 335bhp. The 400i of 1979 added Bosch K-Jetronic fuel injection but dropped the power output to 310bhp to satisfy emissions regulations, though a few of the missing horses were restored in a 1982 update that introduced new cams and exhaust manifolds.

The 400 was the first Ferrari with the option of automatic transmission, a three-speed GM Turbo-Hydramatic. Maranello diehards were aghast but buyers had no such qualms, and most 400s were specified as autos. It was probably a transmission

better suited to torquey American V8s rather than thoroughbred European V12s, and though it made the 400 easier to drive and vastly more convenient to use on a daily basis it knocked the edge off the Ferrari's performance – particularly at low speed where the near-two-tonne overall weight was a handicap.

Pulling a big automatic transmission selector back into D seems an odd thing to do in a Ferrari. At low speeds there's more commotion than action: you're aware of a multitude of cylinders, valves and camshafts whirring away up ahead but that doesn't seem to translate into much forward progress. Low-g geared steering that's dead near straight ahead just adds to the stodgy feel and the angled wheel makes this a cumbersome car to handle. That, and its sheer size, make it a handful in the city or on a tight country lane. It's only when you have the space to pick up the pace a little that the 400i really starts to make sense.

Load up the suspension through a fast, sweeping corner and the steering becomes more fluid and more precise, and the big Ferrari maintains its line even if the road surface is less than perfect. As the speed builds the transmission begins to work in harmony with the big V12, but noise levels stay low. The 400 revs with a cultured hum – it doesn't have the raw edge of Ferrari's mid-engined cars, and for some that is an essential ingredient that makes a Ferrari a Ferrari. But this isn't the Italy of blood red racing cars and fiery temperament, it's the Italy of opera and art, of Leonardo and Puccini and Armani. The three-box body penned by Pininfarina's master stylist Leonardo Fioravanti is as elegant as they come, with crisply folded corners and a wedge silhouette that was in



Familiarity has helped the controversial rear buttresses age well

vogue at the time and has aged surprisingly well, thanks to the fine proportions of the basic design. It lived on beyond the 400i to become the 412 in 1985, when the Colombo V12 was expanded once more to 4943cc, and a higher rear deck was introduced to enlarge the boot at the expense of a slightly plumper profile.

Today 400s start from around £15,000, and at that level you need to look out for body corrosion, exhaust condition (they're expensive to replace) and the cost of tyres because many have metric-sized wheels. Cheaper 400s are also likely to be automatics. The best cars can fetch £70,000 or more, with the rarer manuals inevitably fetching the highest prices.

A manual gearbox also pushes up the value of Jaguar's XJ-S, because they're so rare. Just 352 were built before the option was dropped in 1979, and it's easy to see why it was never popular - the box was a four-speeder and there was no overdrive option, which meant the ratios were widely spaced. Behind the wheel of Robin Sherwood's superbly well-preserved 1976 car I find that the gearchange isn't very encouraging, either. The tall lever, with its spherical knob, is heavy and a bit notchy, but the V12 saves the day with its wide spread of torque.

It's a fine engine with a split-personality soundtrack. It's smooth and punchy at low speed with a gentle woofle, but as the revs rise the engine note gains urgency and builds into a distant mechanical thunder as it hurls the XJ-S forward. What's extraordinary about it is how quiet the XJ-S remains when you're pressing on. Throw in

'There's plenty of choice of sound examples around £8000 and above'

some bends and the XJ-S grips well, the smaller Moto-Lita steering wheel on this car adding a bit of feel to steering that was criticised in period for being too light. But the Jaguar is happier sweeping through fast, open bends than being forced into tight turns.

Based on a shortened version of the XJ saloon platform, the XJ-S carried over all-independent suspension with only detail changes. The 5.3-litre engine was already familiar from the XJ12 and Series III E-type, but was now fed by a fiendishly complex Lucas fuel injection system. Jaguar aerodynamicist Malcolm Sayer was responsible for the original shape of the car, which was refined by William Lyons (who had by now retired but retained a consultancy role) and finished off by stylist Doug Thorpe. Its most controversial aspect was the rear, where there were buttresses over the rear quarters to improve body stiffness and reduce drag. Traditionalists hated them as much as they hated the lack of a proper front grille, or the absence of wood interior trim.

Wood was later added to give the rather austere cabin a lift, but the buttresses remained and became part of the essential XJ-S DNA. More significant changes were made to the powertrain, with the adoption of Michael May's swirl-inducing 'Fireball'



Owning a Jaguar XJ-S



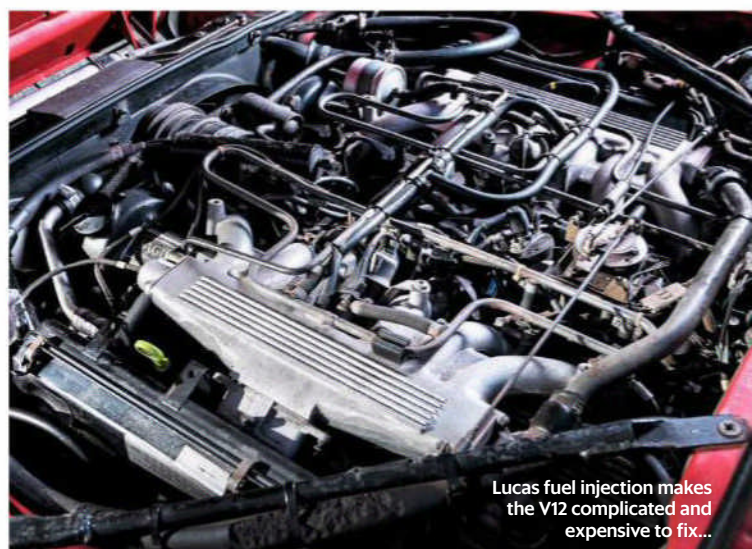
Robin Sherwood went out looking for a manual V12 XJ-S because of their rarity. 'How many V12s, of any make, come with manual gearboxes? I think these early cars with the Kent wheels look really good. I've had all kinds of different cars and I like what you might call BL curios, so that was another part of the appeal. It's also in the launch colour.'

'The reason not many early cars survive is because they rust, and that they weren't worth much for a long time. Make sure the V12 is running properly, because it's immensely complex. Some fuel injection parts for the earlier V12s are hard to find, and it has a notoriously unreliable ignition module.'

'If you're bothered about aircon check it works because it's a big job to fix. This is the first long journey I've done in it - it tracks the road very positively and feels modern. You can see how it was so advanced for its time.'

1975 Jaguar XJ-S

Engine 5340cc V12, sohc per bank, 24-valve, Lucas fuel injection **Power and torque** 285bhp @ 5500rpm, 294lb ft @ 3500rpm **Transmission** Four-speed manual gearbox or Borg-Warner (later GM) three-speed automatic, rear-wheel drive **Suspension** Front: independent, wishbones and coil springs. Rear: independent, coil springs **Steering** Power-assisted rack and pinion **Brakes** Servo-assisted discs all round, inboard at rear **Weight** 1681kg **Performance** Top speed: 143-153mph; 0-60mph: 7.75sec **Fuel consumption** 15mpg **Values now** £3000-£40,000



Lucas fuel injection makes the V12 complicated and expensive to fix...



...but its torque helps to overcome the four-speed manual's wide ratios

combustion chamber for the XJ-S HE in 1981. By then sales had dropped to just over 1000 a year, but the new engine revived interest in the XJ-S by offering a small increase in power and, more importantly, improved everyday fuel consumption. A 3.6-litre straight-six cabriolet variant was also introduced, and XJ-S sales increased every year until 1989, by which time cabriolet and then full convertible versions of the V12 had been introduced. Meanwhile Jaguar's on-track partnership with TWR had extended into road cars with the XJR-S, at first in 5.3-litre form but with a 6.0-litre V12 from 1989. But even these cars, ultimately with 338bhp available, were no quicker in a straight line than the original 5.3-litre manual XJ-S from 1975.

In 1992 the mainstream V12s were expanded to 6.0 litres and fitted with a GM four-speed automatic with overdrive top gear, the rear brakes were moved outboard and the body was re-engineered. Fewer panels were needed to make it, cutting costs, and at the same time the styling was refreshed with tidier side windows, body-coloured bumpers and new rear light clusters. In this form the car continued until 1996, when it was replaced by the XK8.

With 115,413 cars built over a 21-year production life, values have remained low. The priciest cars are the rarities - the early manuals, the XJR-S and the runout Celebration models - which can fetch up to £40,000. But it's still possible to find a mid-Eighties XJ-S HE for under £5000, and there's plenty of choice of sound examples around £8000 and above. Rust is always a concern and it's vital to check that the complex injection system is complete and fully functioning, but choose with care and you can end up with an accomplished V12 GT at a bargain price.



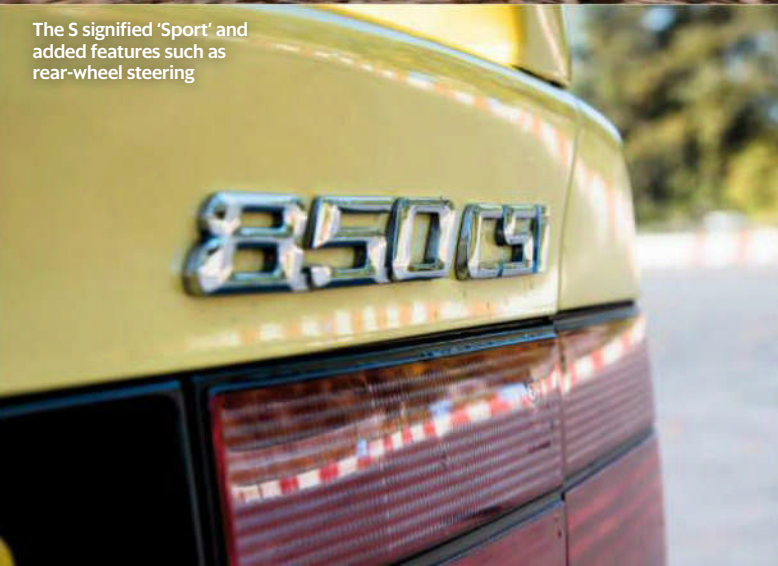
The BMW and Jaguar can both be found for less than £5k – the danger zone!



400i's rear deck is lower than that of the 412i that ultimately replaced it



More than 115,000 XJ-Ss were produced over 21 years; most were V12s



The S signified 'Sport' and added features such as rear-wheel steering

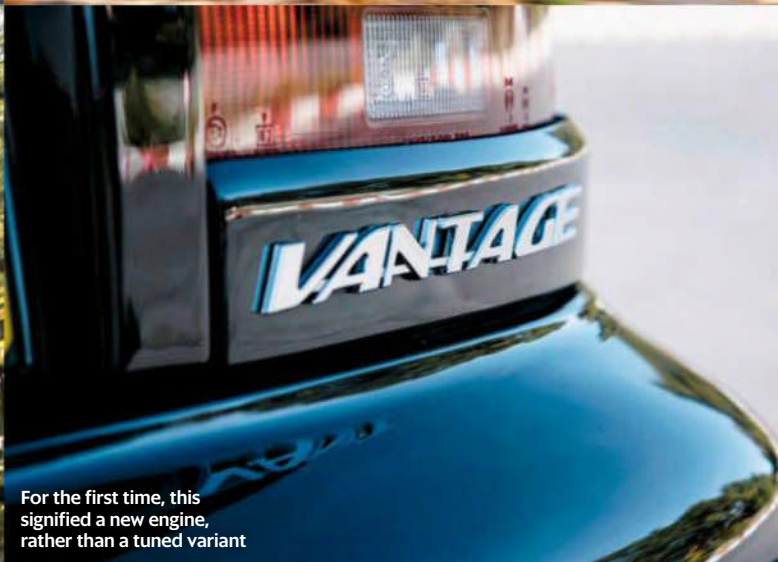


V12 SL 600 had £22k premium over V8 SL 500 when new



A variant of the SL 600's M120 V12 was used in the FIA GT Championship

The DB7's svelte silhouette was penned by Ian Callum



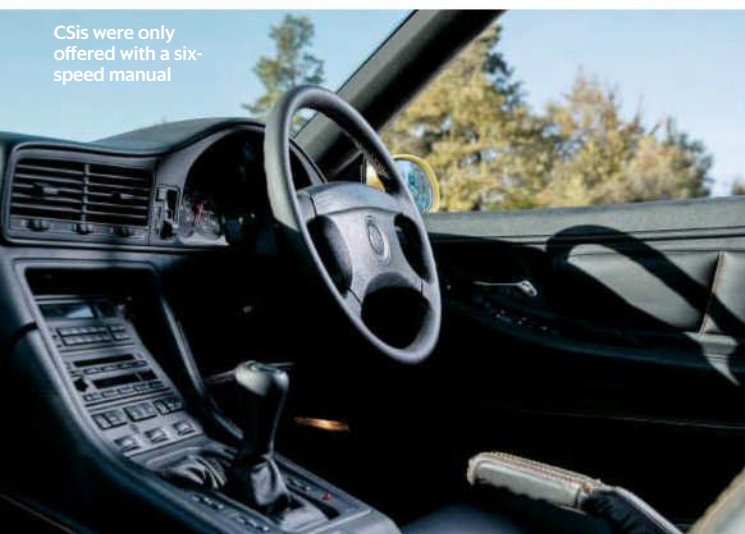
For the first time, this signified a new engine, rather than a tuned variant



Touchtronic replaced DB7's traditional automatic gearbox in 2000

The R129 SL came with an aluminium hard-top as standard - panoramic unit was an option

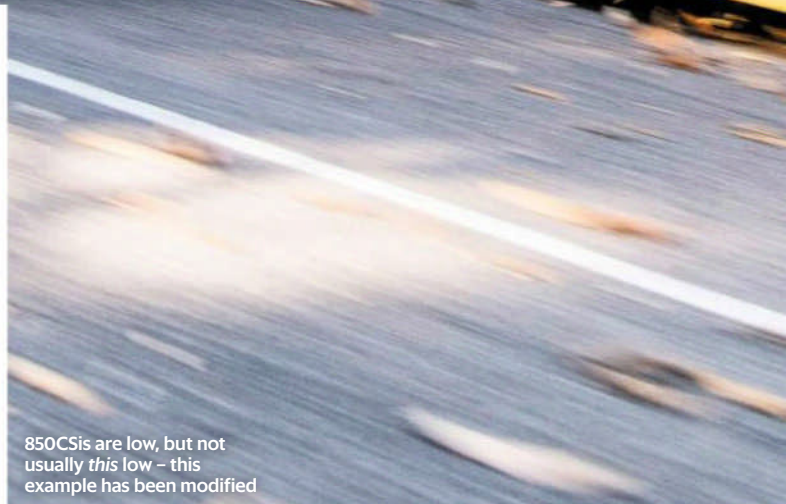




CSis were only offered with a six-speed manual



The CSi's S70 V12 was M-bred – and is a close relative of the McLaren F1's



850CSis are low, but not usually *this* low – this example has been modified

Just as Jaguar never really intended the XJ-S as a direct replacement for the E-type, so the E31 8 Series BMW introduced in 1989 was never seen by Munich as a latter-day 6 Series. Instead this was a supremely rapid and refined touring car, built for traversing continents in comfort. BMW put enormous effort into refining the shape of the new body so aerodynamic drag was low (the Cd was a creditable 0.29) but without compromising the stability of the E31 at high speed. The result was quiet, effortless autobahn cruising.

The 8 Series' new remit also explained why it carried a 5.0-litre V12 in its nose, instead of the raucous 3.5-litre six that had powered the M635CSi – the V12 offered only a small increase in power but was far quieter, smoother and more linear in its power delivery. The 5.0-litre M70 was related to the long-running M20 'small six' unit, though the 60-degree V12 was clearly a more modern unit with an alloy cylinder block and maintenance-free hydraulic valve lifters, plus a drive-by-wire throttle. Most were mated to a ZF four-speed automatic, though there was also the option of a six-speed Getrag manual.

Buyers looking for a faster 8 Series had to wait a while. BMW Motorsport had developed an M8, with a 550bhp 48-valve V12, but the car was never signed off by the company's management. Instead a slightly more sober project was initiated – this time the motive power came from a 5.6-litre variant of the V12, developing 375bhp. The resulting 850CSi of 1992 also featured BMW's new rear-wheel steer system (which also became an option on the



Owning a BMW 850CSi



'When the 8 Series first came out I saw it, had no clue what it was. I decided that as soon as I could afford one I'd get one,' says Sean O'Neill.

'The years went by and then I saw one and remembered it was the car I had promised myself. I wanted the CSi because it was the performance model, and the rarer one.'

'There's a big difference between the 850i and CSi in acceleration, and the roadholding on this is incredible. It had been well looked-after but completely specced up with electrics – reversing camera, satnav, a music system with a hard drive – and it had been lowered. It's now on the road back to originality.'

'The colour is original – it's one of only two right-hand-drive CSis in this colour. I've had it re-upholstered because the original leather was shot. The top end of the engine was rebuilt by Chris Burton, who made a great job of it.'

'I had to get a new bonnet, because fluid from the headlamp washers gets under the weld at the front and rots the bonnet. The 8 Series is relatively low, and the paint is often scraped off the sills underneath, which is when they start to rot. Almost everything is still available – at a price, of course.'

BMW 850i/Ci/CSi

Engine 4988-5576cc V12, dohc per bank, 24-valve, Bosch fuel injection **Power and torque** 296-375bhp @ 5200-5300rpm, 330-410lb ft @ 4000-4100rpm

Transmission Six-speed Getrag manual gearbox or ZF four-speed automatic, rear-wheel drive

Suspension Front: independent, coil spring strut and wishbone, and anti-roll bar. Rear: multi-link, coil springs and anti-roll bar

Steering Power-assisted recirculating ball **Brakes** Servo-assisted discs all round, inboard at rear **Weight** 1975kg **Performance** Top speed: 155mph; 0-60mph: 6.0-7.4sec

Fuel consumption 17mpg **Values now** £4000-£80,000

'It rockets out of corners, regardless of which of the six forward ratios you've selected using the short-throw shifter'

850i), faster steering, bigger wheels and tyres, uprated brakes and stiffer, lower suspension. Sean O'Neill's 850CSi is stiffer and lower still, a modification made by a previous owner. The ride is stiff, but stops short of being bone-jarring, and the well-controlled suspension keeps roll in check even at silly cornering speeds.

Despite a big airbag steering wheel – which many owners swap for a smaller E36 item – the steering needs a fair bit of effort, and there's more information feeding back through the wheel rim about what the front tyres are doing than you get in a lesser 8 Series. Grip is never short of phenomenal, and the 850CSi rockets out of corners, regardless of which of the six forward ratios you've selected using the short-throw shifter. Pick a low number and the big V12 bellows through the four fat tailpipes and attacks straights with a venom that was never part of the regular

850i's character. Few other big coupés could keep up. Yet, driven sensibly, there's enough composure and refinement about the CSi to make it an accomplished grand tourer.

In 1993 BMW introduced a V8-engined 840Ci and expanded the M70 engine in the regular 850i – now renamed 850Ci – in bore and stroke to increase the capacity to 5.4 litres, also updating the valvetrain with roller rockers. The changes boosted power from 296bhp to 316bhp, with a matching improvement in maximum torque. By 1996 the CSi was gone from the range, a victim of tightening emissions legislation, and in 1999 the 850Ci and 840Ci were both withdrawn after a ten-year run during which sales were consistently disappointing, with just over 30,000 sold.

Just 1510 of those were CSis, which makes the performance 8 Series a rare and sought-after machine. Prices start around £15,000 and the best reach £80,000 or more. You can find examples of the 850i and Ci from £4000 – though at that level body corrosion is likely and you can also expect to find problems with the electrics, an early CAN-bus system.

Spares are generally not a problem to source because many of the mechanical components are shared with other BMWs, but parts specific to the V12 and to the 8 Series can be pricey. On high-mileage cars a compression test would be a wise precaution. Good cars are more likely to be found around £10,000, and low-mileage examples in good condition and with comprehensive history can make £25,000. Like the XJ-S, at the right price – and provided you can appreciate it for what it is rather than wishing it was something else – it makes a fine modern classic buy.



Mercedes-Benz followed BMW into the V12 arena in 1991, but the Merc M120 V12 engine was an altogether more substantial effort than BMW's M70. It displaced six litres rather than five, and had twin overhead camshafts on each cylinder bank where the BMW engine made do with a single cam each side. The BMW was good for just under 300bhp but the Merc made just over 400bhp in its initial form, though with full-throttle enrichment removed to placate Germany's environmental lobby it was down to 394bhp.

In this guise it was slotted - with some difficulty due to its size - into the R129 SL that had been available with straight-six and V8 engines since 1989. The result was the 600 SL, which became the SL 600 in 1993 when Mercedes re-jigged the nomenclature of its entire model range.

All the V12 SLs had hydraulic suspension which provides ride-height adjustment and adaptive damping with two settings. In its regular mode the SL wafts along even the roughest road, and the only disturbance to the occupants of the leather-clad cabin comes from the patter of the tyre treads over the surface. It's perfect for pockmarked city streets, but as soon as you get out of town and onto a winding country lane it offers too little body control and allows too much roll.

Fortunately there's a switch on the centre console that firms up the damping, but even then it's clear that the SL has been built for comfort rather than agility. It corners well enough, but there's a

vagueness about its response that discourages you from pushing too hard. Effort at the leather and wood rim of the big steering wheel is always low, and there's never a hint of kickback to disturb the driver, but there's much less indication of what's happening at the front tyres than in some of the other cars here. Nor does the mushy brake pedal inspire confidence, though there's nothing wrong with the capability of the brakes to haul down the two-tonne SL from high speeds.

And high speeds are what it's good at. Wriggle the transmission selector lever back through the serpentine gate into Drive, hit the throttle and the SL surges away with little more than the blurring of the scenery and a gentle increase in background hum from the tyres to give away the rise in speed. Hardly anything can be heard from the engine unless you hold one of the intermediate gears to maximise acceleration, eliciting a muted growl from up front

'It's an extraordinary experience, going so fast with such a lack of fuss - hardly anything can be heard from the engine'



The Merc SL600 still offers exceptional value for money, especially considering stratospheric values of its AMG cousins

Owning a Mercedes-Benz SL 600



'I bought it because of the cachet of the V12,' says Peter Burton. 'It's much rarer than other R129s and a better investment proposition.'

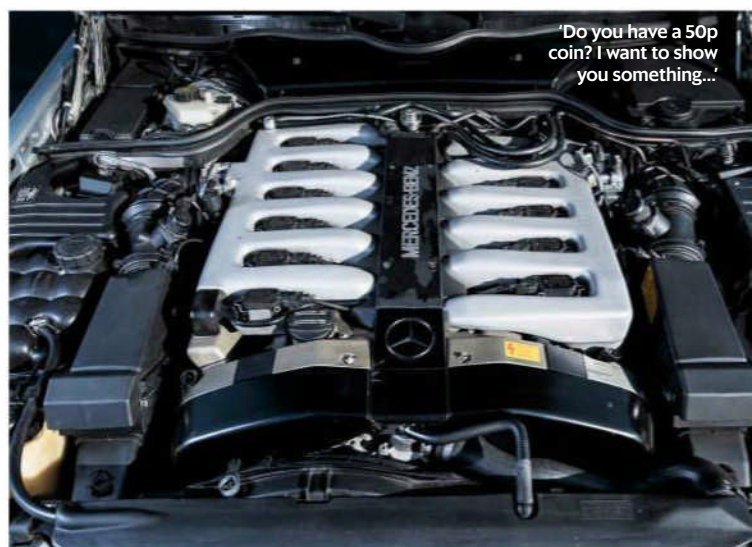
'The performance difference to the 500 is small on paper, but the extra torque of the V12 enables far more effortless progress. The 600 is the pinnacle of Merc engineering, built by enthusiasts with a blank chequebook before the DaimlerChrysler merger in 1998. It weighs two tonnes and that's predominately down to over-engineering.'

'You can get close to 20mpg if you drive very sensibly, but 17-18mpg is more realistic, and single figures in town. Spares are very expensive and anything AMG is just ludicrous. They're not too bad to work on, but there's very little clearance around the engine.'

'I don't mind spending money on it because it's going the right way in value and it's a great summer toy with the roof off.'

Mercedes-Benz SL 600

Engine 5987cc V12, dohc per bank, 48-valve, Bosch fuel injection **Power and torque** 394bhp @ 5200rpm; 420lb ft @ 3800rpm **Transmission** Four or five-speed automatic, rear-wheel drive **Suspension** Front and rear: independent, hydropneumatic strut and wishbone **Steering** Power-assisted recirculating ball **Brakes** Servo-assisted discs all round, with anti-lock **Weight** 2050kg **Performance** Top speed: 155mph; 0-60mph: 6.1sec **Fuel consumption** 18mpg **Values now** £5000-£25,000



'Do you have a 50p coin? I want to show you something...'



An accomplished interior hailing from the days before Merc's build quality nosedived

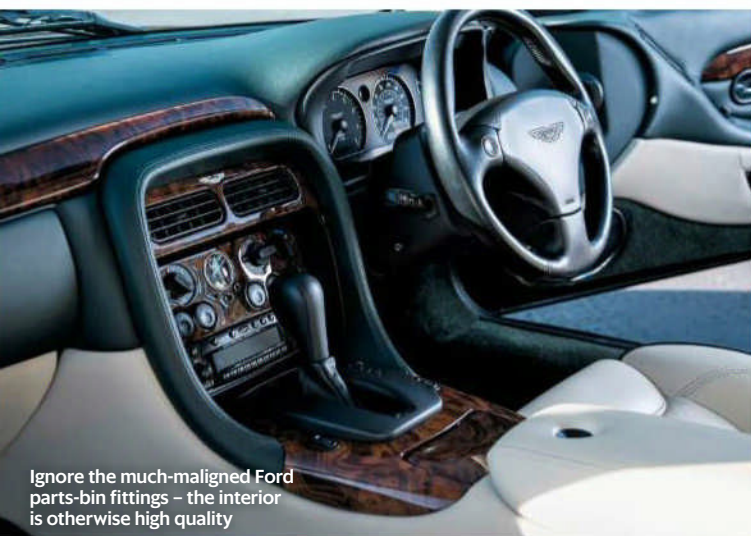
as the revs build towards the start of the red sector on the tachometer at 6000rpm. It's an extraordinary experience, going so fast with such a lack of fuss, and it's this extra composure that separates the SL 600 from the V8 SL 500. The 500 is almost as fast, and in most company you would think of it as wonderfully refined, but it can't match the SL 600's serenity.

Solid construction and quality engineering mean these cars can handle high mileages with ease, but because values are low and spares are expensive you need to be wary of examples that have been minimally maintained. On early cars the wiring looms are fragile, leading to curious intermittent electrical faults. Later cars suffer less, and the 1997-on facelift cars are also worth having for their slightly more rounded bumpers, bigger brakes, and more modern gearbox with electronic control and an extra ratio.

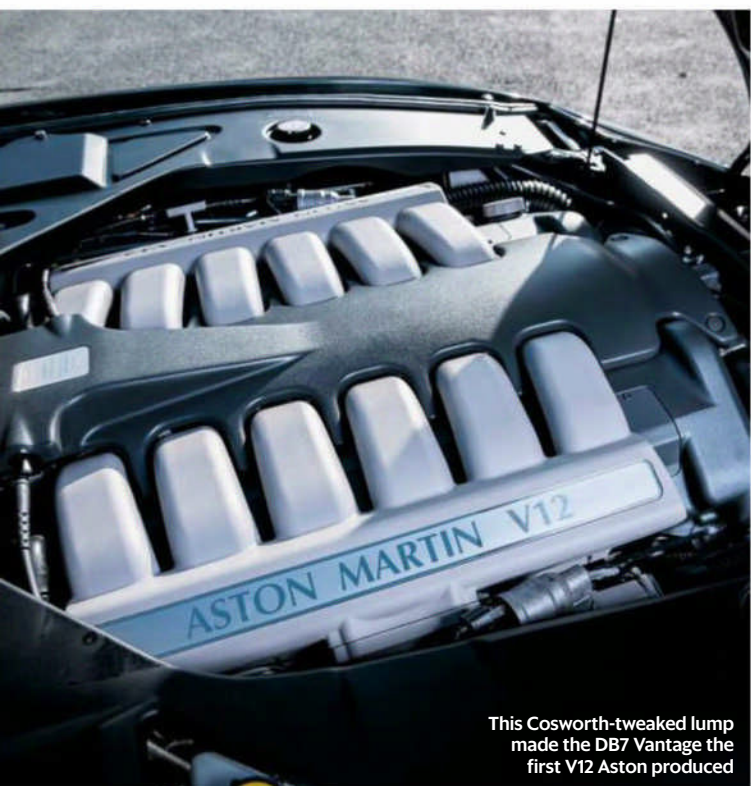
Whatever the age of the car, make sure all of the electrical and hydraulic systems work properly - particularly the roof, which can be expensive to fix. A hardtop should be present because all SL 600s came with them as standard, the panoramic glass roof being a worthwhile extra that brightens up the cabin.

SL 600s have been seen below £5000, but prices appear to be firming up so if any remain at that level they are likely to be in need of expensive recommissioning. Sound SL 600s are more likely to be £15,000 or more, and for low-mileage examples some dealers are now asking over £40,000.

Other cars in our group better fulfil the role of sporting GT, but if effortless cruising, a supple ride and a convertible roof are top of your priorities the SL has the others well beaten.



Ignore the much-maligned Ford parts-bin fittings – the interior is otherwise high quality



This Cosworth-tweaked lump made the DB7 Vantage the first V12 Aston produced



The DB7's story involves not just Aston Martin, but also Ford, Jaguar and Tom Walkinshaw. Ford had owned Aston Martin since 1987, and added Jaguar to its portfolio in 1989. It inherited a long-winded development project for an 'F-type' Jaguar, codenamed XJ40/XJ41, based on the XJ-S but using a twin-turbo version of the AJ6 4.0-litre straight six engine. Meanwhile Tom Walkinshaw's TWR Racing company was masterminding Jaguar's successful return to sports car racing, first with the XJ-S and then with a series of purpose-built prototypes. When Ford concluded that the F-type would be too expensive to make in high volume, Walkinshaw proposed turning it into a smaller, cheaper Aston Martin. So the DB7, launched at the Geneva show in 1994, was an F-type redeveloped by TWR and restyled by TWR's chief designer Ian Callum, and powered by a supercharged engine based on the AJ6 straight-six.

Walkinshaw had a one-off V12 DB7 built with a 6.4-litre, 48-valve Jaguar V12 that TWR had developed for racing, but a production V12 DB7 didn't happen until 1999. Development of the engine started in 1993 and a mock-up was seen in public in 1994, then the running engine appeared in the back of the Ford Indigo concept in 1996. Much of it was based on the 3.0-litre, 24-valve Duratec V6 that powered the Ford Mondeo in Europe and the Taurus/Mercury Sable in the US. But to dismiss it as nothing more than a doubled-up V6 is to sell it short: the V12 had a deeper crankcase and bigger main bearings with cross-bolted caps,



The new V12 brought with it all-new front and rear suspension to the DB7

Owning an Aston DB7 Vantage



'A lot of people are buying them purely for investment potential because DB4/5/6s are hundreds of thousands and V8s have followed,' says Derek Campbell of the Chiltern Aston Centre.

'Looking after a Vanquish is exorbitant and New Era cars are plentiful and hard to fix – which leaves the DB7. There's not so much power that you can't use it all and it becomes a handful. It communicates to you really well and is a great driver's car as a result.'

'The six-cylinder manual is twice as good as the auto, but for me the automatic V12 is the better car. A manual V12 is a rarer proposition, but the automatic is a much better piece of engineering – the engine and gearbox go together very well. The ZF is about as good as automatic boxes get. An automatic DB7 will return 18-20mpg most of the time.'

'You've got to know what you're looking at. You could buy a £15,000 car, spend £20,000 on it, and it still wouldn't be worth £25,000. But find a good one, change a few bushes, spend £2000 every other year looking after it – and you've got a fabulous piece of engineering. It's a good all-round car with future prospects, and it has that classic-car appeal.'

1999 Aston Martin DB7 Vantage

Engine 5935cc V12, dohc per bank, 48-valve, Visteon engine management **Power and torque** 420bhp @ 6000rpm, 400lb ft @ 5000rpm **Transmission** Six-speed manual Tremec or ZF five-speed automatic, rear-wheel drive, limited-slip diff **Suspension** Front: independent, double wishbones and coil springs, anti-roll bar. Rear: independent, double wishbones, longitudinal control arms and coil springs, anti-roll bar **Steering** Power-assisted rack and pinion **Brakes** Servo-assisted discs **Weight** 1780kg **Performance** Top speed: 185mph; 0-60mph: 5.0sec **Fuel consumption** 18mpg **Values now** £20,000-£50,000

and was stiffer than the V6 despite its extra length. Cosworth designed the new cylinder block and cylinder heads, and also built the engines in Wellingborough.

The new engine went into a DB7 that was comprehensively revised. Springs were stiffer, wheels and brakes were bigger, and the front end had bigger air intakes and a new combination fog/side/indicator lamp. The transmission tunnel was enlarged and inside it was a choice of two new gearboxes – a Tremec six-speed manual or a ZF five-speed automatic. In the cabin there were new seats, a tidier dashboard and more modern switchgear.

Punch the red starter button on the centre console and the V12 erupts into life. The sound of that engine is ever-present – a melodic purr when the DB7 is ambling that becomes a full-throated snarl as you squeeze on more throttle and the rev-counter needle races past 6000rpm. This car is an auto, with a small leather-wrapped shifter sprouting from a matt black plastic shroud. It's about as far away from the bold chrome T-handle of the Ferrari as you can get. Gearchange buttons inset into the steering wheel allow manual changes, but the 'box does a decent job if you leave it to make up its own mind, and either way the changes are smooth and swift. Progress is rapid provided you keep the engine spinning hard – the Aston has the most power of the group and less weight than the BMW, Mercedes or Ferrari.

There isn't much need to slow down for the corners as the low nose of the DB7 turns keenly into every apex. The supple chassis soaks up mid-corner bumps with aplomb and from inside it seems hardly to roll at all. The steering is smooth, nicely direct with only

'The DB7's low nose turns keenly into every apex and the chassis soaks up mid-corner bumps'

two-and-a-half turns between locks, and deliciously linear in its weighting. It has some heft to it, which tallies with the firm efforts required at the pedals, and even the solidity of the column stalks. There's a cohesion to the way the DB7 Vantage drives that belies its complex parentage. It's beautifully balanced and finely resolved.

Higher-mileage, private sale examples with patchy history can be found for less than £20,000, but low-mileage DB7 Vantages with good provenance will be in the £30,000-£50,000 range. Special editions are rarely worth more, though the later GTs tend to be over £50,000 and Zagatos are stratospheric. Build quality was never the best, so look out for rust in the front bulkhead, jacking points and suspension mountings, and poorly repaired accident damage leading to strange handling and uneven tyre wear. Check that the aircon works because repairs can take a lot of labour.

There's plenty to look out for so – as with all these cars – an inspection by an expert is a wise investment. But find a good one and the DB7 Vantage makes a strong case for itself.

The Jaguar XJ-S stands out in this company for its extraordinary value. While early cars and manuals go for a premium, a presentable Eighties XJ-S HE can be yours for £5000 – giving you an awful lot of V12 panache for the money.

The Mercedes wins this contest hands-down if you're looking for the last word in refinement, and for me the Ferrari wins an equally easy victory if the chief criteria are about elegance and badge cachet.

Which leaves the Aston Martin and the BMW, the two fastest cars here. The BMW is the more sensible of the two, and the one that's likely to be the most usable and the least trouble. But the Aston is at least the BMW's equal in straight-line performance, has more fluid handling and a more engaging character; and although you'll find examples of the 850CSi undercutting DB7 Vantage prices, the best of the Astons will set you back less than really fine CSis. And that's impossible to ignore.

Thanks to: Mike Wheeler at Rardley Motors (rardleymotors.com), Graeme Hunt (graemehunt.com), Chris Burton Cars (chrisburtoncars.com), Derek Campbell at Chiltern Aston Centre (chilternaston.com) and Graham Greenwood at the XJS Club (xjsclub.org)



Even the finest DB7 Vantages are being capped by a price ceiling – for now...

Willson's favourite four-door V12s



V12 saloons are just as rare as V12 sports coupés and GTs, and the same engine manufacturers crop up again – Jaguar, Mercedes-Benz and BMW.

Jaguar's V12 was introduced in 1971 in the XJ12 and Daimler Double-Six, and survived throughout the Seventies and Eighties as the only mass-produced V12 engine despite a couple of oil crises and the fuel price hikes that went with them. When the Series III XJ6 was replaced by the XJ40 generation in 1987 the old XJ12 continued, allegedly because the new car had been deliberately designed with a narrow engine bay so Leyland couldn't fit a Rover V8 in place of Jaguar's own engines. But Ford had taken control of Jaguar in 1989 and a review of all its new car projects delayed the introduction of a V12 XJ40 until 1992. V12 versions of the XJ40 and its successor, the X300, only ever sold in tiny numbers, ending in 1997 when Jaguar switched to the new AJ-V8 engine.



The Mercedes M120 V12 that went into the SL 600 was first seen in the 600 SEL version of the W140 S-class in 1991. Longer, wider and significantly more expensive than the outgoing W126 generation, the W140 introduced double-glazed windows and power-assisted closing for the doors and bootlid, and as the flagship model the V12



was available with wood and leather interior trim that was a cut above other S-class cars. When Mercedes revamped its naming system in 1993 the 600 SEL became the S600, then in 1998 it was replaced by the slimmer-looking W220 series that had a series of V12 models using the M137 and twin-turbo M275 engines. Today V12 W140s, if you can find them, are about £4000-£10,000.

BMW's 5.0-litre, 300bhp M70 V12 was introduced in 1988 in a long-wheelbase version of the E32 7 Series, the 750iL. The E32 was replaced by the E38 7 Series in 1995, which brought with it the heavily revised 5.4-litre M73 V12 with 320bhp. Despite their rarity, all these cars are relatively cheap to buy, at around £3000-£8000.



The M73 V12 also went into the Rolls-Royce Silver Seraph, which replaced the Silver Spirit and Silver Spur in 1998. Soon after that Vickers sold Rolls-Royce Motor Cars to Volkswagen, but BMW secured a deal with Rolls-Royce plc, the aero engine manufacturer, to use the Rolls-Royce name. The Seraph was built at Crewe until 2002, and then BMW's Rolls-Royces took over, while the related V8-engined Bentley Arnage soldiered on under Volkswagen ownership until 2009. Today Seraphs are £30,000-£90,000.



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Epic Restoration

Obsessive quests for perfection

'He wanted it restored to exactly how it was in 1969'

This former GKN Transmissions Jensen FF test car sat sad and rusty outside a workshop until Paul Hembery commissioned Rejen to tackle its exacting restoration

Words RUSS SMITH Photography JAMES PARDON





After four years of hard work Rejen boss Jason Lawrence is delighted to see the FF reach the polishing stage

Before embarking on what was not just a restoration but probably the most exacting renovation of a Jensen FF ever carried out, Paul Hembery didn't even own this car. A degree of fate brought them together. We'll let Paul explain.

'It started off with me having a late MkIII Interceptor and intending to get some work done to make it useable. I took it to Rejen and, after talking with Jason Lawrence about the work needed, I asked about a sad, rusty-looking FF that was parked outside. The thought was forming that if I was going to spend some money, maybe it would be better spent on something a little rarer and more interesting. I had actually seen that same car for sale on eBay, but not having time to visit it, decided not to bid. Seeing it there made me want to ask a bit more, and that is where the idea started.

'Why a Jensen, or more importantly why an FF? That goes back to my interest as a youngster in the early Seventies, when a Jensen was something special and I was starting to gain my car passion. The FF was then - and maybe more so now on reflection - everything that was right and wrong about British industry. A technical marvel - who could not be interested in the four-wheel-drive system, the Dunlop anti-lock brakes and a type of variable Armstrong damper? - but sadly blighted by the quality issues that the era was famous for and then hit hard by the fuel crisis. It was the car of the stars when in production, and the list of notable owners is incredible by any standards, then or now.

'So a chance to restore a sad-looking, but intriguing part of our motoring history interested me. I quickly understood that this particular car had been bought by GKN as a development vehicle for its newly acquired Birfield transmissions division (which subsequently made a licensing agreement with Harry Ferguson Developments for the mass production of the Ferguson Formula FF all-wheel control system) and it had therefore surely played a small role in helping to set that business on the way to becoming the present-day world-class GKN Driveline.'



The FF as Paul found it, poorly repainted in white and wearing a non-original vinyl roof

Low point

'Discovering that the side chassis tubes, which initially looked okay, would have to be replaced. That's a BIG job, only for the brave'

Paul struck an agreement with Rejen, but at that stage no one realised how bad the car was - or that it would take four years to complete the job. Jason Lawrence relished the challenge, though. 'Paul was very clear on one thing,' he says. 'He wanted the car restored to exactly how it was in 1969 with everything correct and no substitutions. We kept to that theme, all the way to the Jensen-logo'd Voxson 8-track stereo,

so he could even hear the sound of 1969.'

Bodywork

'We started by stripping it to a shell and cutting off the front wings to keep them safe for later; also to give us better access to repair the inner wings,' says Jason. 'The body was then sent off for a first round of media-blasting to get the heavy corrosion off, along with cracking paint. We'd send it back for more blasting after the welding stage to get the metal really clean. The car had been poorly repainted in the past in an Old English White, and also fitted with a vinyl roof that wasn't part of its original spec. Records showed the car had left the factory in California Sage with no vinyl roof, so that's what it was going back to.

'The blasting revealed a lot of rot in those inner wings. We had to make replacements for the complicated castle sections at the top of the inner wings by hand, along with a lot of fitch panels. The bonnet was also beyond redemption - it had both rust and previous bad repairs. You can't just go out and buy another panel like this so we had to get a new one specially made by Jensen specialist Martin Robey.

'The all-important side chassis tubes looked okay but there was the odd pinhole so we decided to cut out a section to get a view of what was going on inside. Just as well we did - the tubing was still 2.5mm thick at the top but had rusted to just 0.5mm at the bottom. That left no option but to renew the tubes, which is a BIG job, only for the brave. This is where the body's strength comes from, so we had to make up a bracing



A bracing frame held the body together while new side chassis tubes were made



MkII-style Pirelli Cinturatos are a tiny deviation from authenticity



Jensen specialist Martin Robey made a replacement for the battered and rusty bonnet

'It was a chance to restore an intriguing part of our motoring history'



'Each seat is a bit different so you can't really use a standard pattern'



Stag vinyl replicates the original cabin material right down to how it feels





Ashley Burgess had to source exactly the right materials to return the trim to as-built condition



Brian Mulcare tests the rebuilt 6.3-litre V8, now fed by an updated four-barrel Edelbrock

frame to support the shell before carefully cutting them out and welding new tubes in. It added a lot of time and cost to the job.

‘With confidence that we had strength back in the shell we could get on and deal with all the other rot. We made new front floorpans, with the correct round pressings beaten into the pan. There was also some complicated work to rebuild the bulkhead where the heater box drain tubes had become blocked so that water had just sat. Surprisingly, the rear panel was good, so we carefully cut that off and re-used it after dealing with all the corrosion damage behind it.

‘The same couldn’t be said for the roof. These commonly rot, especially at the back around the rear hatch hinge mounts and you can no longer find decent secondhand ones to graft on. These had been made worse by having a vinyl roof fitted, which may even have been done to cover problems that were starting. Some of the double-skinned rear lip had rotted right through, so it was a painstaking task to let in sections of new metal while avoiding any distortion to the rest of the panel from the heat. Our body guys are good.

‘New door skins were needed, along with lower frame sections and we needed new rear quarter panels too. Panels are available from Martin Robey, but all Jensens were handmade cars so nothing drops on – every panel has to be adjusted to fit the car. We spent a week on each door, building it up, trial-fitting to the car, then adjusting it and repeating the process until the fit was perfect and they sounded right when you shut them – all smooth with no rattles.

‘The same kind of effort went into the rear bumper. We ordered a new one, but left it oversize and unchromed. It was offered up to the unpainted shell and we scribed round the body on to the bumper and trimmed the excess off so there was a perfect even fit all round. Only then was it sent off to be plated.

‘The last ten per cent of any project is the hardest but it makes all the difference. Like getting that belt swage line perfect, which took ages. We had the panels on and off and dressed them to get the line sharp and even all round. It’s crucial because your eyes are naturally drawn to it.’

Running gear

The FF has a 6.3-litre Chrysler V8 that kicks out an easy-going 325bhp. Rejen’s engine man Brian Mulcare says, ‘American engines are pretty agricultural but that makes them straightforward to rebuild. This one was very worn, though, and needed a 0.04in overbore to take out damage to the cylinder bores. There was corrosion in the combustion chambers too, damaging some valve seats, so we took the opportunity to put in hardened seats, converting the engine to run on unleaded. Other than that

High point

‘Finding a correct, original steering wheel after an 18-month search. It was expensive and needed recovering, but the car wouldn’t have been right without it’

it was just a new camshaft and crankshaft regrind. It was all left standard apart from using a more modern Edelbrock version of the original four-barrel carburettor, hidden under the air filter out of sight. We ran the engine on a jig for an hour before fitting it. The rocker covers were rechromed – you often see those fitted to other Jensens, but chrome covers are only correct on the FF MkI.

The car’s hard early life as a testbed for GKN transmissions was confirmed by the gearbox, fixed by their regular expert, Duncan Watts at Crewe Transmissions. He said, ‘It was the worst I’ve ever seen for wear; it had obviously been abused. We can get everything for the Torqueflite box itself, but there’s little very little available for the transfer box. We managed to get hold of a few bearings, and Jason eventually came up with a donor unit so we managed to pull it together.’

‘We’ve opted for now to use the original electric cooling fans, though we had the motors rebuilt. However, we’ve upgraded the radiator core because the cooling system was always marginal on these.

‘For wheels, we put together the best set of five we could find then sent them to MWS in London to be stripped and rechromed. If you start with good you get better results.’ Paul stepped in with the tyres, using the small advantage of being boss of Pirelli Motorsport. ‘While Pirelli didn’t supply the FF MkI in period, we did the subsequent FF MkII and Interceptor, so I had to make sure the Cinturato tyres were made available again. It’s probably the only area not as it left the factory, but I feel I can be excused that small detail.’

Paint

Jason takes up the story again. ‘Once the body was repaired, filled, blocked and primed to what appeared to be perfection we sent it to Pitt Lane in Hampshire for painting. It’s a Jaguar and Aston Martin specialist and knows how to achieve the level of finish this project demanded. That meant going beyond the traditional dustcoat of black over the primer to flat back and reveal and flaws; Pitt Lane painted the whole car in gloss black because it highlights even the tiniest fault – it found three. Once they were rectified and it was all flatted back, the body was finished in original California Sage.’

MY FAVOURITE TOOL



‘I don’t know what they’re called, I just know them as finishing tools,’ says Rejen’s trimmer, Ashley Burgess. ‘I use them for pushing material into corners on consoles, door cards and dashboards. They’re hard plastic but rounded – not sharp, so they don’t damage leather or vinyl. A mate had some and I spent three months looking for something similar. I found these in a garden centre shop while waiting for my car to be cleaned. They only cost £4.99 and I use them every day.’

Trim

Rejen’s in-house trim expert is Ashley Burgess. ‘With the brief to make this car exactly as it was when new we had to get the right materials,’ he says. ‘The interior is the part of the car you actually touch so it all had to feel right. UK Hide Company provided five Connolly hides that were an exact match to samples from the original seats – it has a more coarse feel than



Jason Lawrence says the final 10% is the most difficult – and important

the leather used for modern car seats. It was a similar story for the vinyl – we used a type we call Stag vinyl, which is as close as you can get to what Jensen used. It's more grainy and less stretchy than modern vinyls. We took the seats apart and used each panel to make a pattern for a new piece. With these cars each seat is a bit different so you can't really use a standard pattern. The Mk1 has fluted seats, which is harder to do but looks better than the later top-sewn ones.

'We made new door cards in MDF and covered them in leather, as original. A particular detail was using the right star-shaped punch for the holes in the section covering the door speakers. There's even leather on the seat runners, again as original, and you can't even see that. We stripped down the armrest/door pulls so we could replace the closed-cell foam in them. All in all it added up to 200 hours of work.'

Assembly and details

Much of Jason's time was devoted to tracking down the right parts for the car and finding ways to sort those that couldn't be replaced. 'The vast rear screen – the Jensen's trademark – was scratched. It was a Sundym one, an option on MkIs, and to be correct had

to have the V-shaped heated rear window element. Over the four years of the project I managed to track down five and the one we used was the best of them. The rest of the glass was also a best-of collection, with no repro pieces used because we wanted it all to have matching and period-correct Triplex markings.

'Things like door handles and rear light surrounds are a real problem. We had to remove the chrome from the Mazak originals and then fill in all the pits individually – it felt a bit like being a dentist – then sent them back for rechroming. It takes forever but the results speak for themselves.

'The sill covers were another problem. They are of course unique to the longer FF and in the end we had to get a new set made to pattern in polished stainless steel. The front grille's JFF badge was missing and those really are like hens' teeth. It took 18 months to track down a good used one.'

The result

After four years Paul Hembury has finally taken possession of the car he has never driven. 'Rejen has invested a lot of time and energy in finding the correct solution to the restoration, working closely with Jensen marque historian Ulric Woodhams to ensure no detail was forgotten. The FF will now spend its time in the Cotswolds enjoying a life of motoring in the English countryside. I'm not one for shows and club events but, if time allows, a trip to Goodwood or Salon Privé will be on the cards in 2017.

'I wish the story would end there, but the FF will gain a partner in crime over the next few years because I now have a 1966 Vignale-bodied Jensen Interceptor Mk1 to work on. It's the 15th Interceptor ever made and was handbuilt in Turin – but it has alarming levels of rust, so it's another challenge for Rejen.'

And here it is – the result of four years' dedication to achieve probably the most exacting Jensen FF restoration ever carried out. The car is now back in California Sage and sans vinyl roof, just how it was when it was built 48 years ago

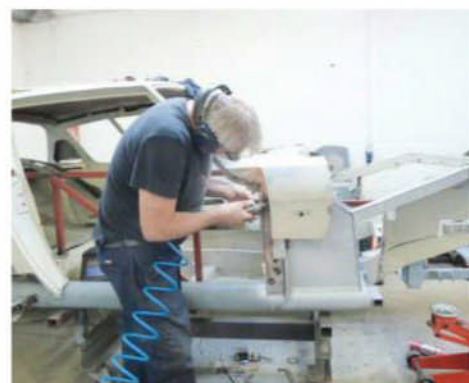




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1000-MILE



The 2025C wears the same racing numbers it did at the 1949 Mille Miglia, where it finished 109th out of 303 starters

MASTERPIECE

This Cisitalia 202SC was not only a rolling sculpture, but also a 1949 Mille Miglia entrant. Almost 70 years later, we experience its visual and mechanical virtues first-hand

Words RICHARD HESELTINE Photography DIRK DE JAGER



Elegance is as much about restraint as it is about flair. This achingly pretty Cisitalia 202SC is a case in point. It may be small but it cast a long shadow - chin-stroking design pseuds have labelled it a masterpiece ever since it first broke cover in 1947. Yet what strikes you on first contact with this particular example isn't its otherworldly beauty, but more the racing numbers adorning its doors. You see, first owner Antonio di Francesco Beninati steered it on the 1949 Mille Miglia, the Milanese amateur placing 109th out of 303 starters. It was one of umpteen Cistalias competing that year; the marque virtually owned the 1100cc class in period.

All of which seems a world away today, the back roads in rural Kent being an improbable substitute for the final thrash to Brescia. Nevertheless, what soon becomes clear is that to drive this car flat-out for 1000 miles must have required talent. That, and superhuman reserves of obstinacy. It's a fully immersive experience, that's for sure; a compelling mix of vintage thrills and starry-eyed futurism with all that entails. So often cars of this ilk don't live up to the billing. This one does, for the most part.

Stoop to enter and the cabin is awash with details, each more delightful than the last. Ahead, the alloy-spoked steering wheel fronts a body-coloured dash which is the antithesis of Ye Olde timber plank usually found in its British counterparts. The gauges are works of art in themselves - in typical Italian fashion the most important instrument is the rev counter, with inset water and oil temperature functions. To its left sits the speedo with an inset fuel gauge and clock, the gearknob and minor controls decorated with a rather groovy amber-coloured plastic. The bonnet appears unfeasibly long given the car's tiny proportions, all sensuous curves and flared wing peaks.

As with all 202s made to 1952 it's a right-hooker even though Italians had gone over to driving on the right by 1949. You sit bolt upright, and there is little in the way of lateral support because both seat cushion and seat back are flat. Push in the ignition key and, with the fuel pump engaged, you're obliged to rummage beneath the dash for a lever; the one that moves the starter motor's contacts together. There's nothing so sissy as solenoids

here. The motor whirrs and then whirrs some more before the engine catches. It sounds angry, even at a standstill, filling the air with noise and bluster. The engine may be based on a prehistoric ohv 1089cc Fiat four-banger, but only the cylinder block was retained during Cisitalia's reworking. Slot into first and there's a pronounced *ker-klunk* as metal meets metal. Release the pistol-grip parking brake, let out the light(ish) clutch and the Cisitalia pops and fluffs initially, but it soon settles once past the magic 3000rpm mark. The gearchange has a long-ish throw and a wide gate but its synchromesh makes all the difference. Nevertheless, it doesn't like to be rushed. The clutch is smooth acting, while the brake and roller throttle are ideally placed for heel-and-toeing.

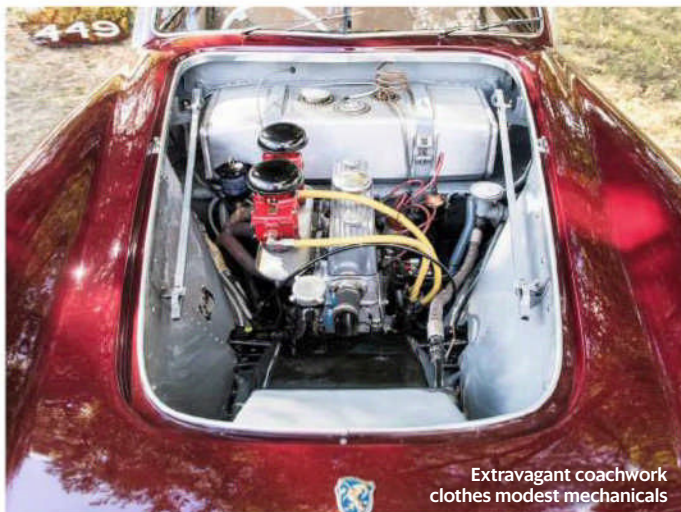
The view framed by the shallow, single-piece windscreen is of high hedgerows and the occasional splash of yellow rapeseed. It screams 'Garden of England', but the surround-sound fanfare could only be Italian. At 4000rpm there's a distinct hardening of tone as the high-lift camshaft makes its presence felt. The Cisitalia barks like a proper racing car. If anything, it sounds far more powerful than it actually is. Having said which, somehow you suspect it's nowadays packing more than the 55bhp quoted in period if noise equates to horsepower. Nevertheless, it's far from

slow even if the narrow power band and widely spaced gear ratios ensure that you must choose your moments to get the most out of it. This 202SC may be a concours winner, but it's no trailer queen. It gets used in anger, and often, but barely a week has passed since an engine rebuild was completed so exploration into the higher reaches of the rev range is not on the cards today.

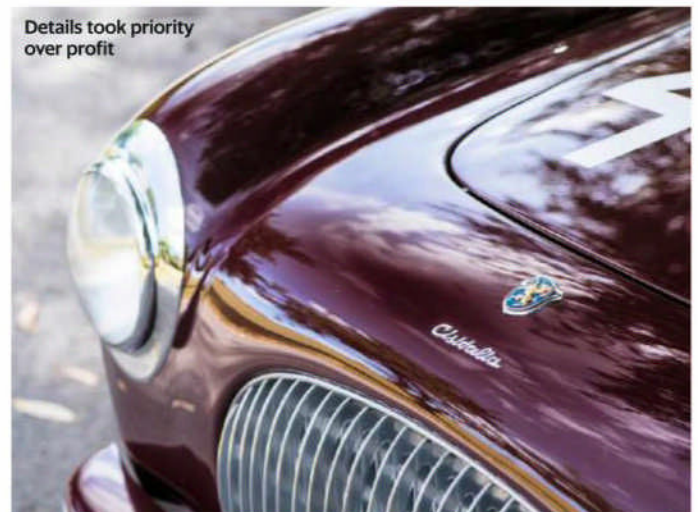
It also gets very toasty, very quickly - there's little in the way of ventilation save for the roll-down

windows and the pair of scuttle vents down by your feet. Rear visibility is also lacking, the interior mirror shimmying from the vibrations, while the curvy C-pillar creates a massive blind-spot. As is to be expected, the worm-and-roller steering is a little vague. It really dates such a forward-thinking design, but it doesn't detract from the driving experience, at least not with familiarity. Initially, it feels slightly leaden for a car weighing only 780kg, and a little dead on the straight ahead, but it lightens up appreciably at speed. It doesn't wander, either, or tramline. Turn-in is immediate, but while it does plough on a little, it never threatens to spill. Try that bit harder, and it pivots around you in true vintage style. The finned aluminium drum anchors, however, aren't the last word in stopping power, and the live rear end on semi-elliptic leaf springs

'The view screams
Garden of England,
but the surround-
sound fanfare could
only be Italian'



Extravagant coachwork
clothes modest mechanicals



Details took priority
over profit



Not only Ferrari pioneered the egg-crate grille in post-war motor sport



Art Deco meets the Jet Age
– with amber accents

gets a little jouncy over Kent's calloused asphalt, but that rather goes with the territory. There are no creaks or groans through the structure - it feels markedly more rigid than most of its period rivals, Jaguar XK120 fhc included.

This really is a mouse that roars. Top speed was estimated in period - perhaps implausibly - to be around 95mph, which on paper doesn't exactly set your pulse racing. But it's all relative. You have to remember that this was heady stuff for the late-Forties regarding of engine capacity. Off paper, the Cisitalia focuses your attention more than its meagre stats might have you believe. This isn't a particularly easy car to drive given its narrow power band and ergonomic quirks. It's fun, but to pilot the 202 quickly and competently requires commitment. It makes you appreciate Beninati's efforts on the Mille Miglia all the more.

What is all too evident when disentangling the narrative surrounding Cisitalia is that ambition trumped experience. But then marque founder Piero Dusio was nothing if not a go-getter. This remarkable character was born in Scurzolengo, south-west of Turin, in October 1899. A natural sportsman, his footballing career with Juventus was curtailed by a knee injury but he found a perfect substitute in motor sport. A savvy businessman, and one who was well-connected at the highest level of government, Dusio earned more than one fortune in real estate and the textile

'The commitment required to pilot the 202 quickly makes you appreciate Beninati's efforts on the Mille Miglia all the more'

industry, which funded his racing exploits. A gentleman driver in modern-day parlance, he was sufficiently gifted to place sixth in the 1936 Italian GP at Monza aboard a Maserati 6C, and third on the Mille Miglia two years later in an Alfa Romeo 6C 2300A.

Becoming a manufacturer in his own right was a natural step. Dusio's Consorzio Industriale Sportive Italia concern, which had hitherto produced everything from tennis rackets to bicycles, began designing a racing car in 1944. By his own admission, Dusio was not an engineer, but he did have a knack for recognising and enabling burgeoning talent. The D46 single-seater, the model which established the marque trackside in the immediate post-war years, was largely the work of Dante Giacosa. Despite packing only a tiny 1.1-litre four-cylinder this tiny device punched above its weight, with Nuvolari winning the Coppa Brezzi in September 1946 aboard one. Cisitalia became an overnight sensation, the 'Flying Mantuan' going on to claim a remarkable second place in the following year's Mille Miglia aboard a 202MM sports-racer. What's more, he did so despite the considerable horsepower deficit to the victorious Alfa Romeo 2900B of Clemente Biondette. Nuvolari had appeared set for a famous victory in sodden conditions, having led by eight minutes at one point, only to be delayed by flooded electrics on the final day.

However, the marque's legend was forged on the global stage by the 202 coupé which shared its DNA with the 202MM and closely-related 202SMM. This landmark design prompted jaws to collectively drop when launched in 1947. Yet it was, in essence, a Fiat 1100 'special', albeit one which fully exploited the talents



of former aero engineer Giovanni Savonuzzi and the artistry of Pinin Farina. Subsequent variations on the theme would influence designers on both sides of the Atlantic. However, by the time the Voloradante model broke cover in 1953, Savonuzzi was long gone. As, indeed, was the firm's founder, if only in the physical sense.

While the D46 earned valuable revenue, and the 202 road car and competition variants caused the motoring media of the day to gush forth, other schemes proved anything but successful. Dusio overextended in his attempt to build a Grand Prix challenger and it almost ruined him. With a brains trust that included Ferdinand Porsche, Rudolf Hruska (the same man who later engineered the Alfasud) and Carlo Abarth, the resultant single-seater - known as the Type 360 in Porsche lore - featured a supercharged 1493cc flat-12 mounted amidships. Unfortunately, it was undone in part by a lack of finance, with glory being garnered in South American speed record bids rather than the race tracks of Europe.

By the dawn of the Fifties, Cisitalia was on the ropes. Dusio had by now also become involved in, and maybe sidetracked by,

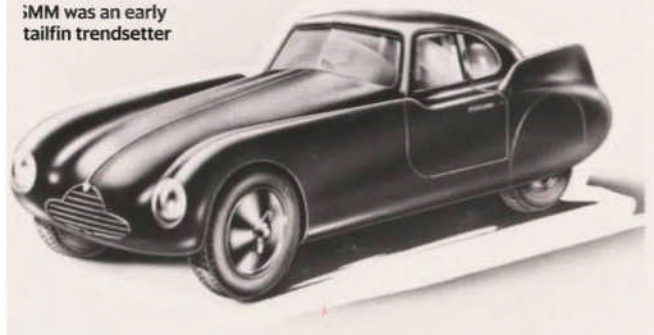


The Cisitalia 202 left copyists in its wake – Lancia, Aston Martin, Ferrari *et al*



Beninati's 202 is tended to on the 1949 Mille Miglia

Savonuzzi's 202 iMM was an early tailfin trendsetter



GIOVANNI SAVONUZZI

Savonuzzi's contribution to car design continues to fly under the radar. He was never a name-above-the-title star, preferring instead to toil behind closed doors. Nevertheless, for ten glorious years from 1946 to the mid-Fifties, this former aircraft engineer and aerodynamicist shaped several landmark classics.

Born in Ferrara in 1911, Savonuzzi's engineering career began at Fiat Aviazione in the Thirties, Piero Dusio enticing him to join Cisitalia in 1945. Quite aside from his often-uncredited contribution to the Cisitalia 202 coupé, he also unwittingly kicked off the tailfins craze of the Fifties with the creation of the 202 CMM

and the open 'Nuvolari Spider'. He also lent his skills to Ghia, penning the 'Supersonic' line that was based on Fiat 8V, Aston Martin DB2/4 and Jaguar XK140 platforms, in addition to the Gilda gas-turbine show-stopper.

Savonuzzi's work with Ghia brought him into contact with Chrysler styling chief Virgil Exner, who employed the carrozzeria to build a raft of concept queens. He was so impressed with Savonuzzi's work that he brought him over to the US in 1957 where the quietly spoken Italian became chief engineer of Chrysler's turbine research department. He returned to Fiat as director of research in 1969 where he remained until his retirement eight years later.



Slender tyres hint at the feather-footedness that made the Cisitalia so competitive in racing

the Péron regime's bid to establish a motor industry in Argentina. He was a prime mover in the formation of the Autoar concern, only to be elbowed out shortly thereafter.

Meanwhile in Turin, it was left to his son Carlo to halt the brand's slide into oblivion. Cisitalia was, however, now entering its twilight years with plans to build a car with Ford backing ultimately coming to nought following much expenditure of time and money. Similarly, plans to equip the 202 with an adapted 2.8-litre four-cylinder marine engine made by B.P.M. (Botta & Puricelli Milano) also proved a costly distraction. The Aldo Brovarone-penned, Fiat 1100-103-based 33DF Voloradante coupé, by comparison, was a more conventional proposition. There was nothing complicated about its makeup; there was no reaching for the stars here. It also tanked with only four being made. At some point during 1954 the Voloradante was quietly axed and Cisitalia found itself in a state of suspended animation.

Down but not out, Dusio Jnr made a concerted bid to revive the marque in 1959 with a Fiat 600-based saloon but this too was aborted. Altogether lovelier was the 750 roadster, which featured 735cc Fiat power. Variations on the theme continued into the Sixties, most cars heading to South America. However, the profit-making aspect was rarely factored in. Manufacture ended in 1964 after Carlo Dusio threw in the towel. His father simultaneously wound down the Cisitalia ICSA concern in Buenos Aires, the marque's glory days by now all but distant memories.

But what memories. Given that most sports cars of the day were reheated pre-war models with cycle-wings and square-rigged bodies, the 202 in any of its many flavours was breathtakingly

'There lingers the wistful spectre of what could have been; what the 202 might have led to'

advanced, if only stylistically. There's barely a line wrong on this car, from the deceptively simple oval grille (a one-piece casting, slats and all) to the beautifully arched roofline that barely comes up to shoulder level. The racing numbers merely add to the 202's appeal, although some arbiters of beauty may consider the opposite to be true. Save for its Mille Miglia outing, and a reasonably strong showing in the Coppa Inter-Europa at Monza in September 1954, this car enjoyed a

more sedentary life thereafter. In so many ways, the 202's legacy doesn't amount to what it achieved on track, but more for what it led to, with British and American copyists trailing in its wake.

The outer wrapper remains the big draw for many. The real pity is that Cisitalia didn't go on to achieve more, following such a successful start. There lingers the wistful spectre of what might have been. Had Piero Dusio not lost his shirt chasing his dream of becoming a Grand Prix constructor, or been distracted by his Argentinian adventure, what might the 202 have led to? Only 170 or so 202 coupés and cabriolets were made. But that's the trouble with blazing trails - it's a surefire way of getting burned.

1948 Cisitalia 202SC specification

Engine 1089cc four-cylinder, ohv, two Weber 36 DR4SP carburettors, two valves per cylinder **Power and torque** 55bhp @ 5500rpm; 54lb ft @ 2800rpm

Transmission Four-speed manual, rear-wheel drive **Steering** Worm and roller

Suspension Front: independent by transverse leaf spring, lower wishbones, hydraulic dampers. Rear: live axle located by semi-elliptic springs, friction dampers

Brakes Hydraulically operated drums all round **Weight** 780kg (1720lb)

Performance Top speed: 95mph (claimed); 0-60mph: 18.4sec

Cost new US \$5000 (£1240 in 1949) **Value now** £500,000



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[Life Cycle]

The life story of a Jaguar E-type

Bought as an alternative to a plane, this must be the world's hardest-working E-type, with 55 years of extreme competition, hard road use and a world land speed record behind it

Words SAM DAWSON Photography KLAUS KLETSCHKUS

In 1962 Harley Pederick, owner of Western Australian agricultural business Pederick Engineering, fancied a quick way of getting from rural Wagin to urban Perth. There were three clear choices for a man with a love of breakneck speed – an Aston Martin DB4, the new Jaguar E-type, or an aeroplane.

'The business did well that year,' recalls Pederick. 'I looked at buying an Aston Martin but it was twice the price of an E-type and not much better. The Jaguar arrived at Fremantle Wharf without fuel or a battery, so Stan Starceвич and I decided to head down to the port and collect it ourselves. The car was in a goods shed with waterside workers around it. We began to push it, and the workers walked away. That was my first introduction to trade unionism!'

Harley Pederick buys it new in 1962 for AU£3000

Pederick and his colleague Starceвич were well-known on the local dirt-track speedway scene, but the E-type made them competitive in faster events like the Albany Around-The-Houses race. 'We took our Holden but it blew up in practice so we entered the E-type instead,' says Pederick. 'Its brake linings were worn, but the local dentist let us use the ones on his Mark X. We raced the E-type all day then put them back.'

'The car always had poor brakes. The local experts couldn't prevent brake fade, so we wrote to some UK specialists. They said that the brakes were the same as a D-type's and we should just cut holes in the car and channel air through to them.' Despite the braking issues, it was a successful year for the E-type, as Pederick and Starceвич won the Western Australian (WA) Sporting Car Club's GT Championship, including the Byford Hillclimb and Albany Tourist Trophy.

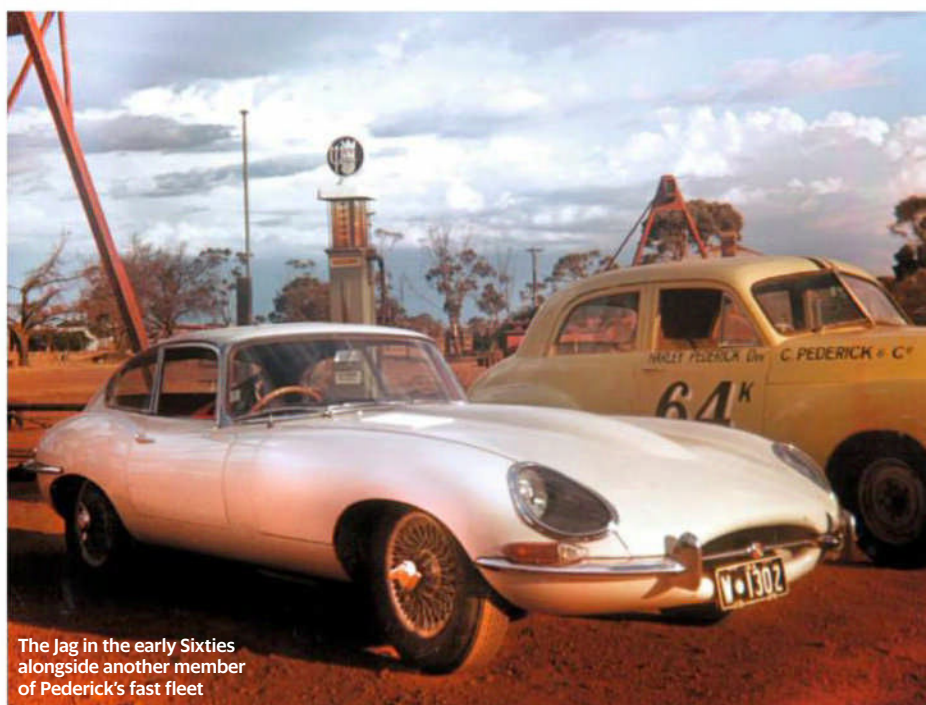
'We decided the 1964 Caversham Six Hour was to be the last time the E-type and I raced. I wasn't well and we didn't want to start chopping up the car, but we knew we had a good chance. Starceвич and I shared the drive. The brakes still faded. We'd be going down the main straight and as we approached the Coca-Cola curve we'd have to throw the car sideways to wash some speed off. We went down the run-off roads so often it was embarrassing. We were way out in front but Ted Lisle's Mini Cooper S almost caught me.'

Stan Starceвич buys it in 1965 for AU\$3200

Starceвич bought the car from Pederick a year after the Caversham win. 'I'd known that car from the start, ever since we walked into Brookings Jaguar in Perth together looking like a couple of scruffs,' he recalls. 'The salesman's attitude changed when Harley presented him with an AU£3000 cheque!'

'By the time I bought it off Harley it had sat around for a bit, so I gave him AU\$3200 – about half its original value, as we'd just switched from pounds to dollars. It had a problem with its engine bearings – it went back to Brookings a lot early on. I took the engine out, had the crankshaft balanced, and had no problems after that. I had experience with Jaguar XK engines because I'd put a MkVII engine in a Holden to build a road/race car, and before the E-type I'd owned a 1959 MkI.'

'I wanted to improve the braking and handling so I went to Can-Am racer Frank Matich in New South Wales. He was the Australian dealer for Firestone tyres, so I bought a set from him designed for



The Jag in the early Sixties alongside another member of Pederick's fast fleet

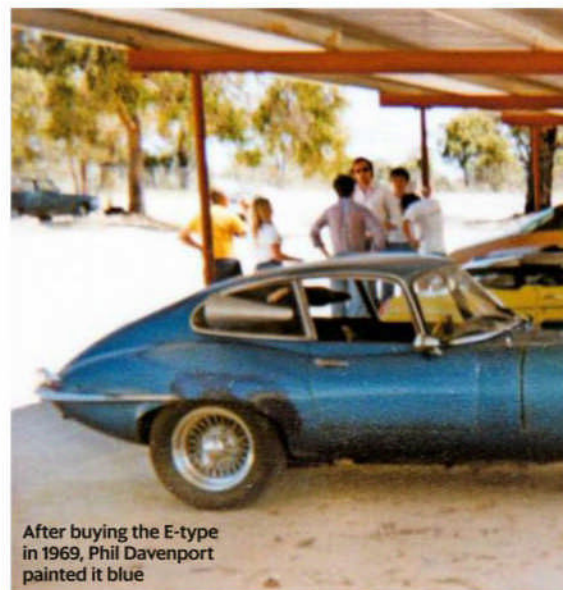
Allen Shephard going for
a speed record at Lake
Gairdner in 2010



Forming part of an
eclectic grid at the 1964
Caversham Six Hour race



Pederick overcame chronic brake-fade to take the win at Caversham in 1964 – and he still has the trophy to prove it



After buying the E-type in 1969, Phil Davenport painted it blue

road-racing. They transformed the handling compared to the Dunlop SPs, which wore out fast at high speeds. The Firestones were still crossplies; radials didn't arrive until 1966. At the 1965 Australian GP I quizzed fellow E-type owner Bruce McLaren about the brakes. He said, "There's nothing you can do – you've just got to accept that it's a lethal weapon!" We'd change the pads, but we knew it was really a cooling problem.

'Back then there was no speed limit in the outback. I saw 160mph on the speedometer at 6000rpm when Harley was driving one night. We used to run it on 115-octane aviation fuel – with its 9:1 compression ratio it wouldn't run on pump fuel. We used to have four-gallon barrels of avgas delivered to our houses – it was cheaper too because it wasn't taxed! I had the car for four years, and made AU\$400 on it when I sold it to magistrate's clerk and Mini racer Phil Davenport.'

Phil Davenport pays AU\$3600 in 1969

Davenport didn't do much with the car, repainting it in a shade of deep metallic blue and fitting Silver Streak tyres, although he did make history racing it (with bonnet removed) once at the inaugural drag meeting at Ravenswood Raceway in 1969, posting a 15.1-second quarter-mile time.

Davenport only kept the car for a year, selling it to two brothers from Geraldton, a port town north of Perth, in 1970. For two years the E-type became a regular sight in the car parks of Perth speedway tracks on Friday nights, because the brothers would make their weekly 300-mile round trip to watch – among others – Stan Starcevich racing Holdens and Fords. It's entirely possible they had no idea they owned his old E-type. Carrington Car Sales then sold it to Stan Willner, who commuted to his restaurant in the Fremantle Post Office arcade until a collision wrecked the bonnet. In 1976 Willner traded it for another E-type at Roadbend Jaguar in Welshpool, WA.

'My father, Jim Percival, recalls taking the E-type out for a road test without its bonnet,' says Graham Percival, current managing director of Roadbend.

Allen Shephard buys it in 1977

After a year sitting in Percival's showroom, the E-type was sold to Allen Shephard. 'It had been driven into the back of a truck and was pretty sad-looking,' Shephard recalls, 'but I remembered seeing it for

the first time when Pederick owned it. He'd driven it across a farm paddock at an event where his company was demonstrating a tree stump removal machine.

'It took me two years to fix, then I starting racing it,' Shephard continues. But it didn't take long before Shephard ran into the E-type's age-old foible. 'The biggest problem was that I could never stop it! Back then if I couldn't hit 100mph on the way to work I'd be disappointed. When braking from 100, it'd be OK until about 40 then you'd have to find a footpath or a side street to slow it down! I found that Jaguar and Chevrolet used the same front wheel bearings, so I fitted Corvette mag wheels and brakes.

'In the Eighties we mainly did road-rallies in it, including the Targa Tasmania. My son, Phil, has been involved with this car since he was 12, and was navigating on the Targa when we hit a tree. The trunk got as far back as the first carburettor, and that's the first time it got a new bonnet – I had a secondhand one

'If I couldn't hit 100mph on my way to work I'd be disappointed'

at home. Before then we'd just kick the old one back into shape. They're tough cars. The problem was that Jaguar only formed the bonnets' back edges when fitting them at the factory, so replacements never fit.

'In 1996 we took the E-type on the Panama-Alaska, devised by Nick Britten who did the London-Sydney and London-Cape Town rallies. It covered 25 days, 15,000 kilometres and all sorts of closed road stages. And some of those 'closed' roads had horses and carts on them! The rally incorporated the Baja sand dunes. Others circumnavigated the desert to avoid that section, but we went straight into it. Of the 28 cars that entered the desert, only 12 cars exited, including us despite me throwing the E-type into sand dunes in third. The only problem we had was the alternator failing in Honduras. Running 30th, we had to stop to fix it, but the rally curfew meant we spent the night in the car and didn't book in at the end of the day, dropping us down the order. We still finished 38th.'

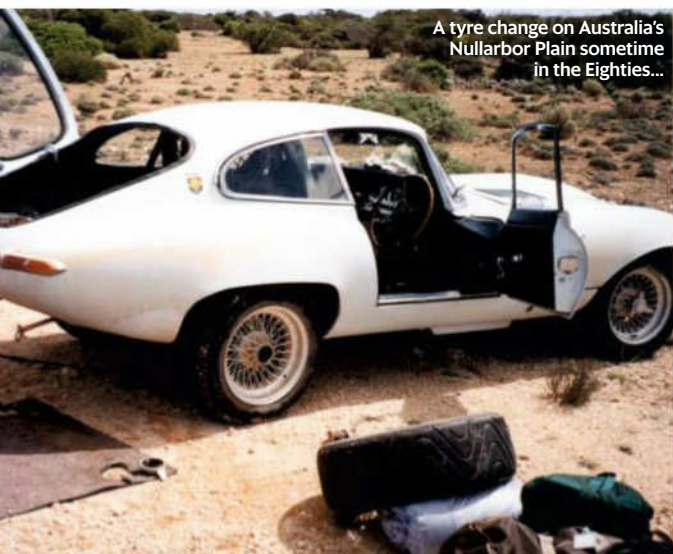




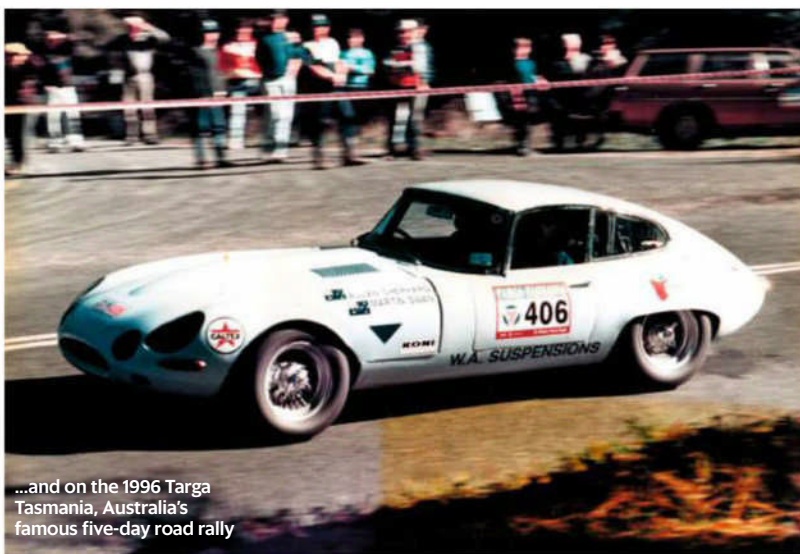
Quarter-mile sprints at the newly opened Ravenswood Raceway in 1969 with a magistrate's clerk at the wheel



Allen Shephard negotiating 15,000km – and the occasional cactus – on the Panama-Alaska in 1996



A tyre change on Australia's Nullarbor Plain sometime in the Eighties...



...and on the 1996 Targa Tasmania, Australia's famous five-day road rally



Team Shep, the brains behind the E-type's world record

In 2005 a chance encounter led to Allen setting an extraordinary goal for the E-type - becoming the world's fastest. 'I was racing in Victoria and called into Lake Gairdner on the way back to check out the salt-flat racing. The E-type looked so out of place there. People said it needed a V8, had no chance of beating the Corvettes and wouldn't even need a 150mph braking parachute. I wanted to prove them wrong.

'We needed more weight for traction, but looking for extra horsepower is difficult too - unlike circuit racing you're flat-out all the time,' Shephard explains. 'We relocated the fuel tank to the nose so the fuel flowed into the engine more easily. Surprisingly there was no overheating problem as a result - methanol is a cold fuel! It needed dragster front tyres rated for 175mph. Amazingly the Pirelli tyres for the Jaguar XJS, which fit the rear wheels, are already certified to 185mph.

'The compression ratio needed increasing to 12:1 for the methanol to burn, but we had to keep the original conrods and cylinder block to be eligible for the production class. All we needed to drive it on the road was to change the front wheels and remove the wind deflectors. That said, the fuel injection system isn't good in traffic, and the police don't like you driving on the road with a full cage. In order to approve it for salt racing the track officials time you getting out of the car, as the fire trucks take a while to get to you.'

The serious work began in February 2007. Allen recalculated the differential ratios, with 2.88 giving 175mph at 6500rpm. A test run at the century-old Lake Perkolilli track vindicated Allen's modifications. Allen and Phil then started working towards their Dry Lakes Racers Australia (DLRA) speed licences ahead of the organisation's 2008 Speed Week Tour. Bad weather intervened, so the first attempt had to wait until 2009.

Incredibly Allen, Phil and the E-type claimed their 149mph licences on their first day at Lake Gairdner that year after a successful 140mph run. The following day, with Phil at the wheel, the E-type was clocked at 146.603mph, qualifying them for their 150mph licences. 'We told anyone that would listen that we would be back next year with a parachute,' says Phil.

'It was a new E-type land speed world record - we were kings of our own salt domain'

For 2010, Allen overhauled the car, including a new engine based around an XK cylinder block that he'd originally fitted to a speedway racer but had sat under a workbench for 40 years. 'I knew it would come in handy sometime,' he quips. Rebuilt with high-lift camshafts and high-compression pistons, an electric water pump, a straight-through exhaust and a mechanical fuel-injection system, it was fitted into a car now sporting a 3.31 differential ratio. Seven days later 'Team Shep' arrived at Lake Gairdner again. On Allen's first run he managed 146.032mph, but diagnosed a misfire caused by a loose fuel line upon returning to the startline. Hose reattached, Phil climbed in and managed a 161.870mph run. 'It was a new production E-type/GT-class Australian land speed record, which made the grins even wider!' says Phil.

The following two years' events were cancelled because of bad weather, although Allen, Phil and their team continued to modify the car. In March 2015 Phil Shephard took the E-type to 170.086mph, a new world record for a production E-type. 'We are the undisputed kings of our own salt domain,' he beams.

However, the Shephards' quest to push the E-type as hard as possible had come to an end. 'On the day of the 170mph record, we saw another father-and-son team involved in a fatal accident,' said Allen. 'I decided to quit while I was ahead. The E-type hasn't retired, though. It does historic races now including the Phillip Island Classic. However, it doesn't usually go that far - all the best circuits are on the other side of Australia!'

Thanks to: Graeme Cocks. The book *The World's Fastest E-Type Jaguar: The Quest for the Record* is available through motoringpast.com.au

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[Austin Landcrab v Citroën ID19]

PINGER MOVEMENT

They may look like they're miles apart,
but the Landcrab and ID19 have more in
common than just a distinctive carapace

Words ANDREW ROBERTS Photos GUS GREGORY



This may seem a bizarre pairing of two cars with radically different images, but the comparison is an entirely relevant one. Both the Citroën ID19 and the Austin 1800 'Landcrab' are front-wheel-drive five-seaters powered by fairly large four-cylinder engines - and although the ID would have cost nearly 100% more than the Austin 52 years ago, it was probably its only real rival in terms of what it offered to the motorist of that era. Both aimed to provide transport in a new Britain of motorways, concrete shopping precincts and motels with strangely orange decors. Undoubtedly, to see the cars parked side by side is to be reminded of the Landcrab's unusual dimensions - and the ID certainly looks more imposing than the 1800.

Don't presume that this is going to be a one-sided contest, however. After all, the Austin was the favourite design of Alec Issigonis, who believed it was 'way out ahead of them all' - and he drove a Citroën DS, from which the ID was developed.

I approach our 1964 Austin 1800 test car with vague memories of the early Landcrab being a vehicle with an awkward driving position and very heavy steering, but 531 NOF comes as a surprise. The low-geared rack and pinion set-up would make the 1800 a fairly challenging town car, and on sharp bends it's necessary to perform much B-film car-chase-style spinning of the thin-rimmed wheel. However, on the open road the steering lightens so much it's startling - and here the Austin displays its considerable virtues, with little sideways roll and the Hydrolastic suspension coping well with the surface of a little-used runway.

The gearchange is no hardship to operate and, in the context of 1964-vintage motoring, the all-synchromesh transmission, with its very positive clutch, is far easier to use than the dreadful four-on-the-column as fitted to the Ford Zephyr 6 MkIII. And in terms of roadholding and general road manners, the 1800 is a world apart from the likes of the Vauxhall PB Velox. My drive in the Austin 1800 makes me appreciate just why it was awarded Car of the Year in 1965. There was certainly scope for improvement

- power-assisted steering should have been an option from the outset rather than from 1967, and reclining front seat backrests should have been standardised. Replacing the inaccessible under-dashboard handbrake with a floor-mounted lever would also have been a grand idea, along with planning a fascia with a notion of ergonomics. But in all the Landcrab feels like a scaled-up BMC 1100 and is just as enjoyable to drive - high praise indeed. The De Luxe versions had leather trimmed seats (although this didn't prevent the interior having the ambience of a government office waiting room) and the Austin is a true masterpiece of packaging, offering more room inside than a six-cylinder 'Big Farina' despite being shorter than the Austin A60 Cambridge. The 1800's hull is incredibly strong, as Alec Issigonis desired a subframe-free car - and its structural integrity could be equalled by few rivals.

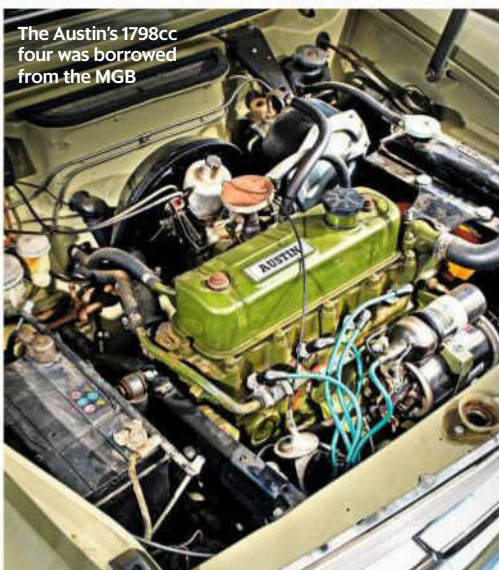
'The Landcrab is as enjoyable to drive as a BMC 1100'

The Landcrab project was commenced in 1958 as a future replacement for the Austin Cambridge/Morris Oxford Farina range. However, it was subsequently decided to fit the expanded 1.8-litre engine that was developed for the MGB and to market the 1800 as a wholly separate model, which was an extremely risky sales decision, as figures from 1960 show that a mere five per cent of new car registrations were in the 1700cc-1800cc sector.

By 1965 BMC was faced with very slow sales of the A60/Oxford VI, and the 1800 suffering from reliability issues, while Austin dealers were faced with the additional challenge of the Landcrab's appearance. Our test car is a pre-production model that took part in the launch and as such is probably the finest example of the breed *au naturelle* on the road today. From my 2017 perspective,



[Austin Landcrab v Citroën ID19]



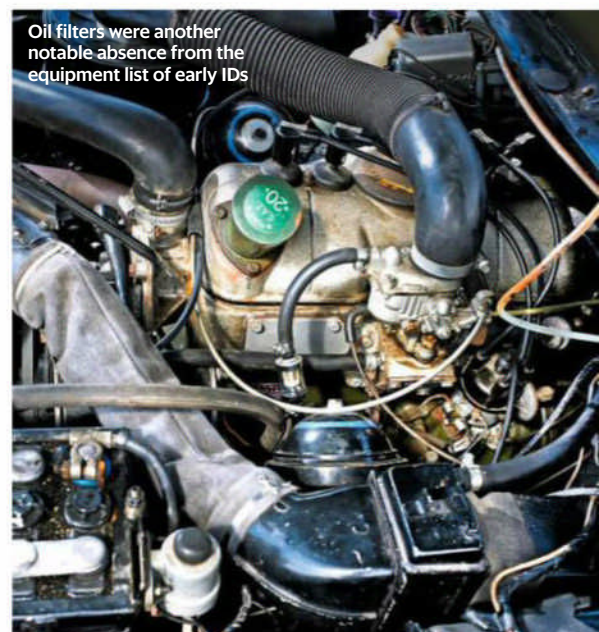
The Austin's 1798cc four was borrowed from the MGB



Landcrab's interior represents minimalism rather than austerity



Slough-built IDs boasted leather, walnut and a distinct absence of the DS's brake 'mushroom'



Oil filters were another notable absence from the equipment list of early IDs



OWNING A LANDCRAB

Michael Sanchez has owned his pre-production Austin 1800 MK1 for 12-13 years. 'Its first owner was Arthur White of the BMC development department; he bought it in July 1964, three months before the official launch. I think the 1800 is still underrated – think how unusual a big saloon with a transverse engine would have been and, unlike the Mini and the 1100, there was no subframe. It feels very surefooted and corners beautifully. Parts are easy to come by, apart from the front wings, and it is still a practical and cheap car to run.'

'There is a greater sense that the occupants' well-being was seriously considered in the ID'

the 1800's lines now seem less austere and more of a prime example of minimalism, a theme that recurs throughout the car.

The ID was introduced at the end of 1956 as a stripped-spec version of the DS – a manual four-speed gearchange and no power assistance for the steering, clutch or brakes. Our 1960 test car was assembled in Slough because, between 1923 and 1965, the Berkshire plant assembled Citroëns for the British, Empire and subsequently Commonwealth markets. UK-built examples of the DS and ID had their running gear, body panels and suspension imported from France, but with domestic manufacturers supplying other components. Board of Trade regulations stated that at least 51% of a car's construction had to be locally sourced if the vehicle was to avoid severe import duties.

The Slough-built IDs featured a vertical front numberplate holder, a 12-volt electrical system (French models would not be so-equipped until 1960), reversing lamps and DS wheel trims. Inside, an ID manufactured in France was a riot of plastics and other artificial materials, but UK models offered seats upholstered in leather and a walnut veneer fascia with circular instruments. These modifications were intended to give the ID additional appeal to a driver who might have otherwise looked at a Wolseley 6/99 or Humber Hawk. In France, the ID was a Citroën aimed at taxi firms and family motorists, but although the Slough-built



Landcrab trails the ID in terms of mystique, but when it comes to the driving experience it's a close-run thing



OWNING A CITROËN ID19

Paul Stevens' 1960 ID was bought new by his father. 'I gained custody of it two or three years ago. You have to work the gears quite hard; I've become expert at double de-clutching from second to first. The best aspect is the ride quality; it cruises at 70mph. Regular oil changes are vital because there is no filter on an ID this early, and suspension fluid needs changing every two years. Lucas electrics and parts shared with the French cars can be sourced; interiors of Slough-built cars cannot.'

hide trim and wooden dashboard that Citroën GB deemed as essential in order to appeal to middle-class British motorists but the 'traditional' fittings do not so much mask the ID's sense of individuality as highlight them. This a car that requires a rather greater degree of acclimatisation than your average Sixties large saloon. There is little purpose in hurrying the starting procedure, as the oleo-pneumatic suspension will rise in its own time and on its own terms, and nor is there any use in attempting to rush through the gears. First lacks synchromesh, so the best method is to take your time; the Citroën is rather high geared and, after getting used to the ways and means of the column-mounted lever, the conclusion is that it's probably a good idea to regard fourth as a form of overdrive and use third as much as possible.

The clutch is easy to use and the ID has the additional bonus of a brake pedal instead of the rubber 'mushroom' that can prove so disconcerting to novice DS drivers. There is also a conventional handbrake that is only marginally easier to operate than the 1800's. When travelling at low speeds, the ID feels a good deal heavier than the 1800 - but its cornering is equally sure-footed, albeit more dramatically entertaining as it sways around bends. Bumps in the airfield are ignored with disdain as the Citroën gives the impression of floating above the tarmac. Above all, there is a greater sense of refinement about the Citroën, for although the

model outsold the DS. It was still an expensive car, competing in the executive sector of the market.

As with the Austin, the view from the ID's driver's seat is magnificent but there is a much greater sense that the occupants' well-being was seriously considered. The Citroën's interior instantly appeals to me, for if the 1800's cabin appears almost wholly functional the Citroën seems genuinely concerned with driver and passenger comfort. No self-respecting ID owner would be expected to adopt the 'bus driver' seating position that is familiar to many BMC enthusiasts.

Our Sherwood Green test car further boasts the

clatter of the engine note may betray the power unit's pre-war origins, there is none of the 1800's transmission whine.

Both the Austin and the Citroën are the products of a sense of vision, but if the ID is a design where idiosyncratic logic and aesthetics seamlessly combine for the driver's benefit, the 1800 is more uncompromisingly individualistic. Both ceased production in 1975, the DS range leaving behind an indelible legacy while the Landcrab is too often remembered with such phrases as 'the customers had to undertake the development themselves' or, sadder still, 'it might have been a great car.' Fifty-two years after its debut, it is easier to see how the 1800 epitomises the strengths and weaknesses of the British Motor Corporation in the Sixties.

My own view is that the Austin 1800 was built by the wrong company - one with an often scant appreciation of marketing or reliability issues. By 1967 *CAR* magazine was rhetorically asking 'how long BMC can allow the 1800's shortcomings to prevent it from realising a truly tremendous potential is something for them to decide,' as the corporation already had a reputation for under-developing brilliant concepts. If a Wolseley-badged 1800 (with power steering and more comfortable interior) had been considered from the outset, the Landcrab's status as an alternative to the Rover and Triumph 2000 would have been established. With better management at Longbridge and improved quality control the Austin might never have been the 'British DS', but it would have been better recalled as a great car in its own right.

Thanks To: Long Marston Airfield (longmarstonairfield.com), The DS Workshop (dsworkshop.co.uk), Landclub Owners' Club International (landcrab.net)

Austin 1800

Engine 1798cc in-line four-cylinder ohv, SU HS6 carburettor **Power and torque** 84bhp @ 5300rpm, 99lb ft @ 2100rpm **Transmission** Four-speed manual, front-wheel drive **Suspension** Independent front upper bell cranks and lower radius arm, Hydrolastic displacers connected to rear, independent trailing arms, anti-roll bar **Steering** Rack and pinion **Brakes** Disc front, drum rear with servo **Weight** 1166kg (2572lb) **Performance** Top speed: 90mph; 0-60mph: 17sec **Fuel consumption** 23mpg **Price new** £808 **Values now** £800-£5000

Citroën ID19

Engine 1911cc in-line four-cylinder ohv, Solex 34 carburettor **Power and torque** 66bhp @ 4500rpm, 101lb ft @ 3000rpm **Transmission** Four-speed manual, front-wheel drive **Suspension** Front: independent semi wishbone with anti-roll bar and oleo-pneumatic strut for each wheel. Rear: trailing arms with anti-roll bar and oleo-pneumatic strut for each wheel **Steering** Rack and pinion **Brakes** Disc front, drum rear **Weight** 1188kg (2620lb) **Performance** Top speed: 90mph; 0-60mph: 17.6sec **Fuel consumption** 24mpg **Price new** £1419 **Values now** £6000-£20,000

[**The Collector**]

‘It’s the people that I meet...
they make having this
collection worthwhile’



Built up over 55 years, Les Boshoff's curious collection includes supercars, classics and derelicts – and often lends some of its magic to the silver screen

Words WILHELM LUTJEHARMS Photography SYBRAND CILLIÉ





You can't miss it. Head out of Cape Town along the N1, which eventually leads to Johannesburg, and after 25 miles you'll see a huge car graveyard immediately to the left of the national highway. These rusted carcasses might look like things of little value, except maybe as a backdrop for a photoshoot. But there's more to it than that. Les Boshoff has been living here since the Sixties. But it was when the international film industry woke up to the wonderful sights and sounds that South Africa's Cape region offers that he got more involved with cars.

The landscape of rusted cars, buses and other machines - even a military tank - forms part of the vast collection of vehicles and props Boshoff rents out to film companies. Step inside his barn and you see a multitude of boxes, some of them stacked nearly a storey high, and they're full of parts. These aren't so much used for restoring cars, but more for when a car needs to be converted from right- to left-hand drive for a movie set - sometimes with a only a week's turnaround. You might think, given that there are a multitude of movie car 'rentals' standing around, that Boshoff is simply a businessman. But don't be mistaken - his passion for cars is absolute and inextinguishable.

Even at ripe old age of 83 he shows no sign of slowing down - he's recently gone as far as to buy a Ferrari and a Lamborghini. 'Over the years my hobby - now passion - started to take up more of my daily time, but it developed into a profitable side business which makes it really interesting,' he says. 'I found and chased these cars from all over South Africa over several decades. There are some gems in the graveyard that I want to restore, including a DeSoto Airflow.'

California and Gallardo - The young Italians

Boshoff's 2012 Ferrari California is parked at the entrance of his collection, which suggests that it's the car he has driven most recently. 'I can use it almost daily but, when you exploit its performance, it's nothing less than entry-level super-GT. And let's be honest, at my age, driving a car like this gives one a slight ego boost too,' he remarks with a hearty chuckle. 'Finally, I like the exterior design of the car. In the end, I rarely buy a car that's not appealing for me to look at.'

Another relatively recent purchase is his 2012 Lamborghini Gallardo e-gear. It was Boshoff's first 'serious' sports car purchase, and its acquisition pre-dates the California by two years. 'Every single element surprised me when I first drove it,' he remembers. 'I can't put into words the sheer joy I get from driving this car. However, owning the car presents a slight problem - I cannot drive it slowly.' It's the Gallardo he usually takes on his 150-mile trips to the coastal town of Hermanus, but Boshoff admits says he could take any of his cars on the daily newspaper run.

'When I go to events I take one of the more unusual cars - people always remember you by the car you drive'

Jaguar XK120 - The eldest member of the collection

Moving more than half-a-century back in time, Boshoff gets as excited about his 1953 Jaguar XK120 as any of these contemporary supercars. It has a special place in Boshoff's collection as the first car he ever bought. 'Remember, I come from an era when people drove Austin-Healeys, Volkswagen Beetles and Morris 1000s. In its day the XK120 was a serious sports car. I bought it around 1962 and I'm the third owner. I'd almost put this Jaguar in the same league as the Ferrari and Lambo - all three of them are significant sports cars of their respective eras.'

Mercedes 450 SL - Shown the door

If you appreciate convertibles, the iconic R107 SL is certainly highly collectable, and in this instance it's a 1982 Mercedes-Benz 450 SL, parked to the right of the California.

'The most outstanding attribute of this SL is its solidity. It has all the performance you'll find in an American car - maybe even more - and it feels so well-built from behind the wheel.'

'Open and shut one of its doors and you'll understand what I'm talking about,' he offers. 'Compare that to performing the same exercise with a Ford Mustang's doors. It really is a quality car. The Benz's road manners are very resolved too, even by modern standards.'

Boshoff hasn't done too many trips with it, but uses it often for club outings. He also has the car's original hardtop.

Buick Special Eight - the smell of originality

'This is one of the most original cars I own,' says Boshoff, as we approach his 1940 Buick Special Eight. Boshoff bought the car more than a decade ago, but is remarkably only the car's second owner - before him, it had been in the same family since new.

The previous owner's children had bought a new VW Golf and said that they didn't want to leave it outside. Because the owner and his family couldn't bear the thought of the Buick being left to negotiate the elements, they asked Boshoff if he would be interested in taking over the car. He happily agreed.

He asks if I smoke before making a suggestion, my negative reply telling him I'm equipped for the task. 'Get in and smell the interior, that old new-car smell. It's only done 78,000 miles.'

'It's a surprisingly easy car to drive. You can be travelling at an indicated 30mph in top gear, put your foot down, and it will pick up speed impressively. After all, it does have a straight-eight engine,' at which point Boshoff opens the bonnet. 'Isn't it a beautiful machine?'

HOUSING AND LOOKING AFTER SO MANY CARS:

'To keep these cars running takes a lot of effort,' says Boshoff. 'In the film industry, the companies also want their cars as soon as possible and your lead times are very short - and you have a specific date by which you have to deliver the car. So you need to make sure that cars are up and running before that day, be it for a wedding or a film shoot. This entails checking the oil, fuel, tyres and battery and taking a car for a drive to make sure everything is working and that there are no significant issues. These old cars - they will break from standing still, so you need to drive them.'



Chrome-eyebrowed headlamps belong to a Dodge Custom Royal



The fleet's latest addition - a 2012 Ferrari California



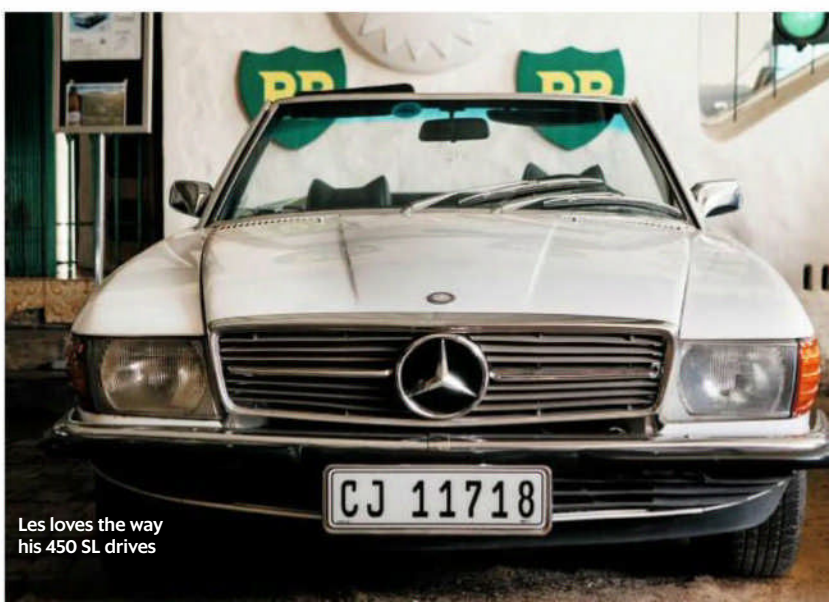
Cutting-edge XK120 and Gallardo separated by more than half a century



Studebaker, Lamborghini and Jaguar illustrate Boshoff's breadth of taste



A tired Mercedes SLC seeks shelter



Les loves the way his 450 SL drives



This automotive graveyard can be seen from the N1 highway – most were bought in this state

Rolls Silver Cloud - Cape Town crusader

As we make our way to the back of the building a 1963 Rolls-Royce Silver Cloud II catches my eye. ‘One evening in 1972 I was on my way to a convention in Cape Town when I saw this car at the Rolls-Royce dealership,’ says Boshoff. ‘I think my nose and hand marks are still on those showroom windows. That evening I decided to buy the car. It cost me R27,500 [around £14,000 in 1972] – a lot of money at the time, as I’d bought a Mercedes 280 SE for R10,800 [£5510] only a few weeks earlier.’ On the day of collection Boshoff took his wife, son and daughter along with him, but he remembers that his children were crying because they couldn’t believe that he was trading in the Mercedes.

‘When we climbed in the car and made our way from Cape Town back home, the moment fellow road users started waving at them the tears quickly disappeared and the frowns were replaced by smiles. It’s a phenomenal car in many ways, and it was the family car for several years.’

Buick Riviera - chopped beef turned cash cow

The next car’s story might cause a few enthusiasts to cringe. It’s a 1966 Buick Riviera. Boshoff and the original owner initially couldn’t agree on a price. However, a year later the owner arrived at Boshoff’s yard and asked if he was still interested in buying the Buick. Boshoff remarked that it was not the same car.

‘The owner admitted he had chopped off the roof. So it was no longer original, but it has been one of my most successful commercial projects to date. A few weeks ago I spent a week on Route 62 [in rural South Africa] with the car for an advertisement.’ Since Buick only started manufacturing the Riviera convertible more than a decade after this model, the appeal of this car is understandable... and under its vast bonnet lurks a 7.0-litre V8.

Alfa Romeo Spider - guilty as charged

As we leave the workshop, there are several wrecks standing outside, although the 1998 Alfa Romeo Spider is not one of them. Boshoff bought it at an auction six years ago.

‘There are elements of the design that I appreciate,’ he says, ‘but there are also a few that I don’t like. However, in terms of how it drives and performs, I enjoy it thoroughly. It is also lighter on fuel than I expected. All in all, I have a bit of a love-hate relationship with it. Until now it has been a real no-nonsense car, and it hasn’t

given me any trouble. This is rather at odds with what is usually said about Alfa Romeo ownership experiences. The only element of the car that I really hate is the trouble you need to go through to install or remove the battery. What a mission.’

Replica curios

At the back of the room, two cars stand out among all these classics. The replica land-speed record car was manufactured with the help of several contractors, and is fitted with a 327ci Chevrolet Camaro V8 engine. It was used in the 2000s in an advertisement for mobile service provider Orange, and even looks convincing close-up. This advert was shot on Verneukpan, a dry lake in South Africa’s vast and dry Northern Cape province. This pan is actually known for its local land-speed records – Sir Malcolm Campbell unsuccessfully tried to break a record there in 1929. A lot smaller, but just as striking is the black single-seater also constructed specially for an advertisement. It’s fitted with a four-cylinder Kawasaki engine, and was one of a trio of single-seaters built for the same purpose five years ago.

The shopping list

Boshoff’s days are spent between running his business and tending to his automotive hobby. Fortunately, because of the overlap he does have time to enjoy his vehicles and there are a number of cars that he would still like to add to his collection one day. ‘A car that I actively search for is as a Bentley Turbo R. And then, I would also like a Porsche 911, if possible a Turbo.’

Four-wheeled calling cards

‘You know, these cars can also be used for other reasons,’ Boshoff says with a smile. ‘When I go to auctions, I usually take one of the more unusual cars. Perhaps you won’t get the car or property you were after, but people remember you by the car you drove – and you never know, perhaps you’ll be the first person to get a phone call when a certain car or property becomes available again.’ I finally ask Boshoff what he enjoys most about his cars, and the answer might be surprising: ‘The people, without a doubt – the interesting individuals that walk or drive through these gates that I have the pleasure to meet.

‘From car enthusiasts, movie personalities to engineers, it’s really fascinating and you learn so much through them,’ he concludes.

COLLECTION HIGHLIGHTS Traditional American icons meet European specialties

1926 Ford Model T hot rod
1934 Ford Tall Boy hot rod
1940 Buick Special Eight
1948 Buick Sedanette
1950 Mercury 8 sedan
1953 Jaguar XK120
1956 Chevrolet 210 sedan
1958 Ford Fairlane 500 sedan
1958 Studebaker Silverhawk
1959 Dodge Custom Royal sedan
1961 Plymouth Savoy sedan
1961 Ford Fairlane 500 sedan
1963 Rolls Royce Silver Cloud II
1966 Ford Fairlane 500 convertible
1966 Buick Riviera convertible
1966 Ford Mustang coupé
1967 Pontiac GTO coupé
1968 Ford Cougar coupé
1969 Pontiac GTO convertible
1969 Oldsmobile 442 convertible
1971 Ford Mustang Fastback Mach 1
1971 Ford Mustang Mach 1 convertible
1971 Ranger A saloon
1972 Valiant Barracuda coupé
1972 Ford Capri 3.0-litre
1982 Mercedes-Benz 450 SL
1986 Chevrolet Corvette
1998 Alfa Romeo Spider
2010 Mercedes-Benz SLK 350
2012 Ferrari California
2012 Lamborghini Gallardo e-gear

**NEXT
MONTH:
WORKS RALLY CARS
IN MADRID**



Boshoff explains his eccentric collecting philosophy



Buick Eight shares space with a single-seater and a land speed-record replica



Inside the Rolls Silver Cloud that became family transport



Les has experienced few of the common Alfa ownership woes



Boshoff's main breadwinner – the chopped Buick Riviera

ANSWERING
TO A

HIGHER

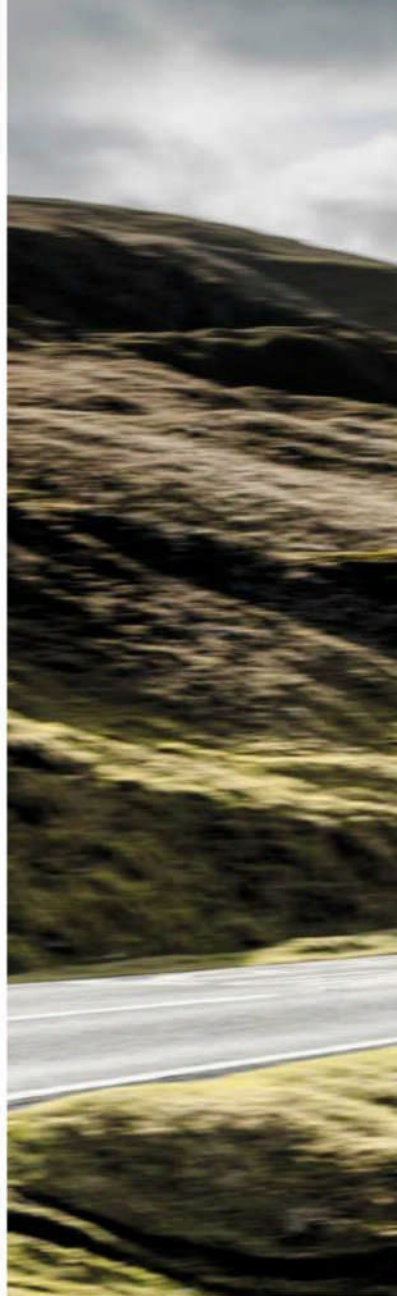


POWER

Born as a humble road car, this quattro was soon to answer a higher calling – one from Audi's official UK rally team. Thirty-five years later, we drive the result

Words JOE BREEZE Photography ALEX LAWRENCE





It's one of history's oldest and best-known fairytales. Born to a talented, idiosyncratic and borderline delusional parent, the protagonist longs to be like its more privileged peers but must first pay his dues and ditch his undesirable virtues. And like Pinocchio, the Audi quattro known as BRP 223X experienced a similar start to life. Quattro patriarch Walter Treser brought the idea to life, but this car had its fortunes transformed by an Englishman named David Sutton.

One of several assigned to Audi UK's press department in September 1981, it left Ingolstadt as a standard white left-hand-drive road car - even internal departments couldn't order the car in right-hand drive until autumn 1982. 'After the press launch in Torquay the other cars were immediately absorbed by a dealer network that was hungry for the revolutionary new model,' says David Ingram, who worked for Audi from 1978 until his retirement in 2014. 'But this one was kept on the fleet to serve as our press car for another year, and completed a number of editorial assignments during that time.'

The most memorable was *CAR* magazine's epic January 1982 road trip, on which it was used to follow the Monte-Carlo Rally. While the special stages allowed Michèle Mouton and Hannu Mikkola to demonstrate the merits of Audi's 4WD revolution, the *CAR* team dashed between them to watch the action unfold, using BRP 223X as their own inland riviera shuttle. Along the way they revelled in the quattro's mud-plugging abilities, distinguished poor-weather manners and phenomenal post-corner acceleration.

The road-going quattro's obvious character flaw was not that it was prone to lying in a literal sense, but rather that it could instil a false sense of invincibility with its phenomenal cornering abilities, then betray its driver with mediocre braking. Such scenarios invariably ended with overcooked quattros having their schnozzles uncerimoniously shortened.

I'll be bearing that in mind when it's time to navigate the well-sighted, yet perilous mountain-ridge roads of the Brecon Beacons National Park. But first, a sitrep. BRP 223X is no longer a 197bhp road car but a bona-fide rally monster with more than 300bhp, a roll cage that requires a Basil Fawlty stride to hurdle, and a Sparco seat that welcomes adherence to a strict diet. And the more narrow-hipped characters to have sat (no doubt more comfortably) in this seat before me include the likes of US rally legend John Buffum and former world champion Hannu Mikkola.

I close the door by pulling a rubber strap that sprouts from the lightweight blanked panel in place of the factory doorcard. The original plaid velour headlining curiously remains, as does the dashboard moulding - however, ahead of me is a three-spoke Fittipaldi wheel by Personal. Simpler and smaller in diameter than the familiar four-spoke factory item, it's decorated only with a centre-stripe - one of a few scarlet flourishes that hint at this car's elevated aspirations. The others are the rally timing gear, the emergency kill switch and the electrical cut-off. I flick the latst-named before twisting the key, allowing a few moments in between for the fuel pumps to engage.

'Before you know it the blood-red 7500rpm shift lights are glaring at you with the anger of a scalded dragon'

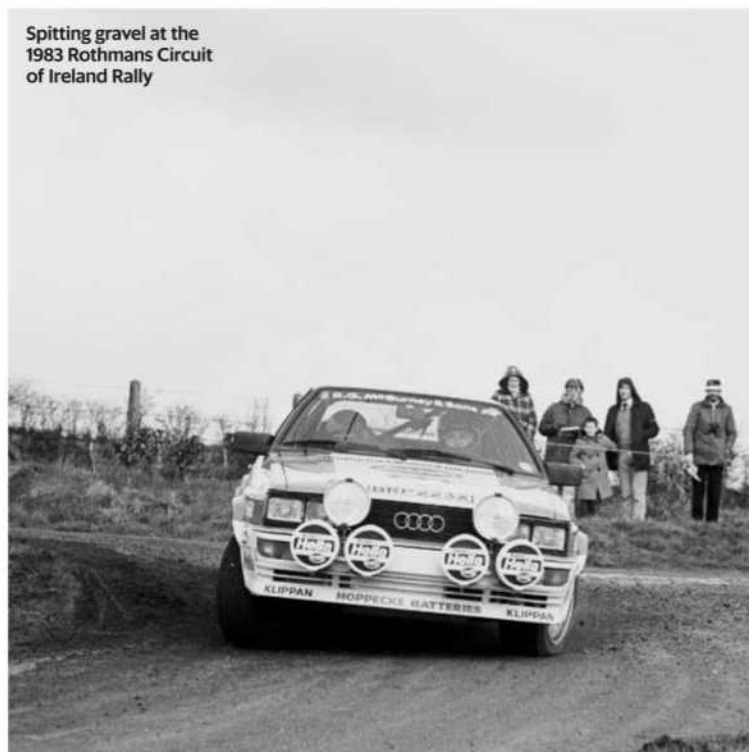


After the obligatory round of false-positives, the turbocharged 2144cc dohc engine finally catches with a pronounced bark. It echoes around the valley, distracting a nearby hawk from its pre-strike hover in its own five-cylindereed contribution towards the butterfly effect. As the engine warms through, angrily bobbling and popping, it's clear that the characteristic warble is no longer distinguished; it's now rabid and violent. Pinocchio has become a real boy, and a rather boisterous one at that.

Common sense says I'll need to be delicate and measured with my control inputs. But the owner tells me that anything less than full throttle to bring the revs up before releasing the clutch will result in the fuel-greedy injection system fluffing and stalling the engine. He's not exaggerating. After a few failed attempts using six- and seven-tenths throttle, I park my sympathetic inclinations and plant the accelerator ten-tenths, releasing the left pedal as the tachometer surges. The quattro leaves the car park with not so much a crunch of gravel but a four-wheeled pelting of it.

My first impression of a no-half-measures persona in the quattro soon proves accurate. Although anything below 4000rpm equates at best to leisurely progress - and at worst an embarrassing lack of it should you be caught short on a particularly steep incline - beyond that a cacophony of drama erupts. A shrill, all-consuming howl from the KKK turbocharger pierces the spartan cabin, the peripheral scenery becomes a blur of abstraction, and before I know it the blood-red 7500rpm shift lights are glaring at me with the anger of a scalded dragon.

Spitting gravel at the 1983 Rothmans Circuit of Ireland Rally





Escape from this lair of doom comes by way of a short-throw snick of a aluminium-knobbed manual gearstick, rather than the sequential flick employed by Mikkola *et al* in their full-fat factory machines. If anything, the manual shift makes exploring the upper echelons of the rev range even more frantic, and all the more addictive for it. It's almost unfathomable that the ultimate evolutions of the quattro wielded twice the horsepower, but then they were piloted by some of the most heroic wheelmen - and of course women - automotive history has ever witnessed.

No such heroics today, but the ribbons of tarmac that spool out over the breathtaking Beacons do allow me to lean on the quattro a little, albeit with a preference to sample some oversteering post-corner rocketry rather than hot-entry understeer. Although naturally nose-heavy, the chassis is a revelation once the suspension has settled into its compression through faster corners. Approach a slower, tighter one however, and it isn't quite so accomplished (hence the later S1's wheelbase chop). The modest entry speeds required for these would be deemed overcautious by a rear-wheel-drive rival, but then the acceleration through and out would soon redress balance in the Audi's favour. What's more, the honed suspension - of the same design as the road car but beefier and more adjustable - addresses the significant body roll noted by contemporary road-testers. That said, the low ride height of the current set-up does noisily introduce an outer rear tyre to its wheelarch during spirited corner exits.



Road-car origins plain to see
- original binnacle, dashboard
mouldings and gearstick remain



Nose-heavy balance
prefers fast sweeping
bends to tight corners



DAVID SUTTON MOTORSPORT

How a humble Englishman rose to WRC-winning fame – and then lost it all because of bad timing and worse luck

When Ari Vatanen won the 1981 World Rally Championship for Drivers in a Ford Escort RS, David Sutton Cars became the first private team to win a WRC title – a feat that's not been matched since, and probably never will be.

Two years earlier, Ford's factory effort had withdrawn from rallying after winning the 1979 World Rally Championship to concentrate on developing a new Escort MkIII for Group B. Benefitting from a close relationship with the manager of Ford's Advanced Vehicles Operations, Peter Ashcroft, David Sutton was given Ford's equipment, parts, a sponsorship deal and a star driver line-up in Hannu Mikkola and Ari Vatanen. In return, Sutton's outfit was to build the Escort RS MkIIs – and ultimately use them to win the British Open in 1980 and the World Championship the following season. David Sutton Motorsport delivered on all accounts, gaining global recognition in the process.

Sutton then signed a deal with Audi, which was looking for local semi-independent teams to perform a synchronised assault on national competitions in major export markets (the UK, Sweden, Austria and Italy) while Ingolstadt took the fight to the world stage. For Sutton, this meant dropping down from the international stage, but he recognised the turbocharged 4wd quattro's potential to revolutionise the sport. David Sutton Motorsport would run a team on behalf of Audi Sport UK for the next five years, preparing cars for the likes of Mikkola, Waldegård, Blomqvist and Mouton. One particular highlight came in 1983 when Blomqvist, in a Sutton-prepared Audi Sport UK car, beat the Ingolstadt-prepared entries of Mikkola and Mouton to win the Lombard RAC Rally by some ten minutes.

In 1986 came a bolt from the blue – FISA's announcement that Group B would be outlawed the following year. That led Audi to abruptly withdraw from the WRC mid-season, citing safety concerns. Audi Sport UK promptly followed suit, leaving Sutton's outfit, which had just made significant investment in rallying activities and moved to a new premises in Daventry, in financial jeopardy. The intensities of running a works team meant there had been very few spare resources to build up a private client base. Learning a hard lesson from this eggs-in-one-basket approach, Sutton spread the team's capacities across several ventures from then on.

But his misfortunes weren't to end there. One of the new business branches was a Middle East Rally Championship programme, which centred around a permanently stationed pair of Group B Quattro A2s (one practice and one competition car) along with equipment, service vehicles and a large cache of spares. When Saddam Hussein's army invaded Kuwait in 1990 it destroyed the entire set-up, the Iraqi soldiers regarding it to be symbolic of the Western culture they despised. Because insurance companies don't pay out for war damage, DSM was forced to take another financial blow on the chin – and this time it was a knockout. The receivers were called in, and the fruits of Sutton's life work evaporated into a set of fond memories.

Despite being in his Fifties at the time, Sutton rebuilt from the ground up. He soon formed a new company to capitalise on the burgeoning interest in historic rallying, and maintained a world-class rally museum in Daventry until it was sold off in 2008. He is now semi-retired, working for a humble, family-owned garage based in Kent.



BRP 223X (centre)
being prepared
alongside Stig
Blomqvist's
S1 (left)



The current owner has returned the car to its Circuit of Ireland rally spec – Sun day livery, Fuchs wheels, Hella spots, twin headlamps and all

The off-road Michelins on the Fuchs wheels it wears today do make things a little vague on the straight-ahead, but the owner assures me that the road rubber on its narrower Ronal wheels back home improves its public-highway manners considerably. In any case, the steering weighs up reassuringly in corners and joggles pleasingly with feedback, channelling camber changes and catseye strikes to my palms as if using a dedicated hotline. Indeed, Audi has been fruitlessly trying to match the feel and feedback of the quattro's rack-and-pinion set-up ever since the Eighties.

The beefed-up brakes prove a lot trustier and more positive than the feeble anchors of the road car, so they are now better aligned with the car's roadholding capabilities. Thankfully there will be no snout length deviations today - although ABS does remain a glaring omission.

That's as far as I'll be venturing along the quattro school of thought's learning curve for now. Even VW patriarch Ferdinand Piëch quietly admitted that it took six months for a dexterous driver to deploy the quattro characteristics most effectively - and that was only the road cars. To fully exploit the devastating potential of the rally machines required proficient left-foot braking to be second nature. The driver had to keep the turbocharger spooled up going into a corner in order to maximise the acceleration on the way out, and four powered wheels meant a new technique was required to replace the traditional handbrake turn. This goes some way to explain the relatively underwhelming results of the car's maiden season. Indeed, an ever-humble Mikkola attributed his crash on the 1981 Monte to his foot slipping off the brake pedal during the crucial midway point of his learning. But as the WRC history books remind us, his mastery of the method didn't take too long.

In 1982, while Mikkola was playing his part in Audi clinching the WRC Manufacturers' Championship, BRP 223X was in the throes of being de-fleeted by the press department. Coincidentally, David Sutton Motorsport, which was running a team in the British Open on behalf of Audi Sport UK, needed a sacrificial quattro to turn into a practice and reconnaissance car. A corporate stone was

thrown, two avian fatalities occurred, and BRP 223X was equipped for its new life with a roll cage, heavy-duty suspension, rally instrumentation and, of course, the familiar grey, red and black livery. It was in this new pseudo-competition form that both John Buffum and Hannu Mikkola used it to find their feet ahead of the Acropolis and Manx rallies respectively, but more competitive outings were to come.

In 1983, now with a 320bhp engine built by Terry Hoyle, it entered the Rothmans Circuit of Ireland rally in the hands of local privateer Robert McBurney (who, lore has it, had earlier shown VW that it was possible to build a right-hand-drive Golf GTi with

standard Group parts). Later, the quattro was bought by Madeiran rally driver José Barros who campaigned it at numerous events, including the Rali Vinho da Madeira. He sold it back to the UK in 1990; it's since made appearances at several historic rallies and events, the most recent being the 2016 Cholmondeley Castle RallyFest.

And there ends the fairytale. After falling out of favour at Audi, Walter

Treser gained wider recognition creating unusual quattros through his eponymous tuning company. David Sutton, the unlikely Blue Fairy of the story, now enjoys a low-profile, low-stress semi-retirement in his twilight years. And BRP 223X? Well, just like its privileged peers did, it now instills spirited enthusiasm in a whole new generation of rally fanatics.

Most can only hope to meet their heroes; this car became one.

BRP 223X is currently for sale on classiccarsforsale.co.uk

1981 Audi quattro

Engine 2144cc, inline five-cylinder dohc, four valves per cylinder, Bosch K-Jetronic fuel injection **Power and torque** 320bhp at 6500rpm; 300lb ft @ 3500rpm

Transmission Five-speed manual, four-wheel drive **Steering** Power-assisted

rack and pinion **Suspension** Front: independent with MacPherson struts, lower wishbones, anti-roll bar. Rear: independent with MacPherson struts, lower wishbones **Brakes** Servo-assisted discs all round **Weight** approx. 1210kg (2668lb)

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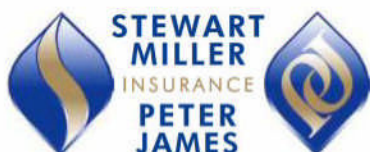
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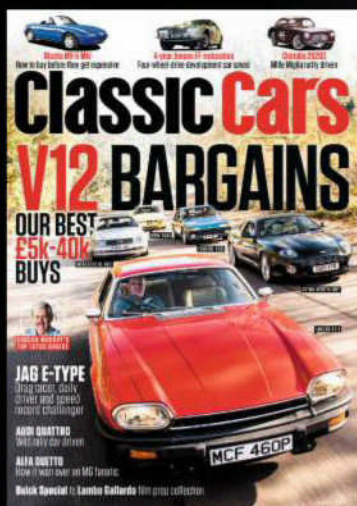
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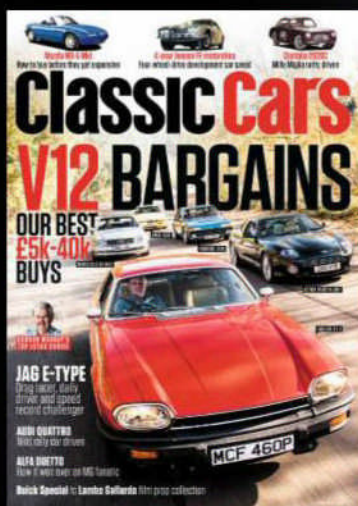
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Ten steps
to buying a

Mazda MX-5 Mk1

With top examples getting scarcer and more expensive, now is the time to buy

Writer: MALCOLM MCKAY Photographer: JULIAN SANDIFORD

With prices on the rise for decent Mazda MX-5 Mk1s, now is the time to buy a good example - its great blend of feel, handling and performance make it a delight to drive. Taking inspiration from the Lotus Elan and aiming to re-invent the market niche previously filled by the Spridget, the MX-5 was an uncompromised driver's car.

It had bombproof reliability and great practicality - not least an effective manual soft-top that could be flipped up or down with one hand, without leaving the driver's seat. Enthusiasts debate whether the original 1.6 feels livelier than the 1.8 - so while it's the chassis that makes the MX-5, you should sample both to help narrow down the search.

For the most up-to-date expert advice we consulted Martin Dooner of service, sales and parts company MX5 City; Andy Pearson of MX5parts.co.uk, supplier of parts for MX-5s since 1999; and Robert Marsh, the Technical Consultant of the MX-5 Owners' Club (01984 656229, mx5oc.co.uk).

[What to pay]

► A rough base-model MX-5/Eunos can be had for **£500**; special editions command more. There's no longer a premium on late cars over early ones - specification, condition and rarity are more important.

► **£2000** will buy a tidy 1.6 or 1.8; if you shop around you can get a sub-100k miles 1.8iS for that price.

You'll pay double for a BBR Turbo in similar condition.

► Superb cars are in a different league, with immaculate sub-50,000-mile MX-5s commanding **£5-£7k**, and sub-20k **£10-£15k**.

Which one to choose?

► **1.6** UK & Europe chassis numbers start 'JMZ'. The original 1598cc 16-valve twin-cam from 1989 made 114bhp; 0-60mph took 9.1sec on the way to an 114mph top speed. ABS was added in 1991. The 1.6 was dropped when the 1.8 came in 1993, but returned in 1995 with just 90bhp. The 0-60mph sprint now took 10.6sec and top speed dropped to 109mph. Replaced by the NB with fixed headlights (and more power) in 1997.

► **1.8** Late 1993 saw Mazda respond to calls for more power with the 130bhp 1.8. Despite increased weight from chassis stiffening, 0-60mph came in 8.6sec and top speed was 123mph. The 1.8iS from 1994 came with power steering, ABS, electric mirrors and driver's airbag. In 1995 power was boosted to 132bhp. The 1.8 is a very robust, tunable unit.

► **Special Editions** Mazda UK produced numerous special editions that added kudos, comfort and collectability by way of special exterior colours, leather/trim combinations and upgraded equipment. They were usually produced in batches of a few hundred - rarest of all was 1991's 'Le Mans' with BBR Turbo conversion and 787b livery. Just 24 were built.



'As these roadsters transition from secondhand bargains to collectors' darlings, expect originality to prevail'

► **Eunos/Miata** Although less sought-after, the Japanese-market Eunos can offer well-cared-for low-mileage RHD cars (admittedly with km speedos and often no history) that are better-equipped than standard UK models. They were originally limited to 180km/h (112mph) but this can be easily deactivated by removing a screw from the back of the instrument cluster! Again there are many special editions.

US cars (called Miata and all LHD) had steel wheels and wind-up windows as standard, with options added as packs. North American Miata chassis begin 'JMI'; Japanese Eunos start with 'NA'. Both must have a rear foglight fitted, and the square rear numberplate aperture distinguishes them from UK cars - beware of imposters. Only Eunos/Miata came with an autobox.

Modifications were encouraged by Mazda from the start - BBR Turbo kits were a popular dealer-fit upgrade, and can command a premium today. However, as these roadsters transition from secondhand bargains to collectors' darlings, expect originality to prevail - particularly on early examples and special edition variants with unique trim items.

Rust is the biggest killer of MX-5s. The first area to go is usually the rear wheelarch, both inner and outer, especially behind the front wheel, in front of the rear wheel and where the arches join the sills. The soft-top has drain tubes running down to collector trays that then should disperse the water just ahead of the rear wheels, but these can become blocked and overflow into the sills and rear floors, exacerbating rust issues. Water can often be heard sloshing inside. Even low-mileage cars and imports can be significantly rusty. Beware of cars previously bodged with glassfibre and filler and sprayed over - use a magnet to check, as superficially nice cars can hide serious rot in complex, multi-skinned panels. Repair panels are available for the sills but not the wheelarches. Sill rot alone can be repaired for approx £600 (both sides) but more complex restoration is not financially viable when rust-free original cars can still be found for a smaller price differential than the cost of repair.

Engines are immensely durable, still running smoothly at 250,000 miles given basic maintenance. If in doubt which engine is fitted, check the engine

Near-50:50 weight distribution (achieved by mounting the engine well behind the front axle and using an aluminium bonnet) help achieve perfect handling, while four-wheel disc brakes provide great stopping power

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LOT 135

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LOT 154

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LOT 173

Pontiac Tras Am
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£35,000 – £45,000

'Four-wheel alignment will often sort a car that has lost its handling finesse'



In either 1.6 or 1.8 form, the engine is a peach – light, twin overhead cams, 16 valves, electronic fuel injection and ignition, and a 7200rpm redline

number – 1.6s start B6, 1.8s BP. Look out for oil leaks from the cam cover gasket and the crank angle sensor O-ring on the back of the cylinder head – oil can drip on the heater hoses and rot them. Check the indicated oil pressure, but bear in mind that 1995-on, the gauge was connected to an on-off warning light-type switch, so will show no fluctuation of pressure. The MX-5 likes frequent oil changes – without that, you will notice a rattle on start-up from the hydraulic tappets. Even rattly tappets, though, won't stop an engine lasting for huge mileages and fully synthetic oil may

silence them. A full annual service from one of many independent MX-5 specialists costs around £250. A cambelt and water pump change will cost around £350. It should be done every six years or 60k miles, whichever comes first – though, for once, a broken cambelt won't damage the engine.

Front and rear suspension gets tired, and dampers need changing; springs can also be broken by potholes. Check for split gaiters on the six balljoints in the front suspension, which should be replaced swiftly otherwise dirt and wet will rapidly ruin the joints. Four-wheel alignment will often sort a car that has lost its handling finesse, as will polyurethane bushes.

All-round disc brakes tend to seize up on little-used cars, so inspect the discs for signs of rust formation, especially at the rear. Look for grooving, and check that the handbrake works efficiently. Also check that brake fluid is clean and fresh – it should be changed every two years but rarely is. When brakes need replacing they're cheap – new discs and pads cost £70 for the front set, £70 for the rear. Brake calipers can stick – budget £70 for a reputable reconditioned item.

Service history is an important indicator of how well the car has been looked after, and how much life is likely to be left in it. Don't pay top money for a car whose service history has unexplained gaps. MX-5s are popular for drifting, track days or racing. Be wary of worn clutches, tyres, swapped or welded diffs, hydraulic handbrakes and all manner of bolt-on 'improvements' – or signs that they have been there in the past, such as loose wiring, holes and bracketry.

The limited-slip differential, rarely fitted in UK, was originally viscous, then the more durable Torsen from 1994. Viscous units lose their effectiveness with age but it's possible to swap complete units.



The cooling system will clog up over time. Hard water rapidly blocks the radiator, which has unusually fine tubes – ideally the coolant should have been renewed every two years and never topped up with tap water. Check for signs of overheating and budget for a new radiator and thermostat if in doubt. All engines can suffer from cylinder head gasket problems if the cooling system is not maintained. Look for signs of overheating, inspect the oil and water for mixing (emulsion) and check the exhaust for white smoke: if in doubt, insist on a compression check.

The soft-top should be checked for damage and fit, and look inside for stains. Upgrading to a glass heated rear window is straightforward because the wiring is in the loom (except on early cars), but you do need to add a switch. The optional plastic hard-top is a bonus as they can cost £400-£500 secondhand – but don't forget to check the condition and fit of the soft-top if the hard-top is fitted when you inspect.

Power steering is fitted to most MX-5s and reduces effort without losing feel. Don't buy a non-power-steering car without trying it – most don't like them. However, pipes corrode, so check for drips underneath.

Interior trim is mostly plastic and fairly durable, but seat bolsters wear – this can usually be dramatically improved on leather seats by recolouring and treating, if caught before it wears through, but on cloth seats budget £250-£500 for new bolsters and retrimming work

[Owning an MX-5]



Steve Barnard, Suffolk

In 1989, after selling our Morris 1000 convertible and going on holiday in California, a blue Miata drove past. I said to my wife it would be nice to have one back in England and she agreed.

We were able to get the car pictured here by July 1990 (changing our order from red to blue, with power steering and electric windows). In England a club was formed and we were fortunate to get membership No 5 – I think we are the only original members still with the original car! I organised a Prescott hill climb day with the club and that really emphasised what a sweet-handling car it is.

Over 27 years and 31,000 miles we've replaced two cambelts (purely precautionary), the water pump, rubber gearlever gaiters, all hoses, spark plug cables and the clutch slave cylinder, plus fitted a larger battery (worthwhile for infrequently used cars). The car has cost no more than £100 a year to maintain – it still has its original exhaust system, soft-top and even brake pads. The original wheels and tyres are now only for show – for the road we use 15in Rod Millen Panasport alloys with Toyo tyres.



Steve Clark, Southampton

I've owned six MX-5s – four of them Mk1s. My first, in 1991, was a competition prize I won from CAR magazine – a Limited Edition in British Racing Green with tan leather. In 2014, bored with my concours restored Midget, I decided I needed another MX-5. It had to be a Mk1 – that original purity and simplicity of design (so right from day one) and the pop-up headlights. Knowing time and salted roads have taken their toll on the vast majority of UK Mk1s, I decided to import a Eunost from Japan, enlisting the help of Autolink UK. I wanted a VR-Limited in Excellent Green Mica with black leather interior. I thought I'd have to wait many months, but a promising one appeared at auction a week later. After an Autolink inspection, we bid up to £1705 and won.

Three months later it arrived at Southampton docks, complete with full Japanese service history. Autolink serviced it, fitted the rear foglight and MoT'd it. I paid £3640 in total to get it all legal and on the road, including the auction purchase, fees and transport to docks, shipping/customs clearance, import duty, VAT, UK registration, a year's tax and Autolink's fee. Four tyres and a new hood (the nicest mohair and glass window option) with replacement rain rail came to £700. The car has no rust anywhere; it's actually better than I had hoped.



Don Townsend, Walsall

I sat in an MX-5 shortly after the launch and immediately liked it but, as a family man, it was totally unsuitable for my needs. Ten years later, with the family grown up, I decided to look for a 1.8iS with power steering etc. I looked at several, eventually buying privately.

Being used to a large saloon, the drive home on the motorway was very noisy and I soon realised that an MX-5 is not a motorway cruiser – I wondered if I'd made a mistake. Later with my wife, I took it for a run along local A and B roads and immediately changed my opinion.

That was 15 years ago and my feelings have never changed. We have made many new friends in the MX-5 Owners' Club, climbed the Stelvio and lapped the Nürburgring. The only problems have been sticking brake calipers caused by lack of use in winter. A new hood was fitted a few years ago. I put aside £50 a month, which covers MoT, servicing and tyre replacement (£200 for a good set) etc. Parts are quite cheap.

ClassicCarsForSale.co.uk



1996 Mazda MX-5 Merlot £3200

1.8-litre Merlot limited edition, one of only 600 produced. FSH with 56,000 miles in the hands of two lady owners.

Finished in Vin-Rouge Mica, with luxurious grey leather interior and burgundy piping, 15in alloys and leather steering wheel. Soft-top and hard-top in excellent condition. Recent discs, pads and suspension springs, and 12 months' MoT. No rust, only one very slight dint to bodywork.



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Books & Models

Sam Dawson reports on his pick of the latest motoring titles and miniature masterpieces



Ferrari 275 GTB 08011

By Ken Gross & George Saitas, £75.88, assouline.com, ISBN 9 781614 285281

This paving slab-sized book feels like the antithesis to recent Porter Press output, covering cars' entire lives in exhaustive detail. Rather than tell the story of Ferrari 275 GTB chassis 08011, it focuses on its ground-up rebuild in the manner of our own Epic Restorations series in a story told by owner Ken Gross himself.

As a result it's largely a picture book, but an utterly exquisite one that celebrates the restorer's art and the beauty of Enzo Ferrari's original creation. Huge photo-spreads encourage your gaze to linger on tiny details and inspired photography by George Saitas turns workshop scenes into dramatic tableaux.

Cobra Pilote: The Ed Hugus Story

By Robert D Walker, £69, daltonwatson.com, ISBN 978 185443283 4

Ed Hugus died in 2006 after shunning publicity for more than 40 years, which makes this biography both remarkable and essential.

Walker explores Hugus' racing life from his job as a salesman through to Le Mans victory with Luigi Chinetti in 1965, including a myth-busting section on the still-controversial question of whether or not Hugus actually drove the winning Ferrari.

The bulk of the book covers Hugus' role in the creation, marketing and competition development of the Shelby Cobra. Free from Shelby PR interference, his tale is one of fraught trial-and-error and a sometimes-fractious but ultimately successful relationship with Shelby.

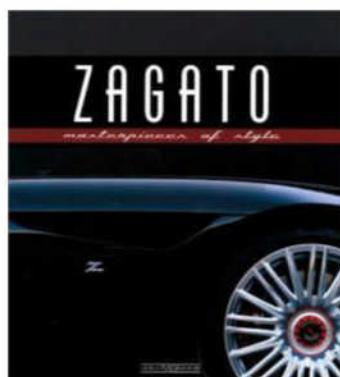
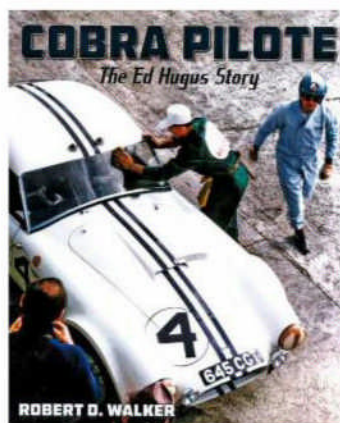
It's expensive for a biography, but contains so many previously-untold stories that it feels worth it.

Zagato: Masterpieces of Style

By Luciano Greggio & Alvise-Marco Seno, £48, giorgionadaeditore.it, ISBN 978 88 7911 670 1

This 208-page glossy hardback isn't quite the authoritative catalogued history of the often-controversial Milanese coachbuilder that you might expect, especially given Greggio's previous works on Bertone. However, it's an engrossing story that sheds much light on the reasoning behind some of Zagato's more inexplicable moments.

Through thorough research and photos of often long-lost cars, Zagato emerges as a source of pragmatism rather than a concours show-off. Odd window lines let more light into cramped Forties cabins, blunt Kamm tails cleaved the air more cleanly than a pretty taper, and Zagato's embrace of CAD technology shifted the design process forward – even if its designs baffled show-goers. A fascinating read.



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By Maurizio Tabucchi, £50, giorgionadaeditore.it. Lavish 336-page doorstop documenting every Alfa road car made. Stunning.

From 124 to 124

By Maurizio Verini, £43.26, libreriadellautomobile.it. As the model returns, those involved in the original Abarth 124 Spider rally programme reminisce.

Steve McQueen: Le Mans in the Rearview Mirror

By Don Nunley & Marshall Terrill, £59, daltonwatson.com. Props master Nunley reflects on 'the strangest picture I ever worked on'. Fascinating.

All these titles are available from Chater's, many with discounts. See chaters.co.uk

MODELS



1:18-scale Rolls' Silver Cloud III MCG, £59.99

This impressive sealed-body diecast Rolls-Royce reflects the new trend for simplified metal construction coupled with resin-style intricate detailing. It's alarmingly free-rolling – put a chock on it before displaying!



1:18-scale Simca 1000 Rallye 2 Norev, £69.99

After exploring new subjects, Norev returns to French territory. Aside from a strange block of plastic running through the engine, it's impossible to fault at this price. The high-contrast black-and-yellow theme extends to the matt decals and bucket seats.



1:18-scale Range Rover Vogue LS Collectibles, £126.99

LS is a Chinese newcomer to the large-scale resin market and has done a great job here. The proportions are finely judged, the paintjob well chosen and the black-and-grey interior is clearly visible. An odd discrepancy for this 1986 car is its 2002 plates.



1:18-scale BMW 318i E21 KK, £88.99

Another German name on the scene, and another stunner typical of the sealed-body diecast scene: niche subject, beautifully finished and not overpriced. A surprise is that the steering turns the wheel inside the ultra-accurate cabin.

All models are available from diecastlegends.com

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Our Cars

What we've been up to with our classic cars this month...



Small rust bubble led to large repair area

Phil faces up to the rust

1962 Jaguar E-type FHC

Owned by Phil Bell, editor,
phil.bell@bauermedia.co.uk

Time owned Seven years

Mileage since last report 15

Costs £1212

My seven years and 18,000 miles of E-type ownership have been a balancing act between driving the car when the mood took me and trying to keep it looking as good as the day I bought it. Apart from a few areas of minor trim that have come unstuck, it's held up well. Then last summer it seemed that a small area of paintwork behind each front wheelarch had become slightly distorted. Was it my imagination - or the beginning of a rust problem? Only time would tell.

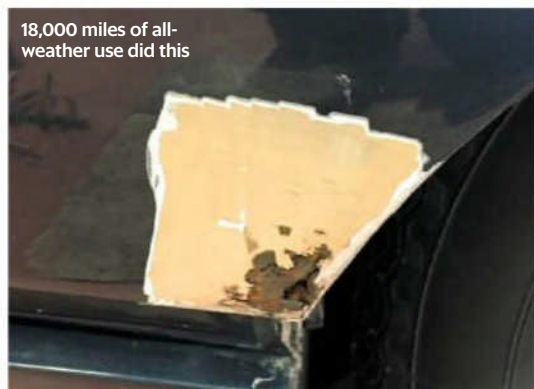
And it did. As the months passed, the gentle swellings became clearly defined paint blisters that eventually began to burst. The time for denial was over - the only explanation was rust that had eaten through from the back of the panel. And the only solution would be to strip back

the paint to find the full extent of it, cut out the affected area and weld in a repair section. Forget sanding, shotblasting or chemical treatment - that only works for surface rust.

I've welded in repair sections on previous cars and I've repainted a few panels in my time, all to what I'd call a neat standard. But I wanted this job to be invisible - so it was time to call in the professionals. Local E-type specialist Angus Moss of E-Conic suggested Classic Car Revivals in Baldock, where boss Dean Jones has a passion for VWs and Porsches, but also experience with other cars, including Jags. So he was used to dealing with the wire-beaded edges and other structural complexities that make repairs in this area fiddly.

His photos reveal an escalation of the repair area that's typical of this sort of job - a thumbprint-sized rust bubble means a hand-sized rusty area which, with new metal, filler and primer, grows to a couple of hand spans. By the time it's painted and clear-coated, that's the whole wing.

18,000 miles of all-weather use did this



New metal should last for years



A few days later my confidence was vindicated - the repairs and colour match of the Opalescent Dark Blue paint looked perfect. Funny how, even when such work has no influence on how the E-type goes, it always seems to drive better afterwards. So it was a particularly enjoyable blat home, ignoring the possibility that there might still be some salt left on the roads.



Dripping in retro-cool – and yes he's keeping the oh-so-Eighties door protectors



Three little letters that saved Sam a big sum

Hot Pug Time Machine

1991 Peugeot 405 SRi

Owned by Sam Dawson
(sam.dawson@bauermedia.co.uk)

Time owned One month

Miles this month 150 Costs £1100

Previously Sold a very orange BMW

Having decided I fancied something Eighties, front-drive and hot to replace the BMW, I turned my thoughts back to childhood memories. Carlos Sainz hurtling through forests in Toyota Celicas figured strongly, but after a couple of wasted weekends looking at misadvertised Celica GTs with holes in their sills, no service history but plenty of bolt-on accessories or – in one case – a mysteriously missing V5, I figured the moment had passed. My thoughts turned to the greatest hot hatch I've ever driven – the Peugeot 205 GTi.

In some ways I felt I'd missed out. My earliest driving days were in Fiats, and while they were fun on the rally-stage roads of the Peak District, friends with various Peugeots enjoyed them even more. Okay, so my £1500 wasn't going to get me a 205 – *Classic Cars*

contributor Adam Towler was probably the last person in the country to get a cheap one – but it wasn't alone in Peugeot's sporting range at the time.

A surprisingly cheap 306 XSi came up for sale in Redditch, but vanished before I could check it out on account of the seller deciding to keep it after realising how much it was really worth. I was starting to despair, especially when 205 GTi prices leapt once again following a volley of auction sales. But then I happened upon this £1100 405 being sold by Ben, a record-shop owner in Manchester whose spare time was largely being consumed by his Scimitar GTE.

As well as the 309 GTi, Peugeot installed the famous 125bhp 1.9-litre XU engine in the fine-handling 405, creating a four-door 'GTi' slotting in beneath the expensive homologation-special Mi16. Problem is, Peugeot called it the SRi, so it hasn't quite managed to bask in the glow from the 205 GTi's halo the way that the 309 and 306 have. Rather, it's found itself the target of restorers in search of bits to cannibalise. As a result, my new car is one of just 14 left on the road. Ben wouldn't sell unless I promised not to break it for parts.

Before driving home I filled it up at the petrol station opposite my old secondary school, where a bunch of kids took photos and proclaimed it 'retro cool'. I was bemused, but realised that they were the equivalent of me standing on that same spot in 1995 admiring a 1968 504 coupé.

On to those roads between High Lane and Baslow where my friends and I first gained a taste for hard cornering, Ozzy Osbourne's *The Ultimate Sin* in the tape deck as a freebie from Ben, I realised I'd made the right choice. The 405 SRi drives like a more surefooted 205 GTi 1.9, complete with buzzy torque goading me to go ever-faster.

But its appeal runs even deeper than that. It's a red-pinstriped time machine, taking me back to being 18, complete with cassette hiss and trim rattle. For some of you it may have been an Escort Sport or Mini Cooper that defined those formative years. But for my generation it's Peugeot GTis. Even when they're not badged GTi.

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Three of Malcolm's four US imports gathered for a photo call at Bicester Heritage before the auction

Two down, two to go...

1954 MG TF, 1957 Triumph TR3, 1960 Morgan Plus 4

Owned by Malcolm McKay, MMckays@aol.com

Miles this month 40 **Costs** £5000

Time owned 18 months

Previously Acquired a derelict Nobel 200... Why?

Heritage, I consigned the cars and began preparing them - first for MoTs, then for the sale in April. Tony, a mechanically minded friend of mine, started working full-time on alternate weeks from January to get the three cars ready and running reliably. Local painter Alan at Spot-On Colours perfected the paintwork.

The MG TF was in superb condition and just needed new valve stem seals, some balljoint gaiters and windscreen washers to get it through the MoT. However, the other two proved a lot more demanding.

The TR3 was a great example with an interesting history, one of the first on disc brakes and sold new to France, probably to a US diplomat. It had been extensively rebuilt in the US but hadn't been finished and, as well as refitting the interior totally, Tony made new front bumper irons (because the commercially available inner ones simply don't fit) and replaced the bent $\frac{5}{16}$ in pushrods with stronger $\frac{3}{8}$ in ones.



MG dash featured period glovebox lids added in USA

Last year I confessed to my wild idea of dabbling as a classic car dealer. Well, of the four cars I'd imported from the US, only one sold - the scruffy but insanely original 1957 Morgan Plus 4. The buyer, an ex-pat in France, made a wise choice because you just don't find unspoiled original Fifties Morgans in Europe. Plus it drove well enough, even if it was more 'barn find' condition than I would have liked.

Having borrowed the money, albeit from family, to buy the cars, being still stuck with them 18 months later was distinctly embarrassing. So on hearing Brightwells was going to hold a new auction at Bicester

The Morgan had previously been stripped and repainted, but had then clearly sat for several years. I rebuilt the rear brakes and master cylinder, but Tony did a lot more, including getting the Moss gearbox out to have it rebuilt by JB Engineering. It was in excellent order but had been reassembled incorrectly in the past and would jump out of second.

Brightwells beat me down to pretty low estimates, arguing that the more realistic the estimate and reserve, the more bidders would be attracted. But the only one to attract sensible bids was the MG - the other two came home. Putting left-hand-drive cars in an auction that clashed with Techno Classica Essen was a bad move!

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① CLB900	9 Dr chest	660x305x475	£99.98	£119.98
CLB200	2 Dr step up	672x310x195	£47.98	£57.58
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② CLB1007	7 Dr cabinet	685x465x955	£189.98	£227.98

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CTC800B	8 Dr chest/cab set	610x330x1070	£94.99	£113.99
② CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£139.98	£167.98
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③ 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
⑤ CTC105	5 Dr cabinet	685x465x790	£159.98	£191.98
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① CBB209B	9 Dr Chest	710x315x420	£114.99	£137.99
CBB210B	10 Dr Chest	710x315x475	£129.98	£155.98
CBB203B	3 Dr step up	710x315x250	£67.98	£81.58
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
② CBB217B	7 Dr Cabinet	758x468x975	£239.98	£287.98
CBB213B	3 Dr Cabinet	758x481x975	£189.98	£227.98

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① CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£311.98
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CBB231B	56"	9 Dr chest	1460x615x490	£399.00	£478.80
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CBG6SB*	PRO	150mm	£54.99	£65.99
CBG6RW	HD	150mm	£59.98	£71.98
CBG8W*	HD	150/200mm	£56.99	£68.39

Clarke POLISHING KITS

6" KIT

FROM ONLY £22.99
£27.99

BEST SELLER

• Inc. coloured cotton mop, pure cotton mop, tapered spindle & polishing compound

SIZE SPINDLE EXC. INC. (") (MM) VAT VAT

4"	£22.99	£27.99
6"	£27.99	£34.79
8"	£34.99	£41.99

***For use with handheld electric drill #For use with bench grinders**

Clarke CRANES

FROM ONLY £169.98
£203.98

BEST SELLER

MODEL	DESC.	EXC.VAT	INC.VAT
CFC500F	1/2 ton fold	£169.98	£203.98
CFC100	1 ton fold	£164.99	£197.99
CFC1000LR	1 ton long reach	£219.00	£262.80

Folding and fixed frames available
Robust, rugged construction
Overload safety valve
Fully tested to proof load

Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

CB09-12

KEEP BATTERIES IN TOP CONDITION over a long period

FROM ONLY £24.99
£29.99

PRICE CUT NOW FROM £29.99
WAS £33.59 inc. VAT

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
CB03-12*	3	6Ah-40Ah	£24.99	£29.99
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

Clarke HIGH FREQUENCY BATTERY CHARGERS

HFBC12/24

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 12V BATTERY CHARGERS

For lead acid batteries
Automatic charger
- maintains optimal charging condition

BEST SELLER

MODEL	MAX CHARGE	EXC.VAT	INC.VAT
LA4	4	£17.99	£21.59
LA6	6	£19.98	£23.98
AC80*	8	£33.99	£40.79

FROM ONLY £17.99
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Clarke TAP & DIE SETS

High quality tungsten steel • Supplied in metal storage case (except 15 piece set)

FROM ONLY £15.99
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TYPE	CHIT203	16pce Metric	EXC.VAT	INC.VAT
CHIT302	24pce UNC/UNF/NPT	£19.98	£23.98	
CHIT303	28pce Metric	£23.99	£28.79	
CHIT304	33pce Metric/UNF/BSP	£32.99	£39.59	
CHIT774	37pce Metric	£38.99	£46.79	
CHIT527	32pce Metric	£46.99	£56.39	
CHIT776	76pce Metric	£64.99	£77.99	

Clarke HEAVY DUTY PETROL POWER WASHERS

FROM ONLY £219.98
£262.80

PS195

CAN DRAW OWN WATER

PRESSURE ENGINE EXC. INC. BAR/PSI HP VAT VAT

Model	1800/110/1595	2.6	£219.98	£262.80
Tiger2600	170/2465	4	£289.00	£346.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195	186/2698	6.5	£439.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

Clarke TOOL CHEST AND TOOLS

FROM ONLY £259.98
£311.98

329 HAND TOOLS

CHT624

• This great value set includes CHT900B 9 drawer chest & CTC500B 5 drawer cabinet
Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

Clarke INDUSTRIAL AIR COMPRESSORS

Top quality belt driven air compressors for industrial & commercial users inc; garages, factories, workshops and farms. 10 bar/150psi max working pressure

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NEW RANGE

XE16V/100
1/2 Twin • 230V

Clarke WORKSHOP AIR TOOLS

CAT113

FROM ONLY £18.99
£22.79

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT110	1/2" Impact Wrench	£26.99	£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*	Reversible Air Drill	£29.98	£35.98

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE

FROM ONLY £22.99
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BEST SELLER

MODEL	DESC	EXC.VAT	INC.VAT
PR012C/	1.2mm	£22.99	£27.59
14/18C	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 AXLE STANDS

Ratchet action for quick height adjustment
Sold in pairs

FROM ONLY £10.98
£13.18

#per single stand

MODEL	TONS	HEIGHT	EXC.VAT	INC.VAT
CAX2TF	2	235-360mm	£10.98	£13.18
CAX-3BTC	3	300-430mm	£21.99	£26.39
CAX-6BTC	6	400-615mm	£31.99	£38.39
CAX10TP*	10	450-750mm	£79.98	£95.98

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 • Powder fed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

Floor Stand Including Slides Tray
£169.00 Exc. VAT/£202.80 Inc. VAT

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Clarke MICRO MULTIFUNCTION JUMP START/ CHARGER

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NEW
Amazingly small and lightweight lithium-ion power pack • Inc. Connectors for phones, tablets, etc • Peak current 400A • 1W LED torch • 2x USB 5V ports, 12V/16V/19V outlets for tablets/laptops • Fits in vehicle glove box • Starts vehicle engines up to 2.5ltr diesel/2.5ltr petrol

PRICE CUT
£74.99
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Clarke ENGINE STANDS

FROM ONLY **£44.99** EXC.VAT
£53.99 INC.VAT
Rotates through 360° Fully tested to proof load

MODEL	CAPACITY	EXC. VAT	INC. VAT	Folds for storage
CES340	340kg	£44.99	£53.99	
CES450	450kg	£64.99	£77.99	# was
CES560	560kg	£79.99	£95.98	
CES680F	680kg	£99.99	£119.98	INC.VAT

Clarke GIANT FANS

FROM ONLY **£119.00** EXC.VAT
£142.80 INC.VAT
HUGE FAN UP TO 36"

MODEL	SIZE	EXC. VAT	INC. VAT
CAM24	24"	£119.00	£142.80
CAM30	30"	£149.98	£179.98
CAM36	36"	£199.00	£238.80
CAM5002	24"	£159.00	£190.80
CAM6000	30"	£199.00	£238.80
CAM110	30"	£209.00	£250.80

Clarke PARTS WASHERS

PARTS WASHER FLUID FROM **£5.99** INC.VAT
FROM ONLY **£39.98** EXC.VAT
£47.98 INC.VAT

MODEL	TANK CAP.	TYPE	EXC. VAT	INC. VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke PRESSURISED SANDBLASTERS

Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc. **CPSB100**
INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

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 JUMP STARTS

Provides essential home, garage and roadside assistance • Integral work light • 910 includes air compressor • Long life battery

MODEL	START BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400A	900A	£57.99	£69.99
910	400A	900A	£69.98	£83.98
4000	700A	1500A	£124.99	£149.99
12/24 1000A@12V	2000A@12V	1339.98	£167.98	
500A@24V	1000A@24V			

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910	400A	900A	£69.98	£83.98
4000	700A	1500A	£124.99	£149.99
12/24 1000A@12V	2000A@12V	1339.98	£167.98	
500A@24V	1000A@24V			

Clarke ANTI-FATIGUE MATS

Heavy duty non-slip rubber approx. 13mm thick

MODEL	DIMS (LxW) mm	EXC. VAT	INC. VAT
Standard	610x914	£13.99	£16.79
Large	914x1524	£27.99	£33.59

Clarke ABRASIVE CUT OFF SAW

Fast accurate cutting of ferrous metals • Cuts material up to 100mm thick • Tough steel guard & base • Adjusts 0-45° for angled cutting

MODEL	DISC (MM)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800W	£24.99	£29.99
CON1050B	115	1050W	£29.98	£35.98
CON115	115	1010W	£36.99	£44.99
CAG2350C	230	2350W	£52.99	£63.99
CON2600	230	2600W	£79.98	£95.98

Clarke ANGLE GRINDERS

FROM ONLY **£24.99** EXC.VAT
£29.99 INC.VAT

MODEL	DISC (MM)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800W	£24.99	£29.99
CON1050B	115	1050W	£29.98	£35.98
CON115	115	1010W	£36.99	£44.99
CAG2350C	230	2350W	£52.99	£63.99
CON2600	230	2600W	£79.98	£95.98

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

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIG1015	4.6 x 3.2 x 2.4M	£229.00	£274.80
CIG1216	4.9 x 3.7 x 2.6M	£299.00	£358.80
CIG1020	6.1 x 3.2 x 2.4M	£289.00	£346.80
CIG1220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG1224	7.3 x 3.7 x 2.5M	£429.00	£514.80

Clarke GENERATORS

FROM ONLY **£99.99** EXC.VAT
£119.99 INC.VAT
Honda engine models available

MODEL	OUTPUT	KG	EXC. VAT	INC. VAT
IG950	800W	9.3	£179.98	£215.98
IG1000	1000W	15	£229.98	£275.98
IG1200	1200W	12.4	£259.98	£311.98
IG2000	2000W	19.4	£369.00	£442.80
IG2200	2200W	26.6	£389.00	£466.80

Clarke FUEL TRANSFER PUMPS

Ideal for dispensing diesel, light fuel oils or refueling vehicles • Self-priming • Includes 2m cable with battery clips, 2m delivery hose, 2m suction hose with foot valve/filter assembly & nozzle

MODEL	MOTOR	MAX FLOW	EXC. VAT	INC. VAT
DFT12	12V	40l/min	£49.98	£59.98
DFT24	24V	40l/min	£49.98	£59.98
DFT230	230V	56l/min	£189.98	£227.98

Clarke BLAST CABINETS

Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium • Min. air flow 10cfm • Bench & floor standing models

MODEL	DESC.	TYPE	EXC. VAT	INC. VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
CSB30	Large Cabinet	Floor	£299.00	£358.80

Clarke DIAGNOSTICS

FROM ONLY **£37.99** EXC.VAT
£45.99 INC.VAT
was £65.99 inc.VAT
was £131.98 inc.VAT

MODEL	EXC. VAT	INC. VAT
EOBD Fault Code Reader	£37.99	£45.99
Engine EOBD/OBD2 Fault code reader	£49.98	£59.98
Engine Diagnostic & EOBD/OBD 2 Fault Code Reader	£104.99	£125.99

Clarke INVERTER GENERATORS

Produces pure sine wave & stable power, essential for computers & sensitive equipment • Low noise • 12V battery charging facility • 4 stroke engine

MODEL	OUTPUT	KG	EXC. VAT	INC. VAT
IG950	800W	9.3	£179.98	£215.98
IG1000	1000W	15	£229.98	£275.98
IG1200	1200W	12.4	£259.98	£311.98
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IG2200	2200W	26.6	£389.00	£466.80

Clarke CDP152B DRILL PRESSES

Range of precision bench & floor presses for enthusiast, engineering & industrial applications

MODEL	SPEEDS	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£66.99	£80.39
CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£139.98	£167.98
CDP202B	450 / 16	£185.00	£222.00
CDP10B	370 / 12	£189.99	£228.79
CDP352F	550 / 16	£229.00	£274.80
CDP502F	1100 / 12	£499.00	£598.80

Clarke BODY REPAIR KITS

Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors • Includes metal case

MODEL	CAPACITY	EXC. VAT	INC. VAT
CS4BRK	4 tonne	£89.98	£107.98
CS10BRK	10 tonne	£149.98	£179.98
CS10SBRK	10 tonne	£154.99	£185.99

Clarke SOCKET SETS

Top quality chrome vanadium steel. • 18 Sockets 8-32mm • Reversible ratchet • Comfort grip handle

MODEL	EXC. VAT	INC. VAT
PRO360	£22.99	£27.99
PRO389	£27.99	£33.99

Clarke CAR CREEPERS

Oil resistant vinyl covered padded backs & headrests • Castors for easy manoeuvrability

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CMC36	Car creeper	£21.99	£26.39
CMC40	With tool storage	£36.99	£44.39
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£47.99	£57.59

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£119.99 INC.VAT
Honda engine models available

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Clarke BODY REPAIR KITS

Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors • Includes metal case

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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



1972 LOTUS ELAN S4 SPRINT
BIG VALVE £34,995

The Sprint was last incarnation of the Elan S4 offering 20% increase in power over the earlier car. This particular example was featured in Motor Sport Magazine in 1989 and also chauffeured F1 driver Jonny Herbert around Silverstone before the 1993 British Grand Prix. Finished in the ultimate Gold Leaf colour's of Red over white with Gold bumpers. These Elan's offer real seat of the pants driving pleasure that few 1600cc cars can match.



1960 AUSTIN HEALEY
FROGEYE SPRITE £22,500

The accompanying photographic record shows the work done during the ground up restoration. The smaller 998cc engine has been replaced with a larger 1275cc unit mated with a later Marina gearbox to provide more performance and driving pleasure. Finished in Signal red with black interior and black weather equipment.



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 OEWS paintwork with biscuit leather interior. Upgraded with 5 speed gearbox and fitted with chrome wire wheels. A real head turner.



1998 FIAT BARCHETTA
£4,995

Finished in Steel Grey with Black leather interior. Old Mot's from 2002 confirm a mileage of 96,000. Cam belt changed 10,000 miles ago. Huge amount of fun for very little money.



1967 JAGUAR MKII 3.4
AUTOMATIC £10A

The ever popular MKII we have here is finished in the most desirable of all the colour combinations, namely Opalescent Silver Grey with Red upholstery. Fitted with chrome wire wheels and supplied with a comprehensive history file.



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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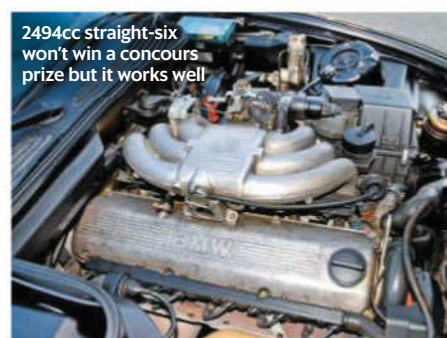
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Bodywork and wheels look good and the sliding electric doors work as they should



Seats have aged well for a Z1 and the rest of the cabin's in good nick



2494cc straight-six won't win a concours prize but it works well

1989 BMW Z1 £38,000

This looks like a well-preserved Z1 – just replace the original tyres and your summer will be full of fun, reckons **Paul Hardiman**

This German-market Z1, in a slightly unusual *Traumschwarz* (Dream Black) came to the UK in 1998 with just three home-market stamps in its service book, all from BMW main dealers, and after two owners. There are now 11 more stamps from UK dealers and specialists and the latest of its four UK owners has compiled a detailed history summary. Last cambelt change was in 2016 at 83,737km (52,031 miles), new rear springs were fitted in 2014. The odometer now reads 84,680km (52,617 miles).

The composite body is free from cracks – these cars tend to go first around the door locks as everything stiffens up with age, but this one is fine. It's had some areas repainted – the last bill is dated 2012, but it doesn't look like a full respray.

The wheels have been refinished in BMW Sparkle Silver and are shod in original-specification Goodyear Eagles. They all have good tread, but at least two are so ancient they're not even date-stamped and the newest is 12 years old. If you intend to enjoy the car, they need putting on a shelf and using for show only.

It's not scraped under the floorpan or chin and the exhaust looks to be in fair shape, although the outer layer of the transverse rear silencer – which doubles as an aerofoil – is flaking.

Z1 interiors, especially the seats, are not very robust and show their age quickly, but these have done quite well, being a little baggy on the bases as is normal but not too worn or discoloured, and the front bolsters are good. Carpets and dash plastics are all good apart from one tiny nick in front of the passenger. There's a genuine BMW Bavaria stereo too – some came with aftermarket Sony units.

The hood is original and good, apart from one tiny wear hole on the right-hand side. Most important, the electric doors open and close perfectly, as do the windows, and there's no scuffing on their inner trims which happens if they wear or get badly out of adjustment. There's slight wear to the sill side trims, caused by the driver and passenger sliding across to get in and out, but that's normal.

In the boot, the original toolkit remains clipped under the lid next to the warning triangle and the first-aid kit has never been opened. There's a car cover too.

The straight-six is clean and workmanlike rather than concours. Fluids are to maximum levels and it fires instantly. There's a little balljoint-like rattle over potholes in Project Shop's driveway, but it doesn't feel worn out and drives nicely, with everything working as it should and the temperature steady a third of the way up the gauge. These cars aren't blindingly fast, being slightly heavier than the E30 325i from which they borrow most of their mechanicals, but performance is adequate and handling excellent.

As well as the detailed history file, there's a photocopy of the Z1 repair manual, two sets of keys and an MoT until January. You can have a regular British numberplate if you want, too.

CHOOSE YOUR Z1

- ▶ In production from March 1989 to June 1991, demand for Z1s is so high that 8000 are built, all LHD, against an original plan for 5000.
- ▶ The car is based on E30 and E36 mechanicals in a steel 'punt' chassis, clad in removable thermoplastic and glassfibre panels.
- ▶ The Z1 sees the first use of BMW's multi-link rear 'Z axle', but its big novelty is electrically operated doors that slide down into the sills.
- ▶ 66 Alpina RLE conversions are built, all with 2.7-litre 204bhp engines.
- ▶ Just 50-150 cars (depending on who you believe) are officially imported into the UK, all with mph speedos and priced at £36,925. Expect to pay a small premium over mainland European examples if you can find one.

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1989 BMW Z1

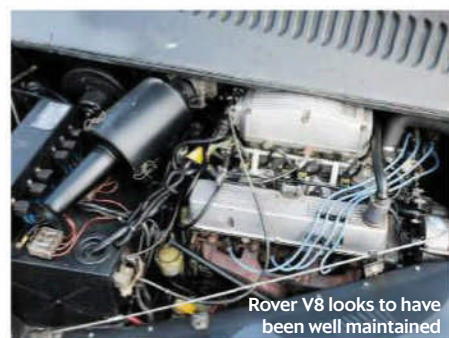
Price £38,000 **Contact** Project Shop, Bicester, Oxfordshire (projectshop.co.uk, 01869 351883) **Engine** 2494cc, sohc, inline six-cylinder, Bosch Motronic fuel injection **Power** 171bhp @ 5800rpm **Torque** 164lb ft @ 4300rpm **Performance** Top speed: 140mph; 0-60mph: 7.8sec **Fuel consumption** 30mpg **Length** 3925mm **Width** 1690mm



Bodywork is arrow-straight and the glossy gunmetal finish is very nearly perfect



Wood-and-leather cabin has been well cared for



Rover V8 looks to have been well maintained

1993 Morgan Plus Eight £34,995

Lots of grunt wrapped up in rugged old-school looks – it all adds up to a package that never dates, says **Rob Scora**

How refreshing to see a Morgan that isn't painted pillar-box red or British Racing Green, and this 1993 example looks handsome in gunmetal grey. As you'd hope from a car that has covered only 56,000 miles in its 24 years on the road, the finish and bodywork are in fine condition. The metallic paint looks excellent overall, with no loss of sheen or chipping to the nose. There is a tiny inconsistency in the smoothness of the paint finish at the front end of driver's side engine cover, but the overall gloss (and metal protection) is not compromised.

Bumpers and brightwork are in excellent condition – the only real exception would be the nearside lower mirror stalk, which is slightly corroded. There are a few small cracks in some of the smaller rubberised plastic components such as the bonnet edge protectors. Also, the plastic surround of the windscreen vent (which falls somewhere between an interior and exterior part in a Morgan) is chipped and showing a tiny patch of corrosion underneath. But these are small details that do little to detract from the car.

Inside, the seats are square-edged and supportive, the carpets and seatbelts are clean and the wood veneer is dark and glossy. There are scratches to the door leather from handle operation and exiting, but nothing beyond the everyday challenges of clambering out of a Morgan.

Nor is this Plus Eight let down by its underside – the undersealing is intact and the suspension components look to be in good shape. The worst that can be said of the clean and corrosion-free wheels is that the printed hub decals have worn off. The Yokohama 205/60 R15s have quite a bit of life left in them.

The car has a good main dealer service history, the fluids look healthy and the Rover V8 fires up immediately before settling into a steady, smoke-free idle. Some say Malvern's monster possesses a hard ride, but this example soaks up the bumps well enough while maintaining a taut feel on the road.

The steering is positive and the brakes are progressive and snatch-free. The gearchange is smooth and accurate enough to remain endlessly entertaining, though the V8 has enough torque in any gear not to care which cog you select. This

later injected engine takes on a slightly supercharger-like howl when pushed, and the car has the pace to embarrass many more aerodynamic offerings. Oil pressure sits steady in the lower half of the gauge and the temperature gauge doesn't flinch.

This is a tasty example, with enough miles on it to allow you to use it while being tidy enough to retain a good value. It's old-school without labouring the point but contemporary enough to make for easy ownership. Definitely worth a closer look.

CHOOSE YOUR MORGAN PLUS EIGHT

- ▶ Launched in 1968 on a widened and strengthened Plus Four chassis, the brawny Plus Eight has a 151bhp Buick/Rover 3.5-litre V8 driving a Salisbury 7HA differential through a Moss four-speed manual gearbox.
- ▶ An all-synchro four-speed (from the Rover 3500S) arrives in 1973 along with a wider chassis and front wings to accommodate wider wheels. Lower compression drops the power to 143bhp.
- ▶ 1977 brings a 155bhp engine as used in the Rover SD1 and that same power train's five-speed box. Further chassis widening allows the engine to be moved back in the chassis.
- ▶ In 1983 the Plus Eight gets Bosch L-Jetronic fuel injection, helping it to produce 204bhp.
- ▶ 1984 sees the steering box replaced by a much better rack-and-pinion set-up.
- ▶ In 1990 the engine is bored out to 3.9 litres and given Lucas 14CUX fuel injection. Catalytic converters drop the power to 190bhp.
- ▶ Production ends in 2004 when Rover V8 engine manufacture discontinues.
- ▶ A limited edition 4.8-litre BMW engine version with six-speed gearbox is launched in 2012.

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1993 Morgan Plus Eight

Price £34,995 **Contact** Arun Jaguar, Sussex (arunltd.com, 01798 874477) **Engine** 3947cc, V8, dohc
Power 190bhp @ 4750rpm **Torque** 230lb ft @ 2600rpm **Performance** Top speed: 124mph; 0-60mph: 5.6sec
Fuel consumption 22mpg **Length** 3962mm **Width** 1600mm



1966 Ferrari 275 GTB NART Spyder (LHD)



1966 Ferrari 275 GTS (LHD)



2001 Ferrari 550 Barchetta (LHD)



1971 Monteverdi 375L High Speed 2+2 (RHD)



1971 Maserati Ghibli 4.9 SS Spyder (LHD)



1979 Citroen CX 2400 GTI (LHD)



1980 Rolls-Royce Camargue (LHD)



1996 Rolls-Royce Silver Spur IV (RHD)



1961 Rolls-Royce Silver Cloud II H.J. Mulliner Drophead (LHD)



1957 Fiat 600 (RHD)



1989 Ferrari 412 GT (RHD)



1962 Fiat Giardiniera "Jolly" (LHD)

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1992 BENTLEY CONTINENTAL R - £39,995

Finished in Masons Black with beautiful and unusual grey & red leather interior and striking walnut veneer. Coachbuilt by Mulliner Park Ward this car is simply stunning. Having spent its early years in Singapore the car was manufactured in 1992 and first registered in 1993 (in Singapore) it was later repatriated to the UK in 1999. Right Hand Drive with a Sports Auto Gearbox, PAS and ABS brakes. Electric windows, mirrors & heated seats (with memory). Specification includes air conditioning with climate control, Sony sound system and immobiliser and alarm. The car has covered just 42,500 miles and has a very nice & extensive main dealer/specialist service history from both the UK and Singapore as well as original handbooks & tools. She drives beautifully with all the refinements you would expect from a Bentley having cost circa £200,000 when new represents exceptional value for money.



1974 CITROEN MASERATI SM - £39,500

1974 Citroen SM 5 speed manual 2.7 litre V6 170 bhp carburettor engine. Beautiful Cream coachwork almost unmarked with unmarked tan leather trim & oatmeal carpets. Blaupunkt radio, stainless steel exhaust. Electric windows & PAS, original rear spats & handbook. Original UK market car with 64,000 miles and 4 previous owners. Owned since 1990 by the late David Chaulkin - the SM aficionado. The Citroen Car Club have established that the car was built in January 1974. This car has just had a re-ground crank shaft, mains and big end bearings; still needs running in. Chassis Number OOSC 3478. Recently fitted with Mich. YWX 250/70 tyres. New MOT supplied with sale. At the time this was the fastest front wheel drive production car, with a top speed of 140 mph! SMs are really starting to be appreciated for what they are and values are increasing rapidly.



1954 ALLARD P2 SAFARI STATION WAGON - £39,500

One of only 10 built! This car has a comprehensive history showing the full restoration, mentioned in Tom Lusher's book 'The definitive book on Allards'. The original Ford flat head V8 engine has just had the crank shaft reground and the mains and big end bearings renewed. Finished in white with great station wagon wood. Brown leather Connolly hide interior, brown carpets 3 speed manual gear box on the right hand side. The bonnet is hydraulic and pumps up to open. Sydney Allard goes down in English motoring history as he won the Monte Carlo rally in an Allard. Great car to go to Goodwood or to tow your vintage race car. This car will certainly increase in value.



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1939 CHRYSLER SERIES C23 IMPERIAL

One of only 16 right hand drives built. Was allegedly used by a General in WWII. Straight 8 engine. 3 speed manual gear box. Finished in cream with brown leather interior. Two piece rear windscreen. See website for further details. £37,500



1926 FIAT 501 SPORT SILVINI

4 cylinder side valve 1.4 litre. 4 speed gear box on right hand side, artillery wheels, twin spares, right hand drive, took part in the Silver Flag Vernasca Hill Climb, once one of the most prestigious events on the classic car calendar, could be very competitive in the right hands. £57,500

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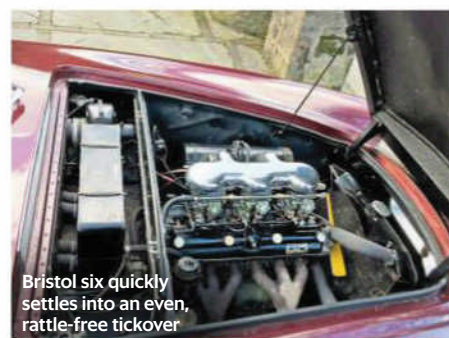
Please see our website www.oldtimermanchester.com for fuller and better particulars



Some details require attention but all panels fit flush



Non-original wheel is well-matched to dashboard



Bristol six quickly settles into an even, rattle-free tickover

1961 Bristol 406 £85,000

This finely engineered gentleman's express is one of just 174 built, and it's in ready-to-enjoy condition, says **Rob Scora**

The general condition of this Bristol's deep maroon paint is very good - no bubbles or fading, though there are small chips near the filler cap and to the edge of the bonnet and doors, and light scratches to the top coat on the nearside wing. Alloy body panels look to be in fine shape - symmetrical side-to-side with consistent panel gaps. The opening wing flaps that allow access to the spare tyre and battery sit completely flush when closed. Door jambs are clean and the underside of the car is very sound.

Chrome is largely up to the standard of the paint, though that on the bonnet vent is dull and weathered. Also, the rubbers and brightwork of the windscreen and rear window surround show light cracks and a little distress. There's rust in a couple of the screws of the radiator grille, though the deep surround itself, as well as the bumpers, look in fine fettle. There's a little surface rust in the steel wheels' recesses.

Inside, the coupé again gives a good impression, looking generally well cared-for and maintaining a good balance between authenticity and ongoing upkeep.

The grey leather is supple and retains its colour, and the maroon piping looks tidy. The sides of the front seats and headrests show some scuffing. Though handsome, the Moto-Lita steering wheel is not original. However, a correct-type example (not as good-looking) will also be supplied with the car.

The wood trim, while largely intact and showing good grain, has lost its colour and lacquer in some places. This is mainly under the windscreen and around the rear edges of the quarterlights where the window opens. There are no signs of damage in the surrounding material. The dashboard itself is a deep rich brown. Floors are solid and interior fittings feel firm and function as they should.

The engine bay has a workmanlike tidiness with everything in the right place and no signs of leaks or overheating. The comprehensive service history attests to five owners' worth of diligent care. It includes handwritten letters from a garage (1976), many hefty invoices from Bristol specialist Spencer Lane Jones, plus records of a rear axle rebuild and an overhaul of the 'one-shot' lubrication system. Confirmed mileage now sits at 66,193.

The clutch is light enough for one of these and, though the steering is heavy at parking speeds, it drives without sloppy tolerances in steering or suspension.

The 2.2-litre pulls from low enough in the revs so as not to make town driving a rowing exercise, while cruising remains relaxed but flexible. Overdrive pops in and out very smoothly and decent acceleration is only a crisp gear throw away. Water temperature sits in the lower half of the gauge and oil pressure is on 60psi.

There may be some negotiating room given those untidy details mentioned, but considering this example's solid history, strong mechanicals and the scarcity of these cars, don't expect to come too far south of the asking price.

CHOOSE YOUR BRISTOL 404-407

- ▶ **404** introduces hole-in-the-wall grille in 1953. Engine is a 1971cc six; 52 made. Longer-wheelbase four-door **405 Saloon** arrives in 1954 - 265 of which are made - along with 43 **405 Drophead Coupés**, now highly collectable.
- ▶ Taking over from the 405 in 1957, the heavier **406** raised engine capacity to 2216cc. Body now steel rather than wood-framed; four-wheel disc brakes are standard fit. In total 174 are built.
- ▶ 1959 Earl's Court Motor Show sees launch of quirkily styled, triple-carb **406 Zagato**. Much lighter than regular 406s, only seven were made and now command double the price of the regular factory offering.
- ▶ 406 replaced in 1961 by the Bristol **407**, which looked similar but had a 5130cc Chrysler V8.

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1961 Bristol 406

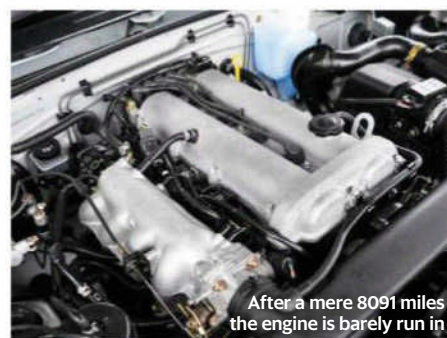
Price £85,000 **Contact** Old Timer Manchester (oldtimermanchester.com, 01944 758000) **Engine** 2216 inline-six, ohv **Power** 105bhp @ 4700rpm **Torque** 129lb ft @ 3000rpm **Performance** Top speed: 107mph; 0-60mph: 14sec **Fuel consumption** 15mpg **Length** 4978mm (196in) **Width** 1727mm (68in)



20-year-old roadster looks like a virtually new car



Ruched leather interior is near to being flawless



After a mere 8091 miles the engine is barely run in

1997 Mazda MX-5 Harvard £13,395

With barely 8000 miles on the clock and a full history, this Mazda offers plenty of promise, says **Russ Smith**

Bought on the day the Harvard special edition was launched, this MX-5 has since been owned by two brothers. The first was in the forces and away a lot, which explains how just 8091 miles have been covered in 20 years. The history file tells us it was first taken to Belgium, where the 600-mile service was done, but returned to the UK four months later. All documentation is there, plus a spare set of keys and leather Mazda key fobs in an unopened polythene bag. Despite its lack of use, the car was MoT'd every year, confirming the mileage - although one glance at the condition is enough to remove any doubts about that.

The body and paint are remarkable, the latter having the deep gloss of a new car. You have to look hard to spot the few tiny flaws: a touch-in stonechip on the nose, the hint of a kink in the offside headlamp cover, a half-inch scuff in the lacquer coat below the driver's door handle and one pit in the handle's chrome surround. There's no hint of any corrosion and the vulnerable return lips on the rear wheelarches show neat rows of unsullied factory spot-welds.

If anything, it's even better under the bonnet where every aspect has a showroom-fresh look. Even the strip of foam between radiator top and slam panel is still there and hasn't turned crusty. All labels are unfaded and clean, as are all fluids, and there's no sign of leakage from anywhere. There's no record of the cambelt ever having been changed, so this will be done before sale.

Inside, the ruched red leather seats are unmarked without even a hint of wear on the side bolsters, though there is some fine scratching on the alloy door step protectors - the kind you wouldn't see without getting on your knees and looking for it. The rest is similarly good, but there is an odd 10p-sized discolouration under the lacquer on the ashtray's wood trim plus some very fine cracking in the matching trim round the heater controls, but that's being very picky. The vinyl soft-top looks original and superb and the same can be said of the often misplaced clip-on hood cover.

The tyres are Bridgestone Turanzas, dated 2010 but so little used that you can spot remnants of the moulding bobbles. They're mounted on the original 15in alloys which are unmarked.

There were absolutely no surprises on the road test. As expected and hoped for, it drove just like a one-year-old MX-5. The experience was a reminder of why Mk1 MX-5s are so highly regarded as driver's cars. Everything felt taut, sharp and responsive, there were no knocks from the suspension, the gearshift was crisp and the brakes worked perfectly.

Yes, this is probably as high a price as you'll find being asked for a Mk1 MX-5, but when you think of it in terms of buying a one-year-old car, which in many ways this is, it's not a bad discount on the £17,495 it cost new. And will you find another like it?

CHOOSE YOUR MX-5

- ▶ Launched in Japan and America in 1989, the MX-5 comes to Britain in March 1990. The UK-spec 1.6-litre twin-cam has 114bhp and barely noticeable power steering.
- ▶ After a rash of awards, in 1991 Mazda offers the leather-seated Limited Edition.
- ▶ In 1994 engine capacity increases to 1.8 litres, taking power to 130bhp. However, much of this is offset by a 50-70kg weight increase. Standard model is now the 1.8i, and there's also a 1.8iS with even quicker steering and ABS.
- ▶ In 1995 the 1.6 returns in a £1500 cheaper entry-level MX-5, detuned to 88bhp.
- ▶ The Harvard special edition launches in May 1997, painted Silver Stone Metallic and fitted with five-spoke 15in alloys, burgundy leather, Momo leather wheel, chrome brace bar behind the seats, wood trim on the centre console and Harvard-logo floor mats.
- ▶ Mk2 arrives in 1998 without pop-up lights.

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1997 Mazda MX-5 Harvard

Price £13,395 **Contact** KGF Classics, Peterborough (kgfclassics.co.uk, 01733 425140) **Engine** 1839cc, dohc, inline four-cylinder, Bosch L-Jetronic fuel injection **Power** 133bhp @ 6500rpm **Torque** 110lb ft @ 5000rpm **Performance** Top speed: 115mph; 0-60mph: 9.1sec **Fuel consumption** 30mpg **Length** 3948mm **Width** 1676mm

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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, Mulliner 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. Choice of three.....£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



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Mercedes 250SL Pagoda sports 1968. Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops, with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old met'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



Mercedes 300SL Sports 1988 finished in brilliant signal red with black hide interior, headrests, automatic, power steering, rear seats, over mats, hard and soft tops, alloys, abs brakes, power windows, tinted glass, stereo system, always garaged, titled lady owner, full service history, old mot's, and many invoices, a superb example.....£25,750



BENTLEY 1956 coachbuilt BY Hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original KVM 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



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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 probably the finest on market and rising in value absolute gift at only.....£16,750



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



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windows. 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 mirror, champagne over rug front and rear, touring trunk to rear, hair side supports, opera lights, Stralin 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 concourse wins in its time. Winning the Rolls Royce Owners Club concourse trophy 2 trophies. Also the Duxley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways winning the RR enthusiast club with concourse in 2002, with an invite to the Queen Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, event, tour, 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 ready to sell. Must be the finest piece of art able to sit in the world excellent investment.....£275,500



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blue, headrests front and rear, magnolia hide headlining, with royal blue roll dash, glass like finish burr walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armrest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new, this car is totally stunning.....£18,750



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 last of this handsome model, only two previous owners, fabulous history, original handbook, fantastic to drive you can hardly have 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 80 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 sports 420SL 1989. Finished in gleaming signal red, with cream hide interior, headrests, hard and soft tops, rear seats, over rugs, tinted glass, light up vanity mirrors, abs, alloys, power windows, automatic, stereo system, one of the last of this model, 105,000 miles with full Mercedes service history, plus all invoices, and mot's, original handbook and wallet, complete with all tools, this car has been garaged from new, and only two previous owners. This car is just remarkable for its condition, could easily win any show.....£28,750



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 unmodified car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E Type, Which has mellowed to an amazing condition. This car is just remarkable.....£165,500



Mercedes sports 280SL Pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website.....£129,500



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



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 £12,750



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 overalls, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whitewall tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and 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 spark plug wires, 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



Porsche 2008 Turbo 997 Coupe 2.6L Tiptronic, finished in the most superb colour of dark metallic bronze (macadamia) with tan hide interior, power sunroof, this car has only 47,000 miles from new, with full service history, to include sat nav, on board security cameras, this car has every extra, please enquire regarding further extras, pampered to the highest of standards, garaged from new, taken in part exchange. Just breathtaking and mint condition excellent investment. £58,750



Jaguar E Type V12 1971 2+2 LHD finished in British racing green with superb black hide interior, headrests, air conditioning, power steering, chrome wire wheels, drives excellent, lots of maintenance invoices, only two owners, always garaged, not concourse but a very genuine car to drive, gift one for the enthusiast, at only £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 hearses to match at £8,750



Rolls Royce 2025 1934 Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gup. 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



Porsche 2008 Turbo 997 Coupe 2.6L Tiptronic, finished in the most superb colour of dark metallic bronze (macadamia) with tan hide interior, power sunroof, this car has only 47,000 miles from new, with full service history, to include sat nav, on board security cameras, this car has every extra, please enquire regarding further extras, pampered to the highest of standards, garaged from new, taken in part exchange. Just breathtaking and mint condition excellent investment. £58,750



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 whitewall 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, 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. £145,500



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, and aeroflye, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example. £115,500



Daimler Hearse 2006 X350 aluminium body 5 door, coachbuilt by eagle, this hearse is very unique and very rare, difficult to find, finished in black with gold pinstripe, with double deck veneers, and six black hide bear seats, complete with coffee stops, power steering, smooth automatic transmission, ac climate control, parking sensors, auto lights, cruise control, power seats, power mirrors, multi function steering wheel, lower rails, 79,000 miles, maintained to a very high standard, drives like new and in superb condition, absolute gift at only £29,750. Limousines to match if required



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP, only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb. £119,500



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



Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS 100. These cars are very rare only 22 were made, this is number 12 these cars have tripled in price in last few years, mostly because of the investment side of it, plus they drive beautifully. Hardly ever come up for sale although we have had 6 of these masterpieces. Finished in gleaming black with matching hide interior piped in red, with matching carpets, headrests, walnut veneer dashboard, power steering, manual with over drive, anodized wire wheels, large chrome head lights with chrome mesh protectors, twin spots, 4.2 litre, 4 pot vented discs, all weather, equipment, probably the finest coach built repro in the world, these cars are just breathtaking, must be seen. Excellent value. £85,750



Mercedes 560 SL Sports, left hand drive, 1986, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard and soft tops, auto power, first aid kit, cruise control, also, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo and CD system, SRS, alloy, complete with all tools, 63,000 miles, two owners, garaged from new, service history, test appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning. £38,500



Mercedes 1989 300SL sports, finished in the most superb colour of almandine red, with dove grey hide interior, rear seats, headrests, overmats, stereo system, hard and soft tops, automatic, power steering, power windows, tinted glass, alloys, abs brakes, light up vanity mirrors, complete with all tools, garaged from new, one of the last in this model, drives like new, only 51,000 miles with full history, plus old MOTs and handbook very difficult to find better, and a fine investment. £44,750



Bentley Azure 1997, Left Hand Drive. Finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overalls, very expensive stereo system, chrome wheels, sundyn 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 aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset, just stunning. £125,500



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 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 tiptronic 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 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 tiptronic 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



Jaguar E Type V12 roadster 1973 This E Type must be one of the best in the world, easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior, headrests, sparkling chrome wire wheels, with white band tyres, spare wheel unused, power steering, manual transmission, stereo system, tinted glass, drives like new, box file full of history, thousands spent to bring this car to its like new condition, if you want the very very best this is it, just breathtaking, more pics on our website. A fine investment. £165,750

1997 ASTON MARTIN DB7 i6



Finished in Mendip Blue with parchment piped blue trim.
Only 21000 miles from new !!!

£31,950



ASTON MARTIN DB7 PROTOTYPE, as featured on Top Gear 1997, Auto car Magazine and more recently Vantage Magazine. Unique V12 500 BHP engine with 6 speed gearbox, AP brakes and many upgrades. A unique Aston Martin! Contact us for full details.



1980 ASTON MARTIN V8 with manual gearbox. Full bare metal re paint and retrim just completed. Large history file, First class

£POA



2000 ASTON MARTIN DB7 VANTAGE COUPE. Finished in Malvern silver with parchment trim. 85,000 miles

£27,950



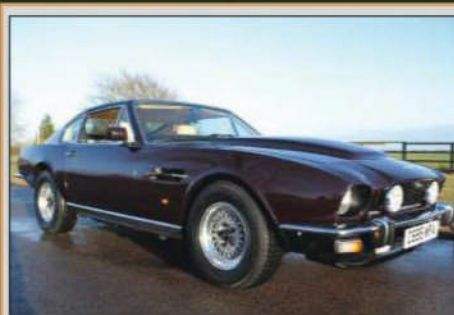
1980 ASTON MARTIN V8 VOLANTE Finished in Royal blue metallic with parchment piped blue trim and blue mohair hood. Just 25000 miles and large history file.

£199,000



1980 ASTON MARTIN V8 TO VANTAGE 580X SPECIFICATION. Fitted with six speed manual gearbox, Finished in stunning deep burgundy metallic with magnolia piped burgundy trim and burgundy carpets. Additional body styling by Aston Martin, Ronal wheels and tyres, large bore air box and exhaust system, suspension factory handling upgrades, High quality sound system. Very large history file

£225,000



1985 ASTON MARTIN V8. Restored and built to 580X spec by RSW some 3000 miles ago. New BBS wheels, large history file.

£195,000



A collection of classic sports cars, including Ferraris, parked on a paved area in front of a large green field and trees. A man stands in the center of the cars.

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1971 JAGUAR E-TYPE SERIES 3 V12 MANUAL COUPE.

Opelescent Silver Grey Metallic with Red Interior. 36,000 genuine miles covered from new. Chrome Wire Wheels. In depth rebuild carried out over recent years including: Complete body strip and total refurbishment to the highest of standards. Total engine strip and rebuild including all oil seals. Gearbox overhauled. Front and Rear suspension totally stripped and recommissioned including final drive, bearings and seals. High Torque Starter Motor fitted. Beautifully original interior with replacement carpets Etc. Etc. A superb example throughout and ready to be enjoyed once again.

RHD - £79,995



1948 MG TC SUPERCHARGED.

MG Red with Vellum Beige Trim. A correct matching number car with the exception of the very desirable 5 Speed Gearbox conversion. 'Daisy' has been beautifully and totally restored to an exceptionally high standard with desirable upgrades along the way including Eaton Supercharger with Engine rebuild to suit, uprated suspension and brakes, uprated steering, discreet indicators etc. etc. This much sought after 'classic' has covered less than 1,000 miles since completion and will now keep up with modern traffic. In superb condition throughout and crying out for the open road once again.

RHD - £42,995



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



1974 FORD ESCORT 1300 L ESTATE.

17,000 Miles from new !!!!!!!!! Diamond White with Black interior, Disc Brakes and Servo from new - £ 18/10 ! Seat Belts from new - £ 9/68 ! Original bill of sale, Stunning condition throughout, Try and find another like this. Unrepeatable and one for the true Ford enthusiast.

RHD - £19,995



1969 LOTUS ELAN SE DHC - DAYTUNE RESTORED.

Lotus Yellow with Black Trim, Hood and Tonneau. This stunning S4 DHC was restored by the 'legendary' Peter Day of Daytune some years ago to an exacting standard. Utilising a new Lotus Chassis, rebuilt to original factory specification using original materials. Only 7,700 Considerate Miles Since. The condition today is exemplary and ready for the concours circuit if required. SE Spec. includes: Rack and Pinion Steering, Close Ratio Gearbox, 3.5 : 1 Rear Axle Ratio, Servo Assisted Brakes, S/E Engine developing 115 BHP. Safety Belts, Leather Covered Steering Wheel, Knock On Wheels with Chrome Embellishers, Plus: Michelin XVS Tyres, Original tool kit and jack, Twin Air Horns Etc. Accompanied by interesting history file with photo record of build and invoices. The Original Daytune Build Certificate. Original Sales Brochures. Would be impossible to replicate to this standard for anywhere near our asking price. This is as good as they come!

RHD - £42,995



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 Bore, 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.

RHD - £24,995



1968 TRIUMPH HERALD 13/60 CONVERTIBLE.

Triumph Racing Green with Black Trim. Family owned from new. Total body restoration carried out some years ago by Marque Specialists. Photographic record etc. etc. A beautifully honest example in superb condition throughout. A full 4 seater convertible that all the family can enjoy.

RHD - £9,995



1949 GMC 150 3/4 TON PICKUP.

Green over Black. 4.0 straight Six Engine with Three speed manual transmission - exactly as it should be ! This magazine and trophy winning pickup was imported and restored some years ago to a superb level. The demand for these 'trucks' is certainly on the increase with prices on the rise. Ready to go and so useable for whatever requirements you may have.

LHD - £29,995



1989 JAGUAR XJS V12 CONVERTIBLE - AUTO.

This magazine featured and KWE Approved XJ is finished in Westminster Blue with contrasting Magnolia Hide and is in superb condition throughout. Private registration shown is included.

RHD - £24,995



1963 MGB 1.8 ROADSTER PULL DOOR HANDLE - OVERDRIVE.

Iris Blue with Black Trim piped Cream. Total Restoration some years ago, on a Totally Corrosion Free Car. All Original Panels. Photographic Record and All Invoices. Equipped with Gas Flowed Unleaded Head, Overdrive, Telescopic Dampers, Chrome Wire Wheels, Kenlow Fan, Works Hard Top, Soft Top and Tonneau Cover. Bills on file for in excess of £18,000. Exceptional condition. It would be difficult to find a more genuine example. Previously supplied by us and a pleasure to be able to offer once again.

RHD - £17,995



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



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

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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.

A SELECTION OF OUR CURRENT STOCK:



1956 ASTON MARTIN DB2/4 FHC

£POA

Aston Martin DB2/4 MKII Fixed Head Coupe. Chassis No:-AM300/1185. Built with Left Hand Drive and Finished in Sea Green over Deep Carriage Green with Burgundy hides. This discerning car can undoubtedly lay claim, to be compliant with the Q car definition. Reportedly returned to Aston Martin on two occasions with engine failure the car subsequently had fitted to it, an all alloy 3.7 litre Tadek Marek designed engine of the type designated and used in the later DB4 series cars. Combined with a DB4 David Brown 4 speed gearbox and revised axle ratio, disc brakes to the front, the performance of this car, firmly establishes its Q car credentials. A near 60% increase in BHP, cannot be ignored when driving this dynamic and yet unassuming car. As installed the engine carries an early Aston Martin Pre Production engine number and is to original specifications. AM300/1185 was maintained for some years in the 1980s by Aston Martin Heritage specialists R S Williams in its current configuration, before being sold to a prominent AMOC member based in Germany. Last changing hands in June 2014 and car was delivered to Aston Martin Works for complete assessment, prior to a body restoration and a bare metal repaint, with restoration of various features to its original specifications.


1954 Aston Martin DB2/4
£POA

1988 Aston Martin V8 Vantage Zagato

1972 Aston Martin V8
£POA

1965 Aston Martin DB5
£725,000

1960 Aston Martin DB4 Series II
£495,000

1990 Aston Martin Virage
£89,950



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Aston Martin V8 Volante LHD Manual

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Jensen CV8 MKII



Aston Martin 1933 Tourer



Aston Martin Virage Volante



Aston Martin DB2/4 RHD



Alvis Barson Special Straight Eight



Aston Martin Virage LE
Number 7 of 9 Ex Lennox Lewis



Healey Silverstone totally restored
D Type



Aston Martin DB7
Works Driving Dynamics



Aston Martin V8 Volante
Auto 1981

Arnolt Bristol Works Car
Aston Martin Bertone Jet 2+2
Aston Martin DB2/4 Drophead (barn find)
Aston Martin DBS 1970 RHD
Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 Vantage X Pack Coupe RHD
Aston Martin V8 S2 Saloon LHD

Aston Martin V8 Volante Auto LHD
Aston Martin Virage Coupe Manual RHD
Aston Martin Virage Coupe
FULL 6.3 Man RHD
Frazer Nash BMW V8
Jaguar XJS Convertible RHD
Jaguar SS100 Roadster 2.5 Concours

Jaguar XK140 OTS RH
Jaguar MK IV manual LHD
Jaguar XJ220 LHD
Lancia Dilambda Saloon 1931 RHD
Porsche 912
Talbot Lago T26 Record RHD



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Silver Grey with matching grey hide interior. Many special features having been the 1951 Geneva motor show car. Supplied new to the UK it spent many years in the USA including a prize winning appearance at Pebble Beach before returning to the UK a few years ago. Please enquire for further information.



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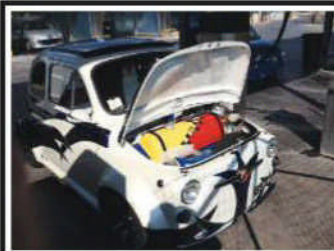
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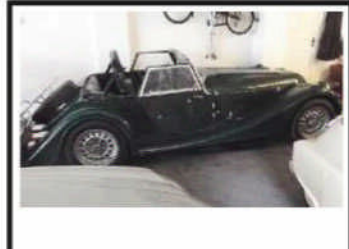
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1996 BENTLEY TURBO R Standard Wheel Base finished in Racing Green with Tan hide with Green carpets and over rugs. 48,000 miles. Full Jack Barclay history. A perfect example The best you will find.....£22,000



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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£17,500



1990 ROLLS ROYCE SILVER SPUR II finished in Nordic Blue with Magnolia Hide piped Blue. Covered 83,000 miles with full service history from Specialists. Truly unique. Simply Stunning£24,000



1993 BENTLEY BROOKLANDS with Racing Green coachwork and Cotswold with spruce piped interior. Only 59,000 miles from new with full and comprehensive history. Exceptional Condition.....£18,000

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599 GTB FIORANO

This stunning Ferrari 599 GTB has covered 18,000 miles from new, and is presented in excellent condition. It is finished in Nero Daytona with Nero hide with Red fingers piped Red with Bordeaux carpets. Electric Daytona carbon sports seats. Monolithic alloys, yellow brake callipers, Carbon ceramic brakes.



£POA DINO 246 GT

£349,950

Restored by Foskers with Ferrari Classiche Certification, 48,600 miles, extensive paperwork detailing the cars history. The car is sold with the owner's wallet, handbook, warranty card, original brown tool bags. The car is in pristine condition and is one of the finest driving Dinosaurs we have had the pleasure to look after.



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.



360 CHALLENGE STRADALE £195,000

Pristine low-mileage example delivered new in May 2005 to its one and only UK keeper, 19" BBS alloy wheels, ceramic discs.



CALIFORNIA 2+2

£109,950

Just 8,000 miles. Blue carpets, Yellow brake calipers, cruise control, electric seats, Scuderia wing badges, rev counter in Giallo.



360 SPIDER

£84,995

6 Speed manual, Rosso Corsa over Nero electric Daytona seats with Red stitching, Red brake callipers, front and rear challenge grilles. Scuderia shields.



CALIFORNIA 2+2

£97,995

Presented in absolutely pristine condition, full main dealer history documenting the 28,000 miles from new. 7-speed dual-clutch transmission.



575 MARANELLO F1

£POA

Grand Tourer capable of 202 mph. Stunning specification, 29,000 miles from new. Crema hide with Blue piping and stitching.



355 SPIDER

£110,000

6 Speed manual. Presented in the beautiful combination of Rosso corsa with Crema hide, piped Bordeaux with Bordeaux carpets. 23,400 miles.

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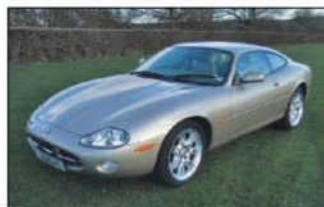
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2000(V) Mercedes SLK320 Convertible.
Metallic Linarite Blue with Anthracite leather. Electric roof, switchable auto, PAS, ABS, A/C, e-w, CD stereo, AMG alloys etc. Under 41000 miles, FSH. Immaculate.
£7,995



1993(K) Volkswagen Golf VR6 5-door. Dark Metallic Blue with Black leather. 5-speed, PAS, ABS, e-w, e-sunroof, factory BBS spoked alloys. Doctor father and son owned from new in Jersey until January 2017. Only 35,000 miles from new with FSH. Rare and immaculate. **£5,995**



2001 Jaguar XK8 Coupe.
Metallic Topaz with Ivory leather. Automatic, climate control, parking sensors, electric seats, 18" factory alloys. Only 37500 miles from new with FSH. Superb example.
£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. **£6,995**



2004(04) Jaguar X-Type 2.5 V6 SE AWD automatic. Metallic Racing Green with Barley leather. Climate control, PAS, ABS, e-seats, c-control, e-w, factory alloys, parking sensors. 68,000 miles with FSH.
£2,795



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.
£2,995



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**



2006(06) Mercedes CLK350 Elegance Cabriolet.
Tanzanite Blue, Sand leather, Navy power hood, A/C, Command, Sat. Nav, electric heated memory seats, 18" AMG alloys, 62000 miles, FSH. Mint. **£7,995**



2005 Mercedes CLK240 2.6 Avantgarde Cabriolet.
Brilliant Silver, Anthracite leather, black power roof. A/C, electric memory seat, alloys, cruise control, only 43000 miles, FSH. Beautiful condition. **£7,995**



1973(M) Triumph Stag Mk2.
Guards Red with soft pleated Black leather. Tax exempt. Manual O/D, chrome wire wheels, PAS, 70000 miles recorded and has previously completely refurbished. Extremely nice condition. **£14,995**



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.
£8,795



1982 (X) BMW E21 320 Coupe Automatic.
Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, showroom condition. **£10,995**



1998 BMW Z3 2.8i Roadster.
Arctic Silver with Wine Red leather and Black electric roof. 5-speed, PAS, e-seats, heated seats, CD stereo, e-mirrors, e-w, c-locking, factory alloys etc. Only 43,000 miles, FSH. Immaculate. **£6,995**



1978 Mercedes 450SLC Coupe.
LHD. Dark Metallic Green with Light Green velour. Automatic, PAS, E-Windows, stereo, original alloys. Approximately 105,000 miles, very clean cosmetically.
£7,995



2000 Mercedes SLK200 Kompressor Convertible.
Black with Anthracite leather. Rare six-speed manual, factory alloys, A/C, PAS, ESP, electric roof, ABS etc. Jersey car with 45,000 miles. Service history. Very clean. **£4,995**



2005 Mercedes CLK240 2.6 Coupe.
Brilliant Silver with Anthracite leather. Command, A/C, Sat. Nav, cruise control, alloy wheels, parking sensors, only 43000 miles, FSH. Pristine.
£6,995



1995 Mercedes C280 Elegance Saloon.
Azurite Blue with Grey cloth and Walnut trim. Switchable auto, PAS, ABS, air-bag, e-windows, electric sunroof etc. Only 47,000 miles with original service book. Lovely condition. **£2,995**



2003(03) BMW E46 330Ci Sport Convertible 'Individual'.
Bluewater Metallic with Grey leather. Steptronic auto, PAS, ABS, A/C, e-seats, sat nav, 18" alloys, c-control, parking sensors. 123,000 miles, FSH. Great value. **£3,295**

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1957 Mercedes Benz 220S Ponton Convertible finished in White with new red hide interior and a new fully lined mohair hood in Beige and fitted with manual transmission. While the larger 300 series autos were more glamorous and exclusive, the 220S was very luxurious for its day. This particular car has been the subject of considerable expenditure which has included a full re-trim of the interior and a new, fully lined, mohair soft top. The bodywork has been completely repainted the car is currently undergoing a full service, prior to being offered for sale. The model is very collectable, but being a model in which we have little expertise, we are open to sensible offers and would consider an English classic car in part exchange. **£79,950**



The Ferrari Mondial was designed by Pininfarina of Turin and built by Ferrari between 1980 and 1993 and is the perfect Ferrari for the enthusiast who needs the advantage of 2 child seats. The engine, transmission, suspension and steering are all either identical to or very similar to the 2 seater models such as the 328 GTB produced at the same time. Today the Mondial is considered to be one of Ferraris most practical designs as despite the 4 seat accommodation, the design loses none of its sports car appeal. This beautiful example that we are proud to offer for sale has covered just 46,000 miles from new and comes with a comprehensive history file and an original fully stamped service book. The car drives really well and is sensibly priced for one in this condition which we feel will continue to appreciate in value. **£39,950**



1954 Jaguar XK120 DHC finished in Jaguar Dark Green metallic with suede green hide interior. The car comes with a considerable history file from which it can be deduced that around £45,000 was spent between 2010 and 2012 on a comprehensive restoration and the car now presents in excellent condition. The engine has a nice tight feel and holds excellent oil pressure and the original Moss gearbox provides smooth gear changes. The stunning Green paint finish is in really nice condition as is the leather trim and highly polished wooden dashboard. The Mohair hood is in first class order and is beautifully lined. XK120's are very handsome vehicles and this splendid Jaguar is a thoroughly useable example. Realistically priced for a model that is in fine condition and increasing in Value. **£99,500**



This delightful Nostalgia copy of a 1950's XK 120 Roadster has to be seen to be believed. From only a few yards away it can easily be mistaken for the real thing as the attention to detail is quite remarkable. With XK prices having now reached beyond the pocket of many, this excellent looking motor car presents a real opportunity to acquire a very sound and well driving classic for half the price of an original. It is powered by a 4.2 Jaguar XJ engine from the donor car coupled with a 5 speed, all synchro gearbox. The interior has been beautifully trimmed in red leather which compliments the Old English White of the coachwork. The car sits on 15" painted wire wheels with high speed radial tyres and is a delight to drive. Very sensibly priced at **£44,950**



1978 MGB race/rally owned by my wife from 2002 until 2009 during which time she and I regularly competed in various sprints and hill climbs and some MG Car Club race meetings. Prior to her ownership in 1995 the car was the subject of a complete rebuild, photographic evidence of which is contained within the considerable history file. The specification includes fuelling through a 45DOE side draught Weber carburettor and Facet race fuel pump, 4 speed all synchro gearbox, Aerquip oil and brake lines and large oil cooler, alloy rocker cover, electric cooling fan, oil catch tank, 800lb competition front springs with competition shock absorbers and stiffer front anti-roll bar, brake cooling ducts, headlamp cowls, "Works" hard top, OMP race seats with 5 point race harness seat belts, "Safety Devices" roll cage, "Lifeline" fire eater system, aluminium race fuel tank, alloy bonnet, Fibreglass boot lid (originals also with the car) and "Minitia" alloy wheels. Huge fun for little money at **£12,950**



1962 Lotus Elite S2 with correct Coventry Climax FWE 1216cc engine and 4 speed ZF gearbox and combined with disc brakes all round and coil spring suspension. The Shell/chassis was created in just three moulds and only minimal sub-frames were utilised at high load impact points. Chapman's expertise in handling made these Elites highly suitable for competition, resulting in 5 consecutive class wins at Le Mans between 1959 and 1964. This special equipment model was purchased by the now deceased owner in 1962 who kept it for 8 years before selling it due to family commitments. Much later in 1994 he re-purchased the Lotus at a Christie's auction as a restoration project and completely restored the car. Now very sensibly priced for one in this condition at **£69,950**. Any inspection is welcomed.

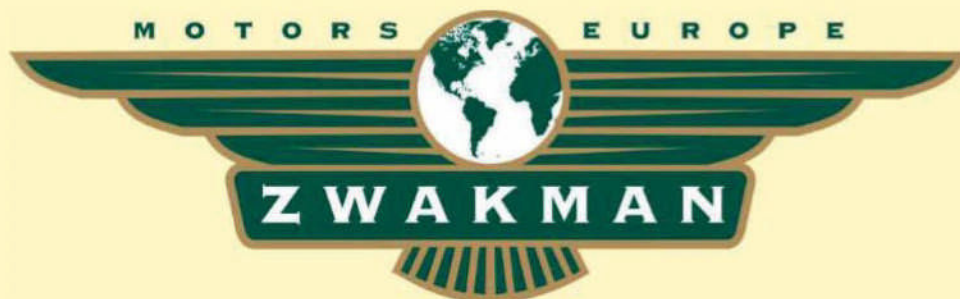


This 1955 Austin Healey 100/4 BN2 has been the subject of a total restoration some 15 years ago and has been used sparingly since and remains in beautiful condition. As a BN2, it is one of only 1100 of this model produced and has a four speed gearbox coupled with an overdrive for high speed cruising. During the restoration the gearbox was rebuilt by Hardy Engineering whose expertise with these cars is considerable. The restoration is to the highest quality which is borne out by the delightful manner in which the car drives. It comes with a detailed history file confirming that it is a matching numbers car and containing numerous invoices and photographs together with a British Motor Industry Heritage Certificate. As so few right hand drive models were produced, nice ones such as this are becoming rarer and difficult to find in this condition. We consider this car to be very competitively priced at **£59,500**



1965 Ford Mustang Notchback Race car in fabulous condition throughout. Fitted with full roll cage and 5 point safety harness and Recaro Pro-race race seat with side wings. The engine is a 302 Block stroked to 347 and producing 430 BHP with Eagle 374 Stroker crank and matching rods, Edelbrock alloy cylinder heads, Edelbrock alloy inlet manifolds, MSD ignition, carbon race sump, KB performance pistons, competition cams. It has an 80 litres fuel capacity via 2 linked alloy tanks. Pro-alloy radiator with SPAL electric cooling fans and a custom built exhaust system. Also fitted is adjustable electric power steering and AP 6 pot "Pro 5000+" Callipers. It is supplied with 10 matching GTD wheels with wet and dry tyres all in excellent condition. Very sensibly priced for one in this condition at **£55,000** ono

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1924 12/50 Ducksback



1935 Speed 20 DHC by Charlesworth



1936 Speed 25 Tourer by Cross & Ellis



1939 12/70 Saloon by Mulliner



1939 4.3 VDP Tourer by Rod Jolley



1965 TE21 Saloon by Park Ward

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1922 10/30 works car by Cross & Ellis; 1931 Silver Eagle Beetleback by Carbodies

1933 Speed 20 Tourer by Vanden Plas; 1938 Silver Crest Saloon by Holbrook

1957 TC108G Saloon by Willowbrook; 1964 TE21 Saloon by Park Ward

1967 TF21 DHC by Park Ward

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1967 Mercedes Benz 250S - Owned by 1 family from new until 2014. Genuine 83,000 miles from new, superb history and a high level of originality, makes this a very special, rare motor car with exceptional provenance.....**£16,995**



1975 Triumph Stag Automatic - Outstanding low mileage. Around £5000 of expenditure since 2014. The Stag has also been fully serviced to include balancing the carburetors. The condition of this example is first class throughout and it is without doubt one of the finest Automatic Stag's we've sold.....**£19,995**



1969 Jaguar E-Type Series II 4.2 FHC - Low mileage, UK supplied matching numbers. Spent from 1979 to 2015 off the road. Whilst off the road, it was subject of a long term rolling restoration over almost 30 years. Very honest, low mileage and low ownership that is ideal for regular use.....**£74,995**



1922 Morris Bullnose Cowley 2 Seat Tourer with Dickey - Known well by us, having sold it in 2010 and again in 2015. The car is in charming condition with a lovely patina. It is an older restoration that has been meticulously kept and paintwork and bodywork are of a very high standard.....**£24,995**



1955 Triumph TR2 - Genuine UK supplied RHD car. Lovely deep Black paintwork, excellent chrome and a smart set of wire wheels. A good straight body and the engine bay is very well presented. The Red upholstery is clean, smart with excellent seats, carpets and door cards. Comes with weather gear.....**£26,995**



1962 Morris Mini MK0 - The bodysell is very smart, the paintwork is of a high standard, as is the chrome. The car is great fun to drive, looks fabulous and has the provenance of low ownership, original colour, registration mark and a comprehensive history file. Mini Minis are fast appreciating, this has to be a good long term purchase.....**£14,995**



2005 Aston Martin DB9 - 60,000 miles from new and comes with a full service history. Exceptionally well looked after. The car is in excellent condition throughout with excellent body and paintwork, with three careful owners from new and the car in excellent order.....**£39,995**



1969 Porsche 911 Carrera 4S - 18000 miles from new and comes to us with an impressive service history. The Guards Red paintwork is excellent, the bodysell first class and the car looks superb on a set of Fuchs alloys. The original alloy wheels are also with the car. The Grey leather upholstery is original and is lovely.....**£29,995**



1964 Mercedes Benz 300 Coupe - 2119cc, 50HC engine with fuel injection. The four speed gearbox changes smoothly both up and down. A delight to drive and is such an impressive, imposing vehicle with its flagtop stacked headlamps, traditional Mercedes Benz grill and of course it's fabulous pillarless coupe styled body.....**£36,995**



1965 Jaguar MKII 3.4 Manual with Overdrive - This spruced 3.4 has extensively toured France on a regular basis and has covered 27,000 miles since being purchased in 1967 from its one lady owner. The lady in White kept the car in totally original order covering around 7500 miles up to selling the car in 1967 to the most recent owner.....**£29,995**



1967 Vanden Plas Princess R - First registered to The Ministry of Public Buildings & Works and believed to have been used by former Prime Minister Harold Wilson during the early 1970s. Beautiful condition and, incredibly original. This is a wonderful rare opportunity to purchase a car worthy of any collection.....**£24,995**



1968 Land Rover Series IIA Safari - The original Land Rover 109 LWB has covered a genuine 18000 miles and comes with a full history since 1968. Purchased by two medical students in London and Belfast and was taken to North Africa in 1968 on a University first year summer vacation. The Landy was then sold to Mr Thompson who kept the vehicle until 2011.....**£29,995**



1966 Jaguar XK140 FHC - A stunning matching numbers car in Pearl Grey. Manual with Overdrive. The four speed gearbox changes smoothly both up and down. A delight to drive and is such an impressive, imposing vehicle with its flagtop stacked headlamps, traditional Mercedes Benz grill and of course it's fabulous pillarless coupe styled body.....**£36,995**



1964 MGB 'Pull Handle' Roadster - This smartly presented original UK car. With its previous owner in West Yorkshire for over fifteen years. Recent comprehensive programme of mechanical work.....**£14,995**



1981 BMW E12 M535i - This stunning, rare BMW M535i has just arrived with us having recently undergone a major programme of work including an engine rebuild.....**£29,995**



1967 MGA 1500 Roadster - Only 2500 miles since a top class rebuild, the A is outstanding on the road with tight, direct steering, sharp brakes and has superb handling with a great road holding. The 1500 engine holds excellent oil pressure and performs superbly.....**£29,995**



1960 Jaguar MKII 3.8 Automatic - 29000 miles from new. The car was ordered new in special order colour Cotswold Blue with Grey leather upholstery and left the factory with automatic transmission and power steering. The Jaguar was first registered on the 20th October 1960 and has had very few owners from new.....**£49,995**



1959 Jaguar MKII 3.8 Automatic. This is an incredibly early car. Has the most outstanding bodysell. To restore a MKII Jaguar to this standard today could well cost in excess of £100,000 and cars of this quality are very difficult to buy.....**£63,995**



1975 MG B Roadster - Known by us for over ten years. Late chrome bumper car, full Heritage Shell rebuild in the late 1990's and was finished to an exceptionally high standard. Still drives and presents in outstanding condition.....**£17,995**



1936 Hillman Hawk Cabriolet. Beautiful Wingham body. Major chassis up rebuild during a twenty-five year continual ownership. The Hillman handles and brakes perfectly well and whilst a pre-war design, it feels very advanced and has a post war, effortless feel to it.....**£29,995**

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1965 JAGUAR MARK II 3.4

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and drives without fault.
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1952 JAGUAR XK120

Stunning silver and red. 5 speed gearbox, disc brakes
and maintained regardless of cost.
£POA



JAGUAR MARK I 3.4 MOD

Bodily and my mechanically superb car RHD and recently
imported from Sth Africa.
£POA



1962 MGA 1600

3 owners UK car back on the road after a long time in
hibernation. Nice registration number. Use as is or further
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1950 JAGUAR XK120 'BROADSPORT'

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My 'toy' for over a year. Awesome.
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1958 JAGUAR MARK I

Left hand drive automatic recently returned from the USA.
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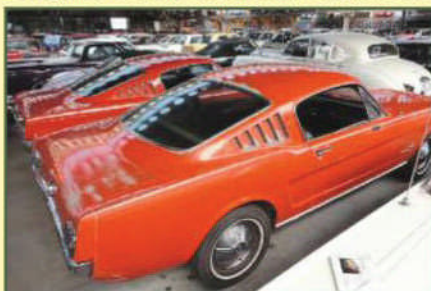
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2012 Model/11 Bentley Continental GT Mulliner 6.0 Litre. Finished in Beluga with Bright coloured lower grilles and usual Mulliner refinements. The interior is in Linen, stitched in Black, with Piano Black veneers and heated/cooling seats. Rear park camera. Just two owners and only 34,000 miles with FSH. Immaculate throughout, value at only **£67,750**



2010 Rolls Royce Phantom Extended Wheelbase LHD. Finished in unmarked English White with Neutral interior, Burr Ash veneers, picnic tables and rear screens with TV function. DAB radio, rear privacy glass and Sheer Black curtains. Coolbox, drinks cabinets and new over rugs. One owner, only 38,000 km and FSH. Immaculate throughout **£185,950**



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**



2008/58 Bentley Arnage T Mulliner Level II. Finished in Beluga with diamond cut alloys. Soft Black interior with contrasting stitching in White. Piano Black veneers with turned alloy dash and waist rails. Only 39,000 miles with Full Service History. Immaculate condition throughout. Outstanding value **£53,950**



2007/56 Bentley Arnage R. Finished in Tungsten with special order alloys and chrome radiator grille. Electric sunroof with Porpoise interior, with embossed Flying B's, Walnut veneers, a Walnut and leather steering wheel, and brollies in the boot. Only 34,000 miles with FSH. This car is in totally immaculate condition throughout and must be seen **£45,950**



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 **£33,750**



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 **£38,950**



2005/55 Bentley Flying Spur. Finished in Silver Tempest with 19 inch alloys and Beluga interior with heated and cooling seats front and rear. Only 32,000 miles with Full Service History and just one owner. Outstanding value at **£35,950**



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 **£33,950**



2004/54 Bentley Continental GT. Finished in Neptune Blue with 19 inch split rim alloys and Saffron interior, with Nautic secondary hide and Walnut veneers, including door inlays. Only 65,000 miles with Full Service History and only 3 owners. Immaculate condition **£32,950**



2003/53 Bentley Arnage T Mulliner. Finished in Silver Storm with wing vents and electric sunroof. Soft Black interior stitched in Linen with embossed Flying B's and electric rear seats. Known to ourselves for last 3 years. Only 39,000 miles with FSH. Totally unmarked, must be seen. Outstanding value at only **£31,250**



2001 Y Bentley Azure. Finished in Peacock Blue with a Dark Blue hood, 20 inch alloys and park sensors. Cotswold interior piped in French Navy with 2 tone steering wheel. French Navy carpets piped in Cotswold. Fitted with navigation. Only 47,000 miles with FSH. Known us for 14 years. Immaculate throughout **£64,950**



1999 T Bentley Arnage Red Label Look Alike. Finished in Masons Black with limited edition Le Mans alloy wheels and colour coded bumpers. Magnolia interior with Black piping and Black carpets piped in Magnolia. Only 84,000 miles with history. Immaculate condition **£21,750**



1997 R Bentley Brooklands R Turbo. Finished in Peacock Blue with Limited Edition 17 inch alloys, matrix grilles to radiator and lower grilles. Interior finished in Parchment with French Navy piping and French Navy carpets with Parchment piping, with Walnut veneers. Only 67,000 miles with history. Totally immaculate, must be seen. Outstanding value at only **£18,950**



1997 R Bentley Turbo RT. Limited Edition of 252. One of the last true Bentleys. In special order Graphite Grey Mica with Fawnesse (Cream) leather piped in Graphite and Graphite carpets. One family owner, maintained regardless of cost. Only 17,150 miles. 12 main agent services. This car is truly as new **£39,950**



1997 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 **£17,950**



1997 Model P Bentley Turbo RL MK IV. Finished in Racing Green with Cotswold interior, with Spruce piping and Spruce carpets. Known to ourselves for five years, with only 68,000 miles and Full Service History. Totally immaculate condition throughout **£17,950**



1995 N Bentley Azure. Finished in Acrylic White with a Black hood, 17 inch alloys and a chrome radiator. Soft Black interior with Piano Black veneers and Black carpets. Only 28,000 miles with FSH. Known to ourselves for many years. Last owner for 15 years. Immaculate condition throughout **£59,950**



1995 M Rolls Royce Silver Spirit MK III. Finished in Tudor Red with whitewall tyres and Magnolia interior piped in St James, with St James carpets piped in Magnolia. Only 2 owners with just 83,000 miles and Full Service History. Known to ourselves for last 3 years. This car is in stunning condition throughout. Only **£18,950**



1992 J Rolls Royce Silver Spirit MK II Active Ride. Finished in Rhapsody Blue with Magnolia fine lines and Magnolia interior piped in French Blue, with French Blue carpets piped in Magnolia. One family owner and just 29,000 miles with history. Immaculate condition throughout and not to be missed at only **£22,950**



1989 F Rolls Royce Silver Spirit ABS EFL. Finished in very rare Balmoral Green with Magnolia interior piped in Spruce Green and Spruce Green carpets piped in Magnolia. Only 60,000 miles with Full Service History. Known to ourselves for last few years and is in outstanding condition, must be seen **£15,950**



1987 D Rolls Royce Silver Spur ABS EFL. 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**



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**



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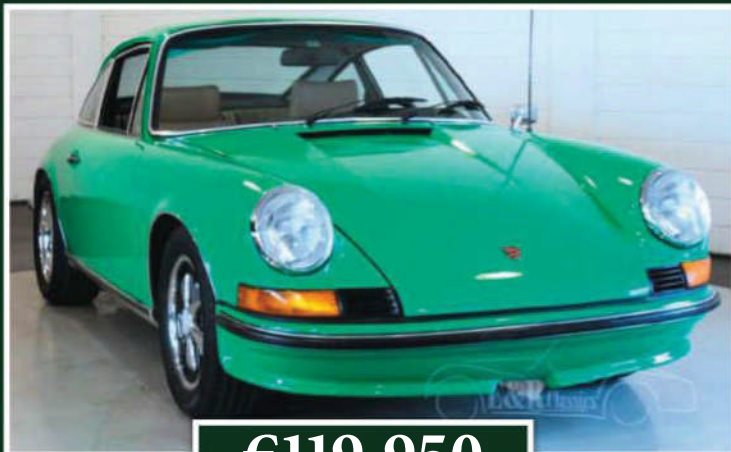
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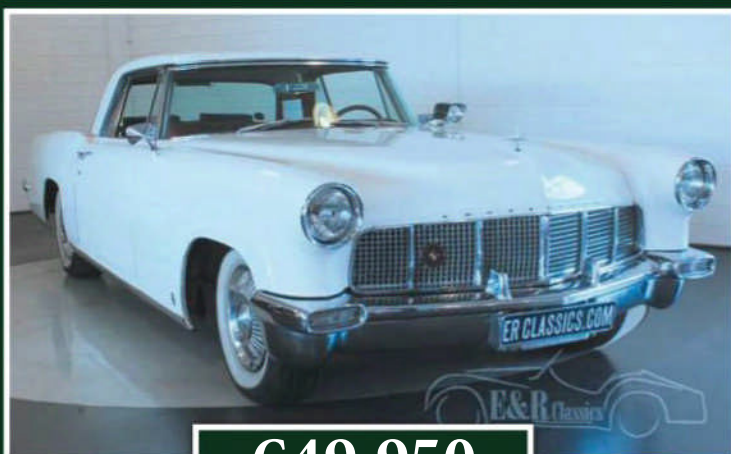
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AUGUSTA



1991 FERRARI
348 TB



1982 FERRARI
512 BBI



1976 MASERATI
MERAK SS



1974 MASERATI
INDY - 4.9 S AMERICA



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1963 MERCEDES
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1965 AUSTIN HEALEY
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E-TYPE 4.2 FHC



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A 1600 SPIDER



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20/25 CARR. WINDOVERS



1990 BMW
Z1



1959 TRIUMPH
TR 3 A



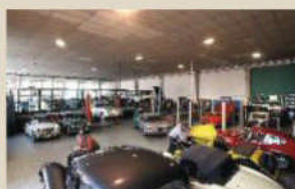
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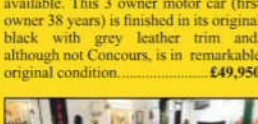
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1989 JAGUAR 2.9 XJ6 SOVEREIGN SPEC. AUTO. One Famous DR owner. 49000 miles only with Full Documented History. All Tools, Books, etc. Concours Example **£14,950**



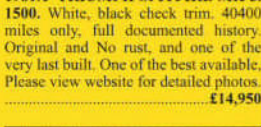
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1963 DONFORD FORMULA JUNIOR. In concours condition. Cosworth Engine and Disc Brakes, up to date papers. Eligible for historic PAU, MONACO, and GOODWOOD, etc etc... Very Rare and special race car **£54,950**



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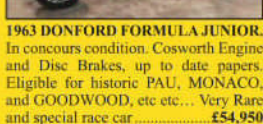
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1959 AUSTIN HEALEY SPRITE MK1. Old English white with Red trim and red hood, RHD, this car was dry stored for c40 years, and had done 19000 only before restoration. Matching numbers, and one of the finest available **£32,950**



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 too. Mint and rust free, with heritage cert. As good as it gets! **£69,950**



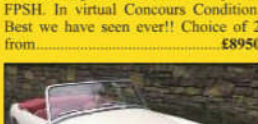
1988 JAGUAR XJS V12 HE CONVERTIBLE. Clear water blue with grey leather and blue Mohair Power hood, lattice alloys, Aircond, and full electric pack. 57000 miles only from new with full history. Sold by us to its last owner 14 years ago. One of the finest in existence. **£29,950**



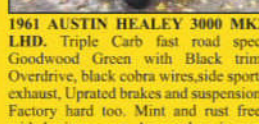
1976 (ONE OF THE LAST BUILT) FIAT 500. with sunroof. Matching numbers, LHD, Rust free, unrestored, low mileage, mint original example. 37000 Miles Only. The best you will ever see!! **£10,950**



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. **£16,950**



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1966 MERCEDES 220 SEB COUPE LHD. Manual with power steering and factory sunroof, the colour is oyster with tobacco leather. 64000 miles only, stunning and very original **£44,950**



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**



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 **£21,950**



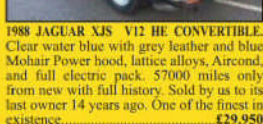
1981 944 LUX. Manual. Lemans blue with Berber trim, sunroof and alloys. Last Doctor Owner 28 years and 54000 miles with full history. The finest and most original we have seen. **£10,950**



1959 AUSTIN HEALEY SPRITE MK1. Old English white with Red trim and red hood, RHD, this car was dry stored for c40 years, and had done 19000 only before restoration. Matching numbers, and one of the finest available **£32,950**



1966 MERCEDES 220 SEB COUPE LHD. Manual with power steering and factory sunroof, the colour is oyster with tobacco leather. 64000 miles only, stunning and very original **£44,950**



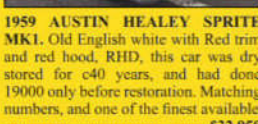
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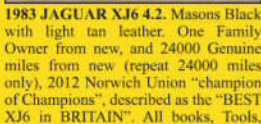
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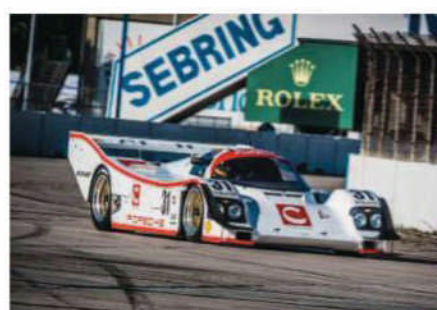
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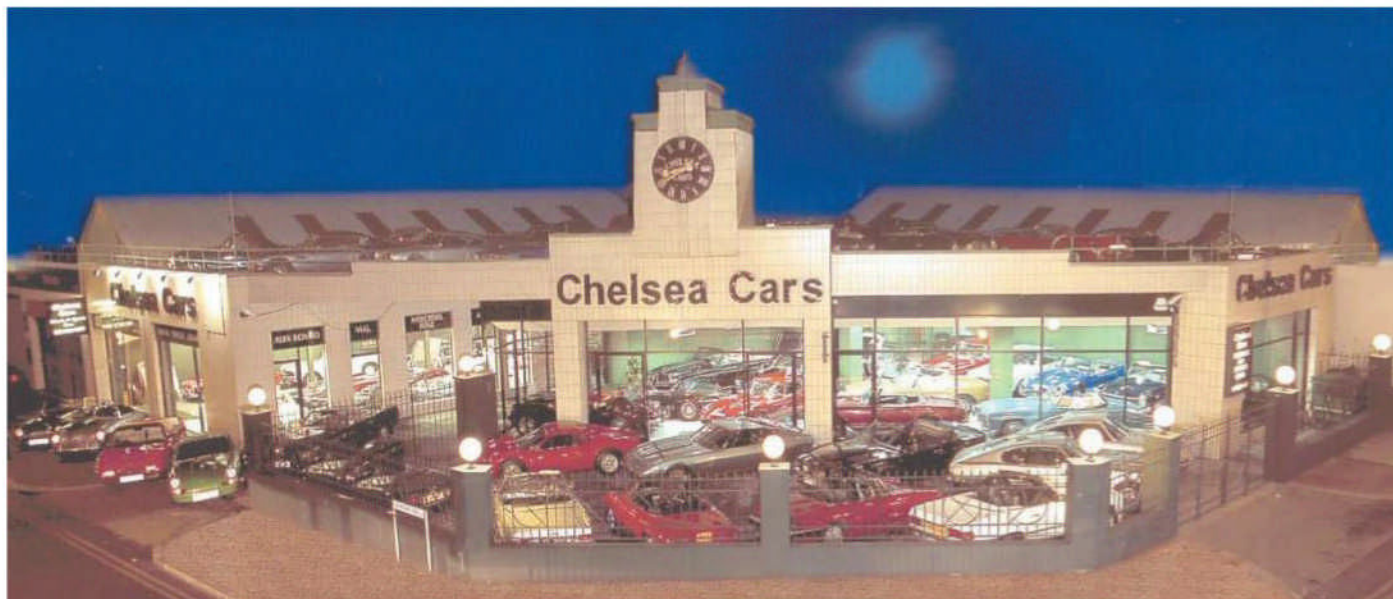
PORSCHE 962 : chassis 162, original in every detail, engine and gearbox 2h, ready to race

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AK Cobra 427. This amazing looking one owner new AK Cobra is finished to an awesome spec. SVA 2012. Huddart 6300cc 383ci stroker with Mega squirt fuel injected throttle bodies. (Massive BHP and Torque!) A real Headturner with more power than you will ever need. **£44,995**



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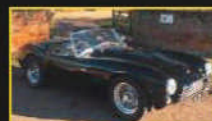
2007 Lamborghini Gallardo Spyder. Rare Black on black 5000cc V10 engine (0-60 = 3.8, 193 Mph top speed) 512 BHP Full history, 25300 Miles from new. The best colour combination there is! **£87,500**



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289 Cobra by Hawk. Finished to a stunning quality in original unmarked Vineyard green coachwork. Powered by an Aluminium RV8 3528cc with 4 barrel Holley carburettor. Correctly registered as a HAWK and SVA tested 2006 excellent value at **£39,995**



This stunning 289 Cobra by hawk has been finished to a superb standard in beautiful unmarked Black coachwork. Powered by a tuned (225.2 bhp rolling road tested) Aluminium RV8. Typhoon cam. A stunning and beautifully accurate replica that must be seen **£45,000**



Replica of the awesome Porsche Gemballa Mirage GT Factory built by Turismo UK and was the show car! Based on a Toyota MR2 TF300 (no 270 Limited edition mk3 2006. 1.8 VTI engine with Velside exhaust, DC racing coil overs, Big brake conversion with 4 piston calipers. Only **£29,995**



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2003 AC DAX. Dax Cobra. Built professionally by Dave Brooks of DB Replicas. Includes a stunning removable hard top. Powered by a tuned Chevrolet built by Mike Huddart of Huddart engineering. An amazing fully loaded professionally built Cobra **£39,995**



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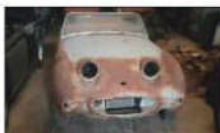
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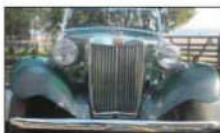
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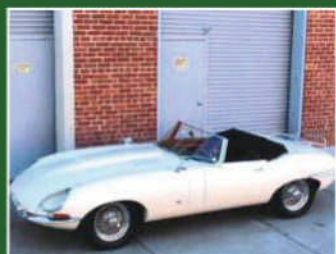
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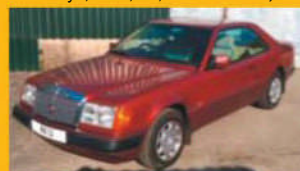
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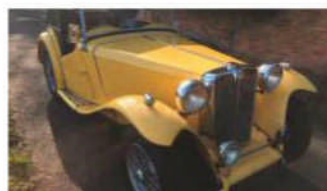
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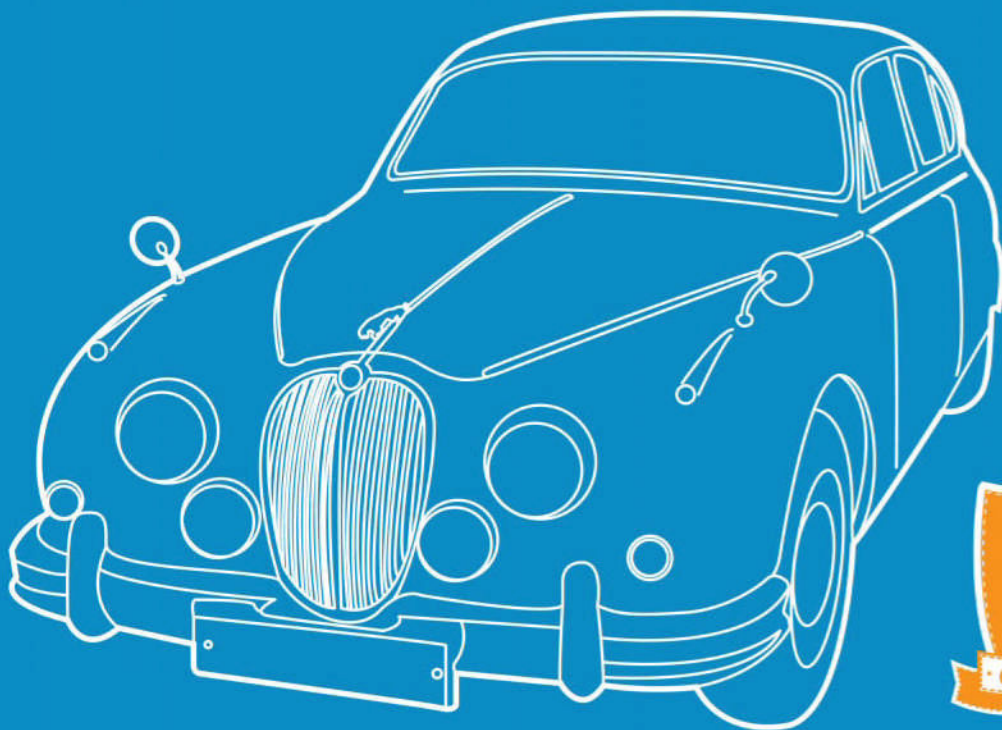
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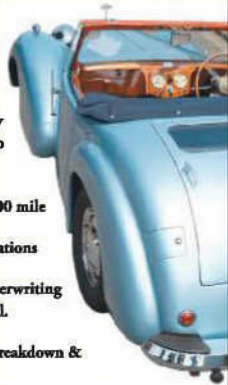
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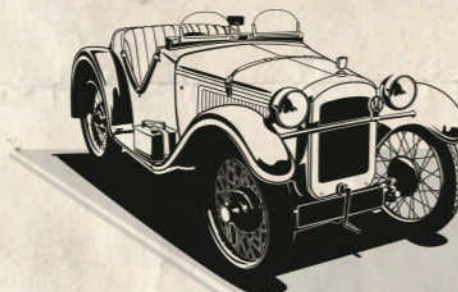
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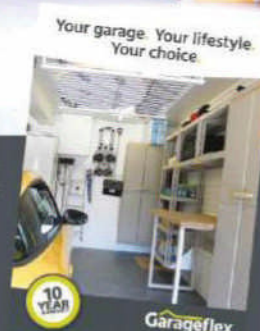
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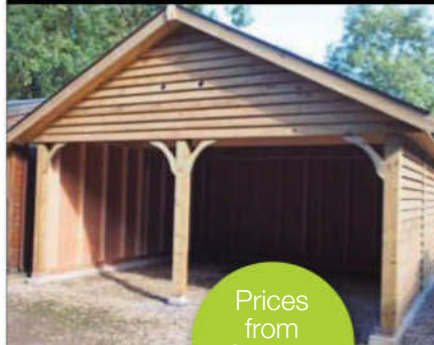
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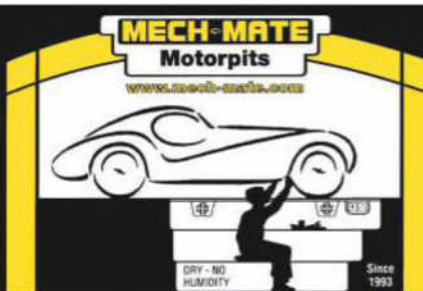


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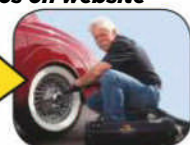
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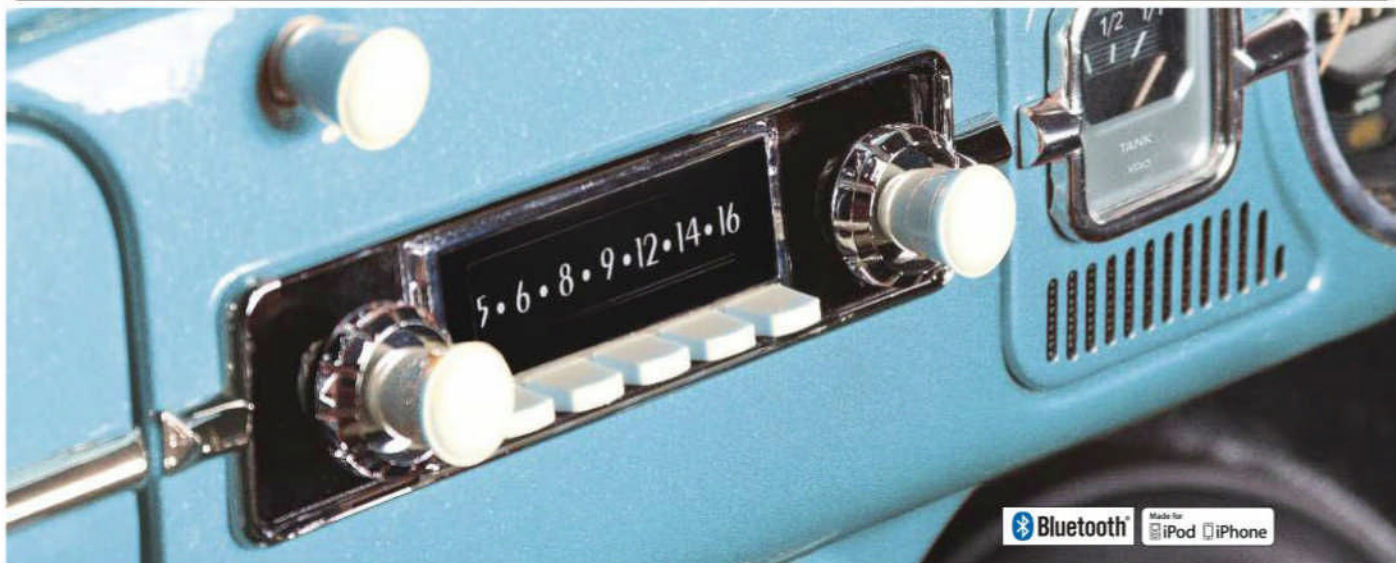
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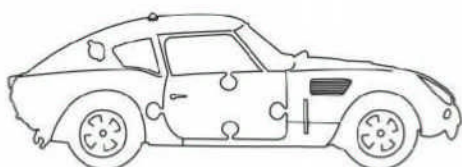
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Rhodes and Marshall in the heat of their memorable Goodwood battle

'Memories of aquaplaning at 100mph are foremost in my mind. We instinctively collected our cars from impossible angles while managing to slip by as other disasters were happening around us'

My drive in Lionel Dodkins's Mk1 Mini Cooper S at Goodwood in 1999 was a magical moment in my career. I was 72 years of age at the time and won the 'Driver of the Day' award.

The previous year, I had received a letter from Lord March inviting me to the inaugural Goodwood Revival Meeting. It would result in ten more years of racing, arriving at the gates of this great Sussex circuit with a mixture of fear, excitement and anticipation, and campaigning a range of cars mostly belonging to Shaun Rainford.

Come the day, the track was like a river, with torrential rain and poor visibility. At the start a full can of WD-40 ignition sealant was sprayed over the engine to keep it running.

It was always going to be a battle royal, me in the Mini and Big Gerry Marshall in a Lotus Cortina Mk1. As I climbed in, clamped on my harness and adjusted my helmet and visor, I shouted to Lionel, 'What revs do I use? I normally limit myself to seven thousand in a race Cooper S.' His bellowed reply was, 'Oh, she's happy to go up to eight and a half or nine thousand if you need to.' How times have changed, I thought.

At the off and Grant Williams fishtailed his ex-Salvadori Jaguar Mk1 into the lead at Fordwater until his enthusiasm had him plunging the car into the ditch at Madgwick, leaving the tussle to be fought out between Gerry and myself.

Memories of aquaplaning at 100mph are foremost in my mind as I remember the conditions, instinctively collecting the car from impossible angles while managing to slip by as other disasters were happening around us.

The event was filmed and at one point it showed me six seconds ahead, though I was totally unaware of my position as the little Mini had quickly steamed up with condensation. Of course, my lead was not to last. Suddenly, as conditions improved, Gerry passed me on the penultimate lap in a wall of water.

This triggered a final ferocious battle with the two of us performing incredible racing gymnastics; the images of us dancing and pirouetting from side-to-side have since remained in my motor sport library of memories, and always will.

Ultimately, Big Gerry won by 0.4 seconds. But I collected the coveted 'Driver of the Day' award, which included a huge bottle of Veuve Clicquot and a glorious silver model of a Jeep 4x4 from the venue sponsors. Wonderful.

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Whether you're buying or selling a classic, it pays to know how the market has been reacting to that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But remember, it's not a valuation – a car's true value can only be assessed in person. Timewarp cars with perfect history, or those freshly restored often command disproportionately higher prices. On some models at the 'bluechip' end of the market, like Ferrari GTOs, history and provenance are as crucial as condition, so our price spread reflects that.

USING THE GUIDE

NE	Year	Concours/Dealer	Mint	Good	Rough	cc	Top Speed	Price Change
NE	1961	57-61	90,000	70,000	50,000	39,000	747	95
NE	1965	63-71	40,000	30,000	20,000	12,500	595	80

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Good

Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough

Usually a runner, but with an untidy body or needing parts. Extra spending may now be a more serious consideration

Price change

At a glance indicator showing the market trend of the latest updates

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NE	Year	Concours/Dealer	Mint	Good	Rough	cc	Top Speed	Price Change
NE	1961	57-61	90,000	70,000	50,000	39,000	747	95
NE	1965	63-71	40,000	30,000	20,000	12,500	595	80

NE	Year	Concours/Dealer	Mint	Good	Rough	cc	Top Speed	Price Change
NE	1961	57-61	90,000	70,000	50,000	39,000	747	95
NE	1965	63-71	40,000	30,000	20,000	12,500	595	80

NE	Year	Concours/Dealer	Mint	Good	Rough	cc	Top Speed	Price Change
NE	1961	57-61	90,000	70,000	50,000	39,000	747	95
NE	1965	63-71	40,000	30,000	20,000	12,500	595	80

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale				Top Speed	Price change
			Mint	Good	Rough	cc		
4.5 Litre 'Blower'	29-31	11m	8m	4.6m	3m	4398	98	
8 Litre	29-31	2.5m	1.65m	1m		500,000	7982	101
Derby 3.5 Park Ward	33-37	100,000	75,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	300,000	200,000	100,000	42,500	3669	91	
Derby 4.25 PW	36-39	110,000	80,000	52,500	32,000	4257	96	
Derby 4.25 coachbuilt	36-39	400,000	275,000	125,000	47,500	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,000	8750	4566	100	
MkVI con	51-52	110,000	80,000	42,000	27,500	4566	100	▲
R-type saloon	52-55	40,000	29,000	16,000	9000	4566	106	
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106	
R-type Continental	52-55	1m	840,000	600,000	500,000	4566	115	
S1/S2 saloon	55-62	39,000	29,000	16,500	8000	4887	101	
S1 Continental Mulliner	55-59	350,000	275,000	185,000	140,000	4887	115	
S1 Cont P Ward con	55-59	550,000	400,000	275,000	200,000	4887	114	
S2 Cont Mulliner	59-62	265,000	190,000	125,000	85,000	6230	115	
S2 Park Ward con	59-62	350,000	250,000	150,000	95,000	6230	115	
S2 Flying Spur	59-62	175,000	125,000	75,000	46,500	6230	120	
S3 saloon	62-65	42,000	32,000	18,000	8500	6230	116	
S3 MPW 2dr coupé	62-65	140,000	105,000	70,000	45,000	6230	120	
S3 MPW con	62-65	250,000	175,000	120,000	80,000	6230	116	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120	
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118	▼
Mulsanne/Eight	80-92	12,500	10,000	6000	2000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6500	2400	6750	135	
Turbo R/RL	85-97	20,000	12,500	6750	2500	6750	135	
Continental MPW conv	84-94	67,500	52,500	40,000	25,000	6750	140	▲
Continental R	91-02	42,500	32,000	24,500	18,500	6750	151	
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6500	6750	140	

BERKELEY Berkeley Enthusiasts' Club (01483 475330)							
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65
Sports SE492	58-59	12,000	7000	3750	2500	492	80
B95/B105	59-61	12,500	7500	4250	2750	692	90
T60 3-wheeler	59-61	8000	6000	3600	2000	328	60

BIZZARRINI (isobizclub.com)							
5300 GT Strada	65-69	600,000	500,000	400,000	300,000	5354	165

BMW BMW Car Club (01225 709009)							
328	36-39	675,000	550,000	425,000	350,000	1971	100
501 V8/502/2.6/3.2	55-63	45,000	32,000	16,000	10,000	2580	100
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115
507	56-59	1.25m	1m	850,000	675,000	3168	135
Isotta 250/300	55-65	22,000	15,500	10,000	6500	298	60
600	58-59	30,000	24,000	16,000	9500	585	65
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105
1600/1602/1502	66-77	6000	4500	2200	1000	1573	100
2002/Touring	66-77	10,000	7000	3400	1250	1990	112
2002 cabrio/targa	71-74	20,000	15,000	7000	3000	1990	110
2002tii	71-75	20,000	14,000	6750	3000	1990	120
2002 turbo	73-74	49,000	39,500	27,500	18,500	1990	130
2800CS/CSA	69-71	20,000	14,000	7000	3600	2788	120
2000/2800/3.0/3.3	69-77	8500	6000	3000	1600	2494	110
3.0CS/CSi	71-75	35,000	25,000	17,500	10,000	2985	130
3.0CSL	72-75	100,000	75,000	42,500	32,500	3003	134
3.0CSL 'Batmobile'	72-75	25,000	20,000	15,000	10,000	3153	138
633/628 CSI	76-87	8750	6000	3000	1500	3210	138
635 CSI	78-89	14,000	10,000	4750	2400	3453	140
M635 CSI	85-89	32,000	22,500	14,000	7500	3453	158
M1	79-80	300,000	250,000	175,000	125,000	3453	162
323i (E21)	77-82	7000	5000	2500	1300	2315	126
320i/325 Baur cabrio	81-85	7500	5000	2500	1250	2495	135
M535i (E12)	80-81	25,000	18,000	10,000	5000	3453	139
M535i (E28)	85-87	12,000	9000	4500	2000	3453	136
M5 (E28)	85-88	27,500	22,000	12,000	7500	3420	152
M5 (E34)	88-95	15,000	11,000	5750	3500	3535	155
M3 (E30)	86-90	45,000	36,000	25,000	16,500	2302	143
M3 Evo II (E30)	88	65,000	52,000	35,000	25,000	2302	143
Z1	86-91	30,000	24,000	15,000	9500	2494	140
840/850 coupé	90-99	13,500	10,000	5000	2500	4941	155
Z3M Roadster	98-02	20,000	15,000	10,000	6750	3201	155
Z3M Coupe	98-02	26,500	20,000	12,500	8250	3201	159
Z8	00-03	135,000	110,000	85,000	65,000	4941	155

BOND Bond Owners' Club (0121 784 4626)							
Minicar MKA-G	48-65	6000	4250	1900	900	250	55
GT2+2/GT4S	63-70	4500	3000	1500	700	1296	90
Equipe GT	67-70	4750	3000	1500	600	1998	100
Bug	70-74	10,000	7000	3250	1750	701	75

BORGWARD Borgward Drivers' Club (01536 510771)							
Isabella TS	54-61	9500	7500	4000	2000	1493	93
Isabella coupé	55-61	28,500	20,000	12,000	7000	1493	98

NE GUIDE DENOTES NEW ENTRY TO PRICE	Private sale							
	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
BRISTOL	Bristol Owners' Club (01403 784028) Owners & Drivers Assn (bristoloda.com)							
400	47-50	62,500	47,500	26,500	16,500	1971	92	
401, 403	49-55	56,000	40,000	20,000	13,500	1971	94	
Arnolt-Bristol	54-61	300,000	240,000	175,000	100,000	1971	109	
404	54-55	75,000	55,000	35,000	22,000	1971	110	
405 saloon	54-56	42,500	30,000	15,000	10,000	1971	94	
405 con	55	100,000	80,000	45,000	30,000	1971	100	
406	58-61	40,000	27,500	14,000	9000	2216	104	
407, 408, 409	62-69	37,500	26,000	13,500	8250	5130	122	
410, 411	69-76	40,000	28,000	14,500	9000	5900	140	
412, Beaufighter	76-93	35,000	20,000	12,000	6500	5900	150	
603, Britannia, Brigand	76-94	32,000	22,000	12,000	7500	5900	150	

BUGATTI Bugatti Owners' Club (01242 662914)							
Type 57 Galibier sal	34-39	275,000	210,000	160,000	115,000	3257	95
Type 57 Ventoux 2dr	34-39	450,000	360,000	275,000	175,000	3257	95
Type 57 Stelvio con	34-39	650,000	525,000	390,000	250,000	3257	96
Type 57 Atalante cpe	35-38	1.25m	1m	750,000	550,000	3257	100
Type 57S Atalante cpe	36-38	7.5m	6.75m	6m	5.5m	3257	115
EB110	92-95	300,000	250,000	195,000	150,000	3499	209

CATERHAM Lotus Seven Club (01483 277171)							
Seven (solid axle)	73-89	15,000	10,500	7000	4500	1599	108
Seven (de Dion)	87-91	16,000	11,500	7750	5250	1715	112

CHEVROLET Classic Chevrolet Club (01376 552478); Corvette Club (01702 200881)							
Corvette	53-54	90,000	65,000	45,000	30,000	3800	107
Corvette	55-57	65,000	47,500	30,000	20,000	4343	119
Corvette	58-62	75,000	55,000	32,500	22,000	4639	132
Corvette Sting Ray	63-67	72,000	54,000	27,500	18,000	5359	142
Camaro	67-69	22,000	17,500	9500	5000	5735	130
Camaro conv.	67-69	25,000	20,000	14,000	8000	5735	130
Corvette Stingray	68-72	27,500	22,500	13,000	5500	6997	151
Corvette Stingray	73-77	21,000	14,500	9000	4500	5737	125
Corvette	77-82	15,000	11,000	6500	3500	5733	125
Corvette C4	84-96	11,000	9000	4500	2000	5733	145
Corvette ZR1	90-95	17,500	14,500	11,000	7500	5727	180

CISITALIA (cistalita.net)							
202 coupe	47-54	250,000	200,000	150,000	120,000	1089	105

CITROËN Citroën Car Club (07 000 248258)							
Light 15/Big 15	35-55	20,000	14,000	7250	4000	1911	72
2CV	48-60	11,000	8000	4000	2000	425	49
2CV	60-90	7000	5000	2500	1250	602	71
DS19/ID19	56-68	20,000	13,500	6000	2250	1911	88
Safari estate	59-75	22,000	14,000	6500	2750	1911	88
DS décapotable	63-78	175,000	135,000	90,000	62,500	2175	100
DS20/21/23/Pallas	68-75	32,000	20,000	8000	3500	2347	120
SM V6	70-75	60,000	40,000	22,500	12,500	2670	135
GS/GSA	70-85	3750	2500	1000	450	1220	100
CX GTi/GTi turbo	77-89	6000	4500	2000	900	2347	137

CLAN Clan Owners' Club (0165

NE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
348/Spider	89-94	60,000	50,000	35,000	27,500	3405	170	
F355/GTS	94-99	80,000	70,000	50,000	40,000	3496	185	
F355 Spider	95-99	85,000	75,000	55,000	42,500	3946	183	
Testarossa	84-90	107,500	82,500	55,000	37,500	4942	181	
512 TR	91-94	127,500	99,000	65,000	50,000	4943	193	
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194	▼
456 GT	92-98	48,500	36,000	24,000	17,500	5474	186	
288 GTO	84-87	1.5m	1.35m	1.2m	1m	2855	190	
F40	88-92	850,000	750,000	625,000	550,000	2936	201	
F50	95-97	14m	1.2m	900,000	800,000	4698	202	
550 Maranello	96-01	90,000	75,000	55,000	45,000	5474	199	

FIAT								
Fiat Motor Club (0208 372 4028)								
500 Topolino	48-55	14,000	10,000	5000	2500	569	60	
600/600D	55-70	10,000	7000	3000	1250	633	66	
600 Multipla (MPV)	55-60	30,000	22,000	12,000	7500	767	59	
500/D/F/L/R	57-75	11,500	7750	3600	1750	499	61	
1500S/1600S Osca sp	59-66	42,500	30,000	16,000	10,000	1568	105	
2300S	61-68	33,500	25,000	16,000	9000	2280	120	
850 Coupé	65-73	7500	5000	2400	1000	903	96	▲
850 Spider	65-73	12,000	9000	4250	2000	903	96	
124/Special 12/14	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	8500	6000	2500	900	1756	115	
124 Spider 14/16	66-72	15,000	10,500	4750	2100	1608	112	
124 Spider 18/20	72-81	11,500	8000	3500	1500	1756	108	
124 Spider Abarth	72-75	25,000	18,500	12,000	6500	1756	118	
Pininfarina Spider	82-85	12,000	8000	3750	1650	1995	104	
Dino Spider 2.0/2.4	67-73	125,000	95,000	60,000	45,000	2418	130	
Dino Coupé 2.0/2.4	67-73	35,000	26,000	16,500	10,000	1987	122	
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	
130 Coupé	72-76	17,500	12,500	7000	3500	3235	114	
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	
128 3P coupé	75-78	6000	4500	2000	1000	1301	102	
X1/9	77-89	4250	3000	1400	650	1290	100	
Barchetta	95-02	6500	4200	2200	1100	1747	118	

FORD								
A/O OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OG GB (mocgb.net)								
Prefect	40-53	5200	3850	1750	950	1172	68	
Pilot V8	47-51	12,500	10,000	6000	3500	3622	82	
Anglia/Popular 103E	46-59	6000	4250	2000	1100	1172	61	
Anglia 100E/Popular	53-62	4750	3000	1350	675	1172	71	
Prefect 107E	59-61	5500	4000	2000	1000	997	73	
Anglia 105E	59-68	6000	4250	1900	900	997	74	
Anglia 123E	62-68	6750	4750	2250	1100	1197	82	
Consul MkI	50-56	8500	5500	2750	1350	1508	73	
Zephyr Six MkI	50-56	12,500	8000	3750	1850	2262	82	
Zephyr Zodiac	53-56	16,500	10,000	5000	2500	2262	84	
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	25,000	20,000	12,000	6750	2262	82	
Consul MkII	56-62	8750	5750	2500	1250	1703	79	
Zephyr MkII	56-62	12,500	8500	3750	1750	2553	88	
Zodiac MkII	56-62	15,000	10,500	5000	2400	2553	88	
Consul MkII con	56-62	12,750	8750	4750	2500	1703	78	
Zephyr MkII con	56-62	20,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	24,000	17,500	10,500	6250	2553	88	▲
Zephyr MkIII	62-66	9000	6000	2400	1000	2553	95	
Zodiac MkIII	62-66	10,000	7000	2850	1400	2553	100	
Zephyr 4/6 MkIV	66-72	5000	3250	1500	750	2994	100	
Zodiac MkIV/Exec	66-72	7000	4500	1850	850	2994	100	▲
Consul Classic	61-63	9500	6750	3000	1250	1498	79	
Consul Capri/GT	61-64	15,000	10,000	5500	2500	1340	80	
Corsair/V4	64-70	6000	4250	1950	1000	1663	90	
Corsair GT	64-67	8000	6000	2750	1400	1996	100	
Corsair 2000E V4	67-70	8500	6250	2950	1500	1996	100	
GT40	64-68	3.25m	2.25m	1.75m	1.5m	4736	198	
Mustang coupé	64-68	22,500	16,000	9000	5000	4727	120	
Mustang fastback	65-68	30,000	22,500	14,000	7500	4727	120	
Mustang con	64-68	31,000	23,000	14,500	7500	4727	111	
Mustang GT350	65-66	220,000	180,000	115,000	85,000	4727	133	
Mustang GT500	67-70	145,000	120,000	87,500	60,000	6800	130	
Cortina MkI	62-66	7500	4500	2000	1000	1498	82	
Cortina MkI GT	63-66	16,000	11,000	5500	3000	1498	91	
Cortina MkII	66-70	5750	3750	1750	800	1599	87	
Cortina MkII GT	66-70	9500	7000	3500	1600	1599	98	
Cortina 1600E	67-70	11,500	8500	4000	1750	1599	98	
Cortina MkIII	70-76	6750	4250	2000	1000	1993	104	
Cortina 2000E	73-76	9000	6250	3000	1500	1993	105	
Cortina 2.3 Ghia	76-79	3400	2250	950	500	2293	110	
Escort MkI 11/1.3	68-75	6500	4250	2000	1000	1298	83	▲
Escort Twin Cam	68-71	43,500	33,500	25,000	18,000	1558	113	
Escort GT/Sport	68-73	11,000	7000	3600	1850	1298	96	
Escort 1300E	73-75	10,500	6500	3250	1750	1298	94	▲
Escort Mexico	70-75	22,000	16,000	8500	5000	1599	99	▲
Escort RS1600	70-75	55,000	40,000	29,500	21,000	1601	113	
Escort RS2000	73-74	35,000	27,500	18,500	11,000	1993	108	
Escort MkII Ghia	75-80	7500	5000	2500	1250	1599	97	▲
Escort MkII Sport	75-80	10,000	7000	3600	1800	1599	101	▲
Escort MkII Mexico	76-78	20,000	15,000	8000	5250	1593	105	▲

NE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Escort MkII RS1800	75-77	42,500	32,500	24,000	16,000	1835	112	▲
Escort MkII RS2000	75-80	20,000	14,000	7500	4750	1993	109	
Escort XR3i/XR3i	81-86	5250	3750	1950	750	1597	116	
Escort RS1600i	83-84	13,000	9000	4750	2500	1597	117	▲
Escort XR3i cabrio	84-90	3500	2200	1000	500	1597	107	
Escort RS Turbo	84-90	15,000	10,000	4000	1750	1597	122	▲
Capri MkI 1.3/1.6	69-74	8500	6000	2750	1500	1599	95	
Capri GT 1.6/2.0	69-74	11,500	8500	4000	2000	1996	107	
Capri 3000GT	70-74	15,000	10,500	5250	2750	2994	113	
Capri 3000E/GXL	70-74	17,500	12,500	6250	3000	2994	113	
Capri RS3100	73-74	50,000	39,500	22,500	14,000	3091	125	
Capri II/III 1.6/2.0	74-82	7000	4750	2200	1100	1993	110	
Capri II/III 3.0	74-82	15,000	10,000	5000	2500	2994	116	
Capri III 2.8i	81-87	14,000	9000	4000	1750	2792	129	
Capri 280 Brooklands	87-88	20,000	15,000	7500	4000	2792	129	
Consul/Multipla 3.0	72-77	7500	5000	2250	1000	2994	113	
Granada 3.0 Coupé	74-77	11,000	7500	3250	1500	2994	111	
RS2000	85-86	120,000	100,000	80,000	65,000	1803	140	
Sierra RS Cosworth	85-87	32,000	23,000	14,000	9000	1993	145	
Sierra RS500	87	51,000	41,000	28,000	20,000	1993	149	
Escort RS Cosworth	92-96	25,000	20,000	15,000	9000	1993	144	

FRAZER NASH								
VSCC Frazer Nash section (01285 720483)								
Le Mans Replica	48-52	750,000	550,000	375,000	300,000	1971	115	

GILBERN								
Gilbern Owners' Club (01926 512136)								
GT MkI 950-1800	59-67	12,500	9000	5000	3000	1588	111	
Genie	66-70	9500	6750	3500	1600	2994	120	
Invader I/II/III	71-74	11,000	8500	4000	1750	2994	120	

GINETTA								
Ginetta Owners' Club (01724 352801; email: membership@ginetta.org)								
G4.10/L15	61-68	20,000	16,750	12,000	8000	1498	115	
G5 875/998	68-74	9000	6750	3500	1500	998	108	
G21 1800/1800S	71-78	9000	6500	3250	1500	1725	120	
G33	91-93	12,000	9000	6500	4750	3946	137	

GORDON-KEEBLE								
Gordon-Keeble Owners' Club (0121 459 9587)								
GK1/IT	64-67	80,000	65,000	42,500	27,500	5395	135	

HEALEY								
Association of Healey Owners (01425 480243)								
Elliott saloon	46-50	37,500	32,000	22,500	12,000	2443	110	
Silverstone sports	49-50	175,000	140,000	97,500	60,000	2443	107	
Abbott con	50-54	42,500	35,000	24,000	14,000	2443	100	
Tickford saloon	50-54	34,000	27,500	17,500	10,000	2443	102	

HEINKEL/TROJAN								
Heinkel/Trojan Club (01527 501318)								
Cabin Cruiser/200	56-65	23,000	16,000	10,250	6750	198	60	▼

NE GUIDE DENOTES NEW ENTRY TO PRICE	Private sale							
	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
	LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350 GT/400 GT Inter	64-67	550,000	475,000	400,000	300,000	3497	147	
400 GT	67-68	375,000	300,000	250,000	200,000	3929	150	
Miura P400	66-69	750,000	625,000	550,000	440,000	3929	170	
Miura 400S	69-71	900,000	750,000	650,000	500,000	3929	172	
Miura SV	71-75	2m	1.75m	1.5m	n/a	3929	175	
Islero	68-70	200,000	150,000	95,000	60,000	3929	160	▲
Jarama	70-78	110,000	70,000	45,000	32,000	3929	162	
Espada I/II/III	68-78	100,000	70,000	49,000	32,000	3929	154	
P250 Urraco	73-74	45,000	32,000	20,000	15,000	2463	148	
P300 Urraco	75-76	55,000	40,000	25,000	18,000	2997	158	
Silhouette	76-77	75,000	55,000	30,000	20,000	2997	160	
Jalpa	82-86	62,500	45,000	30,000	17,500	3485	153	
Ctach LP400 Periscopio	74-76	1m	900,000	700,000	500,000	3929	192	
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192	
Ctch LP400S	78-82	325,000	260,000	180,000	125,000	3929	164	
Ctch LP5000S	82-84	220,000	170,000	125,000	85,000	4754	165	▲
Countach 5000qv	85-90	240,000	190,000	145,000	100,000	5167	179	
Diablo	91-99	125,000	100,000	77,500	62,500	5700	202	

LANCHESTER Daimler & Lanchester Owners' Club (07000 356285)								
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69	
Fourteen	51-54	6500	4750	3000	1500	1968	75	

LANCIA Lancia Motor Club (lanciamotorclub.co.uk)								
Aprilia	37-49	27,500	21,000	12,000	6500	1486	80	
Appia saloon	53-63	10,000	7000	4000	2000	1089	80	
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6500	1754	90	
Aurelia B20 GT	53-58	145,000	110,000	80,000	55,000	2451	113	
Aurelia B24 Spider	55-56	1m	825,000	650,000	550,000	2451	115	
Aurelia B24 conv	57-58	310,000	240,000	195,000	150,000	2451	108	
Flaminia saloon	57-70	9000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	52,000	36,000	20,000	15,000	2775	112	
Flaminia GT/GTL/3C	59-67	75,000	55,000	34,000	24,000	2775	115	
Flaminia convertible	59-67	160,000	125,000	75,000	42,000	2775	110	▲
Flaminia Sport Zag	59-67	350,000	275,000	200,000	140,000	2775	130	
Flavia saloon	61-70	65,000	45,000	22,500	10,000	1488	105	
Flavia coupé 1.5/1.8	62-68	18,500	12,500	6250	3000	1800	112	
Flavia Sport Zagato	63-67	55,000	40,000	25,000	15,000	1800	120	
Flavia 2000 saloon	70-74	6250	4250	2000	850	1991	110	
Flavia 2000 coupé	69-73	15,000	10,500	5250	2500	1991	115	
Fulvia Berlina	63-73	6000	3750	1600	650	1216	100	
Fulvia coupé	65-76	13,000	11,000	5000	2400	1298	96	
Fulvia Sport Zagato	68-72	31,000	22,000	13,000	7500	1298	109	
Fulvia HF SI/Sil	68-72	30,000	22,500	15,000	10,000	1584	115	
Stratos	72-74	320,000	265,000	210,000	175,000	2418	130	
Beta Coupé 16/20	73-84	5000	3000	1300	700	1995	114	
Beta Coupé Volumex	83-84	6000	4000	2000	1000	1995	126	
Beta Spider 16/20	75-82	6500	4000	1750	850	1995	114	
Beta HPE	75-85	5750	3500	1500	750	1995	116	
Montecarlo	75-84	11,000	8000	3600	1650	1995	120	
Gamma	76-84	4000	2750	1250	500	2484	121	
Gamma Coupé	76-84	7250	5000	2400	1000	2484	121	
Rally 037 Stradale	82-83	24,000	200,000	150,000	120,000	1995	128	
HF Turbo	84-90	6250	4400	2000	1000	1585	121	
HF Integrale	87-91	15,000	10,000	5000	3000	1995	134	
Integrale Evo 1	91-93	32,500	24,000	14,500	8500	1995	135	
Integrale Evo 2	93-95	37,500	28,500	17,000	10,000	1995	136	
Thema 8.32	88-90	12,000	8000	3750	2400	2927	140	

LAND ROVER Series I Club (01363 82666); Sil Club, PO Box 251, Barnsley S70 5YN								
Series I	48-53	40,000	27,500	14,000	5500	1595	60	
Series I	53-58	26,500	18,000	7500	3000	1997	60	▲
Sil/IIA 2.2/2.6	58-71	13,500	8500	4000	1750	2625	70	▲
SilI 2.2/2.6/3.5	71-85	11,000	6500	2750	1000	3528	86	▲
Range Rover 2dr	70-72	40,000	32,000	23,000	15,000	3528	96	
Range Rover	73-89	30,000	17,500	7500	1750	3528	96	

LEA-FRANCIS Lea-Francis Owners' Club (01865 407515)								
14hp/14/70 saloon	46-54	10,000	7750	4000	2750	1767	75	
14hp/2½-litre Sports	50-53	55,000	42,000	25,000	16,000	2496	100	▲

LOTUS Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)								
Six	53-56	35,000	26,500	17,500	13,000	1172	93	
Elite	57-63	73,500	57,500	38,500	26,500	1216	113	
Seven Sil	60-68	25,000	19,000	12,500	8000	1098	92	
Super Seven 1.3-1.6	61-69	30,000	24,000	16,000	10,000	1498	103	
Seven SilI 1.3/1.6	68-70	26,000	20,000	12,500	8500	1599	108	
Seven S4	69-73	15,000	11,000	6000	3250	1599	108	
Lotus Cortina Mkl	63-64	55,000	45,000	29,000	20,000	1558	108	
Lotus Cortina Mkl	64-66	47,500	37,500	25,000	17,000	1558	107	
Cortina II Lotus	67-70	22,500	16,500	10,500	7000	1558	102	
Elan SI dhc	62-64	36,000	29,000	20,000	14,000	1558	119	
Elan S2-3 dhc	64-68	30,000	22,500	14,000	9000	1558	119	
Elan S4 dhc	68-71	27,500	20,000	13,000	8250	1558	120	
Elan S3/S4 cpé	66-71	30,000	22,000	12,000	7250	1558	123	
Elan Sprint con	71-73	40,000	32,000	20,000	13,500	1558	121	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Elan Sprint Coupé	71-73	35,000	27,500	16,500	11,000	1558	121	
Elan Plus 2	67-74	20,000	14,000	7000	4500	1558	121	
Europa S2	67-71	21,000	15,000	7500	4000	1470	110	
Europa TC/Special	71-75	24,000	17,500	9000	5500	1558	123	
Elite, Eclat	74-82	7500	5000	2400	1000	2174	129	
Esprit S1	76-78	32,000	25,000	18,500	12,500	1973	124	
Esprit S2	78-81	25,000	17,500	10,000	7000	1973	130	▲
Esprit Turbo	80-87	24,000	17,500	10,500	7000	2174	148	
Esprit S3	82-87	16,000	12,500	8000	5000	2174	134	
Excel	82-88	7250	5000	2600	1000	2174	130	
Esprit X180	87-90	14,000	10,500	7250	5000	2174	135	
Esprit Turbo/SE	87-92	19,000	14,500	9250	6500	2174	156	
Esprit S4 Turbo	93-96	21,000	16,500	12,000	8500	2174	161	
Carlton/Omega	90-92	22,000	16,000	10,500	7500	3615	177	
Elan SE turbo	89-92	8000	6000	4000	1750	1588	137	
Elan S2	94-95	9000	7250	5250	3250	1588	137	
Elise S1	95-00	12,500	10,000	8000	6000	1796	126	
Esprit V8	96-04	30,000	25,000	19,000	15,000	3506	175	
340R	00-02	26,000	22,000	16,500	13,500	1796	133	
Exige S1	00-02	22,500	18,000	15,000	13,000	1796	136	

MARCOS Marcos Owners' Club (01384 561524); Club Marcos Int. (01225 707815)								
GT 1800	64-66	25,000	19,000	12,500	8000	1780	115	
1500/1600	66-68	20,000	15,000	10,500	7000	1598	117	
3-litre	69-72	22,500	17,500	12,000	7500	2978	120	
Mini-Marcos	65-74	8250	6000	3250	1600	1275	100	
Coupé	81-87	12,000	8500	5000	3000	2972	130	
Mantula	84-87	12,500	9,000	6000	3500	3528	150	
Mantara	93-97	16,000	13,000	10,500	8000	3946	158	
Mantis	97-98	26,000	23,000	18,500	15,000	4601	170	

MASERATI				Maserati Club (01494 717701)			
A6G/2000 Zagato cpé	54-57	1.5m	1.2m	1m	900,000	1986	131
A6G/2000 coupé	54-57	500,000	450,000	400,000	350,000	1986	131
3500 GT coupé	58-64	240,000	160,000	110,000	80,000	3485	142
3500 GT Spider	58-64	650,000	520,000	425,000	300,000	3485	140
Sebring 3.5/3.7/4.0	62-66	195,000	145,000	87,500	60,000	3485	138
Mistral coupé	63-70	150,000	110,000	65,000	45,000	3692	147
Mistral Spyder	64-70	600,000	490,000	400,000	260,000	3692	▲
Quattroporte 4.1/4.7	63-71	50,000	36,000	24,000	13,000	4136	130
Quattroporte III	79-90	15,000	10,500	5250	2750	4930	122
Mexico	65-72	85,000	65,000	33,000	22,500	4719	150
Indy	66-74	65,000	50,000	29,000	20,000	4719	156
Ghibli 4.7	67-70	195,000	140,000	80,000	57,500	4719	155
Ghibli Spyder	69-71	600,000	500,000	400,000	320,000	4719	154
Ghibli 4.9 SS	70-73	225,000	170,000	100,000	72,500	4930	172
Ghibli SS Spyder	71-72	700,000	600,000	475,000	390,000	4930	170
Bora 4.7/4.9	71-79	150,000	120,000	75,000	40,000	4719	160
Merak	72-75	42,500	27,500	15,000	8500	2965	135
Merak SS	76-83	50,000	36,000	20,000	12,000	2965	147
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151
Kyalami 4.1/4.9	76-83	65,000	50,000	30,000	15,000	4930	150
Biturbo 220-425	81-88	65,000	45,000	22,000	10,000	2491	138
Biturbo Spyder	84-91	10,000	7000	4000	2000	2491	▲
Ghibli II	94-97	13,500	10,000	5500	3000	2790	155
3200GT	98-01	13,900	10,250	7750	5500	3217	180

		Year	Concours/ Dealer	Private sale	Good	Rough	cc	Top speed	Price change
NE	DENOTES NEW ENTRY TO PRICE GUIDE								
Plus 4 (Vanguard)		50-53	32,500	25,000	16,500	10,500	2088	85	
Plus 4 (TR)		54-69	30,000	22,500	15,000	10,000	1991	96	
Plus 4 SS		61-69	65,000	50,000	32,500	20,000	2138	120	
4/4 SII/III/IV/V		54-68	22,500	16,500	11,000	8000	1498	85	
4/4 1600/CVH		68-88	20,000	15,000	10,500	7000	1597	105	
Plus 4		85-87	21,000	16,000	11,000	8000	1994	109	
Plus 8		68-72	34,000	28,500	20,000	12,500	3528	125	
Plus 8		73-86	26,500	22,000	15,000	9000	3528	125	
Plus 8 injection		84-04	32,000	26,500	16,000	9000	3528	125	

MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)								
Minor MM lowlamp	48-51	7500	5500	3000	1500	918	64		
Minor MM L-L Tourer	48-51	12,500	9000	4650	3000	918	64		
Oxford MO	48-54	5250	4000	1750	850	1476	72		
Six	49-54	6500	5000	2400	1000	2215	86		
Minor MM/SII	50-56	5650	4200	1850	675	803	63		
Minor MM/SII conv.	50-56	9500	7000	3500	1750	803	63		
Minor SII Traveller	53-56	9000	6250	2750	1000	803	63		
Minor 1000	56-70	6000	4500	1950	650	1098	77		
Minor 1000 conv.	56-69	12,000	8000	4000	2000	1098	77		
Minor 1000 Traveller	56-71	11,000	8000	3500	1000	1098	76		
Cowley 1200/1500	54-57	3750	2500	1250	650	1489	74		
Isis	55-58	6250	4500	2000	900	2639	90		
Oxford II-III	54-60	4750	3600	1600	850	1489	78		
Oxford V-VI	59-71	4400	2850	1250	650	1622	80		

NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)								
Prinz	58-72	5200	3250	1500	750	598	71		
Sport Prinz coupé	59-67	7000	4750	2500	1400	598	76		
Wankel spider	64-67	16,000	12,000	7000	4000	497	95		
1000	64-72	5000	3250	1400	650	996	80		
1200TT	67-72	17,500	12,500	7500	4500	1177	110		
Ro80	67-76	7500	5500	2250	550	995	108		

OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (mantaclub.org)								
GT	68-73	12,500	8500	4000	2000	1897	111		
Manta A coupé	70-75	7500	5000	2250	1100	1897	105		
Manta GT/E	75-88	5500	3650	1650	750	1979	122		

PANHARD	Panhard et Levasseur Club GB (0161 483 8262)								
PL17 saloon	59-64	6000	4000	2000	1100	845	75		
24CT coupé	64-67	8000	5500	2750	1500	845	100		

PANTHER	Panther Car Club Ltd (0116 237 5284); Enthusiasts' Club (01252 540217)								
J2 3.8/4.2/5.3	72-81	32,000	24,000	17,000	12,500	1425	115		
De Ville 4.2/5.3	74-85	40,000	30,000	22,500	15,000	5343	135		
Lima/Kallista	76-90	9000	6500	3650	2200	1596	98		
Kallista 2.8/2.8i/2.9i	82-90	11,000	8250	5000	3000	2933	112		

PEERLESS/WARWICK	TR Register (01235 818866)								
GT	57-62	25,000	18,000	12,000	7000	1991	105		

PEUGEOT	Club Peugeot UK (020 8888 8772)								
203 saloon	48-60	9000	6500	3000	1250	1290	70		
403 saloon	55-66	6500	4650	2250	1100	1468	81		
403 cabrio	57-61	12,500	9000	6000	2000	1468	81		
204/304 saloon	65-74	3600	2400	1250	600	1288	90		
204/304 coupé	67-75	5000	3500	1950	950	1288	90		
204/304 cabrio	67-75	8500	5250	2750	1250	1288	88		
404 saloon	60-75	7000	5000	2500	1200	1618	90		
504 saloon	68-83	3500	2500	1200	550	1971	104		
504 cabrio	69-83	22,000	15,000	8000	4500	1971	105		
504 coupé	69-83	9000	6250	3500	1650	1971	107		
504 V6 cabrio	74-83	27,500	20,000	11,000	5500	2664	117		
205 T16	83-85	170,000	135,000	100,000	75,000	1774	130		
205 GTI 1.6	84-90	10,000	6500	2750	1200	1580	122		
205 CTI cabrio	86-92	5250	3500	1500	750	1580	120		
205 GTI 1.9	87-94	12,500	8500	3750	1500	1905	126		

PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk								
GTI/P2 1.6	68-74	30,000	24,000	16,000	10,000	1599	115		

PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)								
356 pre-A	49-55	200,000	150,000	100,000	75,000	1488	90		
356 cabrio 1.3/1.5	51-55	250,000	200,000	150,000	100,000	1488	90		
356 Speedster	54-58	320,000	260,000	180,000	130,000	1488	92		
356 Convertible D	58-59	150,000	125,000	85,000	60,000	1488	92		
356A	55-59	84,000	60,000	38,000	24,000	1582	113		
356B/C	60-65	75,000	55,000	33,000	22,000	1582	113		
356A cabrio	55-59	125,000	95,000	62,000	45,000	1582	113		
356B/C cabrio	60-65	110,000	82,500	55,000	40,000	1582	113		
356 A/B Carrera	55-62	300,000	240,000	185,000	140,000	1582	113		
Carrera 2	63-65	475,000	400,000	340,000	300,000	1966	125		
911 2.0	64-65	160,000	125,000	82,500	62,000	1991	131		
911 2.0	66-67	100,000	75,000	50,000	35,000	1991	131		
911S 2.0	66-69	150,000	117,500	80,000	60,000	1991	140		
912	65-69	45,000	35,000	24,000	16,500	1582	112		
911L/T	67-73	69,000	50,000	30,000	21,000	2195	131		
911E	68-73	80,000	58,000	35,000	25,000	2341	138		
911S 2.2	69-71	137,500	107,500	72,000	52,000	2195	144		
914-4	69-75	16,000	12,000	6000	3500	1795	112		

	Year	Concours/ Dealer	Private sale	Good	Rough	cc	Top speed	Price change
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
914-6	69-72	65,000	50,000	32,000	21,000	1991	125	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	700,000	575,000	450,000	375,000	2687	149	▲
Carrera RST	72-73	500,000	425,000	350,000	295,000	2687	149	
911 2.7	73-77	33,000	25,000	15,000	10,000	2687	135	
911S 2.7	73-77	44,000	35,000	24,000	16,000	2687	140	
Carrera 2.7 MFI	73-77	150,000	110,000	75,000	50,000	2687	148	
911 Turbo (930) 3.0	75-77	105,000	82,000	55,000	40,000	2995	156	
Carrera 3.0	76-77	80,000	60,000	37,500	25,000	2994	146	▲

924	76-85	3250	2250	1000	400	1984	126	▲
924 Turbo	78-83	15,000	10,000	4500	2000	1984	144	▲
924 Carrera GT	80-81	65,000	50,000	32,000	21,000	1984	150	
924S/Le Mans	85-88	6500	3650	1600	850	2479	136	
928S/S/2	77-87	12,500	9500	4500	1850	4664	155	
928 S4	86-95	16,000	11,000	5500	2500	4957	161	
928 GT	89-92	30,000	22,000	13,000	8500	4957	168	
928 GTS	91-95	50,000	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	82,500	65,000	42,000	29,000	3299	160	
911SC	77-83	35,000	26,000	17,000	11,000	2994	149	
911SC cabrio	82-83	36,500	27,000	18,500	12,500	2994	145	
Carrera 3.2	83-89	34,000	25,000	16,500	10,500	3164	158	
Carrera cabrio	83-89	35,000	26,000	17,500	12,000	3164	155	
Carrera Supersport	84-89	47,500	36,500	23,000	16,000	3164	158	
911 Speedster	88-89	110,000	90,000	67,500	48,500	3164	158	
959	87-88	725,000	650,000	550,000	450,000	2994	190	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	6000	3750	2100	650	2479	134	▲
944 Turbo	85-91	19,500	14,000	6750	3250	2479	157	
944S	86-88	6500	4500	2650	1300	2479	140	▲
944 S2	88-92	7950	5250	3000	1500	2990	149	▲
944 S2 Cabrio	89-92	12,000	8000	4200	2300	2990	149	
944 Turbo Cabrio	'91	32,000	24,000	12,000	7000	2479	150	
911 (964)	89-94	42,500	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	90,000	70,000	45,000	27,500	3299	167	
911 Carrera RS	92-94	200,000	175,000	134,000	100,000	3600	162	
968	92-95	15,000	11,000	7500	4000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7250	2990	154	
911 Carrera (993)	94-97	60,000	45,000	30,000	20,000	3600	160	
911 Turbo 4 (993)	95-98	130,000	107,500	75,000	50,000	3600	180	
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	230,000	200,000	170,000	135,000	3746	175	
911 GT2 (993)	95-96	900,000	800,000	650,000		3600	187	
Boxster 2.5	96-99	6750	5000	3500	1900	2480	149	
Boxster 2.7	99-04	9400	6900	4500	2500	2687	156	
Boxster 3.2S	99-04	10,750	8900	5500	3200	3179	164	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	10,000	8000	5500	2500	2553	110	
Scimitar SE4/a/b	64-70	8500	6500	3500	1950	2994	121	
Scimitar GTE SES-6/Ga	68-80	6000	4000	1650	650	2994	123	
Scimitar GTC	80-85	9000	7500	3500	1500	2792	119	
Scimitar GTE SE6b	80-86	6250	4500	1800	750	2792	122	
Middlebridge Scim1	88-90	30,000	24,000	16,000	10,000	2933	140	

NE GUIDE	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Private sale			cc	Top speed	Price change
					Good	Rough				
SUNBEAM										
Sunbeam Alpine OC (01621 778492); Sunbeam Talbot Alpine Register (01376 342025); Tiger OC (01207 508296)										
Talbot 80	48-50	6000	4500	2500	1400	1185	72			
Talbot 80 Coupé	48-50	10,000	8000	4250	2500	1185	72			
Talbot 90 (all Mk)	48-57	8000	6000	3000	1600	1944	90			
Talbot 90 Coupés	49-57	12,500	10,000	5500	3650	1944	90			
Alpine convertible	53-55	50,000	35,000	20,000	10,000	2267	95			▲
Alpine I/II sports	59-63	14,000	9000	4250	1850	1592	101			
Alpine III sports	63-64	14,500	9250	4500	1850	1592	100			
Alpine IV sports	64-65	13,500	8250	3950	1600	1592	92			
Alpine V sports	65-68	14,000	9000	4250	1750	1725	100			
Harrington GT	61-63	16,000	11,500	6000	3000	1592	105			
Tiger I	64-66	54,000	38,000	24,000	15,000	4261	120			
Tiger II	67-68	70,000	52,500	32,500	21,000	4727	125			
Rapier I-V	55-67	8500	6000	2750	1250	1725	95			
Rapier II-IIIa con	58-63	15,000	11,000	5000	2500	1592	87			
Rapier/Alpine	67-76	5200	3500	1500	700	1725	102			
Rapier H120	68-76	6600	4650	2100	1000	1725	106			
Imp Sport	66-76	5500	3750	1850	900	875	90			
Stiletto	67-72	6250	4500	2000	1000	875	90			

SUZUKI SC100 EC (suzuki-sci100demon.co.uk); SCORE (suzuki-cappuccino.com)								
SC100	79-82	2850	2000	900	450	970	87	
Cappuccino	92-96	3750	2750	1750	750	657	83	

SWALLOW TR Register (01235 818866)								
Doretti	54-55	65,000	50,000	32,000	20,000	1991	102	

TALBOT Sunbeam Lotus Owners' Club (01423 734624)								
Sunbeam-Lotus	79-81	25,000	16,500	10,000	5000	2174	120	

TOYOTA Toyota Enthusiasts' Club (020 8898 0740)								
2000GT	67-70	575,000	500,000	400,000	325,000	1988	128	
Celica ST 16/20	70-77	10,000	7000	3600	1650	1588	105	
Celica GT 16/20	74-77	12,500	10,000	5000	2250	1968	111	
Celica Supra 2.8i	82-85	7000	4500	2000	1000	2795	126	
MR2	84-90	4400	2900	1250	600	1587	124	
Supra Turbo	88-92	4500	3000	1400	650	2954	142	

TRIDENT Trident Car Club (020 8644 9029)								
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140	
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120	

TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
Roadster 1800/2000	46-49	29,000	22,000	13,500	7000	2088	77	
1800/2000/Renown	46-54	7500	6000	2750	1200	2088	74	
Mayflower	50-53	4500	3000	1400	700	1247	65	
TR2	53-55	36,000	27,500	17,500	10,000	1991	107	▲
TR3/3A 2.0/2.2	55-61	30,000	22,500	13,500	7500	1991	106	
TR4	61-65	27,000	19,000	10,500	6000	2138	109	
TR4A	64-67	28,000	20,000	11,000	6250	2138	110	
TR5 PI	67-68	40,000	31,000	22,000	15,000	2498	121	
TR6 'CP'	69-73	21,000	15,000	8000	3500	2498	119	
TR6 'CR'	73-76	18,000	13,000	6500	2500	2498	116	
TR7	75-81	3000	2100	1000	450	1998	110	
TR7 convertible	80-81	4250	3250	1650	500	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,500	9500	5500	2500	3528	130	
Herald saloon	59-70	3750	2500	1200	550	1147	76	
Herald coupé/conv	59-67	7250	4750	2100	1050	948	80	
Herald 12/50, 13/60	63-71	4000	2750	1250	600	1296	84	
Herald 13/60 conv	67-71	7000	4500	2000	950	1296	85	
Vitesse 1600	62-66	4850	3200	1600	850	1596	88	
Vitesse 1600 conv	62-66	7050	5000	2500	1300	1596	91	
Vitesse 2-litre MkI	66-68	5000	3250	1600	800	1998	95	
Vitesse MkI conv	66-68	8000	5500	2650	1300	1998	95	

NE GUIDE	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				Top speed	Price change	
				Mint	Good	Rough	cc			
Vitesse MkII										
Vitesse MkII conv										
Spitfire 4										
Spitfire Mk2										
Spitfire Mk3										
Spitfire MkIV										
Spitfire 1500										
GT6 MkI										
GT6 MkII/III										
2000/2500 MkI/II										
25PI/2500TC										
2500S										
Stag										
1300/1500 fwd										
1300TC fwd										
Dolomite 1850										
Dolomite Sprint										

TUCKER (tuckerclub.org)								
Torpedo	48	125m	11m	950,000	n/a	5474	120	

TURNER Turner Register (01895 256799)								
803/950 Sports	55-59	12,500	9000	5500	2000	948	90	
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7500	3500	1498	100	

TVR TVR Car Club (01952 822126)								
Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107	
Griffith 200/400	63-65	65,000	52,500	40,000	30,000	4727	155	
Tuscan V6	69-71	15,000	12,000	6000	3500	2994	125	
Vixen S1-4	67-73	14,000	11,000	5500	3000	1599	107	
1600M	72-77	10,500	7750	3750	2100	1599	105	
2500M	72-77	10,000	7250	3500	2000	2498	109	
3000M/Taimar	72-79	12,000	8500	4000	2250	2994	121	
3000S convertible	78-79	13,000	9500	5500	3250	2994	119	
Tasmin/280i inc 2+2	80-87	4750	3500	2100	1100	2792	128	
Tasmin/280i con	81-87	5500	4400	2500	1500	2792	126	
Tasmin/350i inc 2+2	83-89	5500	4750	2500	1400	3528	136	
V8/350i convertible	83-89	7000	5250	3000	1750	3528	130	
390SE	85-88	7500	6000	4000	2200	3905	143	
400/420/450 SEAC	86-91	12,500	10,500	8000	6000	4441	165	
400/450SE	88-91	9500	8000	6000	4000	4441	155	
S.2.8/2.9	86-92	6250	4750	3250	1500	2922	141	
V8S	91-94	15,000	12,000	7500	4750	3943	150	
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	19,500	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152	
Cerbera 4.2	96-03	14,500	11,000	8750	6750	4280	180	▲
Chimaera 450/500	96-03	15,500	12,500	9000	7000	4988	162	

VANDEN PLAS VoP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS								
4-litre Princess	57-68	13,500	10,000	4500	2000	3995	89	
3-litre I/II	59-64	7500	5500	2600	1350	2912	105	
4-litre R	64-68	8500	6500	3200	1500	3909	110	
Princess 1100/1300	63-74	4750	3100	1500	700	1275	87	
1500/1.5/1.7	74-80	2250	1500	700	300	1748	90	

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)								
Velox/Cresta E	51-57	8500	5250	2400	1200	2262	82	
Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94	
Victor F	57-61	6000	4500	2100	1000	1507	74	
Victor FB	61-64	3650	2650	1200	450	1594	77	
VX4/90 FB	61-64	4300	3200	1500	600	1507	88	
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94	
Victor 101 FC	64-67	3350	2250	1050	525	1594	83	
VX4/90 FC	64-67	3950	2700	1350	700	1594	89	
Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
Victor FD 16/20	67-72	2750	1850	850	400	1975	95	
VX4/90 FD	69-72	3500	2200	1000	500	1975	98	
Victor FE 18/23	72-78	3250	2000	900	450	2279	100	
VX4/90 FE	73-76	3750	2500	1200	600	2279	104	
Ventora FD/FE	68-76	4400	2600	1250	650	3294	106	▲
Viva HA	63-66	3200	2100	1000	600	1057	76	
Viva HB/HC	66-79	2500	1600	600	250	1256	79	
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90	
Viva GT	68-70	6750	5000	2250	1000	1975	101	
Firenza/Magnum	72-78	4250	3000	1100	550	VAR	100	
Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119	
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117	
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125	
VX220	00-05	10,500	8500	6500	4000	2198	137	
VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151	