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First test after a £150k rebuild



Jaguar XK120 drive
We grant a 31-year-old's wish



Citroën 2CV4
Rustic adventure in a rare survivor

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GRAND DESIGNS



Why Seventies sharpness is the must-have look of 2017
+ Exclusive interview with wedge styling legend **OLIVER WINTERBOTTOM**



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Welcome

March 2017 Issue 518

This month's cover feature has Phil lost in the Seventies, and reminds him of a gold Esprit S2 that escaped



In 1975, while a savage economic storm tore at the UK motor industry, this car-mad ten-year-old was blissfully unaware. Inflation hit a record 24% and cars sales slumped 29%. British Leyland was saved by a government bailout but Chrysler UK had to sort itself out with job losses in the thousands. For exotic car makers it was worse, with Jensen calling in the receiver and Aston Martin suspending production pending rescue. But at the Paris Show in October and the Earls Court show two weeks later a crisp, silver dart of glassfibre punctured the gloom. Despite battling with its own share of post-oil crisis pressure Lotus gave us the Esprit, a daring slice of futuristic optimism. It retained all of the radical drama of Italdesign's earlier concept, yet this was a production reality. Or at least it would be by 1976 when it speared across the silver screen in *The Spy Who Loved Me*.

I was smitten. And for a while the world was too, as sharp-edged sports cars pointed to a more exciting future. Alongside designs such as Lancia's Montecarlo and Maserati's Khamsin, rivals clinging on to the curves of the Sixties seemed dated and homely. But like all high fashion, when the look dated, it dated badly. And precisely because it had appeared so uncompromisingly futuristic, that look took a long time to be welcomed into the traditional classic world.

Since the Seventies we've had a return to soft and reassuring organic curves, new edge, flame surfacing and at times chaotic collisions of the above. Now the clean forms of the Seventies offer a refreshingly simple and pure escape – both to a generation that was starstruck by them originally, and a younger cohort who sees them as otherworldly. The Montecarlo, Esprit, DeLorean and Khamsin we gathered for our studio extravaganza represent a staircase



of prices, and Britain's own king of wedge styling, Oliver Winterbottom, delivers his frank verdicts on their respective success. With that asymmetric bonnet vent and glass rear panel, the Khamsin could hold my attention all day long, but in the end it's the Lotus that holds the most irresistible pull. Childhood influences are hard to escape, and a near miss with an identical gold Series 2 a few years ago only reinforces it.

Thoughts about great motor show moments of the past have me yearning a 2017 fix of evocative shapes shimmering under exhibition lighting, the buzz of the crowds and the chance to catch up with everyone after the winter recess. In late February *Classic Cars* will play our own part in the dazzle of the London Classic Car Show with a selection of Smart Buys presented by our own Quentin Willson. I can't say whether an Esprit will figure, but I do promise a set of cars that will have you thinking hard about your next classic buy.

Enjoy the issue, and see you in London.

Phil Bell, editor



During the wedge era, drama came as standard

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'The Seventies was a decade of wild and ever more geometric show cars'



P90 Tours and Rallies
2017: where would
you like to go this year?



P82 Greg Diffen will
collect any car - so
long as it's a Studebaker

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P34 Grand Designs, wedge-style. DeLorean DMC-12, Lancia Montecarlo, Maserati Khamsin and Lotus Esprit S2



P68 Citroën 2CV flat-out (at 35mph) on the flat fens of Lincolnshire

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[The List]

Aston Martin V8 Vantage

'The late Nineties one – what a bruiser!'

Alfa Romeo 2600 Sprint

'Just about the last straight-six Alfa and so underrated'

1962-64 Ford Galaxie

'Preferably a two-door with 390 or 427cu in big-block V8'

Lancia Integrale

'I want to see if the handling really beats the Audi quattro'

Range Rover Classic

'An early two-door – so much class and a V8 soundtrack'

Lotus Esprit S4S

'Preferably in mustard yellow. Looks fantastic and has punchy performance'

BMW M3 E46 CSL

'My father had an M3 but this must be in a different league'



Standing in the rain with his father at the Revival watching C-types and **XK120s** drift round corners left its mark on Angus Doe. He's wanted to drive one ever since, and today we're making that happen

Words RUSS SMITH Photography JONATHAN JACOB



Stunning, isn't it? It's all about the bonnet, and I love the rear wheel spats – those and the bubble roof make it look like one of those Thirties Bugattis with the teardrop styling.' This month's lucky reader, Angus Doe, is buzzing with excitement at his first glimpse of the 1954 Jaguar XK120 fixed-head whose wheel we're about to put him behind.

We're stood in the beautifully converted barn that houses the cars at North Yorkshire's Classic and Sportscar Centre, supping tea and waiting for the early fog to lift. It's a good time to pose the question that's been bugging us since we saw Angus's emailed wishlist of cars.

People are usually drawn to the cars they saw and lusted after when growing up, and indeed much of his list is filled with just the kind of Nineties hero cars you'd expect from a 31-year-old petrolhead – Lancia Integrale, BMW E46 M3, Lotus Esprit S4S. Among these, his inclusion of a sixty-plus-year-old Jaguar XK120 grabbed our attention like a Paganì Zonda in a retirement home car park. So tell us, Angus, why the Jag?

'It's their exclusivity compared to the omnipresent later E-type, and the fact that I practically worship the Jaguar C-type. This is the roadgoing link to that car, and of course the XKs have a significant amount of their own competition history too.

'I've seen a lot of classic cars racing in the past and remember dragging my father to the Goodwood Festival of Speed in 1996 when I was just 11, so I suppose I started early. Dad and I also later stood in the rain quite a few times at the Goodwood Revival, noting the lap times down on soggy paper programmes, wearing our Barbour wax jackets. Often XK120 and C-types featured, looking great and drifting round corners. There's just something about that early Fifties styling; they're what I consider the connoisseur's choice.

'In recent years I've also watched videos of people like Jay Leno using JD Classics-prepared XK120s on the Mille Miglia, and saw one of those actual cars at a JD Classics open day – it's based just ten

'There's something about the early Fifties styling; the XK120 is what I consider the connoisseur's choice'

minutes from where I live in Essex – and that re-confirmed things for me. I also enjoy the somewhat rose-tinted view that this was made when Britain was a true world leader in cars, despite the post-war austerity and so on.'

Nice to know there's a future enthusiast base for these cars; we just hope the reality of driving one doesn't disappoint. But first we have to deal with the issue of getting Angus into the car. He's peering through the small door opening with a quizzically raised eyebrow. 'I'm five-eleven and a bit wide – I hope I'm going to fit.'

Quite a few people had the same issue back in the day, which is why for the XK140 fixed-head that replaced this car the following year, Jaguar moved its front bulkhead forward and gave the car a 6.5-inch longer roofline to enlarge the cockpit. On top of that our XK120 has the added wriggle factor of period-style bucket seats. I won't call it an elegant process, but you sense Angus was going to get behind that wheel whatever it took.

'Once you're in, it feels good,' he grins. 'I like the steering wheel close like this, but the pedals are a bit of a stretch away. My knees are hitting the dash and my left foot is catching something above



[Jaguar XK120]



The XK120's profile as so often seen by Angus at the Goodwood Revival – at speed



the clutch pedal but I'm sure I'll get used to it; it's all part of the driving experience.

'It's not often you get this kind of excitable anticipation when you're an adult – rather like how I used to feel on Christmas Eve when I was growing up.'

Time to fire it up, with a twist of the tiny key and a guess

at which of the unmarked buttons in the beautifully refinished walnut veneer dash operates the starter – the black one above the ammeter, it turns out. 'That's a first for me,' says Angus. 'I've never driven a car with a separate starter before. The two-stage process makes it more of an experience.'

He slips the gearlever into first and we're off. It's a five-speed Getrag box rather than the original Moss four-speed – one of this car's subtle user-friendly modifications, along with a front disc-brake conversion. I've been slightly concerned about Angus not getting the pure 120 experience, but he's quick to set my mind at rest.

'This is how I like cars – original looks but with mechanical upgrades to improve them, especially stuff like brakes. My 1966 step-front Alfa Giulia Sprint has a 2.0-litre Twin Spark engine under the bonnet. 'This gearbox makes things easy, certainly compared

'It's not often you get excitable anticipation as an adult – it's like how I used to feel at Christmas'

with what I've heard about the standard one. It's quite slick and there's none of the driveline shunt that you often get in older cars, though the clutch is still pretty heavy, with all the action at the bottom end of its travel.

'The engine is fantastic, much better than I thought it would be, with instant throttle

response – no delay like you get in more modern cars. It feels lovely; and especially in second and third gears it really wants to go. It's nice when you rev it out a bit but it also has such good torque, which is what you want for relaxed long-distance driving. And there's always that glorious straight-six sound.'

He glances down. 'I love the rev counter. You see watches designed to replicate that now. And it's odd – but nice – how the rev counter runs anticlockwise, the opposite way to the speedo as if they're mirrored. So many great details that make the car, and you, feel special. It's like I'm an aristocrat in my own fantasy world; a gentleman off to the races.

'It's lovely to go from slight anticipation to feeling like you are confident and can enjoy yourself as time behind the wheel moves on. I think the biggest surprise with this car has been that the time



between the two phases was much shorter than expected. Now I'm settled this Jag is so usable that I feel I could drive it anywhere... though perhaps not in the rain.' It's those tiny, flat wipers, struggling to clear the moisture from the still-lifting fog, with an added spattering of salty road spray. 'They have two speeds – slow and slightly less slow. It's the aspect of the car that most shows its age.'

We take a breather at a stopping point and take stock of the XK120. 'This has that thing that I love about old cars – you don't have to go fast to feel involved. And all the time you're having to work for it. I feel like it's putting hairs on my chest. Is that wrong to say?'

'And that thing where people see an old car and think it's going to hold them up. They'd be wrong with this Jag, it's still a performer. I'm at the stage where I want to push it harder, but have to hold back because of these damp roads and not knowing the car well enough.'

'These seats may be hard to get in and out of but I do like the lateral support they give. If this XK were mine I'd want to take it to a wide-open slippery space to find out where its limits are. It does seem like it would slide about. It feels progressive, but I'd like to know how much of a hero I could be at drifting the tail out.'

Heroics aside? 'The colour really suits the shape because it picks out the lines so well; darker hues would lose some of that. It's not super-ostentatious but looks so classy. I'm no car designer, but how could it possibly look any better? Some of the details too, like under the bonnet. I love the way that the radiator is laid back to slot between where the wings taper towards each other. And the oil filler cap is something I'd happily have as a paperweight on my desk; it's a work of art on its own.'

Rooting around in the boot for a cloth, we find the car's original 18in Bluemel steering wheel – the car currently wears a smaller but still period-looking Moto-Lita woodrim. Angus hadn't realised.

'Bloody hell! That wheel looks like it belongs on a boat. No wonder it's been taken off – there's no way I could drive the car with that fitted, or even get in it.' Another difference in the XK140 was an inch-smaller wheel, but that wouldn't have made much difference here.

Back behind the wheel and exploring some more of North Yorkshire's finest lightly trafficked backroads, Angus's growing confidence is evident in the way he's beginning to analyse the car in finer detail. 'It has quite a choppy ride on

1954 Jaguar XK120 fhc

Engine 3442cc inline-six, iron block, alloy head, dohc, two 1.75in SU H6 carburettors **Power and torque** 160bhp @ 5400rpm; 195lb ft @ 2500rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Burman recirculating ball **Suspension** Front: independent by upper and lower wishbones, torsion bars, telescopic dampers and anti-roll bar Rear: live axle with semi-elliptic leaf springs and lever-arm dampers **Brakes** Drums front and rear **Weight** 1379kg (3037lb) **Performance** Top speed: 121mph; 0-60mph: 9.9sec **Fuel consumption** 21mpg **Cost new** £1140 **Values now** £37,500-£95,000



Angus loved the XK120's long-distance cruising gait

smaller roads but is otherwise good, and it's never uncomfortable. I've also just noticed that there are no sun visors. It's so cosy in here and the roof is so low that you don't actually need them. Besides, there's hardly room to fit them anyway.'

Despite being upgraded, the brakes need a firm shove. 'That's the element of the driving that would take me longest to trust, and even then I'm not sure I'd want to take it down an Alpine pass. There's so much torque from the engine, and it's so well behaved. It really holds the higher gears well so it can actually be quite relaxing to drive, not constantly having to change gear to keep up good progress.'

With the winter light starting to wane again we finally head back to base. It's still not going to be easy to get Angus out of the Jag, though, for enjoyment as well as physical reasons. 'I honestly could have driven the car for much longer. I absolutely loved the whole experience. I think the XK was great when pottering, and even better when grabbing it by the scruff of the neck. My real dream would be to take it on a long continental run with my fiancée – it would be a great car in which to get close to a lady.'

'I often think that the first of the breed is the purest, and to my mind that is definitely the case here. It's the same reason I like my 1966 Giulia over the later ones, which may be quicker but have lost an element of what made them special in the first place. I used to think of the roadster XK120, but now my daydreams will always feature that evocative curved-bubble cockpit of the fixed-head.'

'This point was further rammed home when I had a chance to look at both XK140 and 150 FHCs at the Classic and Sportscar Centre. Next to this they look a bit bloated. For me the 120 really is the one to have despite its cramped cockpit. I could always put standard seats back in; I hear there is a set with this car.'

'Add to that a legendary and very tuneable and robust engine and I think it's a winner. At the end of the day it's not cheap, but I feel like this is just one of the classiest cars money can buy. I think I could adapt to owning one quite easily, especially one with a C-type-spec engine. Perhaps if I sold all my cars... and surely the market is going to come down one day?'

'There are faster classics, more valuable ones and so on, but this has a confident and effortless air to it. It doesn't need to prove anything; it looks the business, drives well and has all that heritage.'

'That was awesome.'

Thanks to Classic & Sportscar Centre (classicandsportscar.ltd.uk) where this 1954 Jaguar XK120 FHC is for sale.

[Want a Drive?]

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

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THE IMPORTANT MODELS



XK120 OTS (ALLOY) 1948-50

Conceived as limited production model to showcase Jaguar's new twin-cam engine. First cars coachbuilt with alloy panels over a steel and ash frame to save costs. Bulging order book soon puts paid to idea of just 200 cars.



XK120 OTS (STEEL) 1950-54

Using pressed steel for most of the body sped up production, but the cars were far from all steel – opening panels aluminium; floorpans wooden. Other differences include resited fuel tank and stronger boot floor crossmember.



XK120 FHC 1951-54

More than just a welded-on roof, coupé was redesigned from the front wings backwards and got wind-up windows and quarterlights in place of the OTS's removable side screens. Floors were now steel with plywood heel area.



XK120 DHC 1953-54

A kind of interim model, the drophead retained the FHC's integral A-pillars and wind-up windows in fixed frames but combined these with a neater and more weatherproof hood arrangement. December 1953 saw door skins changed from aluminium to steel.



XK120 C 1951-54

Better known as the C-type, 54 were built for racing. Won Le Mans, though several were also used as road cars. Engine tuned to 204bhp, mounted in aerodynamic alloy body over tube steel chassis. Torsion bar rear suspension; rack-and-pinion steering. Disc brakes in 1953.

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The Month in Cars

World's oldest navigator and ex-works racer's BMW 327 star in the Haka Rally, and aero-inspired special appears Down Under

BMW 327, HAKA CLASSIC, NEW ZEALAND

Hanstein BMW takes class win

A BMW 327 bought new by BMW works driver Fritz Huschke von Hanstein has won the Vintage Class of New Zealand's gruelling 3327-mile Haka Classic Rally. Von Hanstein bought the 327, one of 89 produced and upgraded with a 328 engine, in 1939, a year before winning the Mille Miglia in a 328. He owned it until 1945. It was stored in eastern Germany during World War Two then requisitioned by the Allied forces. The partition of Germany saw it fall under the jurisdiction

of the communist DDR, which seized it along with the rest of the von Hanstein family's possessions. In 1950 von Hanstein joined Porsche, where he headed up both PR and racing departments.

Since buying the car in 2012, Gerd and Birgit Buhler have completed an engine rebuild and added a roll cage and an upgraded gearbox. They might have been overall winners had they not collided with a bank during the second week of the rally.





Former BMW works racing driver Huschke von Hanstein's 327 survived the 3327-mile Haka Rally to win its class



HAKA CLASSIC, NEW ZEALAND CONTINUED

INVICTA S-TYPE

Annette Abaci was competing in her very first long-distance rally in her 1931 Invicta S-Type 4.5-litre – one of 68 survivors of the 75 built – bought four years ago and shipped to New Zealand shortly after being restored.

It competed in two races at Brooklands in 1934. However, being built more as a long-distance tourer than a racer, that was the extent of its competition history.

'It was a challenge for me and the car,' said Abaci, though she and navigator Julia Edwards won the Coupe des Dames award. 'It ran flawlessly apart from a small fuel blockage on the penultimate day.'

ROLLS-ROYCE SILVER CLOUD III

Former McLaren team manager Alastair Caldwell took part in the Haka in this 1963 Rolls-Royce Silver Cloud III instead of his Porsche 912, Porsche 968 or Ferrari 250 GTO replica. His navigator was once again his mother Dorothy, who at 98 is the world's oldest navigator and has as such been inducted into the Guinness Book of Records.

Dorothy has navigated for Alastair in five long-distance classic rally events, including The Road to Mandalay in Burma and two Trans America events, all of them in this Rolls-Royce.



Silver Cloud team included 98-year-old Dorothy Caldwell – the world's oldest navigator

GEELONG REVIVAL, AUSTRALIA

Flat out on the Waterfront

Sting Ray's 396cu in V8 was only available in 1965



CHEVROLET CORVETTE STING RAY

Corvette owner Mike Armstrong was sprinting his car on the Geelong seafront for the first time following an unexpected restoration. 'I backed it into a trolley in my garage a couple of years ago,' he admits. 'Because of the body shape and where the damage was we had to repaint the back half of the car, so I figured that if we were doing half of it we should do it all. I also re-trimmed it while it was apart.'

'It came to Australia six years ago as an ex-concours show car. It's pretty rare as its 396cu in big-block V8 was only available in 1965.'



GN packs a 6.2-litre quad-cam V-twin

V2 GN SPECIAL

Brendan Dillon's self-built GN features a unique engine. 'People tell me that I'm going to kill myself with this car, but it is only as powerful as my foot allows it to be,' he says. 'If it's down a little it is 1000cc, a bit more and it's 3000cc.'

'The cylinders are from a Wright R-1820 Cyclone radial engine as used in Lockheed Constellation aircraft and the adapted conrods are from a Rolls-Royce Merlin. The end result is a 6.2-litre quad-cam V-twin.'

'One of my greatest joys is seeing faces light up when the car comes into view.'



Turbo was built up from a standard Renault 5

RENAULT 5 TS TURBO

Rob Sealey's Renault spent 20 years in boxes before he bought it in 2009 and put it back together. It did some auto-crossing from 1986 then was pulled apart for a restoration that never happened. It's a works car – with a difference. 'Australian rally driver Bob Watson wanted to have another crack at the Australian Rally Championship in 1980,' he says, 'so his team built this car up from a dealer's standard Renault 5 using a Renault TS engine – which is 200cc bigger than the one in the factory Turbos – and a custom-built straight-cut gearbox.'

1994 Jaguar XJ220. Sold for (£): 275,625



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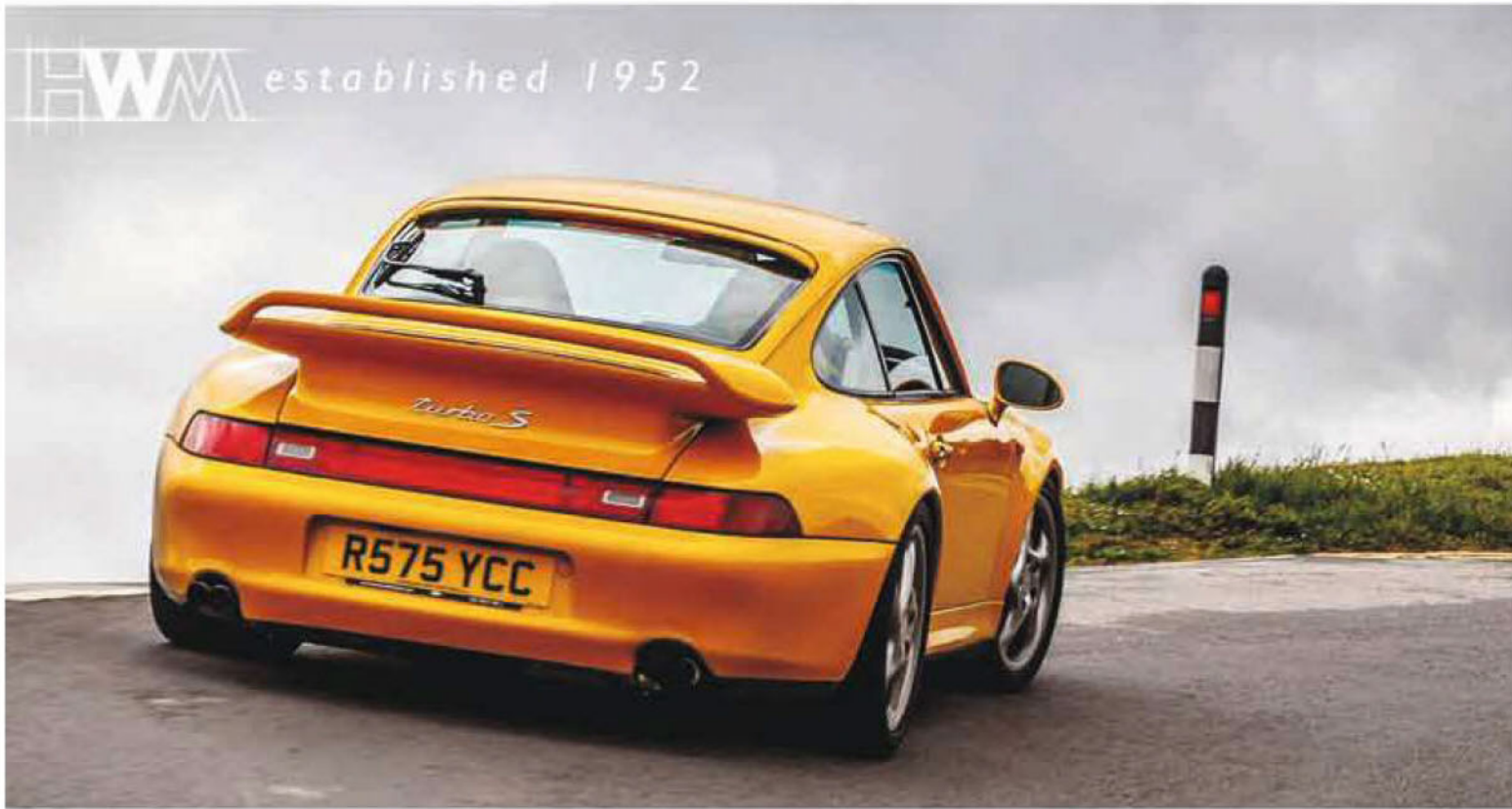
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Owner Dylan Marley bought this Corvette specifically to take part in the 3 Day Trial

3 DAY TRIAL, VICTORIA, AUSTRALIA

A Trialling few days

A long weekend of regularity and sprint action attracted some unexpected competition cars

CHEVROLET CORVETTE

'I haven't always had a strong interest in classic or vintage cars but I've known since I was a teenager that I wanted to own an early C3 Corvette one day,' said Dylan Marley. 'As with many things, it always seemed to be something that I would do in a few years' time. I marshalled for the 2015 3 Day Trial and it was such an amazing experience that I knew I needed to have my dream car for the following year's event.'

'My 1973 Corvette lived in Las Vegas until 2012 when its previous owner imported it in to Australia. Despite having lived in a great dry climate the car had barely been driven in years and it needed full suspension, brake and engine rebuilds to be ready for the event.'

1977 PORSCHE 911 CARRERA 3.0

'My Porsche 911 was delivered new and driven in Europe in 1977 before going to Australia the following year,' says owner Ray Wood. 'It was shipped back to Germany in December 1983 to be upgraded to Carrera 3.2 specification – complete with Bosch Motronic fuel injection – at the Zuffenhausen factory before

returning to Australia as a hybrid 1984-specification vehicle.'

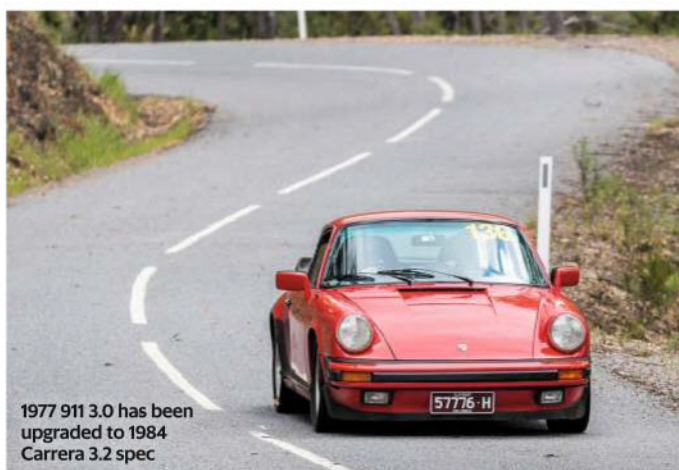
'I found it in 2005, sitting ignored and unloved in a dealer's back lot in need of fresh paint, new suspension and a gearbox rebuild.'

Wood went on to win the intense weekend event for the second year running. 'Unlike a lot of motor sport events, this is one that you can truly share with your co-driver,' he said. 'My co-driver Dale and I usually share the driving at track events, but the navigation events require teamwork.'

JAGUAR XJ6 SERIES 3

'When I realised that my vintage Oakland wasn't going to be ready in time for the 3 Day Trial, a friend offered me a loan of this Jaguar XJ6,' says John Cox. 'The only problem was that it wasn't registered and hadn't been driven for 18 months. We managed to get it registered two days before the event, and other than the windscreen wipers playing up on the last day, it ran faultlessly.'

'I found it really interesting to drive something that I was so unfamiliar with in a competition such as this, but I was pleasantly surprised at the poise the Jag showed on the tight and twisty Eildon-Jamieson road.'



1977 911 3.0 has been upgraded to 1984 Carrera 3.2 spec



Jaguar's poise on the twisties surprised driver John Cox



The tyre for adventurous motorists

The Dunlop SP Sport Aquajet was the greatest tyre of its era. The original-equipment radial on the Jaguar E-type, it was the tyre of choice for sporting drivers in the Sixties and Seventies with its rain-defying, road-hugging qualities.

The original Aquajet man traded his roll neck for a cardigan long ago, but the next generation of adventurous motorists can still buy the tyre he stood for. Vintage Tyres has reintroduced the Dunlop Aquajet in a wide range of 10in, 13in and 15in sizes.

We can't promise an international man of mystery lifestyle, but with a set of Aquajets on your classic, great grip in all conditions is guaranteed.



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Events Planner

As the days get longer, so does the list of enticing classic days out



The F1 Grand Prix at Silverstone is all very well, but it's nowhere near as entertaining as the Pomeroy Trophy

THE MONTH AHEAD

February

8-12 Rétromobile Paris. France
retromobile.com
14 Classic Cars at the Ace Café.
Wembley, London
ace-cafe-london.com
18 Pomeroy Trophy
Competition. Silverstone,
Northamptonshire
vscc.co.uk
19 Red Kite Stages Rally.
Amman, Wales
redkitestages.co.uk
19 MG & Triumph Spares Day.
Stoneleigh Park, Coventry,
Warwickshire
mgandtriumphsparesday.co.uk
23-26 London Classic Car Show
& Historic Motorsport Show.
Excel, London
thelondonclassiccarshow.co.uk
24-26 Race Retro. Stoneleigh
Park, Coventry, Warwickshire
raceretro.com
25 Exmoor Fringe Trial.
Exmoor, Devon
vscc.co.uk

THE YEAR AHEAD

March

2-5 Retro Classics Stuttgart.
Messe Stuttgart, Germany
retro-classics.de
3-5 Antwerp Classic Salon.
Antwerp, Belgium
siha.de
4 John Harris Trial.
Ashover, Derbyshire
vscc.co.uk
4 Tour of Cheshire.
Knutsford, Cheshire
tourofcheshire.co.uk
9-12 Amelia Island Concours
d'Elegance. Amelia Island,
Florida, USA
ameliaconcours.org
11-12 Rallye de Paris GT & Classic.
Paris, France
rallystory.com
14 Classic Cars at the Ace Café.
Wembley, London
ace-cafe-london.com
15 Amelia Island Vintage Grand
Prix. Fernandina Beach Airport,
Florida, USA
ameliaconcoursweek.com



RECOMMENDED

Practical Classics Classic Car & Restoration Show

March 31-April 2

Classic Cars joins our sister magazine for a spring show – the fastest-growing on the calendar, and one that highlights the beating heart of the classic movement. A combination of live restoration theatre, candid

car-related stage chat, technical club displays and a big autojumble... it's all aimed at inspiring your next project. The Pride of Ownership show returns, as does a display of barn finds. In total, 700 cars will grace the NEC. And Classic Car Auctions is on hand with two sales. Book at necrestorationshow.com.

16-18 Three Legs of Mann rally.
Isle of Man
heroevents.eu
17-19 Phillip Island Car Classic.
Phillip Island Circuit, Victoria,
Australia
phillipislandcircuit.com.au
18 Herefordshire Trial.
Ross-on-Wye, Herefordshire
vsc.co.uk
18-19 Goodwood 75th Members'
Meeting. Goodwood, Sussex
goodwood.com
19 AGBO Stages Rally.
Weston Park, Shropshire/
Staffordshire
owenmotoringclub.co.uk
24-31 Cape Rally Afrique du Sud.
Table Bay, South Africa
rallystory.com
26 North Yorkshire Classic Rally.
York, North Yorkshire
hrcr.co.uk
31-April 2 Practical Classics
Classic Car & Restoration Show.
NEC, Birmingham
necrestorationshow.com
31-April 2 Jarama Classic.
Jarama, Spain
peterauto.peter.fr

April

1-2 CSCC Championships.
Snetterton, Norfolk
snetterton.co.uk
2 Bromyard Speed Festival.
Bromyard, Herefordshire
bromyardspeedfestival.co.uk
5-9 Techno Classica Essen.
Essen, Germany
siha.de
7-9 Espiritu de Montjuic.
Circuit de Catalunya, Spain
espiritudemontjuic.com
8 HSCC Donington.
Donington Park, Derbyshire
hsc.co.uk
9 Taith Cymru tour.
Brecon, South Wales
hrcr.co.uk
9 Ilkley Jubilee Historic Rally.
Ilkley, North Yorkshire
ilkleymotorclub.org.uk
11 Classic Cars at the Ace Café.
Wembley, London
ace-cafe-london.com
16-17 Weston Park Motorfest.
Shifnal, Shropshire
weston-park.com
21-23 Classic Motorsports Mitty.
Road Atlanta, Georgia, USA
themitty.com
22-23 CSCC Race Meeting.
Thruxton, Andover, Hampshire
thruxtonracing.co.uk



GT40s dicing with 911s gives
a flavour of the Donington
Historic action

22-21 Formula Vintage.
Silverstone,
Northamptonshire
vsc.co.uk
22-30 London-Lisboa Rally.
London, UK to Lisbon, Portugal
heroevents.eu
23 Corinium Run.
Cirencester, Gloucestershire
cirencestercarclub.com
24-30 Tour Auto Optic 2000.
Brittany, France
peterauto.peter.fr
28-30 Donington Historic.
Donington Park, Derbyshire
doningtonhistoric.com
29-30 Pirelli Carlisle Rally.
Carlisle, Cumbria
pirellicarlislerally.co.uk
30 Curborough Sprint.
Lichfield, Staffordshire
vsc.co.uk
30 Dixies Historic Challenge.
Epynt, Brecon, South Wales
southwalesac.com

May

6 HRCR Bluebell Run.
Forest of Dean, Herefordshire
hrcr.co.uk
6-7 Wiscombe Park Hillclimb.
Honiton, Devon
wiscombepark.co.uk
9 Classic Cars at the Ace Café.
Wembley, London
ace-cafe-london.com

13 Silver Jubilee Leukaemia
Historic Rally. Chepstow,
Monmouthshire
hrcr.co.uk
13-14 Beaulieu Spring Autojumble.
Beaulieu, Hampshire
beaulieu.co.uk
18-21 Mille Miglia.
Brescia, Italy
1000miglia.it
19-21 Summer Trial.
Stratford-upon-Avon,
Warwickshire
heroevents.eu
20-21 Spa Classic.
Spa-Francorchamps, Belgium
peterauto.peter.fr
21 Hills & Valleys Scenic Tour.
Kidderminster, Shropshire
kidderminstercarclub.co.uk
26-28 Concorso d'Eleganza Villa
d'Este. Como, Italy
concorsodeleganzavilladeste.com
27 CSCC Silverstone Spectacular.
Silverstone, Northamptonshire
silverstone.co.uk
27 Loton Park Hillclimb.
Loton Park, Shropshire
vsc.co.uk
27 Historic Winton.
Winton Raceway, Australia
visitvictoria.com
27-28 Grand Prix de Pau
Historique. Pau, France
grandprixdepau.fr



5 THINGS YOU NEED TO KNOW ABOUT THE LONDON CLASSIC CAR SHOW

Honouring Ickx

Jacky Ickx stars on the gala opening day and there's an exhibition highlighting his career. We're expecting a combination of iconic racing cars and perhaps less obvious yet deeply significant cars hand-picked by Ickx himself.

Two shows in one!

This year sees the inaugural Historic Motorsport International show open across the hall. Given the calibre of road cars usually on display, it'll be spectacular. A combination of high-end racing cars plus beginners' advice is promised.

Catwalk show

'Perfect 10' is the title of this year's Grand Avenue moving motor show, with show classes based around ten distinct styles of coachwork from mid-engined coupés to luxury saloons. The winners in each class will be selected by public vote.

Cavallino Rampante

Ferrari turns 70 in 2017, so expect all manner of tributes, but the London show is likely to be one of the first to do it properly. The exact cars have yet to be confirmed, but expect a cavalcade telling the story of the marque's evolution over the past seven decades.

Interested in going?

Tickets are £24 for a standard adult entry, £18 for children, with a range of other tickets for the preview evening and premium access. Advance booking is recommended – go to thelondonclassiccarshow.co.uk.



WHAT'S
NEW

Cape Rallye Afrique du Sud

March 24-31

Taking in the spectacular scenery of the Cape Of Good Hope and Table Mountain, the French-organised Cape Rallye Afrique du Sud brings the luxury-regularity rally concept to South Africa. Beginning and ending in Cape Town, the route takes in coast and mountain roads including the high-altitude Robinson Pass and the Lanzerac vineyard region. Entrants sleep in safari parks, with time built into the itinerary for wildlife-spotting. Expensive at €18,500 per team, but trip-of-a-lifetime special. Visit rallystory.org to book.

BROOKLANDS MUSEUM, SATURDAY 4TH MARCH

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HISTORICS
AT BROOKLANDS

Next Month

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

LAMBORGHINI SILHOUETTE

Road trip heaven to find a workshop packed
with dismembered supercars



PLUS Jaguar Mki In-depth buying wisdom | Mazda Cosmo Rare survivor driven in the UK | Porsche 944 Our choice to buy now | AC Ace Tested
| Epic restoration of a Vauxhall Viva GT | Wild life story of a raced AMC Javelin

APRIL
ISSUE
ON SALE
February 22

Your Letters

A beach-loving Barracuda, a corner-hating MG and a plea for politicians to be environmentally educated

LETTER OF THE MONTH **Odd fishing**

When I spotted the ad for a first-generation Plymouth Barracuda I wasn't convinced I was seriously interested. But after viewing it, an idea began to form...

Unlike my enormous, drum-braked Ford Thunderbird, the Barracuda was right-hand drive with disc brakes and a basic 225ci (3687cc) slant-six engine, and turned out to be quite zippy and manoeuvrable. In my reveries, my wife could use it as a second family vehicle. In reality, it was a thinly veiled excuse for a frivolous purchase.

At AUS \$16,000 it was affordable for a US pony car, probably due in part to its obscurity and left-field styling. The front sheetmetal and mechanicals are the same as Australia's 1967 VC Valiant, but with the biggest single piece of glass ever used on a production car it is truly 'party out the back'. And with the back seat laid flat there's room for my 9ft 2in surfboard.

It was assembled in South Africa using a Plymouth bodyshell with Valiant steering and dash components. In two years of ownership I've enjoyed its usability, but more than anything it gets lots of thumbs-up – and even more head scratches.

Noel Forsyth

MGs and the curse of understeer

I cannot speak for the GT (Six-Pot Superstars, December 2016) but I can certainly tell you from experience of driving a restored MGC around Road Atlanta in the States that the car was worthless in curves, especially downhill ones. With too much weight up front it only wanted to go straight.

I had just run the course in my Triumph TR4 so it was kind of unfair to compare. The MGC would easily do me on the straights, but as a sports car – which by default means good handling – it just didn't work.

Ted Gandy

Porsche-bothering Maestro

Pleased to see Ross Alkureishi at long last giving recognition to the MG Maestro Turbo (Hottest Hatches, February 2017). I was lucky to own one of the early Tickford development cars that had an extra 12bhp thanks to a freeflow exhaust system. I had previously owned a Golf GTI and although the VW was the slighter sharper driver, it was cramped and didn't offer the performance of the MG.

Willson comments that they were always going



wrong – that was usually caused by young drivers trying to beat the 0-60mph time. The clutch was a weak point but get it rolling before hitting the loud pedal and you could have fun scaring period Porsche 911s.

Roy Bowman

Classic cars and CO₂

Quentin Willson (The Insider, January 2017) refers to 'platoons of zero-emission autonomous shuttles' and possible regulatory threats for classic car owners. In my view, any attempt to legislate against ownership of classics on the basis that they represent a threat to the environment should be vigorously opposed.

Are politicians aware of how much CO₂ there actually is in the atmosphere, and have they given any thought as to what difference classic cars (infrequently used survivors of bygone times) could possibly make to the planet? The atmosphere contains about three trillion tonnes of CO₂ and the oceans even more (130 trillion).

Hopefully the Federation of British Historic Vehicle Clubs (FBHVC) is making it very clear to politicians that the emissions from classic cars are not, even in anyone's wildest dreams, going to have any effect whatsoever on the planet's temperature.

Eric Kwiatkowski

The Federation of British Historic Vehicle Clubs produces a survey every five years for precisely this purpose. The 2015 figures show that historic vehicles account for just 0.21% of the total mileage covered by all vehicles in the UK. Phil Bell

Countach correction

I enjoyed Miura and Countach article [Changing of the Avant-Garde, December 2016], but while the Countach is somewhat unusual in having the gearbox ahead of the engine – rather than behind it as is more common – this certainly doesn't make it rear-engined.

Michael Ward

The caption should have read 'rear mid-engined'. Phil Bell



Classic Cars

MARCH ISSUE
ON SALE JANUARY 25

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Quentin Willson



A browse through his archive of classic car magazines leads Quentin to muse on just how profitable this game can be... when you get it right

Even the most hopeless motoring duffer knows that classic cars rise in value. But I wonder if we all fully realise just by how much? You might be surprised. In December 1973 this magazine carried an ad for a 'mint' 1969 Ferrari 365 GTC from Brian Classic in Cheshire for £3250. Four decades later a stunning 365 GTC made £713,341 at auction. That's a blinding 21,949% increase or 549% a year. But if you think that's impressive, wait, there's more. The following month Brian was advertising a 'very low mileage' 1971 Miura S for £4550. Fast-forward to 2015 and Mecum Auctions sold a 1969 Miura S for £1,900,000. That's an incredible 41,758% increase in 41 years, or around 1019% a year. Ahh, I hear you say, hand-built supercars always increase in value – they're like rare antiques. But hold on, it's not just exotics like Miuras and GTCs that have mushroomed.

In the Feb 1974 edition of *Classic Cars* a private seller advertised a 'low mileage, one owner' 1971 Mini Cooper S for £745. Today I'm looking at an ad for a fully restored 1970 example for £35k. That's a 4667% increase

in 43 years. And it's from a Mini. Same page has a 16,000-mile 1970 Capri 3000E for £800. Nice Capri V6 MkIs won't leave much change from £30k so that's an increase on a mass-produced Ford of 3750%. If, like me, you live with huge piles of old car magazines you can play this game endlessly, either making yourself suicidal with the thought of all those missed opportunities or being quietly slack-jawed that any 20th century object (let alone a car) could possibly appreciate by 40,000%. And I know four grand was big money 40 years ago and the cash spent keeping those classics fed and watered would be hefty too. Make all the adjustments you like but you still can't escape the fact that some of our old crocks have made even more percentage gains than bits of Kensington.

Mind you, some haven't. In 1973 a used low-mileage Wolseley 6 automatic cost £1475. Factor in sterling's appreciation plus the cost of storing the thing over all those years and you'll have lost a bundle. In 1974 buying a new BMW 525i for £4099 or Lancia 2000 HF Coupe at £3449 would also prove to be fairly disastrous investments. The dull

as dusting Wolseley you can understand, but shouldn't the glam Lancia and BMW have appreciated more? Well, that's the trick. Trawling through all those old columns of ads shows a pattern. It's always the really offbeat stuff that interests us. Hmm, let me see – a nearly new Wolseley 6 or an elderly Maserati Mistral for the same money? Not a difficult one, is it?

So when you're trying to predict the cars likely to hold their value, be willful and go with your instinct. The world likes wild and reckless motors and the crazier and more inappropriate the better. And just to give us a sense of relativity, UK equities have increased 2000% in 40 years and bricks and mortar 500%. Surprised? So was I. But finally here's one to make you really start sobbing. The May 1973 edition of *Motor Sport* magazine carried an advert for a 1964 DB5 in 'excellent' condition, except for a whining gearbox, for £975. DB5s regularly make half a million now so that's an increase of, are you sure you're ready for this, 51,282%. I'm no expert but could classic cars actually have turned out to be the best post-war investments ever? You tell me.

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



£3250 bought a Ferrari 365 GTC in 1973; 41 years later one sold at auction for a 21,949% premium



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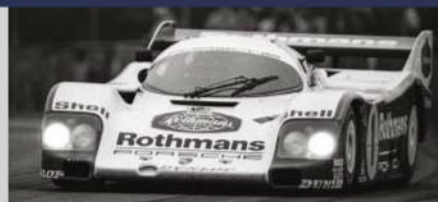
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Classic Cars

Tom Tjaarda



The legendary designer remembers Ghia's Lancia Fulvia Competizione prototype, and how it almost changed Italy's automotive landscape for ever

The Fulvia coupé is somewhat forgotten in classic car circles, yet this vehicle had unique engineering, awesome handling, was easy to maintain and after many years is still a beautiful little 2+2 coupé. But for those that know, this compact gem of a sports car has become an icon and at one point the HF coupé version outsold the Fulvia saloon, with the rally variant winning numerous international competitions. It was penned by in-house designer Pietro Castanero and used aluminium doors and bonnet for lightness, with a 1200cc engine. It was soon upgraded to the 1300 HF version that propelled the compact 2+2 to international rallying fame. The basic suspension gave the car excellent traction, especially during fast cornering.

Now enters Ghia's Alejandro de Tomaso, who saw the platform as an opportunity to do business. The prototype that we did at Ghia had a three-pronged idea behind it.

First was to design a special styling concept car using the base HF platform to be exhibited at the 1969 Geneva show.

Second was to whet the appetite of Ford management to buy the ailing Lancia company outright. Ford CEO Lee Iacocca would then put his bosom buddy de Tomaso in charge, which was Alejandro's main objective. The third was to engineer the prototype to race at Le Mans.

However, things didn't work out as planned. Fiat got wind of the de Tomaso/Iacocca scheme and quickly shut it down by buying Lancia outright. The Le Mans objective was intended to reinforce the Ford Motor Company's desire to buy Lancia but, after Fiat stepped in, de Tomaso's interest in developing the Fulvia for Le Mans waned, and he shifted his focus to Formula One.

As a styling exercise the car was a success. In 1969 the automotive press talked mostly about Bertone, Pininfarina and Italdesign, but when the Ghia Fulvia was shown in Geneva things started to change – a process that had actually begun a couple of years earlier when Ghia displayed the Mangusta and Maserati Ghibli at the 1968 Torino Auto Salone. The Fulvia Competizione prototype seemed to provide the catalyst needed to bring Ghia back to its original prestige.

However, this didn't last for long because Ghia was now owned by Ford so we were designing proposals for Ford production cars, not exotic Maseratis. Also, de Tomaso was not the type to work for someone else and had hoped to manage a big automotive company like Lancia. At Ghia his role would have become a routine daily job of managing prototype work for the Ford design centre. He had other ideas and had been planning for some time to expand his own circle of business with Maserati and the Benelli and Moto Guzzi motorcycle companies. With funding from the Italian government he was able to buy them, and left Ghia for the last time in 1973.

This Ghia prototype is one of my favourite designs. When we built it I knew that we had a winner. The body was aluminium with the doors weighing only 6kg each. Today it's a running car with a new owner, Tony Rossi, who recently invited me to have a look at his restoration job. It had been 40 years since I last saw the car and it looked immaculate. Memories of all the intrigue with de Tomaso, Lee Iacocca, Fiat and Ford came flooding back, all because of this one-off prototype.

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

Tom drew up the Fulvia Competizione while at Ghia – and it almost changed Lancia's fate as we know it





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Photo: Stirling Moss Collection

“When I became the first Englishman to win the British Grand Prix on home soil at Aintree in 1955 did Fangio let me sneak it on the last corner?
I honestly don't know. I saw the opening and went for it - all over in a split second and I was the winner.”

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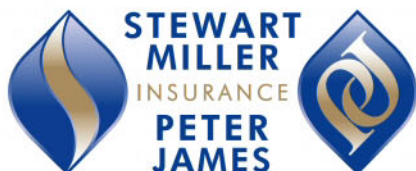
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Gordon Murray



Buying a car you can't fit in sounds like folly, but Gordon couldn't be happier – his new Cooper 500 is a nostalgic treat with an amazing history

I very rarely buy cars I can't fit in but last month I did just that, getting a Cooper purely for nostalgic reasons.

My earliest recollection of racing cars was in Durban, South Africa in 1952 when I was six or seven. I recall my father taking me to the garage where he worked as a mechanic and watching him help friends work on cars over the weekend.

Cooper must have been one of the first constructors to sell production racing cars, and they were affordable and fast. I remember Dad working on an early Cooper 500 Formula 3 car, although I can't recall which model – in the late Forties and early Fifties the 500's shape was pretty constant.

I had been keeping an eye out for a 500 to buy for some time and last month I noticed one for sale. A phone call later I was the proud owner of a 1951 Cooper MkV, chassis number MKV/12/51. The little car is in great shape and has been well restored.

There was a good deal of excitement when the car was delivered to our company [Gordon Murray Design] and I couldn't quite believe how lucky I was to find such a good

example. For the first week I had to take a trip to the workshop at least twice a day to make sure the car was still there!

This Cooper has a great history. It was originally ordered by Derek Annable, a Buckinghamshire farmer. He requested the finish to be in cream with red upholstery to match his mother's Bentley, which was probably his towcar!

In the early Fifties Annable raced and travelled with Stirling Moss and though Moss often used Annable's cars it's not certain he raced this particular one.

The *Autocar* of 28 September 1951 records Annable coming third at Brands Hatch after 'the worst accident yet to occur at the Kentish track'. Battling for the lead, 21-year-old Bernie Ecclestone in his Cooper 500 was involved in a collision with a JBS. Ecclestone shot through a fence into a spectator who fractured a thigh. Ecclestone was badly shaken and retired.

In 1952 ownership passed to Jim Mickle in Ireland who fitted a pulse jet to the chassis and radically altered the bodywork. The car was demonstrated at Kirkiston in 1958, then Rheims and Goodwood – it was one of the

world's first jet cars. The noise could be heard 10 miles away – it was truly deafening and spectators were told to bring earplugs.

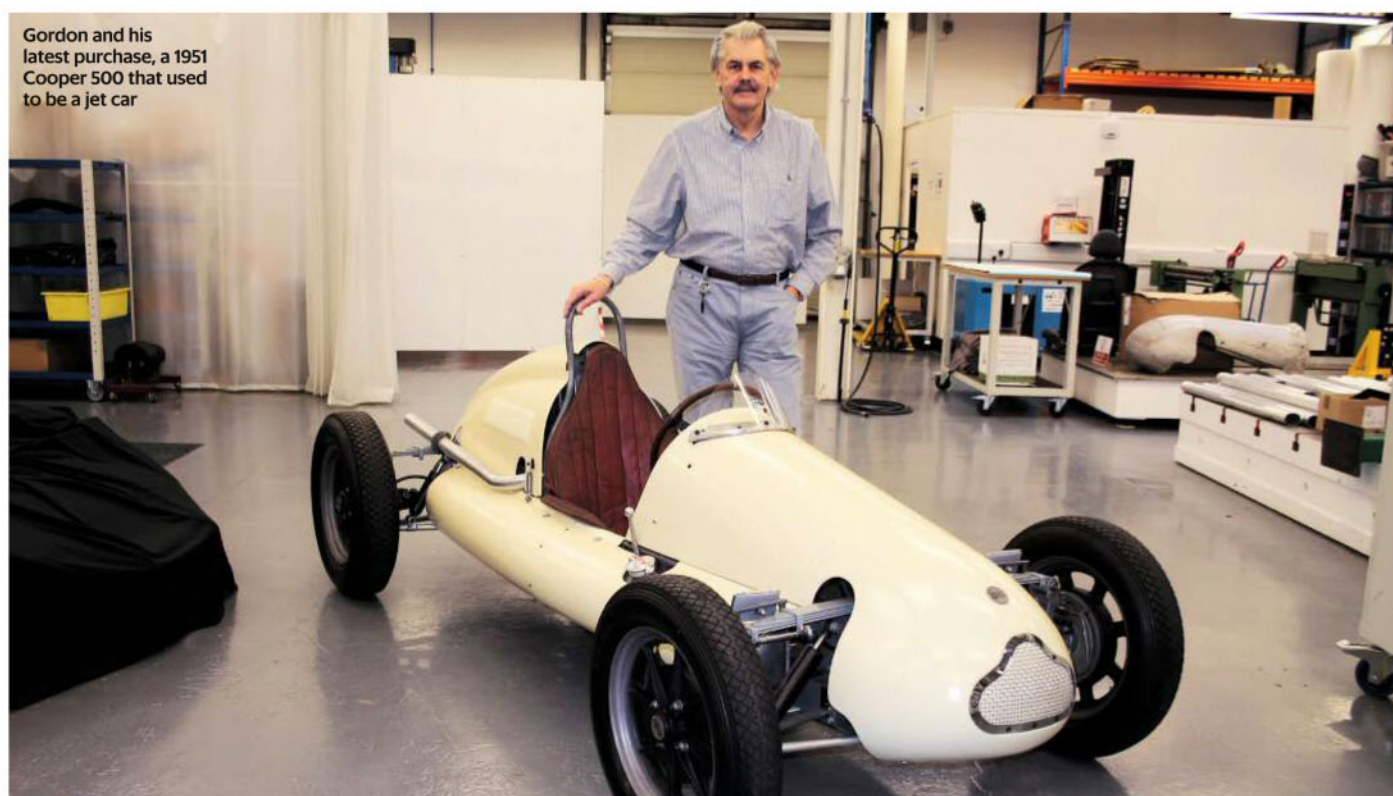
Such was the heat generated it was necessary to find an alloy for the bodywork that would withstand the 30ft flames emitted from the back end. Two French guided-missile engineers helped out...

By now the car was in New Zealand where Ian and Bev Garmey bought it in 1981, and a full rebuild took place to take it back to its original Formula 3 Cooper 500 specification.

In 2013 it underwent a complete restoration by Ian Garmey before he sold the car back to the UK in April 2015, including new panels, a rebuilt engine and the original seat.

This Cooper brings back such great memories for me, not just because of my father and my early recollections of South African racing but because Pete and Fred Bedding, who both worked with me at Brabham, used to make Cooper bodies. Unfortunately I don't fit in the car, but I'm sure I will have plenty of volunteers from our prototype shop should I wish to enter it in a historic hillclimb or two...

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 and his latest purchase, a 1951 Cooper 500 that used to be a jet car

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Simon Kidston



Simon makes a few calls to trace the first owner of a Gullwing and receives a surprise visit from the man in question: Prince Sadruddin Aga Khan...

It's the most wonderful time of the year', and what could be more evocative than a sleek sports car far from its natural habitat in a crisp white winter landscape? If you've ever thumbed through one of society photographer Slim Aarons' books on 'beautiful people doing beautiful things in beautiful places', you'll know what I mean. From Gstaad to St Moritz, Aspen to Vermont, the newly emerging post-war Jet Set were ready to play and unashamed to be spotted.

The toy box overflowed with goodies: Bell bubble canopy helicopters make frequent appearances in Aarons' shots, usually on the stern of champagne-fuelled yachts or in the middle of alpine picnics. Riva motor launches are *de rigueur*, helmed by slick Latinos as long-legged beauties soak up the sun astern. The cars? They're driven by owners you read about in auction catalogues: captains of industry, film stars, Euro-aristos with no obvious income.

The membership of this nomadic, charmed club read like a *Who's Who* of society figures: Gianni Agnelli, Gunther

Sachs, Count Giovanni Volpi... names to conjure with, but none more glamorous than Prince Sadruddin Aga Khan – cosmopolitan, multilingual, educated at Harvard, half-brother of oft-married Prince Aly Khan and, like his elder sibling, a legendary connoisseur of beauty. Motoring credentials? Impeccable.

Before most people had heard of a small sports car constructor from Modena, the debonair Prince Sadruddin had already taken delivery of a string of its finest machinery, destined not for the tough Mille Miglia but the leafy Routes Napoleon between various homes and the horse racing tracks where he followed his runners.

No idle playboy, Sadruddin was a leading mover in the nascent United Nations High Commission for Refugees. And when he wasn't involved in the plight of the less fortunate, he could be found sailing, skiing and entertaining at his estate on Lake Geneva, so it's unsurprising that he caught the attention of a dazzling young lady, Nina Dyer. The Anglo-Indian heiress and model had recently divorced the wealthiest man in Europe, Baron 'Heini' von Thyssen, and by

1957 Sadruddin and she were married. Gifts included a Caribbean island, a Jaguar E-type roadster (discovered in a Jamaican scrapyard last year) and a green Ferrari 250GT SWB California Spider.

If you're wondering how I know this, it's because I was once entrusted with a plain silver Mercedes 300 SL Gullwing to sell. Curious as to who had enough clout to receive only the eighth car built, I delved into the factory archive and you can guess whose name came up. His address? Harvard University – you can imagine what other students must have thought.

A few telephone calls later and I was explaining this to his assistant. Two days later I was informed there was a black chauffeur-driven Audi RS2 outside and a gentleman asking for me. 'Hello, I'm Sadruddin Aga Khan.' He drove my wife around the exhibition hall where we were holding the sale, enjoying his old Gullwing for the first time in half a century. 'I bet you were popular with the girls in this car,' she laughed. 'My dear,' he smiled, 'I didn't need the car.' They don't make cars or playboys like that any more.

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.



Prince Sadruddin Aga Khan slumming it at Gstaad with his 300SL Gullwing in the Fifties

GRAND



DeLorean DMC-12, Lancia Montecarlo,
Maserati Khamsin and Lotus Esprit hailed
from an era when the Italian stylists all
seemed to have misplaced their French curves

DESIGNS

This quartet pushed their own angular ideologies for a post-organic automotive design future. Former Jaguar, Lotus and TVR designer Oliver Winterbottom gives his acute opinion as he evaluates them line by razor-edged line

Words RICHARD HESELTINE Photography CHARLIE MAGEE



'A quartet from the era of
wedge-shaped exotica
with only token nods to
Highway Code adherence'





Sentiment is rarely the best lens through which to view anything but, if your formative years were the Seventies, angles meant everything. It was a decade of wild and ever more geometric show cars resplendent in highlighter pen hues; of wedge-shaped exotica with only token nods to Highway Code adherence; of aspirational production cars styled by men whose names were hard to pronounce and even harder to spell. And while the whim of fashion may have rendered them prematurely passé, outlines having taken a turn for the amorphous in the Eighties, it's a different story in the here and now.

These days, a sense of romantic fascination surrounds the cars gathered here. You might wonder what links together a DeLorean DMC-12, a Lotus Esprit S2, a Lancia Montecarlo and a Maserati Khamsin, but there is commonality. What unites them is that they wowed the public in period because they had style. As such, they remain in our collective consciousness as copper-bottomed, blue-chip classics.



And who better to pass comment – and judgement – on these cars than Oliver Winterbottom? The ex-Jaguar, Lotus and TVR man pushed the ‘folded paper’ envelope for all it was worth in the Seventies and had the inside track on one of the cars featured herein. Never one for calling a spade a hand-held gardening implement, his thoughts on our quartet are genuinely enlightening. We would expect nothing less.

By all accounts, Colin Chapman had one foot in the times and the other in a world of his own. As we all know by rote, Lotus’s talismanic leader was a visionary; a rule-breaker and a risk-taker with scant regard for convention. He was forever straddling the line between the possible and the permissible. You could also label him an opportunist; someone who rarely missed a trick. The story behind how and why the **Lotus Esprit** came into being is a case in point.

Few cars have ever enjoyed such longevity as this much-loved junior supercar. Entering production in Series 1 form in 1976 with the own-brand 2.0-litre 907 four-banger, the last car rolled off the production line in 2004 – by which time it had morphed into a twin-turbocharged V8 bruiser. What tends to be forgotten, however, is that the Esprit had Italian roots.

The 1972 Turin Motor Show witnessed the arrival of a low-slung, mid-engined sports car, complete with speech marks. The Silver Lotus was an ItalDesign concept car, and one that had relatively little input from Norfolk, save for the provision of a Lotus Europa Twin Cam chassis, which was stretched by 11cm and given wider front and

rear tracks. This one-off show queen borrowed several cues from the Turin firm’s earlier Maserati Boomerang, a concept car that was as extravagantly out-there as only the Latin styling houses could muster at the dawn of the Seventies. Nevertheless, in this instance Giorgetto Giugiaro created an outline that was more real world than flight of fantasy.

This one-off prototype impressed just about everyone – not least Chapman, who soon struck a deal with ‘Il Maestro’ whereby The Silver Lotus would form the basis for a fully-fledged production model. A replacement for the Europa had been on the cards for several years, but this time it would be a more aspirational model; a rival for the Continental elite in terms of looks, performance and image. What’s more, Lotus pulled it off.

That said, by the time the production-ready Esprit (codenamed Kiwi) was ushered in at the October 1975 Paris Motor Show, some of the earlier show car’s purity had been lost along the way. It was still a looker – and how – but, as is so often the case, the concept-car-to-showroom transition had its casualties. For starters, the low-pressure injection moulding construction technique resulted in a prominent waistline where the two body halves were joined together. The steep rake of the windscreen was also reduced by 3° because it otherwise wouldn’t comply with US roll-over legislation. The fully opening rear end was also dropped. Nevertheless, Lotus’s bold new baby still looked strikingly modern.

The original Esprit subsequently gained a displacement hike to 2.2 litres and several stablemates, not least the Turbo edition from



The angular obsession is just as strong inside – as is the colour scheme that could only have come from the era that the Esprit defines so well

1981-on with its Giugiaro-penned bodykit that served to heighten the wedge look. The Peter Stevens restyle for 1987 breathed new life into the Esprit, while Julian Thompson successfully gave it a nip and tuck for the 1993 revamp. The insertion of the Lotus-made, twin-turbo V8 three years later ensured that the Esprit went out on a high.

But nothing can top the original. This was the plucky British challenger that became inextricably linked with James Bond following its appearance in *The Spy Who Loved Me*. It was once a wall-poster staple, which is why it resonates still. What's more, it has aged remarkably well. The Esprit S2 pictured here, resplendent in metallic gold, was the 1978 Birmingham Motor Show car. Photos really don't lend it a sense of scale. By modern standards, the Lotus appears positively tiny, but the cab-forward outline is beautifully proportioned. There is little in the way of tinsel, and the use of proprietary parts such as the Morris Marina door-handles and Rover SD1 taillights do not detract.

In 2008 Giugiaro recalled, 'I remember the friction between Chapman and I when he wanted to put the ItalDesign name on the car and I suggested Giugiaro Design. He told me that "the designer is the person who puts together the package and does the engineering. That's me. You're just the stylist".' Regardless of who did what, this meeting of two great minds resulted in a car hasn't lost the power to captivate.

Thanks to: Esprit owner Nigel Scott and Club Lotus (clublotus.co.uk)

Oliver Winterbottom on the Esprit

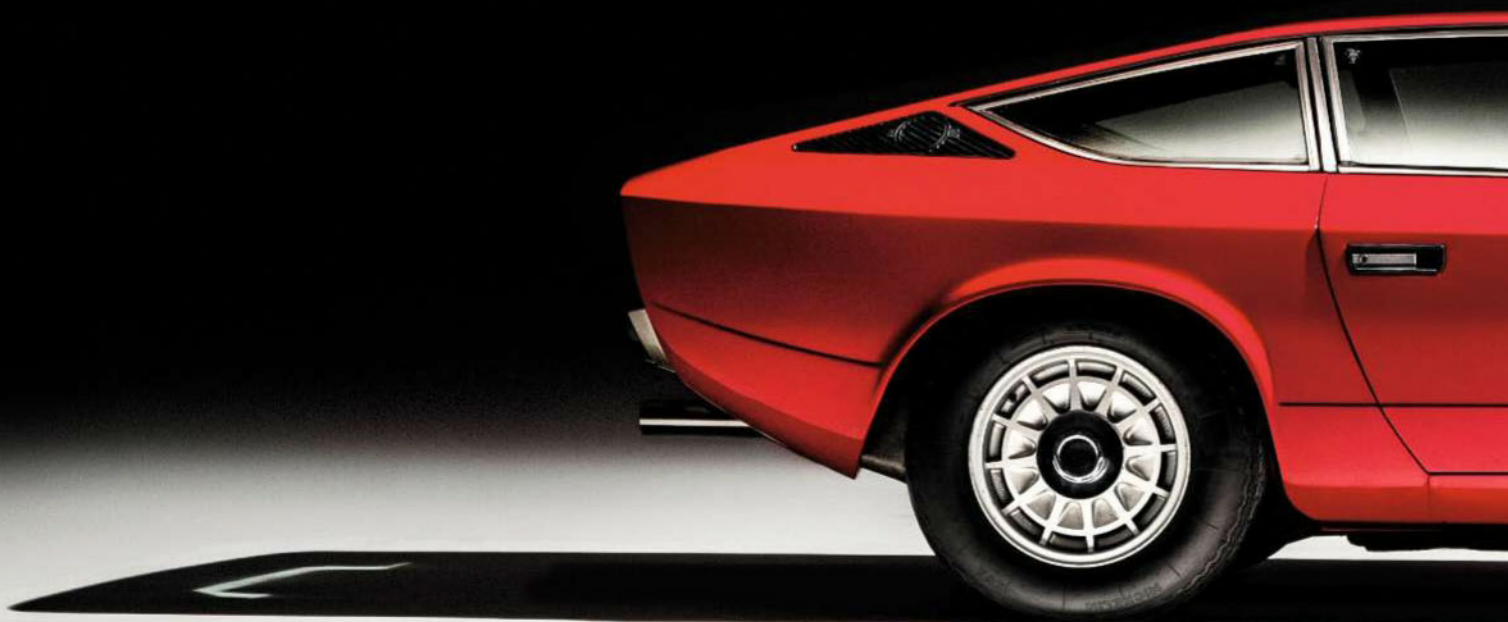


'I was involved in the car's creation so of course I'm biased, but I still think it's bloody brilliant. The problem with critiquing cars from decades ago is that it's easy to pinpoint areas and think "they could have done that better". As an insider present at the time, I can hand-on-heart say that the Esprit couldn't have been any better given the constraints. Big advances in glass technology have been made over the past four decades – sure, you wouldn't have flat glass nowadays, but we did the best with the money and time we had. It still looks amazing.

'Being a low-volume product, you often read sneery comments about bought-in components such as the door-handles and taillights, but to me they look like they belong there. I wouldn't say that we got the Esprit 100 per cent right, but I reckon 99.99 per cent is pretty close to the mark...'

Lotus Esprit S2 specification

Engine 1973cc 16-valve dohc four-cylinder in-line/mid-mounted, twin Dell'Orto carburettors **Power and torque** 160bhp @ 6200rpm; 140lb ft @ 4900rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by unequal-length wishbones, coil-springs, telescopic dampers. Rear: independent by diagonal trailing arms and lateral link with fixed-length driveshaft, coil springs, telescopic dampers **Brakes** Discs all round, inboard at rear **Weight** 2248lb (1022kg) **Performance** Top speed: 124mph; 0-60mph: 6.8sec **Fuel consumption** 26mpg **Cost new** £12,000 **Values now** £10,000-£24,000

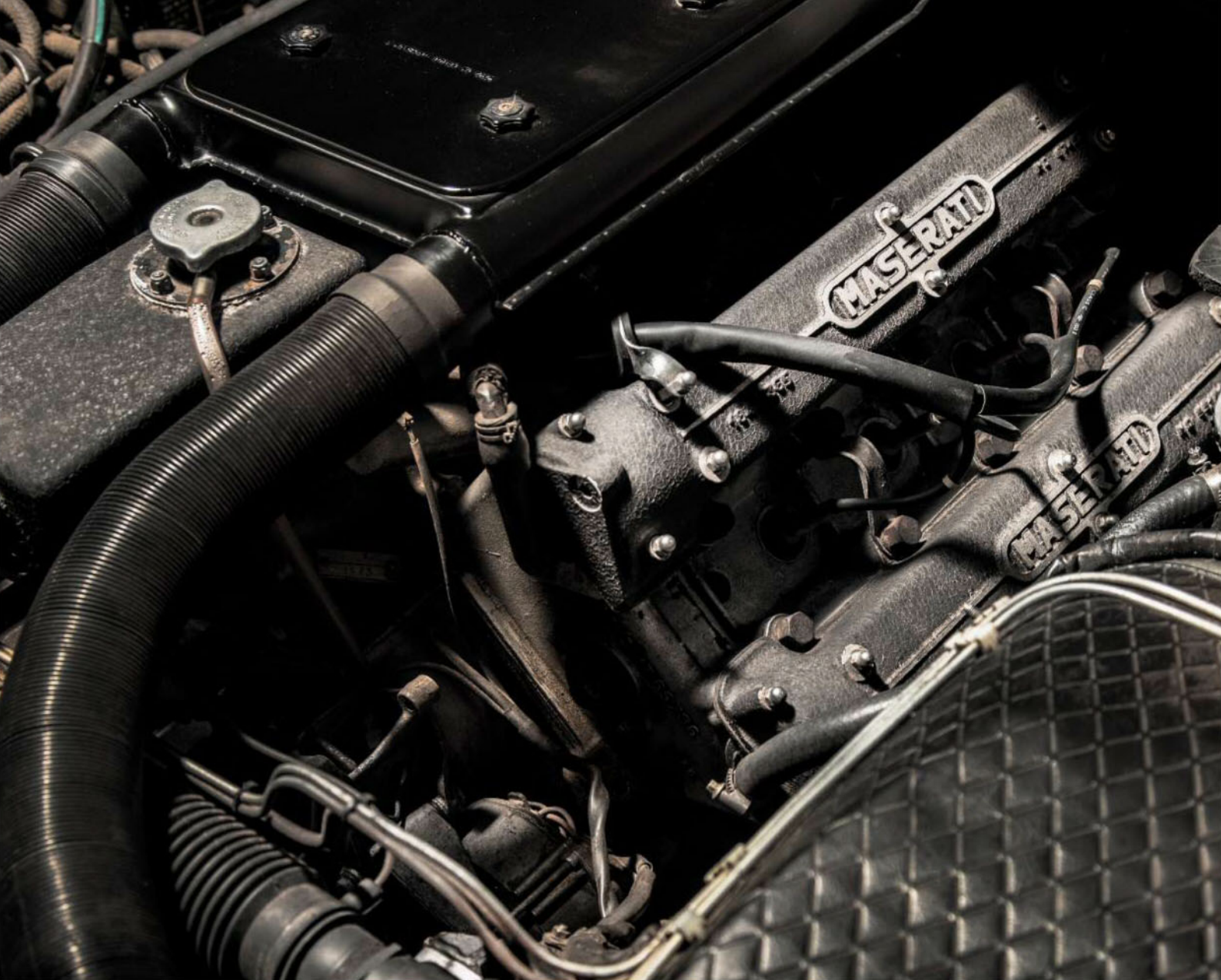


Maserati is a marque with as many mis-steps as milestones in its back catalogue. The past 40 years in particular have witnessed the release of several cars unbefitting of the name; the sort of fodder that only served to dent its credibility. If you categorically had to pinpoint the last truly great Trident-bearer, the **Maserati Khamsin** has to be up there as a candidate. Rarely has there been a more beautiful *Gran Turismo*, its outline penned by Bertone's Marcello Gandini at his creative peak. The car's dart-like profile looks as striking now as it did following its big reveal in concept form (minus Maserati badges) at the 1972 Turin Motor Show. It suggests aggression and power but also exhilaration. It's pure, sharp-edged, kinetic sculpture.

Replacing the fabulous Ghibli was always going to be a tough gig, but in many ways Maserati didn't try to. From the outset, the Khamsin was meant to be a more subtle and refined car. After all,

'The Khamsin's dart-like profile is pure sharp-edged kinetic sculpture – there is no mistaking it for a rival'





Maserati already had a high-performance stud in its stable in the form of the mid-engined Bora. Unlike the Ghibli, the Khamsin had all-round independent suspension and an altogether more sumptuous cabin, even if it was a bit of a stretch to label it a 2+2. Nevertheless, while it may have been softer in character, the bloodline remained unsullied. It retained the same large-displacement, low-stressed 4930cc V8, each cylinder block being topped by a pair of chain-driven camshafts, with four gurgling Weber carburettors nestling in the vee. While the claimed top speed of 171mph was a bit optimistic, it certainly *looked* as though it would live up to the billing.

This being a Maserati made during Citroën's custodianship, some of the factory-claimed 316bhp was lost to the hydraulic circuit that powered the speed-sensitive steering, brakes, clutch, pop-up headlights and even the seat adjusters, but it was still a powerful car with torque to match (a thumping 354lb ft at 4000rpm). Unfortunately, the timing of the car's launch as a production model at the 1973 Paris Salon was inauspicious. It coincided with a fuel crisis, and demand for thirsty GT cars had fallen off a cliff by the time manufacture commenced a year later.

It also didn't help that Citroën chose to axe its Italian subsidiary in 1975, with Alejandro de Tomaso acquiring the marque from the receivers with government assistance. He would go on to chase volume thereafter but the Khamsin survived the chop until 1983, by which time 421 had been made. What's more, it still looked striking rather than dated, unlike some of its contemporaries. There had been relatively few styling updates during its lifetime too, the most

obvious being the additional slats that were inserted into the nose for cooling purposes on post-1976 cars.

Nevertheless, it is only relatively recently that the Khamsin has emerged from the shadows of its more famous stablemates. It is a much-misunderstood machine and an unusual car to drive thanks in part to the Citroën influences, yet is hugely enjoyable once you are familiar with its foibles. However, more than anything, the visuals remain the big draw. Gandini may have been a genius, but he wasn't above cut 'n' pasting previous designs for a new paymaster. That wasn't the case here, though – even if the glazed tail and location of the fuel filler cap in the right C-pillar louvre had been trialled before on the Lamborghini Espada. There really was no mistaking the Khamsin for any other car in its class.

What's more, it isn't pretty in the conventional sense. It has quirks. The asymmetrical bonnet vents are a case in point. They're in place to provide a visual break; to stop the Khamsin from appearing to be all bonnet. US-spec Khamsins had impact bumpers and repositioned rear light clusters that rather blighted the picture, but there really isn't a line wrong on European-market cars. What's more, since its release it's hard to think of a car styled by Gandini that has looked better. Bertone as a design house never topped it, that's for sure. It may not be widely upheld as a landmark Maserati, but's that only because it takes some people longer to cotton on than others.

Thanks to: Khamsin owner Jeremy Wilson;
Andy Heywood of McGrath Maserati (mcgrathmaserati.co.uk)



Quad-cam V8 a legacy from the old Ghibli; futuristic hydraulic assist for steering, brakes, clutch, lights and seats from Citroën era

Oliver Winterbottom on the Khamzin



'I could look at this all day. There's something about the Italians and their ability to get a line absolutely right, as seen here. You know this couldn't have been done by the Germans, the Japanese or the British. Gandini did some wonderful work and I think this is perhaps the best car he ever did. Look at the balance of it. You don't get the sense that he got stuck in a corner and didn't know what to do. The line and proportions are exquisite.'

'The glass rear serves to make the tail look high, which is what you want with a dart-like profile, and adds a lot of interest and drama. It's a bit like the gullwing doors on the DeLorean: it's something for people to talk about. I love the asymmetrical bonnet vents too. Gandini even managed to make a heater intake look interesting. It's a truly fabulous car. The only thing wrong here is that I don't own one.'

Maserati Khamzin specification

Engine 4930cc front-mounted dohc/bank V8, four twin-choke Weber DCNF/4 carburettors **Power and torque** 316bhp @ 5500rpm; 354lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by double wishbones, coaxial springs/dampers, anti-roll bar. Rear: independent by double wishbones, coaxial springs/dampers, anti-roll bar **Brakes** Hydraulically operated and assisted ventilated discs **Weight** 3373lb (1530kg) **Performance** Top speed: 171mph; 0-60mph: 7.0sec **Fuel consumption** 16mpg **Cost new** £13,995 **Values now** £42,500-£90,000



'At a time when most sports cars were warmed-over Sixties models, the Lancia was anything but'



Whether success eluded the **Lancia Beta Montecarlo** – or it eluded success – remains a moot point. But you couldn't really label it a failure, not least because it was one of the best-looking mainstream production cars of its era. It's just that while all the ingredients were in place for the car to be a hit, it resolutely refused to be one. This attractive machine took an age to come to market and went on to endure a tortured production life and a quiet death. It was a crushing shame as there is so much to love here; the 'Monte'

is a much better car than preconceptions might have you believe.

A degree of ambiguity surrounds the car's genesis. It was purportedly first mooted in the late Sixties as a Fiat product. Over time the X1/8 morphed into the larger V6-engined X1/20, which in turn was canned because of the fuel crisis. A product of Pininfarina in its pomp, the car's outline has retrospectively been attributed





to Paolo Martin of Ferrari Modulo, Fiat 130 Coupé and Rolls-Royce Camargue fame. According to whose version of history you believe, the design was signed off in 1971 but it wasn't until 1974 that the fruits of Pininfarina's labours were seen in public. Even then, it was in the form of the Abarth SE 030, a one-off machine that featured a 130-based V6 mounted amidships. That, and a bizarre snorkel scoop.

By the time the definitive Montecarlo (it always was one word in Lancia-speak) broke cover at the following year's Geneva Motor Show, it bore Lancia badges and a 2.0-litre Lampredi twin-cam four-pot behind the two seats. While not exactly wedge-shaped, the Montecarlo appeared chunky and finely chiselled with a bluff front end, a steeply raked windscreen and oh-so-Seventies rear buttresses, which later featured glazed panels after complaints that they created blind spots. In addition to the Coupé, a Spider version was also offered with a retractable fabric roof (the lift-out glassfibre panel on this example is an aftermarket part made by The Monte Hospital). It was practical by mid-engined sports car standards, with reasonable luggage space and easy access to service items.

The Montecarlo was praised for its looks, crisp handling and ease of use. Remember, it was launched at a time when most sports cars were warmed-over Sixties models, and the Lancia was anything but. But a few problemettes blunted its chances. The US version – named Scorpion, as Chevrolet had first dibs on the Monte Carlo moniker – was lumbered with a 1756cc version of the enduring twin-cam that made only 81bhp. As such, it had trouble getting out of its own way and only 1801 were sold before it was withdrawn in 1977.

Closer to home, road testers complained about the car's brakes. Only the front end had servo-assistance, and lock-ups in wet weather were not uncommon. There were also mumblings that it wasn't as fast as it should be, although 0-60mph in around nine seconds was reasonable for the day. The car was also perhaps not quite as economical as its makers claimed. In 1978 production was suspended because additional space was needed in the Pininfarina factory for the manufacture of the Gamma Coupé – although this doesn't really ring true.

The Montecarlo didn't reappear until the 1980 Geneva Motor Show, by which time the Beta part of the name had been dropped. With a revised, servo-less braking system, a redesigned grille, larger wheels and grippy Pirelli rubber, the new strain was in many ways the car the Monte always should have been. Nevertheless, fewer than 2000 second-generation cars were made before the axe fell a year later, although Montecarlos remained on sale for a further two years.

Several decades later, the Montecarlo is a different proposition entirely. It's such a handsome design despite its odd proportions, with its long front overhang and stubby hind quarters. Details such as the side-hinged engine cover add further intrigue. It looks chic; exotic even, which might explain why prices have suddenly spiked. It may have confused parentage, but the Montecarlo is in so many ways – and on so many levels – a proper Lancia, with all that entails.

Thanks to: Montecarlo owner Martin Dowling and the Lancia Motor Club (lanciamc.co.uk)



Twin-cam four-cylinder lacked the power to match the Monte's looks; spacious interior serves up instruments in an oh-so-Seventies pod

Oliver Winterbottom on the Montecarlo



'I always loved the Lancia Gamma Coupé. Pininfarina did great work in the Seventies, but I have to confess that the Montecarlo rather passed me by. I think it's an interesting design in as much as you can't really tell it's mid-engined – it isn't wedge-shaped and the

bonnet line is quite high, possibly dictated by headlight-height regulations. The buttresses are neatly integrated.

'I'm not sure about the grille, though. I have a problem with corporate grilles anyway, as most hark back to the Twenties when cars were square-edged and perpendicular. It seems laughable to me that manufacturers stick with them so religiously – the Monte's looks like an afterthought. 'Though it's a competent design and there's nothing wrong with the way it looks, it doesn't move me. I understand why people might like it but it doesn't get me going, I'm afraid.'

Lancia Montecarlo

Engine 1995cc dohc four-cylinder in-line/mid-mounted

Power and torque 118bhp @ 6000rpm; 122lb ft @ 3500rpm

Transmission Five-speed manual, rear-wheel drive

Steering Rack and pinion **Suspension** Front: independent by MacPherson struts, coil-springs, anti-roll bar. Rear: independent by MacPherson struts, coil springs, anti-roll bar

Brakes Discs all round (servo on front of first series cars)

Weight 2293b (1040kg) **Performance** Top speed: 121mph;

0-60mph: 8.8sec **Fuel consumption** 30mpg

Cost new £9000 **Values now** £3600-£11,000





'The DeLorean exists in a netherworld between actual and apocryphal – but it's the antithesis of boring'



Depending on whose opinion you canvas, John DeLorean was either a huckster or a genius. His achievements at General Motors prior to going it alone are legendary. He was a genuine car guy and famously acted as midwife to the Pontiac GTO that ushered in the muscle-car movement.

As such, his name carried a cachet that was, in many ways, rooted in a myth of his own and others' creation – becoming a motor mogul was just a logical step. The car that bore his name similarly exists in a netherworld between the actual and the apocryphal. It's to be expected, given that this upstart operation made only the one model prior to flaming out in the most public way imaginable.

Given the infamy that trailed its instigator in later years, and the **DeLorean DMC-12's** emergence as a pop-culture icon following its starring role in the *Back to the Future* franchise, it's easy to overlook its worth as an actual car.

The thing is, it had – and has – an awful lot going for it.



The circumstances under which DeLorean set up on his own have been recounted ad infinitum, but the first prototype to bear his name appeared in October 1976. It was fashioned by fellow Pontiac alumnus, William T Collins.

Initially, what in time became known as the DMC-12 was to feature a mid-mounted Wankel rotary engine. Thereafter, the Ford Cologne V6 was mooted before DeLorean finally settled on the PRV Douvrin unit. What's more, the chassis for this brave new world was to be made from a new and unproven manufacturing process called ERM (Elastic Reservoir Moulding). DeLorean just happened to own the patent, but this was found to be unsuitable for volume manufacture.

Moving the narrative forward, the car ultimately ended up being re-engineered by Lotus, bodied in stainless steel, and styled by Giorgetto Giugiaro. The British government sunk £100m into the scheme, establishing a manufacturing facility in Northern Ireland at the height of The Troubles, with manufacture starting in January 1981.

By December of the following year, it was all over after around 8500 cars had been made. John DeLorean had been arrested on drugs charges only a few months earlier, but was (much) later acquitted. It transpired that a great deal of taxpayers' money had disappeared into a wormhole, with Lotus accountant Fred Bushel being the only person ever to serve time over the scandal.

But what of the car? It's easy to forget the hoopla surrounding the DMC-12 long before it entered production. There was pent-up demand in its intended marketplace, North America. Here was a car with a novel construction method, striking looks and gullwing doors.

There was even a waiting list, with many willing to pay over the odds to land one. However, its launch was followed almost immediately by a slump in the American economy. Demand ebbed – which, allied to a raft of problems closer to home, ensured that the adventure was over long before the DMC-12 got into its stride.

Even now, the DMC-12 hasn't lost the power to enthral. The outline by Giorgetto Giugiaro is neatly proportioned, the gullwing doors serving to add a sense of the theatrical. Giugiaro, who freely admits that he did his best to talk his paymaster into going with a more conventional set-up, has acknowledged that the doors lend it an air of the exotic (he called John DeLorean 'Mr Hollywood'). What's more, the end result looked remarkably like his original renderings. Could you describe the car as being of the origami school? Not really. There are curves here, they're just of the subtle variety.

You could argue that the car's signature unpainted finish was its biggest curse. It may be rust-resistant, but the stainless steel shows up every blemish – fingerprints in particular, as people cannot resist touching. It also ensured that every DMC-12 looked much the same as any other. But there is a sense of occasion here that you just don't get with most period rivals. Sure, much of this is due to the car's big-screen connotations, however you could argue the same is true of another car in our quartet. The DMC-12 is the antithesis of boring, which makes it a winner in our book.

Thanks to: DMC-12 owner Chris Williams and Chris Parnham of the DeLorean Owners' Club (deloreans.co.uk)



Peugeot-Renault-Volvo V6 originally conceived as a V8; speedometers on US-spec cars maxes out at 85mph. Sorry Doc...

Oliver Winterbottom on the DMC-12



'I was at Lotus when the DeLorean project was running. I'm a great admirer of Giorgetto Giugiaro, and I thought he created a good-looking car. The shape is nicely balanced and handsome. The gullwing doors are the car's signature feature, and I know engineers hate

them – they add drama, but also complexity. I don't mind them. In fact they work well here, but I remember there being questions at the time about how would people would get out if the car rolled over. My issue with gullwings is more to do with garage space, because they swing out and up.

'As for the stainless-steel body, I always thought it was gimmicky. No it won't rust, but neither do glassfibre cars. It isn't really stainless, either, as it shows up every scratch and thumbprint. I remember seeing a few painted glassfibre DMC-12 test mules while I was at Lotus – they looked better.'

DeLorean DMC-12

Engine 2649cc six-cylinder/longitudinal mid/rear-mounted with Bosch fuel-injection **Power and torque** 156bhp @ 5700rpm; 173lb ft @ 3000rpm **Transmission** Five-speed manual/three-speed auto, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by double unequal-length wishbones, coil-springs, anti-roll bar. Rear: independent by diagonal radius arms with upper and lower links, coil springs **Brakes** Discs all-round **Weight** 2843lb (1290kg) **Performance** Top speed: 130mph; 0-60mph: 8.8sec (claimed) **Fuel consumption** 30mpg **Cost new** \$28,000 (£18,000 Wooler-Hoddec rhd conversion) **Values now** £16,250 -£32,500



Each car gathered here has its own singular appeal. They represent a world you either fully buy into or not at all, but there are no winners or losers. That may sound like a cop-out, but each of our quartet stacks up in the style wars.

The Khamsin is unarguably the name-above-the-title star, here; the automotive pin-up, but that's to be expected given the marque, who styled it and when. It was – and remains – a masterpiece of form married to function. And it hasn't lost its power to impress, that's for sure.

The Lotus is profoundly different in style and ethos, and we forget the impact the car made in period. Of its contemporaries, only the De Tomaso Pantera enjoyed such longevity. The difference here is that the Esprit was continuously reinvented for a new audience. However, none of the subsequent variants hit the mark quite so squarely as the original.

The Montecarlo is a car whose praises have not been sung quite highly enough. In period, it wasn't unusual to hear it dubbed a 'mini-Ferrari', usually by owners. That's a bit of a stretch, but it's hard to think of a prettier mainstream Lancia made since. It's worth the price of admission on looks alone. And then there's the DeLorean. No other car here possesses such a cult-like legacy. That's not down to its style, but its character – it has that in spades regardless of its movie roles. Plus it has gullwing doors which, for certain members of this parish, are an acquired taste that never subsides...



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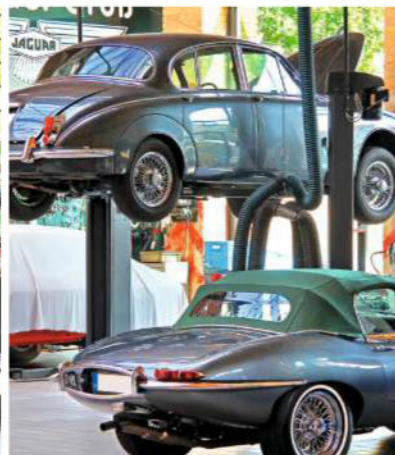
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Winterbottom was Britain's answer to Gandini, Giugiaro and Paulo Martin

Oliver Winterbottom Wedge King

After a stint at Jaguar, Oliver Winterbottom pioneered the truffle-hunting stance for Lotus and TVR – creating some of automotive history's most recognisable silhouettes

Words RICHARD HESELTINE Photography NEIL FRASER

He rummages through a pile of page proofs before finding his lighter. Our host, car designer and Britain's own 'wedge king' Oliver Winterbottom, then sparks up another cigarette before elucidating further on the dangers of retirement. 'It's quite simple – if you're someone who is used to being busy, you become very bored, very quickly,' he says, although groans is probably closer. 'You need to stay occupied. That is part of the reason why I did the book.'

By book, he means the hugely entertaining *A Life in Car Design*. 'I've always loved cars,' he says. 'I cannot remember a time when I didn't. My father was a great enthusiast, and competed at club level in order to get an international competition licence.'

'He and a friend then did the 1952 Monte Carlo Rally in a bog-standard Hillman Minx. His whole circle of friends was into motor racing. I can remember being dragged into the Steering Wheel Club for lunch and told to sit quietly; Stirling Moss was there as was Froilán González. Father was also a senior doctor at Silverstone from the track's instigation in 1948.'

Another family friend was Ian Boswell, proprietor of coachbuilder Tickford prior to its sale to Aston Martin.

'He was a very forward-looking chap and had one of the first Citroën DS19s in the UK. Well, he came to dinner one evening and praised a drawing I'd done of a car, which was very encouraging for an 11-year-old. From then on I knew what I was going to do with my life.'

And it was via another family friend, Jaguar mainstay 'Lofty' England, that Winterbottom kicked off his design odyssey in 1961. The then 17-year-old worked on experimental fighting vehicles for the Daimler division before moving on to more sporting fare.

Five years later he earned a design award sponsored by Bertone. 'It was a bit fraught as I thought I only had three weeks to do it. Actually, I had five months. There had been a translation error...

'I joined Jaguar's styling department roughly halfway through my apprenticeship. The team only comprised three people so I saw a lot of Sir William Lyons. He was always encouraging. He couldn't draw, but he had a wonderful eye for design. He knew what he wanted; what worked. It all got very political, though, and certain factions made life hard. The XJ-S was probably the reason why I left. I did a quarter-scale model, which Sir William liked. He then asked for it to be built full-scale. The metal workers made the panels too wide over the rear wheels: when the mock up was put on the floor, they were miles inboard of the bodywork. You could

Hence the move to Lotus in January 1971. Actually, I almost packed in designing cars after leaving Jaguar. My wife and I stayed at a hotel in north-west Scotland that we liked very much. It was for sale, and we discussed taking it on, but a buyer had been found by the time we had thought things through. Then Lotus's engineering manager Mike Kimberley, whom I knew from our time working together at Jaguar, suggested that Colin Chapman might like to have a chat. He took me on but I wasn't going to do just styling. I would be responsible for body engineering, aerodynamics and so on. That was the Lotus way.'

It's a leading question, but what was Chapman like to work for? 'Well, that isn't a five-minute answer, that's for sure,' he muses. 'I have written extensively about him in my book. He was a complex character; a tremendous motivator but not one to suffer fools gladly or otherwise. He could be very positive when he appreciated something you had done well, but also extremely impatient if people got something wrong. For example, I remember one junior draughtsman drawing a bracket. Chapman saw it, said something along the lines of "who the bloody hell did this?" and the next day he was out. For all Colin knew, his drawing may not have even been finished. But he didn't rate what he saw so that was that.

"When I first joined, Colin had set about moving Lotus more upmarket. He was keen to distance himself from kit cars and so on. My first job was the Europa Twin-Cam. I had to cut off the existing car's fins that of course were integrated into the whole breadvan look. Colin warned me not to increase the drag coefficient. The problem was, previous designers had massaged the figures with the Renault-engined car to get the original brief of 0.30Cd. They supposedly got 0.29Cd. With the correct frontal area, it was 0.33Cd. There was front end lift so we came up with a chin spoiler. Colin didn't like it much although he agreed that it worked. Nevertheless, he said "I'll never have a stuck-on part on a Lotus ever again".

Then came the Elite wonder-wedge, Winterbottom's first whole Lotus. 'That had been on the cards for several years,' he adds. '[Former Vanwall man] Ian Jones had mapped out the initial specification back in 1967. [Designer] John Frayling had come up with something by the time I joined, but the wind-tunnel tests for John's model showed it exhibited extreme lift at both axles. In March 1971 I presented a quarter-scale model that was officially adopted by the board – meaning Chapman – and full-scale design work started soon after.

'Chapman had me doing styling, engineering *and* aerodynamics – that was the Lotus way'



When we did the Elite, it soon became clear that it worked a lot better with a chin spoiler. I remember going into Chapman's office on a sunny Friday afternoon. He was in a good mood so I thought now was as good a time as any to tell him.

I said, "I've done something you told us not to do". He replied, "Does it work?" I told him that drag was equal at both ends but that he'd told us never to put add-on bits on one of his cars ever again. He then said, "Oh, you don't want to pay any attention to that". That was Colin.

Though the Elite has polarised opinion in subsequent decades, the car was warmly received at its launch in 1974. Winterbottom is defiantly – and justifiably – proud of it. 'The Elite comfortably exceeded performance targets and upheld Lotus philosophies more than some people will admit today.'

One aspect of the car that didn't emerge quite as he'd hoped was the interior. That was done by Giorgetto Giugiaro. I always thought it looked a bit too conservative. It was also overly complex to make.'

Nevertheless, Winterbottom cannot hide his admiration for the Magic Marker-wielding colossus. 'I introduced Chapman to Giugiaro at the Geneva Motor Show in 1972 and he indicated that it would be a wonderful idea if his next concept car was based on a Lotus chassis. ItalDesign was going to pay for it. Giugiaro's The Silver Lotus famously morphed into the Esprit, Winterbottom having long before created his own take. 'To be honest, the model underperformed in the wind tunnel,' he laughs, before adding, "I have to say this: to me Giugiaro is the best designer ever. I really enjoyed being the liaison man and spending

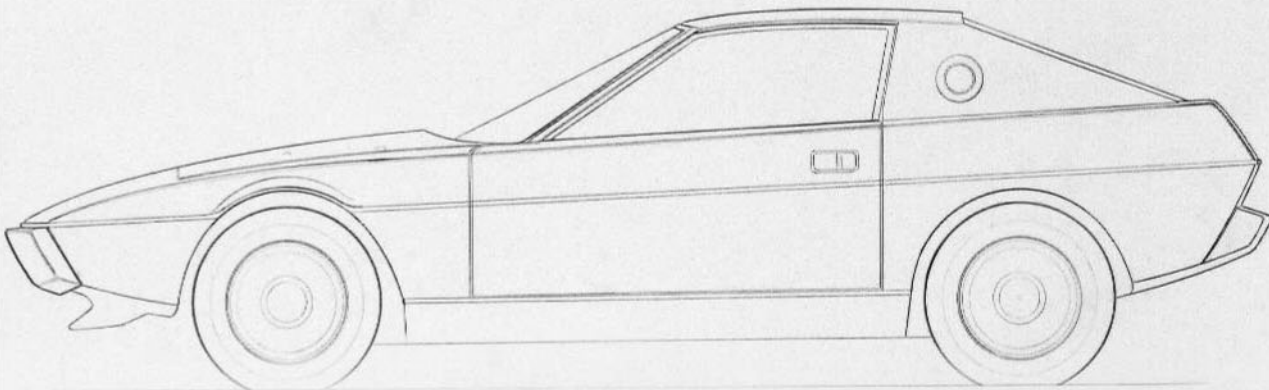
time in Turin seeing how he did things. As the in-house designer, I obviously wanted to do things myself, but we were massively overstretched. Once Colin got his hooks into Giugiaro, he took on more and more work and that carried on well into the Eighties.'

A subsequent move to Chapman's boat-building subsidiary brought with it a change of scenery, if not great change in outlook ('just like his cars, lighter goes faster') before a difference of opinion meant his first tour of duty with Lotus ended abruptly. In January 1978 Winterbottom began an 18-month stint as a freelancer, operating out of his garden shed. 'There was an argument – a major one – but our relationship was soon repaired. My first job as a freelancer was for him.'

Nevertheless, our hero's next fully realised project was for another low-volume specialist sports car outfit, TVR. 'The Tasmin prototype was drawn up in Norfolk, the chassis was made in Wymondham and the trim was done in Hethersett. We then delivered it to Blackpool. I do get a bit defensive about that car, though. It angers me when people say it wasn't a success. It was. It's just that it was launched in 1980 just as a recession hit, and

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DATE	PROD. RELEASE		DRAWN	PART NO.	
	APPROVED	SIG	DATE		
DESIGNED BY	Stress Eng./Stylist/Logic	CEW	1/4/75		
ENGINEERING	Engineering Manager				
PRODUCTION	Production Eng.				
MANUFACTURING	Manufacturing Mgr./Byr				
QUALITY CONTROL	Quality Control Eng.				
CHIEF ENGINEER	Chief Engineer				
<p>PERFORMANCE CALCULATION:- $100 \text{ mph} = 6.82 \text{ G} \cdot A \cdot \sqrt{100}$ $G = 1.33$ $A = 1.75 \text{ ft}^2$ $100 \text{ mph} = 136 \text{ hp}$ $150 \text{ mph} = 38.5$ $130 \text{ mph} = 85.0$ $140 \text{ mph} = 105.0$ $150 \text{ mph} = 130.0$</p>			<p>THIRD ANGLE PROJECTION DO NOT SCALE</p> <p>ALL DIMENSIONS IN MM. REMOVE ALL SHARP EDGES TO STANDARD OF MANUFACTURING PRACTICE FOR INFORMATION ON REQUIRED STANDARD OF QUALITY. USE OF DIMENSIONS OF 1/16" ALL DIMENSIONS SUBJECT TO A GENERAL LEAD OF 1/32" MAX.</p> <p>PATTERN OR DIE NO.</p>		



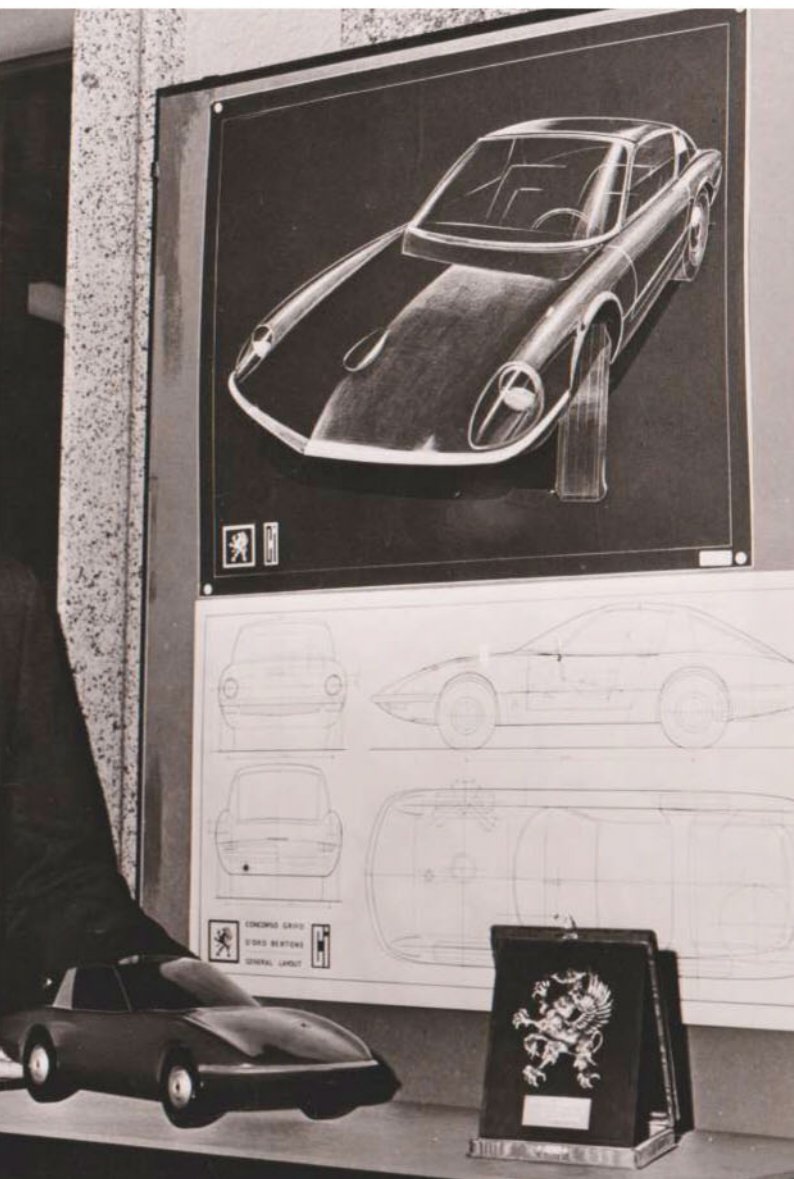
Early Eighties saw Winterbottom pen a spiritual Elan successor

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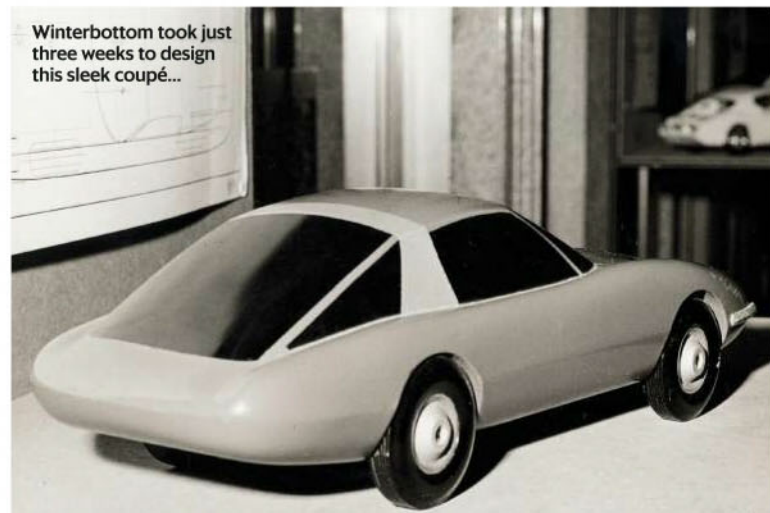
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PART NO. M80



M80 in its final definitive scale form - but it never made production



Winterbottom took just three weeks to design this sleek coupé...



hit hard. Lotus, Porsche and all the other sports car manufacturers really struggled, but there was demand for the Tasmin. All sorts of things went on behind the scenes at TVR, none of which I'd really care to mention, but they all had a knock-on effect. The Tasmin wasn't a flop. I will argue all day long about that.'

Moving forward a few years in the narrative, Winterbottom returned to Lotus for another spell to fashion a new Elan-style car. 'During my first stint at Lotus, we'd worked on something codenamed the M80, a small sports car using the Elite platform. It was very low-key and nothing came of it. Anyway, the basic idea came back as the M90 in the early Eighties.'

'In the midst of all this, Colin died and we were in real trouble. Fortunately Toyota started to use Lotus Engineering for various projects, and eventually bought into the company. Well, I produced umpteen drawings and models. There was even a prototype that was presented to Toyota management.'

What Winterbottom didn't know was that a front-wheel-drive project had long been underway in parallel in Italy. 'Everyone was aware of it but me, so I was pretty upset. I felt I couldn't stay so I went to the US [to work for General Motor's Speciality Vehicle Activity division] but came back after a few years.'

He signed up for yet another stretch at Lotus – GM having by then assumed custodianship – where he project-managed revisions of the Esprit, the Lotus Carlton (briefly) and the Elise. Life under the following

'Designers invest great effort into their work only to see it filed in a bin. But occasionally, something you do makes it'

decade's Bugatti ownership brought with it more than a few headaches, hence the return to freelance status in 1998. It's only recently that Winterbottom has retired after more than half a century in the motor industry.

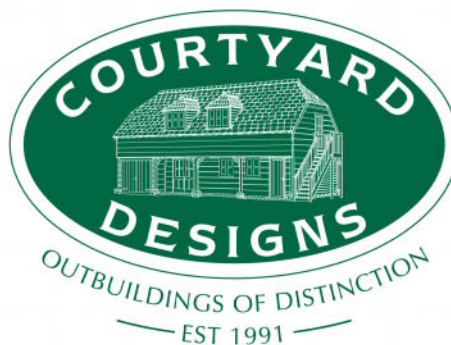
'There have been ups and downs,' he says, sparking up another tab. 'It's the designer's lot that you invest a great deal of time and effort into something, only to see your work get unceremoniously filed in a bin. But occasionally, something you do makes it through all the various stages, passes through all the usual hoops, and actually makes it into production.'

His greatest achievement? 'I don't know about "achievement", but I do feel immensely privileged to have worked alongside Sir William Lyons, Colin Chapman and Giorgetto Giugiaro. I suppose more than anything, it was being able to do what I wanted to do ever since I was a little boy – draw cars for a living.'

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ORIENT EXPRESSION

Almost overnight, the beautiful Toyota 2000GT shredded the dull, conservative reputation of Japanese cars. We drive a rare survivor fresh from a £150k restoration

Words IVAN OSTROFF Photography GUS GREGORY



I'm about to drive a Toyota 2000GT for the first time – so I'm having a slow walk around this pretty little machine just to take it all in. Initial impressions are that its dimensions are almost toy-like, but in fact it's only four inches shorter than a four-door Ford Cortina MkII of the same period.

The 2000GT's impressive attention to detail and practicality of design is instantly noticeable. Take, for example, how the battery is so cleverly hidden behind an access panel on the left front wing, while the air filter lives behind a matching panel on the right. It was all packaged to keep the bonnet profile and centre of gravity as low as possible. It's a job well done – the Toyota is only 5.7in taller than Ford's all-conquering sports-racer of the same era, the GT40.

As I walk around admiring the sensuous flow of those deliciously curvaceous wings I'm reminded of the old adage, 'If it looks right, it is right.' In profile, the Toyota 2000GT's elegant lines suggest a crossbreed between a Jaguar E-type and a Coke bottle. Note those dainty retractable headlamps that ensure the sweep of the front wings goes unimpeded as the contours rise and fall over the wheelarches. Somewhat typical of Japanese cars of this era, certain details are charmingly over the top. Observe, for example, the convoluted front grille graphic, or walk around the rear end and behold the oversized overriders and chromed light clusters. From this angle, its Sixties Japanese roots become more apparent.

Grasping the elegantly sculpted handle, I open the driver's door and shoehorn myself into a cockpit that is, in a word, snug. Predominantly designed for the Japanese market, the 2000GT is not particularly receptive to lanky Westerners – but at a mere five-foot-seven, I have plenty of room. In fact, the driving position suits me perfectly (though six-footers would certainly struggle) and the seat feels comfortable and reassuringly supportive. I'll feel confident when cornering hard.

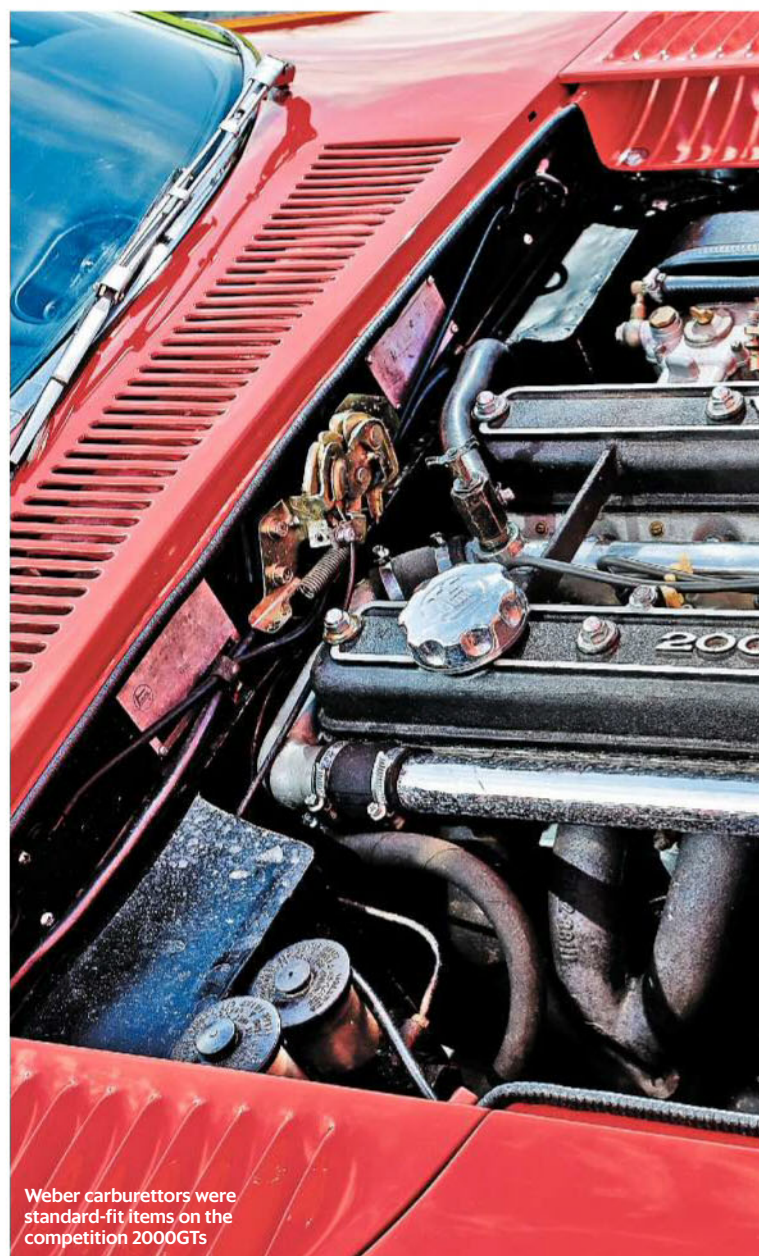
The interior is exceptionally well appointed; there are even individual cigar lighters and ashtrays in both doors. The position of the three-spoke wood-rimmed steering wheel is just perfect, as is the stubby gearlever's polished wooden knob. Clearly the result of collaborator Yamaha's expertise in pianos, the oh-so-Sixties rosewood veneer dashboard gives an air of class and affluence, while at the same time appearing highly business-like with its full range of clearly marked Jeco instruments monitoring all things mechanical.

'It beckons revs, the triple Webers taking in great gulps of crisp morning air'

The 9000rpm tachometer and 160mph speedometer occupy prime real estate in front of the driver, with five smaller gauges (for fuel level, oil pressure, oil temperature, water temperature and current) in the centre of the dash. The matching clock and time-elapsed instrument sit side by side beneath the original self-seeking radio. The 2000GT wouldn't meet today's basic ergonomic expectations, but the gauges are easily readable and cover essential mechanical and electrical happenings, while the switches are perfectly accessible. The seats are trimmed in a high-quality vinyl that convincingly emulates black hide.

I twist the key and listen to the 2.0-litre straight-six motor cranking confidently into life. It starts instantly and ticks over smoothly. Although these cars were born with three twin-barrel Solex carburettors, this example is one of many fitted with triple Weber 40DCOE (as used by the competition variants in period), and I can hear all three taking in great gulps of the crisp morning air.

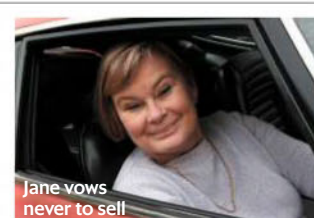
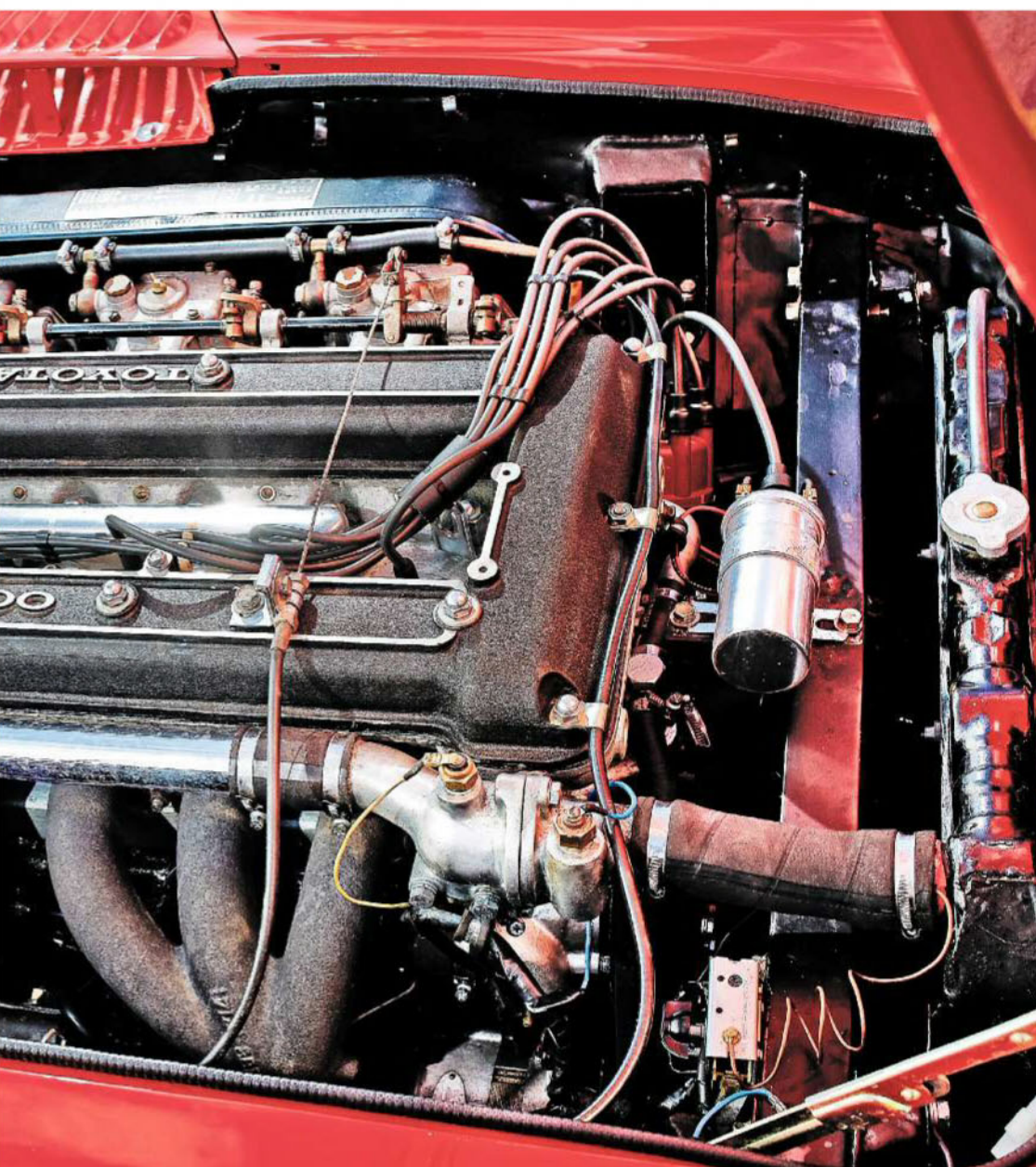
The bottom end of the 2000GT's engine was taken from the Toyota Crown saloon, but its sophisticated double overhead camshaft cylinder



head was a specially developed piece of Yamaha craftwork. While the motor settles itself down and warms through, I notice the umbrella-type handbrake that protrudes from the dash; extended out next to my left knee it looks a tad strange, but once I squeeze the grip and allow the shaft to withdraw horizontally into the ornate rosewood panel as it releases its direct grip on the rear discs, it renders itself unnoticed.

With the engine now warmed and idling smoothly, I slide the gearlever forward into first, release the clutch and feel it engage seamlessly as we pull away. As I shift up through the gears gently, it quickly becomes apparent this engine embraces revs – there's not much activity below 4000rpm.

As the road opens out I begin to experiment. Having accepted that this engine hardly abounds in torque, I'm loving the way it sings and comes alive as the revs climb past 4500rpm and on towards 6000rpm – essentially the exact opposite of the 1.8-litre four-pot in an MGB GT, or the pushrod-six in a 2.0-litre Triumph GT6 of the same vintage. Similar displacements they may be, but such cars were otherwise worlds apart. With its beautifully engineered bespoke cylinder head and a tight, precise five-speed synchromesh gearbox, the Toyota was certainly more sophisticated mechanically, and the high level of interior trim confirmed it as a rather more upmarket proposition. But it's only fair to point out that an MGB was about a third of the price of the Toyota.



OWNING A TOYOTA 2000GT

This car is owned by Jane Weitzmann, who bought it together with her late husband Henry. 'The attraction of buying this car was the fact that it was beautiful and rather rare,' she says. 'Obviously we'd seen the Bond movie [*You Only Live Twice*]. Also, we already owned a Toyota Sports 800 and liked the idea of that car's big sister joining it in the stable.'

'It draws amazing reactions from people. If you're stationary, they'll pull over to talk to you about the car and take pictures. Henry always wanted one so there are certainly sentimental connections. I can't imagine ever parting with it.'

When the Weitzmanns bought the car, there was a note on one of the original Magnesium alloy wheels saying it was cracked. So they decided to put the original wheels into storage and replace them with a set of alloy replicas sourced from Japan. 'I did have an option to acquire another original set, but there was no way of guaranteeing they were crack-free. I don't think it's worth the risk driving at speed on 50-year-old magnesium wheels.'

Some more intriguing discoveries were made during the restoration process - there was front-end crash damage, and a small round orifice in the driver's door that was found to be the result of a bullet strike. 'You would most probably crash if you were shot, wouldn't you?' muses Jane.

Rear-end finzel provides a sense of Japanese eccentricity

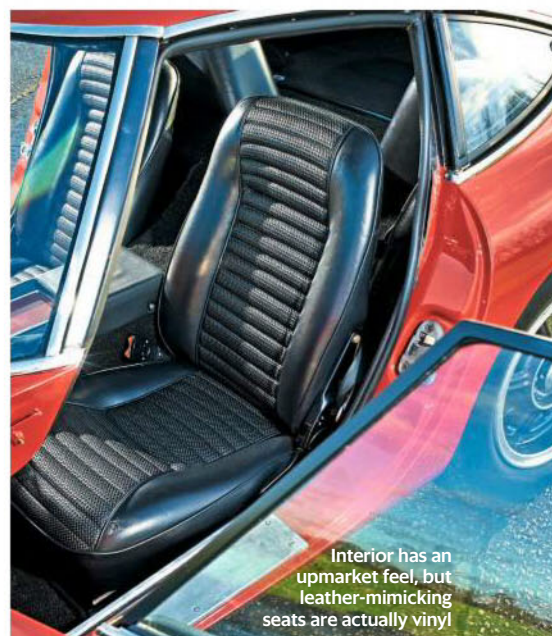




2000GTs were built by Yamaha, hence all of that polished rosewood inside



Interior has an upmarket feel, but leather-mimicking seats are actually vinyl





Sophisticated
Toyota relishes the
UK's B-road bends

Under acceleration up a long hill in third gear, the exhaust note is a deep, barking rasp. The Toyota beckons revs, and the box-section backbone chassis (similar to a Lotus Elan) is well up to the performance on tap. Now settled in fifth and cruising at around 70mph there's hardly any mechanical noise, so I notice how little wind noise there is either. The coilover telescopic-damper suspension is set up to deliver a firm but comfy ride all the way up to the legal limit and beyond.

However, country B-roads are where the 2000GT shines brightest. As fast as you would want to be motoring legally the front end will hold grip through any given corner, and the all-round disc brakes knock down the speed confidently. As I push hard on the centre pedal approaching a bend while simultaneously slipping the wooden-topped gearlever into second, I note how agreeably the pedals are placed for blipping the throttle through downchanges while braking.

Because of the lack of torque you need to keep the straight-six buzzing, but once you're through the 4000rpm barrier, it gets up on cam and you enter a new zone. As the tachometer spins around towards 5000rpm, I hear the three big sidedraught Webers sucking for all they're worth. Brake, drop down through the silky-smooth box into third, then accelerate out of a bend... the exhaust note becomes a deep, addictive growl and I sense the back hunker down as the rear coil springs take up their load. The braver I get, the more fun the 2000GT seems to become. With initial understeer morphing into very predictable oversteer as I get on the power all four wheels will slide while the car stays perfectly balanced at all times.

'All four wheels
will slide while the
car stays perfectly
balanced

Best to avoid lairy tail-slides on a public road... but going into the next corner I try not to turn the wheel so much and get a bit braver with the throttle. The little Toyota loves it and really comes alive; the turn-in is sharp and precise with bags of front-end grip, while the light, direct steering delivers just the right amount of feel. There is relatively little roll and when the independently sprung rear end does eventually let go, a quick flick of the wheel brings everything safely back in line. I can feel those grippy 165x15 Pirellis coping well via the feedback through the wheel, and I know that the chassis is doing its job via the seat of my pants. A rare beauty it may be, but this is also a proper driver's car.

The more I drive this car the more I'm enjoying it, perhaps because I'm not restricted by the compactness of the 2000GT's interior as others would be. But its road to production was not quite so direct.

When Toyota first revealed the 2000GT at the 1967 Tokyo Motor Show, adorned with fashion model Twiggy, it single-handedly transformed the world view of the Japanese motor industry. Before then, Japan had been known for practical but dull saloons. This curvaceous, elegant fastback showed that Toyota, and indeed the Japanese car industry, could produce an exciting sports coupé – one capable of taking on the best Europe could offer. At the time, *Road & Track* magazine declared it preferable to the Porsche 911 in many areas.

The original concept for a new GT was styled by Albrecht von Goertz (of BMW 507 fame) when he was working for Yamaha in the early Sixties. Curiously, it was initially envisioned as a replacement for the Nissan Fairlady. However, after seeing the prototype, Nissan opted not to proceed – so Yamaha offered it to Toyota. The Toyota management had already seen a sporting GT as an opportunity to rejuvenate the company's staid image, and had its own team of designers and engineers create the 2000GT using Yamaha's facilities. The styling was honed by Toyota's Satoru Nozaki – the degree to which is a point of contention – and Yamaha's collaboration included building the cars.



Original magnesium
alloys were replaced by
aluminium reproductions

E-type inspiration is clear, but from this angle there's a whiff of Corvette C3 too



Due to high-tech features such as the independent all-round suspension and magnesium alloys wheels, the Toyota 2000GT was an expensive proposition at a cost of \$6800 (approximately £2700) – particularly when compared to the cheaper Jaguar E-type or Porsche 911 it sought to tempt Western buyers away from. Furthermore, low production capacity at Yamaha's factory – and Japan's lack of post-war export experience – meant the 2000GT was only properly exposed to the domestic market, which at that time was simply unaware of the pleasures to be derived from driving a sports car of this calibre.

Ultimately only 337 road cars were built between 1967 and 1970. Considering the Datsun 240Z that that arrived in 1969 was a tremendous worldwide success (albeit at half the price), perhaps the Toyota 2000GT was just that little bit ahead of its time. Sad, as such a delightful little coupé really should have been a greater success.

Most people remember the 2000GT for its appearance in the James Bond movie *You Only Live Twice*, which featured a purpose-built roadster variant. The original plan was to use a standard coupé in the film but its diminutive proportions meant that the 6ft 2in Mr Connery was sized out of the car. Unwilling to give up this heaven-sent marketing opportunity, Toyota agreed to behead a pair of coupés, fitting faux tonneau covers so that they appeared as fully developed convertibles. Sadly, an open version was never produced for the general market.

The 2000GT's rarity means it's inherently difficult to find one for sale, and the cult regard with which they're held in Japan makes it even more difficult to extract them from their homeland. Owner Jane Weitzmann and her late husband Henry bought this 2000GT in 2007 from Japan. 'We had agreed to buy one through an intermediary,' she explains, 'but even though we had sent the money for the car, the guy changed his mind because he didn't want to see it leave the country.'

'We had to start all over again and find another. We've not been able to trace the history of this car in any great detail, but we know that it was in Australia for some time before returning to Japan. Little else has transpired since, but we were delighted to get hold of it nevertheless.'

When the car arrived in UK the new owners were relieved to find it was just as they'd expected – reasonably sound, and needing only light restoration. The shell was in good order but the sills needed replacing. However, the sense of relief soon turned to

despair. The company Jane enlisted to restore the car left it exposed to the elements for a prolonged period, causing significant (and frustratingly preventable) damage. When she discovered this it was transferred to Cheshire Classic Cars, where it underwent a bare-metal respray. Only the motor was left untouched, other than being removed for the engine bay to be repainted.

CCC rebuilt all suspension components and got the car running. It also re-made various chrome parts and body fittings, such as the escutcheons that shield the bonnet hinges, the E-shaped moulding that makes up the front grille and the C-shaped parts on each side of the grille. All these were made from scratch in brass, and then chrome-plated. Many of the original decals that adorn various spaces within the engine compartment were copied from a second 2000GT that the company was working on simultaneously.

Although the car had covered 69,000 miles, the interior needed little attention. The rosewood veneer dashboard was refurbished, the seats were retrimmed and the decrepit front mats were replaced. Fortunately, CCC managed to locate some original carpet material and was then able to have perfect substitutes made up. About £150,000 was spent before it was returned to the road but then the cylinder head gasket failed, so it was returned for the head to be skimmed and the valve guides renewed.

In period, the 2000GT was claimed to be the first Japanese car with all-round power-assisted disc brakes. It set several FIA world records for speed and endurance over 72 hours and enjoyed some racing success. It placed third in the 1966 Japanese Grand Prix at Fuji, claimed a one-two at the 1966 Suzuka 1000km (incidentally Japan's first true endurance race), and won the Fuji 24-hour race in 1967. Carroll Shelby even ran two Toyota 2000GTs in the 1968 SCCA production car races.

In 2013 it became the first Japanese road car to surpass \$1m at auction and, although values have cooled off a little more recently, you'll still have to pay upwards of £400,000 – and that's if you can find one.

Some referred to Satoru Nozaki's design as a poor man's E-type – ironic considering the Toyota was more expensive. But the Toyota 2000GT was not only a fine-looking machine, but also a pleasant-handling driver's car in its own right.

I'm delighted to have found that out for myself at last.

Toyota 2000GT

Engine 1988cc Yamaha in-line six-cylinder, dohc, three Weber 40DCOE carburettors **Power and torque** 148bhp @ 6600rpm; 129lb ft @ 5000rpm
Transmission Five-speed manual, rear-wheel drive
Steering Rack and pinion **Suspension** Independent, coil springs and wishbones, telescopic dampers
Brakes Power-assisted discs **Length** 164.4in
Width 63in **Height** 45.7in **Weight** 1120kg (2469lbs)
Performance Top speed: 128mph; 0-60mph: 10.5sec **Fuel consumption** 30mpg **Cost new** \$6800 (approximately £2700 in 1967) **Values now** £400,000 - £575,000

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

'The most modest journeys feel like daunting adventures in a 2CV'

We take a trip to see a parts-hoarding Citroën 2CV expert in one of the earliest examples in the UK. Can you have a great drive in a car that's incapable of breaking most speed limits?

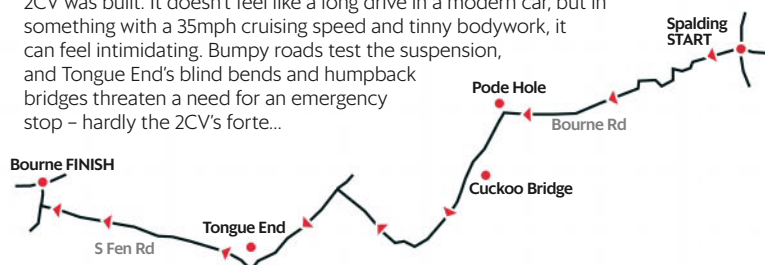
Words SAM DAWSON Photography ALEX TAPLEY

'Our journey takes us to a tiny piece of rural France in England's breadbasket'

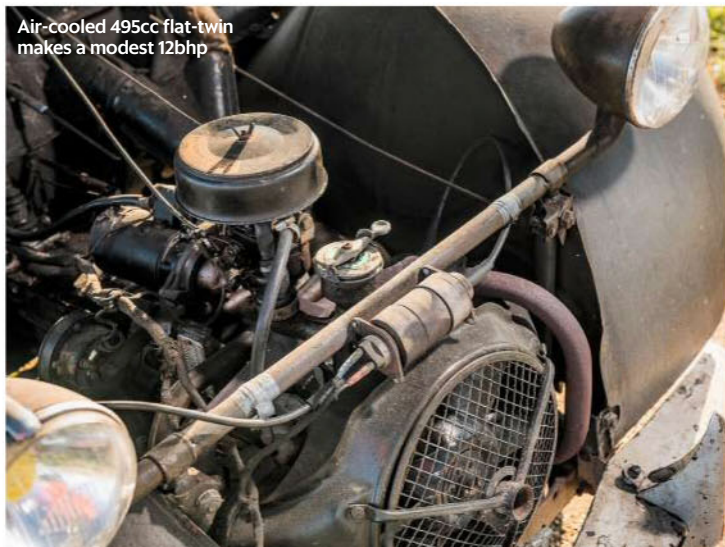


OUR TEST ROUTE

Once out of Spalding, our meandering route follows a complex of raised banks, drainage ditches and seemingly endless ploughed fields west of Pode Hole. It's all reminiscent of the rural areas of France for which the 2CV was built. It doesn't feel like a long drive in a modern car, but in something with a 35mph cruising speed and tinny bodywork, it can feel intimidating. Bumpy roads test the suspension, and Tongue End's blind bends and humpback bridges threaten a need for an emergency stop – hardly the 2CV's forte...



Air-cooled 495cc flat-twin makes a modest 12bhp





As far as automotive history is concerned the roads to the west of Bourne, in the flattest part of Lincolnshire, are perhaps the least appropriate place to drive a Citroën 2CV4. Bourne's automotive legacy is focused on that most power-crazed of racing marques, BRM. With no real test track other than the rutted roads of his farmyard base, BRM patriarch Raymond Mays sent his prewar ERA GP cars out on these straight, quiet fenland roads. The car I'm driving today can't even muster enough velocity to trigger most speed cameras. But that doesn't matter, because I'm en route to the Bourne Citroën Centre, a tiny piece of rural France in England's breadbasket where Barry Annells and his son Peter maintain and restore flat-twin and hydropneumatic Citroëns alike.

The most modest journeys start to feel like daunting adventures when there's a Citroën 2CV involved. Every aspect of its design is alien in comparison to the car industry's design consensus. An air-cooled flat-twin of just 425cc drives front wheels so skinny they would look at home on a child's tricycle. The styling appears to be a *Scrapheap Challenge* approximation of post-vintage design. The hunchbacked saloon body with separate flowing wings, bonnet and headlights anchor the 2CV's visual origins in the Forties, but it's executed using either completely flat or corrugated surfaces, giving the impression that it's made out of recycled farmyard materials.

I climb aboard the 2CV in the centre of Spalding, a town on the River Welland whose architecture places its heyday in the 18th century, and which makes the river and a series of elegant bridges a focal point in the manner of so many rural French centres. Unfasten the tiny latch with its semi-exposed, minimal mechanism, swing open the tin-thin suicide door, sink into the driver's seat backside-first, and feel the 2CV spring its first surprise of the day as it rolls heavily over on one side, then self-levels on the rebound. All the while it's as comfortably damped as a well-used mattress, a sense emphasised by seats that look like partially folded camp-beds.

The dashboard is almost comically minimal. There's only one integrated dial – an ammeter, unexpectedly – and two knobs, one to start the engine, the other to switch on the headlights. The speedo looks aftermarket – clamped as it is to the windscreen surround on a snaking cable, its dial's position requiring a craned neck to read it properly. This is a reminder that in the idiosyncratic world of the 2CV, speed is thoroughly unimportant.

Around-town convenience is much higher on the agenda. Pull the starter knob and the engine whirrs enthusiastically into life in the manner of a petrol lawnmower. An air-cooled flat-twin is unusual outside of the motorcycle world – the TPV 2CV prototypes were built around BMW motorbike engines seized from retreating German forces during World War Two, after all – but amid the agriculturalism there's sophistication unheard of even in today's superminis.

It's got a centrifugal clutch. Originally a key part of the 2CV's design, it dropped into optional-extra obscurity in 1961, was phased out altogether in 1970 and made a fleeting reappearance only on the 2CV6 Special E of 1981. But once you use one it's hard to fathom not only why it wasn't kept as standard, but also why it didn't catch on more widely. As with any other manual car you push the clutch pedal to disconnect drive from the flywheel when changing gear, but it won't stall if you take your foot off the pedal with a gear engaged. This eliminates the need for clutch control and the risk of riding the pedal, and proves to be a boon as I potter through Spalding town centre. With all the speed control I need concentrated on the accelerator, the 2CV can be driven like an automatic in stop-start urban traffic. And yet it remains a manual car, its four gears selected via an angled lever whose shift pattern flows directly from one ratio to another in a sequential path transcribed in a dashboard diagram reminiscent of Harry Beck's London Underground map.



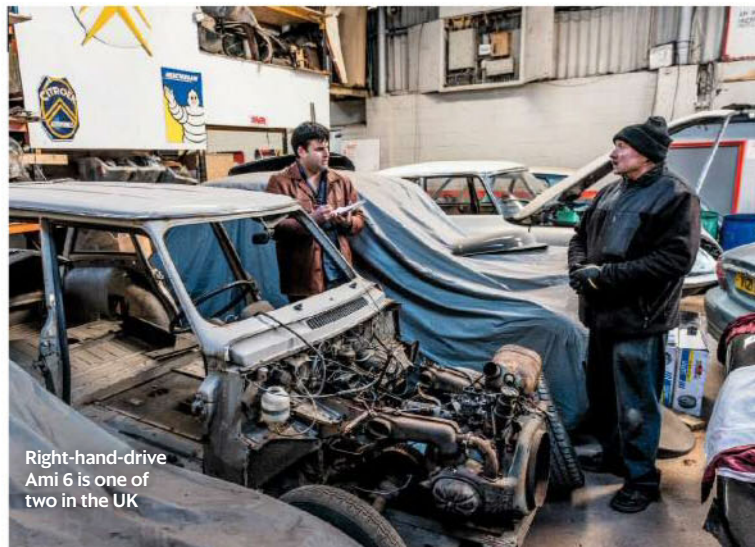
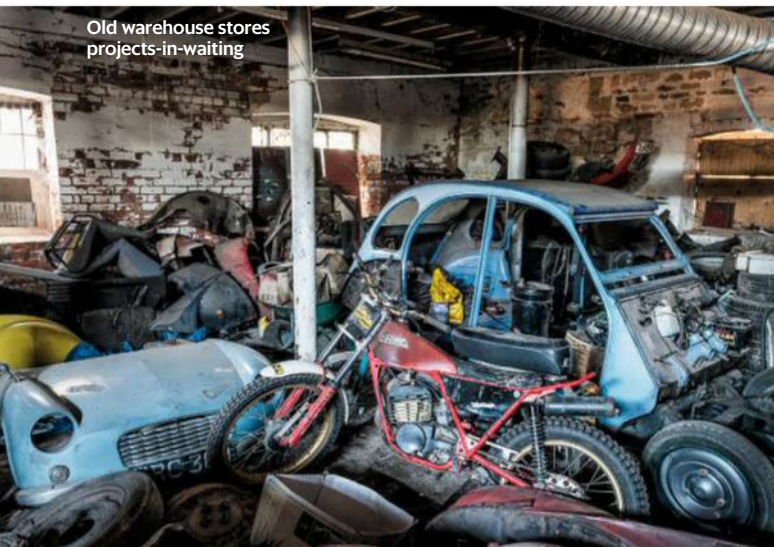
Sam used fresh garlic as travel sweets

[Citroën 2CV]



'The 2CV's gently undulating ride sands the sharp edges off potholes'

Old warehouse stores projects-in-waiting



Right-hand-drive Ami 6 is one of two in the UK



Turning on to Winsover Road towards the village of Pode Hole, traffic picks up speed and I finally engage the 2CV's 'overdrive' fourth gear – after all, I've reached a heady 30mph and the flat-twin is straining. Top speed of the 425cc car is reportedly 42mph, but the 2CV4 seems most comfortable and unstressed wafting along at 35. You'd need a 1971-90 2CV6 to reach 71mph.

And waft it does. Perhaps the most surprising thing about the 2CV is the way its design, while appearing superficially crude, manages to excel in ways that rivals would sacrifice in the name of simplicity. The long, loping travel of the suspension arms creates a gently undulating ride that sands the sharp edges off potholes, the linked springs adjusting the rear suspension in anticipation of the bump the front has just negotiated. Many modern superminis would be fired into surrounding ditches by the harshness of their own damping if you were to tackle these roads at speed. The 2CV, on the other hand, displays excellent roadholding that defies the modern logic of fat, grippy tyres. Even when the camber of the road gets so extreme past Iron Bar Drove that the car feels like it's leaning at a 45-degree angle, there's no threat of sliding off the edge because that cleverly adaptable suspension deals with all the punishment these bumpy lanes can deliver.

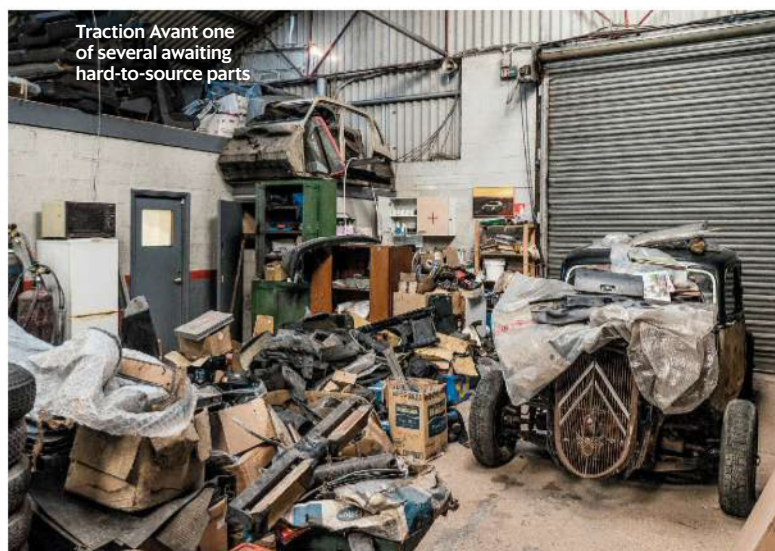
It's a stark reminder of the world the 2CV was born into. Although a 40mph top speed may seem inadequate in the context of today's motoring – where the reality of the motorway means the average hatchback has to possess the unruffled cruising abilities of a Seventies GT – the 2CV was designed to mobilise a country where rural and urban rarely met. The clutch was ideal for traffic-clogged Paris, and the 2CV's limited top speed didn't matter too much there either; yet it also suited a country where most of the population worked in agriculture. In rural communities with few metalled roads where much more than 30mph would be risky, ride quality was the key to avoiding breaking eggs and upsetting chickens, and if you needed to get from your village to a city you'd take the train anyway. To this end, a drive in this part of Lincolnshire gifts the 2CV with the opportunity to demonstrate its qualities far better than those smooth, N-road-connected rural areas of France would nowadays.

Another factor in the Citroën's favour is its sheer simplicity. Chances are the average 2CV owner lived a long way from the nearest Citroën main dealer, but being used to working on tractors he wouldn't have had any qualms about fixing the car himself.

I like the way the windscreen wipers work. It's not actually raining as the car bounces over the humpback bridge spanning the River Glen at Tongue End, yet I can't help but try them out. Pulling a knob meshes the wiper mechanism with the spinning speedo cable. They may not clear the screen very effectively, but the ingenuity of Citroën's engineers – and their commitment to utter design simplicity while leaving no essentials out – is admirable.

As I near the old BRM garages towards the end of South Fen Road I can't help but draw an unusual comparison between Pierre Boulanger, the engineer behind the 2CV, and Colin Chapman. Their cars couldn't be more different in their intentions, but their design approach – of making single components do multiple jobs and minimising unnecessary weight and complexity while doing so – was very similar. I can imagine Chapman admiring the speedometer-driven wipers, the roof fabric doubling as a bootlid, the way all panels can be removed, how the car can be started with the wheelbrace, and the way that just two spring units control all four wheels. He definitely wouldn't have liked the brakes, though. 'Feeble' is the word, and their ineffectiveness encourages a very responsible vigilance, my eyes fixed permanently on the road's vanishing point. I'm lucky it's so straight and clear around here, because an emergency stop would be impossible.

I turn right on to Cherry Holt Road, and although I'm not far from Bourne Citroën Centre now, emerging on to a relatively fast-flowing road is something of a rude awakening for the 2CV. After many miles



Traction Avant one of several awaiting hard-to-source parts



The Guru – Barry Annells

Citroëns have been part of Bourne Citroën Centre managing director Barry Annells' life for 60 years. He grew up in a family that bought them almost exclusively, and worked on them since leaving school, taking up an apprenticeship at a main dealer in Kingston-upon-Thames. He helped to introduce 2CV grasstrack racing into the UK in 1976, and won the 2CV Cross Championship in 1982. Annells used to run Shalford Green Garage in Guildford, Surrey, but since 1999 he's focused his business full-time on the repair, restoration and servicing of classic Citroëns and related Peugeots in Lincolnshire. He and his team make regular visits to France and Holland with shopping lists of rare items compiled during the stripdown stage of each restoration.

spent blissfully isolated with my right foot squashing the accelerator pedal flat, safe in the knowledge that the gasket-free 12bhp engine will neither overheat nor get me into trouble, I'm surrounded by large, fast modern cars. Even when driving flat-out I'm holding them up like a teenage Valentino Rossi wannabe on a 50cc moped.

And yet I sense goodwill. That's the lovely thing about the Citroën 2CV. It's impossible to hate. And this early example – with its Toulouse-Lautrec-style painted numberplate, linseed-oiled panels for homemade rustproofing and yellow headlight lenses – is a charming piece of rustic France that no one expects to see battling for supremacy with HGVs on Bourne's *Périphérique*. But I'm not disrupting things for long – a row of Citroëns in varying stages of rebuild coming up on my right tells me we're nearing journey's end.

Pulling into Barry Annells' premises, I find the Bourne Citroën Centre in a state of transition. Although the Victorian warehouse building on the banks of the appropriately named Bourne Eau is still full of flat-twin projects in varying states of completion – plus the 2CV grasstrack racer Annells used to win the 1982 2CV Cross Championship – the business has expanded into a large workshop across the yard. Annells and his staff are still in the process of deciding where to store the classic Citroën parts amassed during countless raids on autojumbles.

Everywhere I look are Citroëns in states of mechanical undress, from Traction-Avants – a favourite of Barry's – to the DSuper belonging to *Practical Classics* magazine's James Walshe. 'The 2CV and even the DS are designed so that the engines can be removed without too much bother, so things like changing clutches are straightforward,' says Barry.

'From our perspective, they were almost designed to be restored, but progress is all dependent on particular parts. We're trying to source a flywheel for the blue Bijou in the warehouse, and then there are the Tractions – one's waiting on a clutch, another on an engine, and we've just received one from another garage that they couldn't complete. We have a reputation for taking on projects that others can't finish – at the moment we have 12 on the go.'

He gestures to the rack of body and trim parts that dominates the new premises. 'I just can't stop finding bits – it's a disease. Then again, I've watched those American TV programmes on storage-hunters and hoarders so it's good to know that I'm not alone!

'Citroën restoration has changed a lot over the past 10-20 years. Cars that were considered throwaway in the Nineties are now worth restoring. For example, this Ami 6 is one of only two right-hand-drive cars in the country, but the previous owner didn't know how significant it was. Some parts have been remanufactured but you do have to hunt – we found the rear underfloor panels in Holland.' It's good to know that he's upholding the old Citroën ethos of always repairing and never giving up – it's behind most ingenious aspects of the 2CV's design after all, and bodes well for the future. And speaking of that future, Barry's son Peter is equally skilled and enthusiastic, poised to take over the business once Barry eventually calls it a day. And he has an interesting prediction to make.

'The BX will be the next Citroën to attract attention,' says Peter, gesturing to one he's treating to a ground-up restoration, unthinkable a mere five years ago. 'More people are wanting them, and they do have issues with rusty floors. However, the BX is the last Citroën to combine DS-style suspension and idiosyncratic design with electrical simplicity and ease of maintenance. There's more enthusiasm for them now than when they were new.'

You heard it here first.

1958 Citroën 2CV4

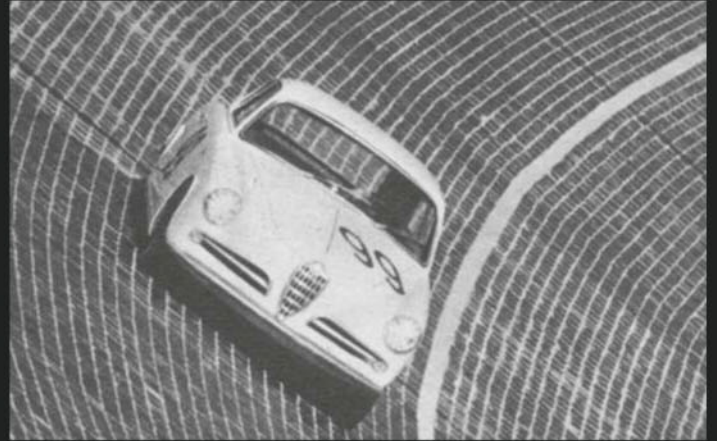
Engine 425cc horizontally opposed two-cylinder ohv, Solex 26 CBI carburettor
Power and torque 12bhp @ 3500rpm; 22.4lb ft @ 2800rpm **Transmission** Four-speed manual, front-wheel drive **Brakes** Hydraulic drums front and rear, inboard front **Suspension** Front: independent, leading arms, pushrods, horizontal helical springs, friction dampers. Rear: independent, trailing arms, pushrods, horizontal helical springs, friction dampers **Steering** Rack and pinion
Weight 711kg (1568lb) **Performance** Top speed: 42mph; 0-60mph: n/a
Fuel consumption 50mpg **Cost new** £598 **Values now** £3500-£10,000

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[Epic Restoration]

'It came back from soda-blasting in two Tesco bags. We were close to binning it'

When you've restored classic Ferraris, you know how involved the job can get. Imagine the resolve it took to apply the same process to a humble little Alfa

Words NIGEL BOOTHMAN Photography CHARLIE MAGEE

Sometimes the choices we make in the present have a lot to do with the past. More than 40 years ago Jim Needham lived next door to Bernie Fosker, who sparked an interest in Ferraris when he arrived outside the house in a 246 Dino. Much later, in 2010, Needham hosted an event for his friend Fosker, filling the grounds of his home with glorious Maranello machinery.

In the intervening years Jim Needham did a series of jobs in the printing industry before a sideline in renting holiday apartments to friends ballooned into a serious business: James Villa Holidays. With the sale of his company in 2007 he could, as he puts it, 'afford a few nice cars'.

Among those on the lawn that day – his cars and other people's – there were two little Alfa Romeo Giulia Spiders.

'They were lovely,' says Jim. 'I'd started a small Ferrari collection but I really fancied an Alfa, so I went looking and found this one on the web in 2012.'

A few months of open-air motoring were made less enjoyable by frequent breakdowns and it became clear the little roadster would soon need attention. After having two classic Ferraris restored, Jim Needham knew what it took to create a good car... and how far from good his Giulia then was.

'I had a chat with Ian Barkaway. His garage is just around the corner from my home and I used Barkaways for the Ferrari restorations. He asked me what we were going to do with the Alfa, so I said we should strip it and see what happens. It came back from soda-blasting in a right state... virtually in a couple of Tesco bags. We were close to binning it.'

There was worse to come. Parts supply turned out to be harder than for Ferraris of the same vintage and this car is one of just 400 right-hand-drive examples, making a number of parts rarer still. But Needham liked the car very much and you sense that he does not enjoy being beaten.

'I didn't spare any money on it. I said, "build the best Alfa there is".'

This is an Alfa Romeo Giulia Spider, the 101-series introduced in 1962 rather than the 750-series Giulietta Spider that preceded it. The two look almost identical bar the bonnet bulge but, in the manner of eccentric Italian production decisions of the time, the 101 was slightly longer and shares relatively few parts with the 750. What they all have in common is a tendency to suffer serious rot.

Ian Tamkin was lead technician on the project from the beginning. He stripped the car and feared the worst when the bodyshell went away for blasting. 'It was very, very holey,' he says. 'During the stripdown we noticed some damage apart from the corrosion – the rear radius arms were bent like bananas and would have to be cut off and re-made. The springs were too far gone and had collapsed on one side. But the real task was for the bodyshop.'

In the bodyshop is Graham Gilbert. Before he could begin the repairs, he had to mount and stabilise the shell and enlist the help of John Davies – an old-school metalwork expert with whom he had worked on previous projects.

'The first thing we had to do was brace it up,' says Gilbert. 'It had sills tacked on over rotten sills. We braced it across the wheelarches and on top as well. Then we custom-made and welded on the fixings for the spit – the apparatus we used to turn the shell over and repair the underside.'

And those repairs kept on coming. The Giulia Spider is conventionally built for the time, with chassis rails and outriggers welded to a floorpan. Whole lengths of chassis rail had to be cut off, re-made and replaced; outriggers too. 'The scary thing is that Mr Needham drove it in... this was an MoT'd car.'

The bodyshop team at Barkaways used various tactics to keep the shell from deforming during such fundamental repair. 'You can use the floor of the workshop like a jig, dropping a plumb-line from the suspension points and marking them with chalk. You

keep measuring as you go and it can be remarkably accurate,' explains Gilbert.

Another sensible principle was simply to cut off as little as possible – identify each repair and complete it before moving on down the car. But even at such a fundamental stage, the no-compromise approach applied, as Gilbert describes.

'We used a spot-welder to replicate the factory welds

because it's important to get them right when the underside is going to be finished to the same standard as the bits you can see.' As a final check that everything remained straight in three dimensions, axle assemblies were 'dry-built' back on to the car to check for fit before being removed again for the welding to continue.

Large areas of floor were too perforated to save and, while replacement sills can be bought, inner wheelarches are extinct as off-the-shelf parts. Gilbert discovered that MGB items could be modified to provide a very good fit. 'It was slightly less involved than making them from scratch,' he says. 'But only slightly.' Several times it proved easier to make sections than buy them, not least around the boot area. Gilbert estimates 80 per cent of the bootlid frame is new metal, which then had to be covered in entirely new skins. Still... nothing the Barkaways team wasn't used to, surely?

'The welding took months and months. It demanded a lot of patience,' says Gilbert. 'I think it's the most involved one we've done.'

Mike Jordan took on the job of hunting for parts, chasing items from as far afield as Canada and Texas. Southern-hemisphere markets such as Australia, New Zealand and South Africa were more important for right-hand-drive Alfa sales than the UK, because our import duties were still high. With North America adding a considerable volume of LHD sales, it's not surprising Jordan had to cast the net wide. Yet the most helpful find in the whole hunt was made much closer to home. Ian Barkaway takes up the story.

'When it arrived the car was jumping out of reverse gear and baulking into second and third. So we stripped the gearbox and discovered why – someone had been in there before.'

Whoever had attempted the previous work to the 'box had reassembled it without the interlock pins for the selector forks and with part of the synchromesh hubs missing. This may not have been purely down to carelessness, because when Jordan started to look for replacements he discovered supplies were non-existent.

'There are two types of gearbox used in Alfas from this era,' he says. 'Of course, we had the one you couldn't get parts for.' That left only one solution – find another complete gearbox of the same type and try to build one good one from the two.

Low point

'Fitting the windscreen frame was torture. You have to get spacers under the corners to get the rake to match the quarterlights. You try, try and try again'



Pre-restoration, the Alfa didn't live up to its owner's expectations



Quest to be
'best of breed' saw
spot-welding employed
- as it was in the factory



Ferrari enthusiast Jim
Needham explains how
the Alfa stole his heart



'For a small engine
it needed a hell of
a lot of machining'



The windscreen frame is made up of four pieces requiring perfect alignment



Needam wanted the underside to be every bit as impressive as the top



Bumpers underwent exhaustive in-house prep before being sent for chroming

Jordan soon learned enough to recognise that a Sixties Alfa transmission he'd spotted on eBay was mis-described. It wasn't the more common type with a good parts supply, it was the model they needed. And it was in Canterbury – the one in Kent, not the one in New Zealand.

It was also Ian Barkaway's job to tackle the engine rebuild. 'For a small engine it needed a hell of a lot of machining,' he says. 'You have to get every mating surface truly flat – cylinder head, block, sump, the sump mounting face at the base of the block and so on. Without doing that you're just asking for oil leaks.'

The Alfa's 1600cc twin-cam engine is a wet-liner design. The liners can be removed and replaced when they become worn, as these were, with no need to bore them out like conventional cylinders. But fitting liners is a time-consuming skill because each one must be carefully pressed into the block casting until they are 0.002in (two thou) proud of the block's mating surface to compress the head gasket when the head is fastened down. What's more, they must be perfectly perpendicular to the crankshaft so there's no excess drag on one side of a piston.

'The cylinder head received new phosphor bronze valve guides,' Barkaway continues. 'The old ones had heaps of slop in them and a couple of valves were burned out, which killed the compression on one cylinder.' New valves and hardened valve seats were inserted to keep the engine safe from unleaded petrol and a fresh twin-choke carburettor completed the top end.

The bottom end of the engine was fairly straightforward in comparison. The oil pump's gears were too worn to provide enough oil pressure, so with new gears in new bronze bushes, they were lined up to be properly central in the pump housing.

'They'll sing if you get it wrong,' says Barkaway. 'It speeds up wear too. It's a minor detail but we were doing everything to Ferrari 250 standards on this car.'

So a new water pump was fitted as a matter of course and the crankshaft – which needed only a polish – was sent away for balancing with all four conrods and pistons, then assembled with painstaking use of Plastigauge wax strips to ensure every tiny bearing clearance was exactly as it should be.

After much Googling, Jim Needham had decided on a paint shade called Celeste Blue, a period Alfa colour. As you'd expect, the approach to the paint finish was every bit as painstaking as the rest of the job.

'The bodyshop put three heavy coats of primer on the car,' says Ian Barkaway. 'They left it a week to cure, then gave it a full blocking down, which involves plenty of hand-rubbing with a sanding block. Then came three more coats, with two weeks to cure and a final check to catch any tiny fixes still required. Once that was done, it was ready to paint.'

Barkaways prefers not to use any spray filler, believing it can increase the chances of sinkage in the final result. Before any of this was started, the Spider was seam-sealed underneath. Stonechip followed before the base colour and clear coat finished the job to the highest standard both above and below.

To go with the Celeste Blue paint, Needham picked navy leather with pale blue piping. It's rather grander than the original monotone vinyl, but that had long since disappeared anyway.

The trimmer, Mark Webber, started by stripping the seats right down and repairing them. The

High point

'Seeing it on the lawn at Salon Privé, or taking it out for the first time – it just makes you smile, even though it's a quirky thing to drive'

frame of the driver's seat had cracked and one shoulder was dropping.

With the frames ready to re-cover, Mark replaced the old fabric with tough new webbing straps, proper hessian and Connolly-standard leather. The Alfa's minimalist door cards were treated the same way.

The roof is Mark's masterpiece on this car. He started by repairing the bare frame and then made a new, fully lined roof from scratch, achieving a perfect fit all round and including a curtain behind the seats that drops to cover the

spare wheel. It's all held in place with the correct press studs.

Barkaways discovered some time ago that the only way to produce perfect chrome was to have control of the process throughout preparation. What this means in practice is that each piece – take the Alfa's quarter bumper, for instance – is stripped and then immersed in a plating solution to acquire about 20 hours' worth of copper coating.

This is then returned to the workshop and carefully fitted and hand-filed to get precisely the right contours with no dips, bumps or defects. And then it's done again. When the copper-covered item finally satisfies the expert eyes at Barkaways, it's sent back for a coat of nickel, a polish and then a coat of chrome.

'It's the only way to guarantee you won't see wobbles in the reflection when it's finished,' says Ian Barkaway.

Chris Pratt took care of much of the detail work, especially in the engine bay. 'I sorted out the correct hose runs, the re-making and application of the all the right labels and stickers, even the old hose-clips: they're 50 year-old Cheney items and we were able to clean them and re-plate them.'

Pratt and Tamkin together assembled and fitted everything from the smallest trim items to the engine and gearbox, which was so tight on its mounts they had to be removed and machined to size.

They fitted a new fuel tank and lines, new handbrake cable, dampers, springs, bushes and ball-joints at each corner, and a rear axle assembly with new bearings and halfshafts but with the original finned, vented drums re-fitted with new shoes and cylinders. A

bespoke wiring loom kept the amps where they should be and a specialist trim-maker managed to recreate the stainless steel strip below the doors. Even the drop-glass had to be re-made specially, though Jordan tracked down an undamaged windscreen.

'Once the car was nearly finished, we had a bet with Ian Barkaway that we could get the exhaust on, the fluids into the engine, set the timing and have it running in 15 minutes. He took the bet, we managed it in 14 minutes and Ian had to buy everyone an ice cream,' says Tamkin.

It was a happy ending to a huge job for the staff at Barkaways, but just a beginning for Jim Needham. He was invited to Salon Privé at Blenheim Palace after the show's organiser, Andrew Bagley, had been to Barkaways to view another car and seen the Giulia in the final stages of the build.

'People kept saying they'd never seen an Alfa like it,' remembers Needham. 'It got so much attention. Boodles, the diamond merchant, picked it as its car of the show and asked me to park it in front of its stand.'

'We drove it across the lawn, Dean Martin blasting out of the radio... it was just what I hoped it would be. Yes, it cost the same as doing a Sixties Ferrari, but I love all my cars and I won't be selling them, so why not?'

MY FAVOURITE TOOL



'This Mac Tools multimeter does so many jobs,' says Ian Tamkin, 'and it's great because it gives you definitive answers. It lets you read volts, amps, resistance and even temperature. You can test diodes, it's got a pick-up for taking rpm readings, and you can test all sorts of dash gauges. It's not just because I work on Italian cars – honest!'

NEXT
MONTH:
VAUXHALL
VIVA GT



[The Collector]

**'I bought eight cars
in one go – it was my
mid-life crisis'**

Greg Diffen's formative years in Melbourne saw his father use a Studebaker as a city hack. Now he owns a fleet of them – in the UK

Words ANDREW ROBERTS Photography ALEX TAPLEY



Greg's Studebaker collection includes (clockwise from left) E-series, GT Hawk, Lark Regal VI Convertible, Lark Daytona Wagonaire, Lark Daytona Hardtop and Dictator Cruising Sedan - with a Packard Super 8 Limousine in the background for good measure

There are many ways to arrive at a photoshoot but personally, I can thoroughly recommend travelling in a **1937 Studebaker Dictator Cruising Sedan**. Other road users treat you with a certain degree of deference, even though the model name was intended to imply how this Studebaker 'dictated the standard' that lesser cars would be obliged to follow. However, by the mid-Thirties the word had unfortunate connotations and Greg Diffen's magnificent car represents the last of the line before the model identity was changed to Commander.

The view through the split windshield is indeed a commanding one and the Studebaker is the sort of car in which you feel obliged to don a fedora and double-breasted suit before settling on the deeply upholstered bench seat.

The Dictator is just one of many rather splendid vehicles owned by Greg, an Australian who married his Canadian wife Kristine in Melbourne before coming to the UK in 2000 for work and never returning. 'The Dictator is my favourite,' he says. 'I used it as my wedding transport, and when we relocated to Britain it transported both of my children home from hospital after they were born. Its coachwork is by TJ Richards of Adelaide and it has done just 80,000 miles since new; I think I became its fourth or fifth owner when I bought it in Queensland back in 1994.'

Today the mighty green Studebaker forms the centrepiece of a remarkable collection of cars that hailed from the marque's plant in South Bend, Indiana. Greg notes how well a Cruising Sedan aged nearly 70 years is able to cope with Warwickshire traffic and how such cars were often found in the territories of the former British Empire, as they were better suited to the roads of Dar es Salaam or the Kenyan Highlands than a four-cylinder Morris or Austin.

Australia was another major export market for Studebaker, its cars often serving as police transport – Australian readers may remember the 1963 Cruiser used in the TV series *Homicide*. When Greg was four years old, his father ran a 1962 GT Hawk as the family's primary means of transport around Melbourne. For Greg, this was the start of his automotive journey, one that is still very much ongoing. 'I started virtually as soon as I passed my driving test,' he says.

My attention was next drawn to the **1955 Studebaker E-series 1/2-ton pick-up truck** which, according to its owner, is a common reaction. 'There's something about that truck that really draws the eye, even when you park it next to a GT Hawk. The colour scheme is just right for the styling and it's a more substantial machine than a Chevrolet of the same period.'

For a novice such as myself, the E-series is utterly imposing. A classic British pick-up of this era, such as a Bedford CA or a Ford Thames Trader, has a reassuringly modest appearance redolent of jobbing builders in Hampshire or greengrocers in Hackney. By contrast, the formidable Studebaker looks ready to roam Swamp County, Arkansas. 'When I'm out and about in the E-series, it attracts attention like a magnet,' says Greg.

The pick-up was acquired in 2014. 'I had to change the brake master cylinder but otherwise she was pretty much just as you see it today.' In fact, when Greg sourced it from the US his intention was to come home with only the green E-series. 'Instead, I found myself buying eight cars in one hit,' he recalls. 'I suppose you could call it a mid-life crisis decision.'

I prefer to see this as evidence of the true collector and in any case, a 1955 Studebaker commercial is a very desirable machine. 'That was the first year that the 1/2-ton was available with the 259ci (4244cc) V8 engine,' says Greg. 'It was modified to be a "city truck" with chrome bumpers and an uprated differential so it can cruise at 70mph with three-speed overdrive.'

This extra power made the light commercials a viable Ford or Chevrolet alternative and the options included heavy-duty rear suspension with 11 leaf springs in each pack – vital for a nation where tarmac roads might not be guaranteed in many rural counties. Greg notes that the basic design of the E-series is pre-war, a fact masked by a cabin he compares to Elle Macpherson in terms of aesthetic appeal. 'You can clearly see that it's a Raymond Loewy design and I love the details such as the First Nation Indian rug sewn into the seat.'

In marked contrast to the mighty E-series is Greg's delightful **1960 Lark Regal VI Convertible** that he bought in the US about three and a half years ago. 'The VI badge means that it has the 170ci (2785cc) straight six under the bonnet rather than the V8 unit, and "Regal" denotes a top-of-the-range trim level. She looked much the same then as she is now, although it's only very recently that I've got her running. The timing was out, there were "issues" – shall we say – with the fuel pump, the vacuum advance was toast and there were quite a few challenges to overcome with regards to the wiring and incorrect parts fitted in the past.'

The Lark was launched as Studebaker's alternative to the Chevrolet Corvair, Ford Falcon and Plymouth Valiant in 1959, although it was essentially a shortened version of the 1953-58 'full-size' models, which meant for a commodious interior. Greg points out that the 1960 versions were shorter than the 1961 models – 'personally I think that they are cute little cars,' he says – and the Regal VI coachwork is certainly radically different from the tail-finned excesses of late-Fifties Detroit. The Diffen Lark has a three-speed manual transmission with overdrive and as a 'US compact'

of the early Sixties, it's better suited to British roads than many a larger American car of the same period.

Complementing the Convertible is an equally striking **1963 Lark Daytona Hardtop** that Greg bought in 2004. From 1961 onwards the Daytona versions became the flagship of the Lark range and in 1962 the industrial designer Brooks Stevens gave the line-up an inexpensive but very effective facelift.

This quietly impressive Daytona has the 259ci (4244cc) V8 engine, automatic transmission and power assistance for the steering and brakes. The result is a veritable competitor to the likes of the Falcon GT, not that any Studebaker enthusiast will admit to their marque of choice having any peer. 'It's a delightful

machine,' says Greg. 'It's so easy and forgiving to drive that almost any driver unfamiliar with American cars of that period would nevertheless feel at home quite quickly.'

The Daytona is also a reminder of how subtle many American cars looked in the early Sixties, although the same cannot be said of Greg's **1963 Gran Turismo Hawk**, which he bought circa 2013. If the Raymond Loewy coachwork for Studebaker ranks alongside the original 'T-Bird' and 1957 Chevrolet as an icon of post-war American design, then the GT Hawk is a prime example of how to end a production run on a high note. Greg's red example was originally fitted with the standard 289ci (4736cc) V8 engine.

During the course of its life, the Studebaker was equipped with the desirable R2 performance engine, an Avanti R2 side-mounted supercharger and Power Shift automatic transmission. The result is a sports car that was the equal of any Thunderbird or Corvette.

'The Dictator was my wedding car, and transported both of my children home from hospital after they were born'



1964 Lark Hardtop alongside
1963 Lark Wagonaire shows
extent of Stevens' restyle



Packard Super 8 Limousine's
post-purchase niggles required
entire front end to be removed



1960 Regal VI Convertible's
pre-war ancestors await
their own recommissioning



Diffen fell for the E-series and
its Raymond Loewy-penned
interior flourishes...



...and seven other
Studebakers came
back to the UK with it



Diffen has several restoration projects waiting for attention



This 1963 Hardtop is one of the four Lark Daytona variants owned by Diffen

'The performance will blow your socks off,' Greg enthuses. 'As soon as you fire the engine, it becomes obvious that this is a Studebaker that really wants to go, be it in a straight line or around corners.'

The Diffen fleet is not entirely limited to Studebakers. Greg is also the proud owner of two Packards, although any motoring historian will tell you that the two companies agreed to merge in 1954. 'In 2010 I came by this blue **1937 Super 8 Limousine** at a show here in the UK. I simply had to have it; it's just a gorgeous car.

'There was a drivetrain whine that turned out to be the front pinion bearing in the differential. While we were "stuck in", it made sense to change the clutch and pressure plate too.'

After much effort and £6000 of bills later, the Packard is once again ready to dominate the highways of England. 'The detailing is superb,' continues Greg. 'Look at the dashboard, the upholstery and the heater vents in the floor for the rear-seat passenger. My car is a British-market rhd model and I would rate the Super 8 as one of the true great automobiles of the period. In fact, I've spoken with the previous owner who was of the opinion that, braking and lack of power steering aside, the Packard's driveability was far superior to his early Seventies Rolls Silver Shadow – and a lot more reliable. On the road she is simply magnificent to drive... to quote the advertising slogan, "Ask The Man Who Owns One"'

And so to the almost impossible task of selecting my car of the collection. I admit that I was extremely tempted by the Packard Super 8, with its shades of *The Ladykillers*, but ultimately it's Greg's **1963 Lark Daytona Wagonaire** that I would most like to take home.

It may seem quixotic to choose a station wagon over a Hawk GT, but this particular example is quite the Q-car. As a Daytona, it automatically has superior status compared to other Larks, and this handsome version is fitted with the R1 performance package comprising a 289ci (4736cc) V8, automatic transmission and disc brakes. There's even an under-dashboard aircon system that bears a resemblance to the controls from a B-movie spaceship but, best of all, this Studebaker boasts a sliding roof panel over the load bay.

Greg makes the point that the potential Wagonaire customer would never have considered a Ford, Plymouth or Chevrolet because Studebakers occupied their own class. His black estate car demonstrates just how determined the firm was to innovate in a competitive market despite its limited funds.

The coachwork is smart and low-key, and no rival offering from the Big Three offered fresh-air motoring in an estate car. The Lark facelift for 1963 refined the looks and Greg's example is replete with showroom appeal – a

ALL THE CARS

- 1933 Model 56 St Regis Brougham, body by Pierce Arrow
- 1937 President Convertible Sedan, body by Salmon & Sons of Newport Pagnell
- 1937 Dictator Cruising Sedan, body by TJ Richards
- 1937 Packard Super 8 Limousine
- 1939 Commander Cabriolet, body by Langenthal
- 1939 Packard Super 8 Seven Passenger sedan
- 1955 E-series 1/2-ton Pick Up Truck
- 1960 Lark Regal VI Convertible
- 1962 Lark Daytona V8 Convertible
- 1963 Lark Daytona Hardtop
- 1963 Lark Daytona Wagonaire
- 1963 GT Hawk
- 1963 Lark Cruiser Sedan with R1 high performance package engine
- 1964 Lark Daytona Wagonaire

car for any hard-charging Sixties ad exec to take on a weekend fishing trip, combined with the ability to transport an upright Frigidaire.

'Studebaker's Wagonaire can take it!' boasted period advertisements. 'Lawn mowers, boats, stoves, sinks, swings, slides, what have you. Because this Wagonaire is the different wagon, with that unique, practical slide-open roof. You even load it differently,' they continued. Indeed, Movietone newsreels used a fleet of 30 Studebakers as camera cars, which were subsequently immortalised as Corgi Juniors.

The Wagonaire dominated much of the firm's advertising but sales remained limited as the sliding roof proved corrosion-prone, and by 1966 sales were under four figures.

Yet the Studebaker's carefully planned touches, such as the drop-down step on the rear tailgate, illustrate the showroom appeal for

which the marque was famous.

With this fine car I was instantly transported from 21st century Warwickshire to suburban Connecticut in 1963, driving to a weekend of golf, rest and relaxation and bemoaning the music of Bob Dylan and other such beatniks.

The theory was that the driver had only to unlatch the panel and insert it into a recess over the front seat to enjoy a 'convertible estate' but, as Greg and many other owners discovered, Studebaker had problems with the drainage channels. 'This would result in a Niagara fall of water when you open or close the roof,' says Greg. 'But once the system is properly sorted it really shows how ahead of the game Studebaker was as a company, even in its twilight years.'

Studebaker's US operations ceased in December 1963 and for the last three years of the marque's lifespan its cars were built in Hamilton, Canada until production stopped for good in March 1966.

As for Greg, his interest in the marque shows no signs of subsiding. 'I seem to be focusing more on the Thirties models at the moment,' he says. 'I'm also on the lookout for one of the Belgian-assembled Studebakers, as these often came with a sliding metal sunroof, unlike their American counterparts.'

Greg is the editor of the magazine of the Studebaker Owners' Club UK – which has around 80 members – and his devotion to preserving an important aspect of automotive heritage and the many pleasures of classic motoring are obvious from the moment you explore his collection.

I certainly left Warwickshire musing on the possibilities of Studebaker Daytona Wagonaire ownership...

With Thanks to: The Studebaker Owners' Club UK, studebakerownersclub.org.uk

**NEXT
MONTH:
A CANADIAN
OBSESSED
WITH MGs**



Grille strakes became one of the Dictator's visual differentiators



[The Collector]

This Dictator's coachwork was fashioned Down Under, but its V8 is absolutely American



Diffen's fondness for GT Hawks stems from trips in his father's car as a youngster in Melbourne



Lark Wagonaire is one of two owned by Diffen – the other is an ultra-rare British rhd car



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TOP 85 CLASSIC ADVENTURES

With more events to choose from than ever before, 2017 is the perfect year to start touring or competing in your classic car. Here's our definitive guide

Words NIGEL BOOTHMAN

2017

No one with an interest in old cars can have failed to notice how the scene has grown in recent years. You can see TV programmes on buying, selling and restoring classics every night of the week, while major car shows and historic motor sport meetings jostle to find a summer weekend that isn't already bagged by a rival event. But owning a classic car should be about more than just watching other people talking about them and driving them, shouldn't it?

Happily, the range of organised tours and classic rallies has grown alongside every other facet of the hobby. There are now far more of them than we could ever hope to include – Scenic & Continental Car Tours alone is offering more than 250 trips this year – but we've chosen a tempting cross-section with the emphasis on the UK and

Europe. You'll find an immense range of events between a single day out in a scenic corner of the British Isles and at the other extreme a three-week luxury motoring holiday in Japan using global car-shipping companies and the finest hotels. Likewise, rally enthusiasts can choose any point on a sliding scale between an inexpensive Sunday spent skidding around cones in a farmyard to full-blown trans-continental competitive epics.

In every case, the organisers can advise you about licensing requirements, insurance and car preparation, if any is needed. And if you've read this far and you're not a classic car owner, don't despair – some companies such as HERO (Historic Endurance Rallying Organisation) offer 'arrive and drive' packages that include the rental of a classic, and there are tours set up that incorporate the use of an interesting car – a Fiat 500 or a classic army Jeep, for instance. All you have to do is block a few days out of your calendar, get out there and have some fun.

OUR RATINGS

These aren't definitive, but reflect the nature of the experience offered and the level of ability needed.

Relaxed/beginner = RB

Gentle holiday tours with simple navigation or straightforward road rallies suitable for first-timers. Little special vehicle preparation needed.

Challenging/intermediate = CI

More involved UK historic road rallies and most of those in Europe. Something for navigators to get their teeth into, with a little experience beneficial. Also holiday tours with more ambitious scope and distance.

Adventurous/expert = AE

Events with the greatest commitment of time and money, plus the most exotic, costliest trips. Some racing or closed-stage rallying. International competition licence required.

Classics on ice? HERO's Icelandic Saga takes you to the land of fire and ice



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March 2017



April 2017



May 2017



July 2017



Sept. 2017



Nov. 2017



Dec. 2017

HEROEVENTS.EU

Pre-war classics plunge through the Flying Scotsman Rally's splashes in early April



February

7-10 and 13-16 **RB**

Ice driving in Sweden

Great fun but also a lesson in car control. £1350 per person.

classicgt.co.uk

18 **CI**

Pomeroy Trophy, Silverstone

Every competitive club member should try The Pom once. Arranged according to an arcane formula to discover the ideal touring car, it includes a circuit race and pits vintage against post-war cars.

vscc.co.uk

March

4 **CI**

Tour of Cheshire

Challenging, well-supported road rally from the Knutsford and District MC covering 150 miles with regularities and ten special tests. Opening round of the Historic Rally Car Register's Clubman's Rally Championship. £125 per crew including lunch and evening meal. tourofcheshire.co.uk 07785 707657

9-11 **AE**

Oris Rally Clásico

Majorca's premier rally, based in the south-west in Puerto Portals, is an established event that attracts some very exotic machinery. Previous entrants include a Group B Ford RS200, MG Metro 6R4, Lancia Stratos and Jaguar C- and E-types.

Previous events have covered all four corners of the island's classic stages such as Sa Calobra, Col de Soller and Cap Formentor (route info is yet to be disclosed).

orisrallyclasico.com

10-13 **RB**

Ice Drive Classic, Sweden

Long weekend with a minimum two days driving on ice tracks, snow trails, frozen lakes and specially built off-road circuits in Jaguars MkII, VII, XK150 and XJ, plus Land Rover Series vehicles, Range Rover Classics and the latest models from Jaguar and Land Rover. For £3000 per person, meals, hotels and airport transfers are included, but you'll need to book your own flights. Husky or snowmobile tours extra.

jaguar.com/ice-drive-classic or landrover.com/ice-drive-classic

16-18 **CI**

Three Legs of Mann

Three legs over two days with some night driving. More than 20 special tests and 15 regularities so a bit of concentration and experience would be handy. £1694 per crew including meals and awards dinner but excluding ferries or accommodation. heroevents.eu, 01656 740275

20 **CI**

North Yorkshire Classic

An HRCR Clubman's road rally from the York Motor Club. £125 per crew. yorkmotorclub.co.uk

TEN BEST ROADS TO DRIVE IN 2017

Scotland A701 from Moffat to Leadburn

The Southern Uplands are full of great roads but this is one of the best, with miles of twisting ascent to the Devil's Beefub.

England A68 from West Woodburn to Corbridge

Most of the traffic uses the A696 to Newcastle, so try this majestic up-and-down stretch with Roman origins. Got an old Saab? You can freewheel down here for miles.

Wales A470 from Conwy to Ffestiniog

For a major trunk road, this one offers fabulous Snowdonian scenery and a decent chance of a fast, quiet run – as long as you avoid Bank Holiday weekends.

Wales A4086 from Capel Curig to Caernarfon

You can join up this, the Llanberis Pass, with the A470 quite easily. It could double for the wildest bits of Scotland or even the Alps in some places.

Ireland Sheep's Head Peninsula

This twisting and mostly single-track road in the wild west of Cork is not one for speed freaks but for 25 miles of continuously stunning sea views it takes some beating, especially on a sunny day.

Scotland Cairn O'Mount, Old Military Road

People usually mean the A93 when they use this name, but another old military road, the B974 between Edzell and Feughside in Aberdeenshire, is quieter, wilder and even faster.

England Buttertubs Pass

Many of England's Pennine passes are lovely but clogged with traffic. Buttertubs, or the Cliff Gate Road between Hawes and Thwaite, might be the prettiest of the lot, and is one of the quietest.

Italy Grande Strada Delle Dolomiti

This east-west route from Bolzano to Cortina d'Ampezzo is a main road, but endlessly crammed with stunning mountain scenery. Take your time and enjoy.

Germany Eifel Forest

The Black Forest is better known but if you're driving from Spa to the Nürburgring, loop north through heavily wooded rollercoaster roads like the L166, L106 and L128.

France Route de Gentilly, Alpes Maritimes

With so many amazing mountain roads to choose from in this region, why go for this one? Simple – it's not so well-known but just as spectacular. Forget the endless processions of cars dawdling up the most famous passes and enjoy this instead.

22-29 March and 29 March-5 April **RB**
North Cyprus Rally Tour
 Eight days, seven nights and including flights from London to Larnaca, accommodation and use of a classic car for the week. £899 per person.
sceniccartours.com, 01732 879153

23 **RB**
The Corinium Run
 Classic economy fun-run based around Cirencester and the Cotswolds from Cirencester Car Club Ltd. Prices yet to be confirmed.
cirencestercarclub.com

31-April 2 **CI**
Flying Scotsman Rally
 From Slaley Hall, Hexham to Gleneagles. The Flying Scotsman has rapidly become the most competitive and respected road rally for pre-war cars in the UK. You might get a spot if someone drops out.
endurorally.com, 01235 831221

31-April 2 **RB**
East Anglia Tour
 Three days in Norfolk and Suffolk, with dinner, bed and breakfast. £1249 per car.
cctmk.co.uk, 01539 728832

31 to 2 April **RB**
20th Regis Classic Tour
 The Regis Classic is one of the most successful and best-known

charity tours in the country – it has raised more than £500,000 in the past 19 years. This year, for the 20th and last tour, it's venturing abroad to Holland. £850 for a crew of two with the option to extend for additional nights if required.
theregisclassictour.co.uk

April
 2 **RB**
Sharnbrook Hotel, Bedford.
Breakfast Meeting & Drive-out
 This annual Breakfast Meeting expects approximately 150 cars from supercars to vintage, Americana to classics forming an eclectic convoy following a hearty breakfast. £10 per adult, £5 per child – you must register in advance to attend.
 Email info@thesharnbrookhotel.com with your car's year, make and model, plus your contact details, in order to register.

9 **RB**
Taith Cymru
 One of the Historic Rally Car Register's most scenic tours. This trip around the best bits of South Wales starts and ends in Crickhowell and takes in 140 miles up as far as Devil's Bridge in Ceredigion. £85 per car, including bacon rolls and coffee.
 Email taithcymru@aol.com, 02920 751707, 07872 351179

The 10th Taith Cymru explores the breathtaking Brecon Beacons



12-May 5 **CI**
The Samurai Challenge
 Our only listing in Japan is UK-organised and covers a stunning route over 2000 miles through the spring cherry blossoms. In truth, there's nothing challenging about the driving or navigation but the cost (unpublicised but sure to be many thousands per head) and distance involved make it unlikely that many participants will be first-timers.
rallyround.co.uk, 01252 794100

14-16/17 **RB**
Beer, Champagne and Chocolate
 Two- or three-night unescorted tour (participants get a detailed itinerary instead) staying in Leuven in Belgium. £219 per person for four

days and three nights, or £169 per person for three days and two nights, ferries included.
sceniccartours.com

20-23 **CI**
Gran Premio Terre di Canossa
 A challenging and exceptionally picturesque Italian road rally for cars made between 1919 and 1976, offering more than 85 timed sections and two average speed trials along a 600km route, divided into classes with separate awards. Busy, competitive days mix with some serious gastronomy in the evenings. Around €3000 per crew.
granpremioterredicanossa.it, 0039 0522 451899

2017 ESCORTED GUIDED TOURS

MARCH 12-15: SL SHOP WALES WANDER

APRIL 23-26: CLASSIC COTSWOLDS

MAY 14-18: YORKSHIRE MOORS & DALES

JUNE 8-22: TRANS-ALPINE ADVENTURE

SEPT 3-7: NORFOLK & SUFFOLK SAUNTER

SEPT 20-OCT 4: SPANISH PYRENEES TOUR

OCT 19-22: SL SHOP ISLE OF WIGHT TOUR

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22-30 **CI**

London to Lisbon Classic Reliability Trial

An exotic range of machinery made up to and including 1987 is welcomed at this major event with plenty of class honours to compete for. £7382 per crew includes ferries and accommodation plus breakfast and various other services.

heroevents.eu, 01656 740275

23-26 **RB**

Classic Cotswolds Tour

Enjoy luxurious bed and breakfast accommodation and two evening meals on this picturesque glimpse of

some of England's prettiest villages. £795 per person.

classictravelling.com, 01264 710375

29 **RB**

Auto Italia at Brooklands

Static show for Italian classics and exotics but with laps of the Mercedes-Benz World circuit and ascents up the Test Hill.

brooklandsmuseum.com, 01932 857381

30 **RB**

Gapers Historic Tour, Kemmel, Belgium

Stunning scenic tour around the area

of the Flanders Fields and West-Flanders in Belgium.

130-mile route with tulip road book provided, calibrated in both miles and kilometres. Breakfast, drinks and hot meal included in entry fee of €75 per car.

kemmelmhistoric.be

May

4-8 **RB**

Isle of Man tour

Five days, four nights, £399 per person including ferries.

sceniccartours.com, 01732 879153

13 **CI**

Leukaemia Historic Rally

Entertaining HRCR Clubmans road rally in south east Wales, raising money for leukaemia research.

leukaemiahistorically.wordpress.com

14 **RB**

Mendip Tour

Open to 160 classic cars, this stunning tour comprises a relaxed and gentle amble through the beautiful Mendip Hills from Farrington's Farm Park to a picturesque display on the lawns of Wells cathedral. Route is 85 miles. £40 per crew.

candhmotorclub.co.uk, 01934 713769

15-18 **RB**

Sporting Bears Olde Gambolle Forthe

The Sporting Bears MC raises money for children's charities and this annual event covers two days touring in the hills and dales of northern England, based at the Fat Lamb in Ravenstonedale, Cumbria. From £230 per couple, excluding accommodation but including dinners and other refreshments.

sportingbears.co.uk

15-25 **RB**

Mille Miglia Tour

Self-guided tour with detailed itinerary, ferries, accommodation, six evening meals and breakfast each morning to get you all the way from Dover to the most prestigious classic road-race or rally anywhere in the world. A long way, but non-competitive and you're in charge of your own timetable. Eleven days and ten nights from £999 per person with four-star option at £1299 per person.

sceniccartours.com, 01732 879153

15-28 **RB**

Monte Carlo Meander

Starting in a luxurious chateau in the Pas-de-Calais and taking a spectacular route to Monte Carlo and back up to Honfleur, this promises to be a tremendous way to



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spend a fortnight enjoying your old car. £2950 per person based on two people sharing.
countrylanetours.co.uk, 01824 790280

19-21 **RB** **Summer Trial**

If you'd like to start proper historic road rallies at the top of the scale for prestige, then look no further than this event, which is designed to ease in those who haven't competed in their classics before. £1350 per crew including accommodation and meals.
heroevents.eu, 01656 740275

19-22 **RB** **Spa Classic**

Drive your classic to one of the greatest historic motorsport meets in Europe and become part of the eclectic car display overlooking the paddocks. Camping options from £219 per person, hotel options from £350 per person. Ferries and event entry with grandstand and paddock access included.
traveldestinations.co.uk, 0844 873 0203

20-27 **RB**
Via Flaminia Classic
Motorail from Düsseldorf to Verona, then seven days and nights around central Italy. A maximum of 32 cars; technical assistance, Via Flaminia jackets, road books, rally plates, great hotels and lots of excellent food included. Discounts available for

crews with a combined age of less than 100! Priced at €2880 per crew.
via-flaminia.com, 00 31 20 408 30 64

21-27 **RB** **Dales to Wales**

A tour starting in the Derbyshire Dales, through the Peak District and into north Wales via Cheshire. All the best Welsh roads and sights with three nights at Lake Vrynwy. £1899 per car for six nights dinner, bed and breakfast. £799 per car for Dales only (three nights, Sunday-Tuesday DB&B), £1175 for Wales only (four nights, Tuesday-Friday DB&B).
cctmk.co.uk, 01539 728832

23-29 **RB**
Grand Prix de Pau Historique
A tour to one of the best historic race meetings in Europe, with accommodation close to the paddock. Ferry from Portsmouth, race tickets and track laps all included. £1495 per person.
classicgt.co.uk

28-June 10 **CI**
Baltic Classic Rally
This event is open to both vintage and classic cars. It's an exciting adventure in long-distance historic rallying that takes in a loop of the Baltic, running from Copenhagen up into Sweden, across to Finland, down through Estonia, Latvia, Lithuania and Poland and on to the finish in Berlin.
endurorally.com, 01235 831221

June 3 **CI**

Hughes Historic Rally & Tests
Another HRCR Clubman's road rally event, this time in Kent and organised by the Blackpalfrey Motor Club. Entry £120 per crew.
blackpalfrey.co.uk

4 **RB**
London to Brighton Classic, Kit and Sports Car Run
A fun, relaxed day out in eclectic company from Weybridge to the seaside in Brighton.
classicmotorevents.co.uk

4-13 **RB**
Via Iberica Pre-War
Starting near the ports of Bilbao and Santander in northern Spain – ferry from UK not included. Covers

1750km over nine days on the best roads in Galicia, Asturias, Cantabria and the Basque country. Entry is for cars made before 1940 only. From €5650 per crew.
via-flaminia.com, 0031 6 242 343 45

6-11 **AE**
Modena Cento Ore Classic
A stunning top-end event for sports cars and two-seat racing cars with FIA HTP papers. Five days, three circuit races and a dozen hillclimbs, all focused on Modena's most famous cars and their period rivals. There's also a regularity option for those not wishing (or not licensed) to race, but all get together each evening in luxurious surroundings. €6500/€6000 per crew.
modenacentooreclassic.it, 00 39 0522 451899



Learn historic rally technique on HERO's Summer Trial

8-22 **RB**

Trans-Alpine Adventure

A dream holiday for any fan of recreational classic motoring. Fine food and hotels on the best driving routes in Europe. €4995 per person. classictravelling.com, 01264 710375

10-11 **RB**

Barbon and Little Devils Tour

Saturday at Barbon Hillclimb, Cumbria. Sunday Tour round favourite rally roads. £49 per pair (no accommodation). cctmk.co.uk, 01539 728832

11-17 **CI**

Paris-Prague Rally

New event inspired by long-distance city-to-city rallies from the dawn of motoring. Likely to be tough but manageable, with plenty of experienced crews in exciting cars. Prices to be confirmed. rallyround.co.uk, 01252 794100

11-18 **RB**

Northumberland and Scottish Borders Tour

A mixture of scenic driving and organised visits to castles and other attractions. Hotel bookings made separately. £435 per person. merlinevents.com, 01935 474630

17-18 **RB**

Le Mans 24hrs

Not a classic car event or even a tour, but nonetheless an annual pilgrimage for thousands of classic car owners. Travel Destinations offers many accommodation options from rowdy public campsites to more tranquil sites, glamping and basic pop-up hotels. Priced between £199 and £819 per person, depending on ferry route and accommodation. traveldestinations.co.uk, 0844 873 0203

17-18 **RB**

Brooklands Double Twelve Motorsport Festival

The official opening of the restored Finishing Straight. Speed trials, sprints, driving tests and runs up Test Hill, in association with the Vintage Sports Car Club. brooklandsmuseum.com, vscc.co.uk, 01932 857381

18 **CI**

East Anglian Classic

A chance for HRCR Clubman's Rally Championship contenders to enjoy a 150-mile drive through Norfolk and Suffolk. As with many competitive road rallies, there's a touring event running alongside it. chelmsfordmc.co.uk

26-July 2 **RB**

Cardigan to Cork

Start in Welsh Borders, through the

Brecons to Cardigan, then take the ferry from Fishguard to Rosslare. Lots of touring then return via Cork. Eight nights, dinner, bed and breakfast. £2599 per pair. cctmk.co.uk, 01539 728832

July

1-8 **RB**

Via Flaminia Cinquecento

Between classics or fancy trying the classic touring experience in

a younger equivalent? This event from Verona down towards Rome and back again includes the hire of a modern Fiat 500 Abarth convertible. Mild competition, stunning scenery, excellent hotels and splendid food. From €4150 per pair. via-flaminia.com, 0033 624 234 345

7 **RB**

Summer Evening Tour, Dadizele, Belgium

Scenic evening tour in the area of the



Pre-war leviathans kick up the dust on the RAC 1000-mile Trial

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2017 CALENDAR

March/April 31st - 2nd East Anglia Tour

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

May 21st - 27th Dales To Wales

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

June 25th - July 2nd Cardigan To Cork

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

August 1st - August 8th Borders and Northumberland

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

August 30th - Sept 1st Autumn Dales

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

Sept 2nd - 3rd The Passover Tour

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

Sept 19th - Oct 1st Pecos and Porto

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

CONTACT MIKE KIRK: Tel: 01539 728832 / 07795 204533

www.cctmk.co.uk E-mail: mikekirk rallying@aol.com

Car Shows @ The Sharnbrook
www.thesharnbrookhotel.com

Westhoek (West-Flanders). 85 miles long, tulip roadbook, drinks, rally plate. €20 per car. kemmelmhistoric.be

9-20 **RB**

Spanish Pyrénées Tour

Ten days and ten nights with accommodation and outward ferry to Santander included. Homeward by Channel ferry so a long drive at the end of the tour. £2575 per person based on two sharing. classiccartoursinternational.co.uk, 01253 884361

10-15 **CI**

RAC 1000 Mile Trial

A moderately tough regularity rally for pre-war cars with a limited class for cars built up to 1948. Average 150 miles daily. £5500 per crew, expert mechanical assistance included. heroevents.eu, 01656 740275

16 **RB**

Aquae Sulis Tour

An HRCR Scenic Tour, this time around Somerset and Dorset from the Bath Motor Club. £60 per car. bathmotorclub.co.uk

18-25 **RB**

Bond Tour – with an original Bond Girl

Seven nights, Eurotunnel crossings, Furka pass and lunch at Blofeld's

Piz Gloria hideout – among other attractions. All for £2995 per person. classicgt.co.uk

22 **CI**

Ross Traders Historic Tour

A competitive round of the HRCR's Clubmans Rally championship with a 'targa' touring event running alongside. Price to be confirmed. rossmotorsports.co.uk

21-23 **RB**

Silverstone Classic

The world's biggest classic motor racing festival. Historic cars provide spectacular race action on the legendary British Grand Prix circuit, there's free access to the paddocks and grandstands, displays of more than 10,000 classic cars over the weekend, plus interactive driving activities and dynamic demonstrations. Owners of classic cars (pre-1997 or cars of special interest) can take part in the Retro Run that visits places of special interest in a 50-mile radius of Silverstone on the Saturday. silverstoneclassic.com

31-7 August **RB**

Loire Valley Summer Tour

Luxury tour with five nights in a four-star chateau hotel with four-course evening meals and a different route each day, guided by a detailed

road book. Ferries included. £2225 per person based on two sharing. classiccartsinternational.co.uk, 01253 884361

August

1-8 **RB**

Borders and Northumberland

Lake District, south-west Scotland, Borders, Cheviots, Alnwick, then back to the Lakes. Eight nights dinner, bed and breakfast. £1999 per pair. cctmk.co.uk, 01539 728832

3-6 **RB**

Mid-Wales Summer Classic Tour

Based at the four-star Lake Country House Hotel in Llangammarch Wells near Builth Wells. Highlights include runs through the Brecon Beacons, Black Mountains, Abergwesyn Pass and twisting mountain roads past the Elan Valley lakes, plus visits to stately homes and even a gold mine. £45 per person per day for all visits, route instructions and rally plaque. Open to classics made before 1990, plus later GT and sports cars. merlinevents.com, 01935 474630

11-14 **RB**

Nürburgring Oldtimer GP

One of the must-see historic race meets, along with Monaco, Le Mans, Goodwood and a few others. Travel there in your own time and either camp or spend more on a hotel.



TOP TEN DIY ROADSIDE FIXES

- 1 Pour cola into a slipping clutch.
- 2 Plug a pinholed sump with a self-tapping screw.
- 3 Cable-tie a broken throttle linkage.
- 4 Tie up a broken engine mount with a ratchet strap.
- 5 Drench arcing plug leads in WD-40 to cure rough running.
- 6 Fix splits in radiator hoses with self-fusing silicone tape.
- 7 Fix stripped threads and holed tanks with epoxy putty.
- 8 Seal a split in a carburettor or fuel pump diaphragm with a bicycle puncture repair patch.
- 9 Start an engine with a weak battery by removing a couple of spark plugs.
- 10 Line a split petrol pipe with a ballpoint pen barrel.

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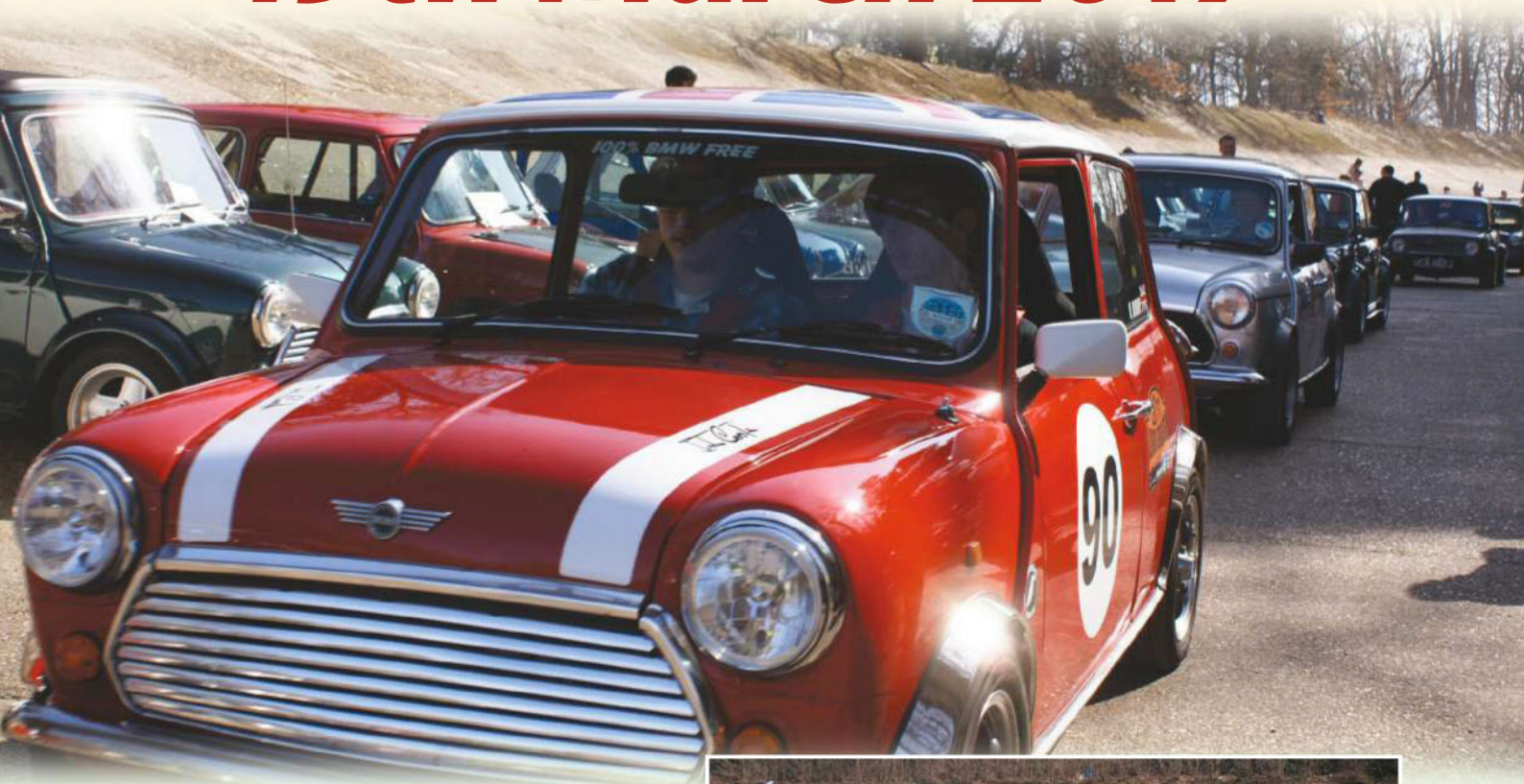
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[The top tours and rallies of 2017]



ADVICE FROM THOSE WHO'VE DONE IT

Abel Jan Brand has been on several events in Italy with Bart Kleyn's Via Flaminia tours. He's shared an Austin-Healey with a colleague and says that he found the mixture of competition and relaxation just about right. 'It's not about speed, it's more about finding the nicest routes and enjoying Italian food and drink,' he says. 'The tours aren't that large, maybe 30 to 35 crews, so we can fit in the old-style hotels. But there is some competition to make it interesting, and we won the Tour class, which means we're now obliged to compete in the Sports class – it's a bit more serious but still great fun.'

'Just about anyone in any classic car can do it and really enjoy themselves. Don't be put off by the competition – you don't need an expert navigator or a driver with rallying experience.'

Roger and Marie Marriott have been on every single event offered by Mike Kirk's Classic Car Tours MK in the last two years and are set to continue that into 2017, using one of three classics or their modern

Mazda MX-5. 'You can't fail to enjoy it if you like driving and nice scenery,' says Marie. 'It's become the only sort of holiday we want to do. My husband used to rally but these tours aren't competitive; there's always time to stop and enjoy yourself. We've widened our circle of friends too.'

Dr Geoff Brandon has been on several trips with Steve McCullagh's Classic Car Journeys, whose approach is rather unusual – it provides participants with interesting vehicles, be they Hindustan Ambassadors, tough 4x4s or Royal Enfield motorbikes, as they tour far-off regions in the Himalayas, India, Southern Africa and south-east Asia. 'We use our own classic cars for trips in the UK and Europe but shipping a car far overseas adds a lot to the cost, so this is a more affordable way of driving to places you'd never normally see,' says Geoff.

'It might seem like a colossal adventure but don't be put off by the enormity of the idea – just get out there and do it.'



The Via Flaminia tour between Verona and Rome guarantees great roads and stunning scenery

Camping options (in a site with its own bierkeller!) start at £285 per person. Four-star hotel options from £840 per person. Ferries and event entry with grandstand and paddock access included.

traveldestinations.co.uk,
0844 873 0203

13 **RB** Welland Valley Wander

See hidden England from your classic car in Leicestershire, Rutland and Northants. Loughborough Car Club. Prices to be confirmed.
wellandvalleywander.co.uk

23-September 3 **RB**
Grand Tour of Ireland
Self-guided tour with detailed itinerary, ferries, accommodation, seven evening meals and breakfast each morning. Experience Dublin, the Causeway Coast, Connemara, the west coast and Killarney. 12 days, 11 nights from £1199 per person.
sceniccartours.com, 01732 879153

30-September 1 **RB**
Autumn Dales
Tour from Pendle Hill to Ribbles Valley, one day in the Dales, one in the Trough of Bowland. Based at Skipton. Four nights dinner, bed and breakfast. £1199 per pair.
cctmk.co.uk, 01539 728832

31-September 10 **RB**
Toad's France and Spain tour
Sign up to CCTI's Toad's Club and join this long loop through western and southern France to the Costa Brava and back. Portsmouth-St Malo ferries, 10 nights in three- and four-star hotels and evening meals included. £2500 per person based on two sharing.
classiccartsinternational.co.uk,
01253 884361

September

2-3 **RB**
Passover Tour
Continue the Autumn Dales tour (August) by joining this one, doing Northern Dales, Buttertubs, Hartside, Ullswater and Lake District passes. Three nights, dinner, bed and breakfast. £959 per pair.
cctmk.co.uk, 01539 728832

9-22 **CI**
Haggis Trail
A tour with seven ferry crossings around the Hebrides and Western Highlands and some very remote roads, it's a little more challenging than most holiday trips. Probably full already but there is a reserve list. £2950 per person.
countrylanetours.co.uk,
01824 790280

10-24 **CI**
Odyssey Italia
Spectacular luxury rally from Liguria to Tuscany, via Corsica, Sardinia and Elba. Price to be confirmed.
rallyround.co.uk, 01252 794100

11-16 **RB**
Colorado Grand
Grand scenery and 1000 miles covered over five days of staggering landscapes and fabulous, high-glamour cars. Applications posted mid-March for a May 1 deadline. Entry: \$7000 (TBC). co1000.com

13-19 **RB**
Angoulême, Circuit des Remparts
This historic hilltop city goes classic car mad for two days with concours, non-competitive tours with stops at local châteaux – and on Sunday is a race around the streets. From £489 per person, inc hotel and ferries.
traveldestinations.co.uk,
0844 873 0203



Little sleep and huge distances mean that Le Jog is not for the faint-hearted – but it's an unforgettable experience

4-11 RB
Classic Europe
(Scottish Highlands)

A relaxed, non-competitive tour taking in some of the most remote parts of the country. The round-trip route includes stops at castles, lochs and distilleries. £1185 per person. classiccarjourneys.co.uk, 01458 224109

18-22 CI
The Blue Train Challenge

Open to pre-1948 cars with a supplementary class for cars built between 1948 and 1962. Aims to recapture the spirit of the romantic age when motorists repeatedly tried to beat the legendary Blue Train on its journey from the English Channel to the Côte d'Azur. endurorally.com, 01235 831221

18-27 RB
Via Hellenica Classic

Tour for pre-1975 cars starting in Patras, Greece, but with the option of Motorail from Düsseldorf to Verona before catching a ferry across the Aegean Sea. Then through Peloponnesos, Straits of Corinth, Igoumenitsa etc. over nine days. Starting at €3995 all-inclusive for a crew of two. via-flaminia.com, 0031 62 423 4345

19-October 1 RB
Pecos and Porto

A proper picturesque European tour. Ferry to Santander, then through the Pecos Mountains and across Spain to Porto and back around the coast. Details and prices to be confirmed. cctmk.co.uk, 01539 728832

23 RB OR CI
HERO Challenge

Single-day road rally based in Oxfordshire with two side-by-side events, one being the more straightforward Clubmans version, the other a National B version with more map-reading and longer tests. Price to be confirmed. heroevents.eu, 01656 740275

20-24 CI

Mallorca Classic Week 2017

Not a journey, rather a glamorous destination. Based in Port Adriano in the south west of the largest Balearic island, this event will be the second Mallorca Classic week. Welcoming classic cars from all over the world, everything from Fiat 600s to BMW 507s, the event is as much about showcasing the growing classic car scene and its relaxed social scene as it is experiencing some of the best roads in Europe. mallorcaclassicweek.com

20-October 4 RB
Spanish Pyrénées Tour

14 nights and 1000 miles of the most dramatic mountain scenery outside the Alps. Luxurious food and accommodation. €4995 per person. classictravelling.com, 01264 710375

October

1 RB
Classic Tour of Kent

An autumn ramble with the Blackpalfrey Motor Club of Kent. £70 per crew. blackpalfrey.co.uk

3-8 RB
Scottish Malts Tour

The best roads and the best whisky, via three distillery visits, plus luxury hotels. £1995 per person. classictg.co.uk

14-26 CI
Classic India

This event isn't competitive and you don't even have to bring your own car. Despite this, driving anything in India – even a home-built Hindustan Ambassador, as provided here – can be a nerve-wracking and hugely exciting challenge. £2595 per person, excluding flights. classiccarjourneys.co.uk, 01458 224109

21 RB
EuroRoad, Ypres, Belgium

Scenic Tour in the area of Flanders Fields and Northern France. 135 miles in total – tulip roadbook in miles and kilometres, with breakfast, drinks, hot meal and goodies included. €80 per car. kemmelhistoric.be

21-23 RB
Champagne Classic Rally Tour

Discover Champagne, the Ardennes and Reims GP circuit. £429 per person including ferries and hotels. classicrallytours.com

29 RB
Autumn Leaves

The HRCR's classic mid-Wales Scenic Tour, taking in famous and spectacular roads. Cost £190 per crew. scenictoursuk.co

November

November 5-8 CI
Rally of the Tests

Competitive motoring with some classic routes and venues to conjure up a good idea of what rallying was like in the Fifties. This year running from Chester to Harrogate. Early Bird entry is £3150 before May this year. heroevents.eu, 01656 740275

November 18-20 RB
The Beaujolais Classic Rally Tour

Sample the first of the year's Nouveau. £379 per person including ferries and hotels. classicrallytours.com

December 1-3 RB
Worcestershire Christmas Cracker

Full details to be confirmed as we go to press, but the evening meals are at Ragley Hall. merlinevents.com, 01935 474630

December

December 1-4 (to be confirmed) CI
Le Jog

HERO's best-known event is also its most gruelling. Navigation is fairly straightforward but the sheer distance, time in the car and lack of sleep make it a challenge even for experienced crews. There's a Tour event alongside, but if you're covering the miles and enduring the numb backside, you might as well be competing. Entry is around £3250 per crew, depending how early you book. heroevents.eu

December 26 CI
Dakar Challenge

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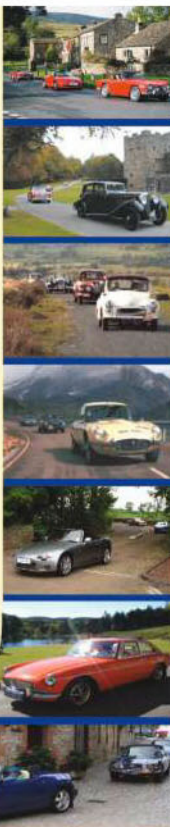
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An 11 day tour to Ireland starting with 3 days driving a scenic route from Dublin to Cork via Wicklow mountains, Co Kildare and Co Wexford. We then spend 7 days driving the "Wild Atlantic Way" a scenic coastal route incorporating the Beara Peninsula, the Ring of Kerry, the Dingle Peninsula, Killarney, Adare, Connemara, and County Galway, spending the last two nights in a castle.

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Willson's Smart Buys



Quentin reckons the lesser-loved V8 Aston DBS and Rolls Camargue could be about to boom, and that the Rover P6 Estate's eccentricity may herald a bright future



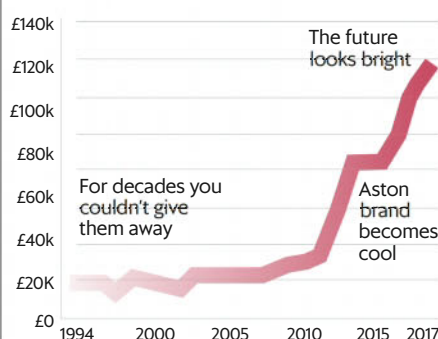
Aston Martin DBS V8

The six-pot DBS is fast becoming the poster boy for classic Astons in 2017 but everybody is ignoring its much rarer successor – the ill-fated DBS V8. The Series 1 V8 has a significant place in Aston history as the car that sent the company to the wall. A new Bosch injection system modified at the Aston factory plagued the car with a shadow of unreliability that it's never really lost. Even the fabled yellow DBS V8 used in *The Persuaders* suffered a six-cylinder engine because the new V8 wouldn't run properly. In 1971 the press department lent two V8 test cars to influential magazines *Autocar* and *Motor* (XBH 8J and SKX 1J), and both cars disgraced themselves royally.

A normally polite *Autocar* headlined its test with faint praise – 'Fast, expensive, heavy' – complaining of poor running and stalling. *Motor's* test car broke down on a trip to Modena with a blown water pump gasket, and an unusually frank three-page feature describes it being ignominiously repaired at a local Italian garage. American sales were tiny (32 cars) because of emission issues and

Aston Martin DBS V8 analysis

Values on a steep upward trajectory



'Specialists have now sorted the notorious fuel injection, and today the car that sank Aston Martin looks like an undervalued piece of Newport Pagnell's history'





only 405 DBS V8s were sold between 1970 and 1972. In February 1972 David Brown sold Aston Martin (and its mounting debts) to Company Developments Ltd for a nominal £100. A door had closed on an era's end.

But specialists have now sorted the notorious fuel injection and, running well, a DBS V8 is a massively quick car that can better 160mph. Chelsea Cars in Wandsworth has a restored 1971 example in burgundy for £135k while Stratton Motor Company in Norfolk has a very original 1972 car in Pacific Blue with 73k and history for £175k. I expect DBS V8 prices to climb further given their historical significance and surprisingly low survival rate. The DVLA has only 79 on its mainframe – probably because even in the boom years of the early Nineties an average DBS V8 was still only £10k.

The car that sank Aston Martin charts an important moment in Newport Pagnell's history. It is also rare, undervalued and a bit of a secret.

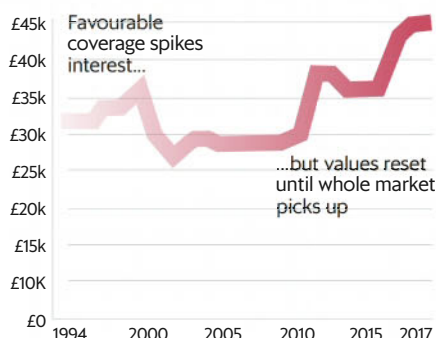
Rolls-Royce Camargue

Can the Camargue ever be cool? For years values of Pininfarina's slab-sided Roller have hardly moved at all; and despite the healthy market of the past 12 months auction prices have averaged just £27k. Last year Bonhams sold a 1979 left-hook 16,000-miler for £27,600. But dealers have started pricing Camargues bullishly and most seem to start at £40k.

Could Crewe's wallflower finally be beginning to bloom? Maybe the perpendicular Seventies brutalism that caused so much criticism has finally caught our eye, or the bulk and girth of the modern Rolls-Royce Phantom has changed our view. In 1975 this was the world's most expensive production car, costing twice as much as a Silver Shadow, and by its demise in 1986 had ballooned to an enormous £83,122 – the equivalent of £400,000 today.

Rolls-Royce Camargue analysis

Even Pininfarina doesn't always get it right



[Classic on the Cusp]

Ferrari 612 Scaglietti

Will Ferrari's front-engined bruiser live in the 599's shadow much longer?



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There's an urban myth that Ferraris should always have two seats, ride hard and be edgy. Part of the prancing horse DNA, they say. Perhaps that's why the four-seat, smooth-riding and unflappable 612 Scaglietti hasn't yet been hailed as a modern Ferrari icon. But I reckon it's one of the most underrated cars of the 2000s exactly because it does everything so smoothly. Launched in 2004 to replace the 456 GT, the front-engined dry-sump V12 612 harks back to the Daytona and Superfast. Long, elegant and lush, at £170,500 it was Ferrari's most expensive model of the day and debuted to an 18-month waiting list. But that was before the 458 and 599, and prices have fallen back significantly. GP Cars in Hertfordshire has a 2004 F1 in silver with 30k miles and 10 stamps in the book for £70k. Compared to many classic Ferraris that strikes me as a relative bargain.

Despite the 612's easy-driving demeanour, great brakes, crisp turn-in and settled ride it's good for 199mph and sixty in 4.2 seconds. In Modena's tradition of *Grandes Routiers* the 612 is a devastatingly potent machine capable of slicing through large chunks of Europe in a single day. The optional HGT-S pack turns the 612's urbanity into well-bred mischief with louder exhausts, suspension and gearbox upgrades.

There's a tremendous poise and balance to this car that makes it such an accomplished and complete package, including a 240-litre power-closing boot, satnav, reversing camera, parking sensors, two occasional rear seats and even a driving position that always feels perfect. Both body and chassis are all-alloy and it weighs about the same as a Mercedes CLK, hence the constant feeling of sprightliness. Contemporary testers weren't kind to the 612's looks but see one in the metal and that enormous sweeping Scaglietti-saluting side scallop looks sensational.

I've never liked paddleshift boxes; and while the 612's F1 won't make you look like a seven-year-old is driving, the six-speed manual is a much more gratifying proposition. Simple and uncomplicated, the lever click-clacks through the chrome gate like Ferraris of old. Trouble is the semi-auto was the default option for most buyers and there are only 27 rhd manual 612s in the UK. Values reflect this and DK Engineering has a 2004 manual in Rubino Red with 36k for £83k. Daytona seats are another worthwhile option along with the wonderfully indulgent fitted luggage set. The carbon ceramic brakes give extra bite when charging hard but when you get the bill for new pads and discs you may wonder why you didn't stick with the standard anchors.

But for me the 612 Scaglietti is all about presence. It isn't lithe like a 458 or swoopy like a California Spider – it radiates this hardcore halo of restrained muscle. Menacing and purposeful, it speaks from another time when manual front-engined V12 Ferraris were what *Cote d'Azur* playboys and tycoons parked outside the casino in Monte Carlo before going inside and bravely losing their shirts.

While the market obsesses on 458s and 599s, take a long hard look at the 612. Prices are starting to move but there's still time to bag one of the few manual cars for under £100k. Buy one of those 27 right-hookers at the right money soon and you could end up owning it for free.

'Rover P6 Estouras found homes with well-heeled tweedy types and looked quite glam at country sporting events'



If you want absolute one-upmanship and rarity (only 531 were made) this is one of the most exclusive R-Rs ever. Each Camargue took six months to build, final fettling took place in R-R's Special Assembly Department and with so many bespoke options available no two were ever the same. Overbrook Garage in Gloucestershire has a 1977 car in Ice Blue with 54k for £39,950, while Boss Motors in Buckinghamshire has a 1985 lhd in Silver Sand with just 16,000 miles for £69,950, originally supplied to Bentley in Munich. But while the trade is pricing high, auction results are more patchy. Last year H&H didn't sell a 1980 in Larkspur Blue with 67k despite a keen £24k-£28k estimate; nor did Barons dispatch its 62,000-mile Mistletoe example in June 2016. Watch the auction catalogues carefully in 2017 and you should be able to bag a nice Camargue for under £30k.

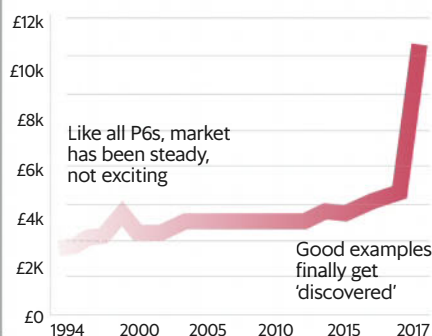
And at that money, I think they're value. The first 60 cars had SU carbs before R-R changed to a four-barrel Solex, there was the Shadow II rack-and-pinion steering revision in 1977 and in 1979 the Camargue got the Silver Spirit's rear suspension. Don't expect more than 11mpg, and regular servicing is a must. But if you can put up with those contentious lines and can find a well-loved low-miler this is one of the few under-appreciated classics on the market right now – and one that can genuinely boast tons of show-stopping street presence.

Rover P6 Estate

Back in 1970 if you were slightly deranged and had nothing better to do with eight hundred quid you could convert your Rover P6 into an estate. The Estoura was a joint effort by FLM Panelcraft and Crayford Conversions that was officially sanctioned by Rover and sold by HR

Rover P6 Estate analysis

Rare conversion has always added value



Owen. Most conversions were done on already registered examples to avoid purchase tax and due to the high price (nearly half the list of a new P6), most of the 160 estates built were 3500 V8s. Given the tiny numbers of aftermarket estate or shooting brake conversions usually sold, shifting 160 Estouras in five years was seen as a solid success. But Rover never had the budget for a proper factory version.

A surprising 70 examples survive and are highly regarded in P6 circles. Back in 2012 a private seller in Derbyshire sold a yellow 1972 3500 for £6000 and the last to be auctioned was in June 2015 by Brightwells, knocked down for £4000 as a tidy running project needing recommissioning. It's now with USP Vehicles in Chipping Campden for £8450. A blue 1973 car, it's the ultimate spec based on a 3500S manual model with 14,000 miles and desirable black leather. P6s may be rusters but parts are cheap and widely available so restoring an Estoura won't be that difficult or expensive. And there's every reason to think that such a hugely rare eccentricity will hold its value well. I can see a good V8 Estoura being worth £20k-plus before long. Finding one may prove the biggest hurdle of all.

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

**MORE
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p 27**



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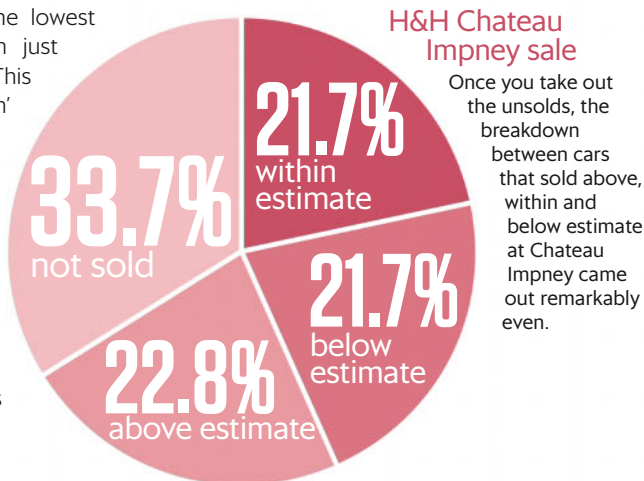
Market Watch



Russ Smith on the Spridget being left in the Spitfire's wake, and Lotus Esprit Turbos finally having their day

Around the market

The last three sales of 2016 saw the year out at idle rather than full chat. H&H's Chateau Impney auction topped the rankings, despite a pretty ordinary 66.3% of cars selling. Barons sold 61%, but has to be pleased because this was one of its better results for the year, aided by an improved range of offerings, though still too many secondhand Mercs. Surprisingly it was Bonhams' Olympia sale that took the lowest step of the podium with just 59.3% of classics sold. This was its 'second division' sale, with the cream kept for the Bond Street sale held a few days earlier, but it was still a large and diverse catalogue. Despite a few good results, like £51,750 for an Austin-Healey 100 BN1, it was a sale lacking in excitement, with most lots selling within estimate.



the Lotus Esprit about experience a belated and effect?



Things remain unpredictable, and maybe this was a case of tail-off after too many auctions packed into a short space of the wrong time. The first UK sale of 2017 takes place at Anglia Car Auctions just after this issue comes out, so it will be interesting to see whether the seasonal break has refueled buyers' desires and wallets.

MG Midget/Austin-Healey Sprite

The Spridget has come to my notice more for what it's not doing, at least at the moment. Midgets and Spitfires have virtually mirrored each other's fortunes and prices since the term 'classic car' was coined.

[Market indicators] Quality prevails, even on the models many deem to be less desirable



▲ 1962 Lotus Elite £73,180

BONHAMS, DECEMBER 7.

Quality trumps everything in today's market. Painstakingly restored ten years ago and driven a seemingly gentle 3000 miles since, this Elite was still gorgeous. So no one cared that it had a late Ford five-speed box or non-standard FWB-spec Climax engine, especially as attention to detail was evident in all the important visible areas. This was a benchmark price and we're don't think it would have made more in standard trim.



▲ 1988 Mercedes-Benz 300SL £18,480

BRIGHTWELLS, DECEMBER 8.

This was more like a dealer than auction price for an R107, made even more notable as it wasn't a low-miler and white is generally not a popular colour for these SLs. So what we have here is confirmation that the R107's time has truly arrived, and that as widely predicted it's the six-cylinder 300SL leading the way, not the V8s. Why? It's a sweet unit with all the performance you need, but with 20% better fuel consumption.



▲ 1968 Jaguar Mk2 240 £23,100

BARONS, DECEMBER 13.

A prime example that quality currently outweighs every other market factor. In the world of Mk2s the 240 – the smaller-engined, de-specced runout model – has long been considered the runt of the litter. But this one, immaculate and with 53k on the clock, could be the best one left. It also had a £40k insurance value, which shows how far those can differ from market reality. A lot of money, but worth it.



Until recently, that is, when the values of pre-1970 Spitfires curiously took off. They're now sitting at about 20% above those of equivalent MGs and Austin-Healeys, so before equilibrium is restored this is probably a good time to be selling old Spitfires, or shopping for really good early Midgets – the price differences of mediocre example are so far less marked.

Lotus Esprit Turbo

With buyers constantly looking for any sporty classic that's lagging behind the market and looking affordable, it was inevitable that attention would at some

point turn to the Esprit Turbo. Well now it's happening, with auction sales starting to top the £20k mark and dealer asking prices already there.

But it isn't too late to join the party because you can still turn up cars offered privately by owners who are behind the curve and asking 2015 prices. We've seen several late-Eighties low-milers offered recently for £17-18k, and if the dealers don't beat you to them, those are cars likely to already be worth £20,000-plus. In fact I'll stick my neck out and say the Esprit's day has come. Buy now because they'll be worth even more by Christmas.



▲ **1966 Ford Mustang Convertible** £17,250
BONHAMS, DECEMBER 7.

A shrewd right-placer proved there are still bargains to be had. An arrow-straight and rust-free car that had lived until 2014 in California, this was a rare unrestored survivor. Most of the right options boxes had been ticked, too: 289ci V8, power steering and power roof. 'Timewarp' is a massively overused term, but this car was. We've seen inferior ones sell for £20k-plus, so someone bagged a bargain here.



▲ **1962 Bristol 407** £30,240
H&H, DECEMBER 7.

Prices of V8-engined Bristols have been on the rise of late as people recognise them as a remarkably good-value bespoke alternative to an Aston Martin. So against its £33,000-£38,000 estimate this looks like a very good deal on a 407 with a fairly fresh interior and just 21,000 miles on its replacement engine. Especially because opportunities to buy 407s are rare – only 88 were built.

[Price Guide movers]

▲ On the up

It's Ferraris and Aston Martins (mostly from the Sixties) making the running this month, which is a bit like the market reaching for its comfort blanket

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo 75	86-92	7500	5000	2000	1000	+43%
Alpine-Renault GTA	85-91	8750	7000	3750	2250	+2.9%
Alpine-Renault GTA Turbo	85-91	10,500	8500	4650	2750	+6.1%
Aston Martin DB4	58-63	475,000	390,000	300,000	225,000	+2.2%
Aston Martin DB5	63-65	575,000	485,000	360,000	285,000	+2.7%
Aston Martin DB6	65-70	300,000	225,000	165,000	125,000	+9.1%
Aston Martin DB6 Vantage	66-69	400,000	300,000	210,000	160,000	+5.0%
Aston Martin DB6 Volante	66-70	700,000	590,000	400,000	325,000	+17%
Aston Martin Virage	89-96	37,500	27,500	17,500	12,500	+7.1%
Aston Martin Virage Volante	92-96	60,000	45,000	30,000	20,000	+20%
Austin-Healey Froggy Sprite	58-61	20,000	13,500	6750	4000	+8.1%
Bentley S3 MPW con	62-65	250,000	175,000	120,000	80,000	+8.7%
BMW 323i (E21)	77-82	7000	5000	2500	1300	+7.7%
BMW 320i/325i Bauer cabrio	81-85	7500	5000	2500	1250	+20%
Bristol 400	47-50	62,500	47,500	26,500	16,500	+4.2%
Bristol 401, 403	49-55	56,000	40,000	20,000	13,500	+6.7%
Citroën DS19/ID19	56-68	20,000	13,500	6000	2250	+14%
Ferrari 250 GT Berlinetta TdF	57-59	6m	5.5m	5m	4.5m	+13%
Ferrari 250 GT SWB (steel)	60-63	6.75m	6.25m	5.75m	5.25m	+1.0%
Ferrari 250 GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	+1.9%
Ferrari 500 Superfast	64-67	2m	1.6m	1.4m	1.1m	+2.6%
Ferrari 275 GT5	64-66	1.35m	1.2m	1m	850,000	+3.8%
Ferrari 275 GTB/4 (4-cam)	66-68	2.4m	2.1m	1.9m	1.6m	+4.3%
Ferrari 365 GTC	68-70	620,000	525,000	440,000	350,000	+3.3%
Ferrari 365 GTC/4 2+2	70-72	275,000	220,000	150,000	110,000	+3.8%
Ferrari 365 BB	75-76	325,000	265,000	200,000	150,000	+8.3%
Ferrari 512 BB	76-85	240,000	200,000	150,000	110,000	+12%
Ferrari 348/Spider	89-94	60,000	50,000	35,000	27,500	+20%
Ferrari F355/GTS	94-99	80,000	70,000	50,000	40,000	+14%
Ferrari F355 Spider	95-99	85,000	75,000	55,000	42,500	+6.3%
Ferrari 456 GT	92-98	48,500	36,000	24,000	17,500	+23%
Ferrari 550 Maranello	96-01	90,000	75,000	55,000	45,000	+13%
Fiat 600 Multipla	55-60	30,000	22,000	12,000	7500	+9.1%
Ford Escort MkII RS2000	75-80	20,000	14,000	7500	4750	+14%
Ford Escort RS1600i	83-84	12,500	9000	4750	2500	+4.2%
Ford Escort RS Turbo	84-90	13,000	9500	3500	1500	+18%
Healey Elliott saloon	46-50	37,500	32,000	22,500	12,000	+9.1%
Healey Abbott con	50-54	42,500	35,000	24,000	14,000	+12%
Healey Tickford saloon	50-54	34,000	27,500	17,500	10,000	+4.6%
Jaguar XK120 fhc	51-54	75,000	57,500	37,500	25,000	+3.4%
Jaguar XK150 fhc	57-61	74,000	55,000	34,000	22,500	+1.9%
Jaguar E-type V12 fhc 2+2	71-74	46,500	32,500	17,500	9500	+3.3%
Jaguar XJR 3.6/4.0	88-94	6000	4250	1750	750	+6.1%
Lotus Elite	57-63	73,500	57,500	38,500	26,500	+2.1%
Lotus Cortina II	67-70	22,500	16,500	10,500	7000	+7.1%
Mercedes-Benz 280/350/420SL	71-89	16,500	12,000	6000	2500	+3.1%
Mercedes-Benz 300SL (R107)	85-89	18,500	13,500	7500	3000	+8.8%
Mercedes-Benz 500SL (R129)	89-01	11,500	8000	4000	2000	+4.5%
Mercedes-Benz 600SL (R129)	92-01	15,000	10,000	6000	3500	+15%
Porsche 911S 2.4	71-73	165,000	125,000	82,500	60,000	+10%
Porsche 911 2.7	73-77	32,500	24,000	14,000	9000	+1.6%
Porsche 911S 2.7	73-77	44,000	35,000	24,000	16,000	+3.5%
Rolls-Royce Silver Ghost	07-14	2m	1.65m	1.25m	1m	+14%
Rolls-Royce Silver Ghost	18-25	350,000	260,000	200,000	125,000	+17%
Rolls-Royce SCIII MPW con	62-66	250,000	175,000	125,000	85,000	+4.2%
Saab 96 Bullnose	60-65	8500	6250	3500	2000	+6.3%
Saab 96/95 V4	67-79	5500	3750	1850	800	+16%
Saab 99	68-74	4000	2500	1200	600	+6.7%
Swallow Doretti	54-55	65,000	50,000	32,000	20,000	+8.3%
Vanden-Plas 3-Litre I/II	59-64	7500	5500	2600	1350	+7.1%
Vanden-Plas 4-Litre R	64-68	8500	6500	3200	1500	+3.1%
Vauxhall Ventora FD/FE	68-76	4400	2600	1250	650	+3.5%
Volvo P1800	61-72	25,000	16,500	8000	4000	+6.7%
Volvo P1800ES	71-73	20,000	14,000	7250	3750	+5.3%

▼ On the slide

Always at the front line when it comes to price changes, it's Ferraris that are undergoing the most reassessment of classic values this month

Make and Model	Year	Concours	Mint	Good	Rough	% dwn
Austin-Healey Sprite MkII/III/IV	61-71	11,000	7000	3000	1250	-7.4%
Ferrari 275 GTB (steel)	64-66	1.65m	1.4m	1.2m	950,000	-4.0%
Ferrari 330 GTS	66-68	1.75m	1.45m	1.2m	1m	-3.3%
Ford Mustang convertible	64-68	31,000	23,000	14,500	7500	-4.1%
Maserati Ghibli 4.7	67-70	195,000	140,000	80,000	57,500	-2.5%
Maserati Ghibli 4.9 SS	70-73	225,000	170,000	100,000	72,500	-6.7%
Mercedes 220 SEB cabrio	61-65	62,500	47,500	27,500	17,500	-7.4%
MG Midget MkII-III	64-74	10,000	6000	2650	1200	-3.6%



Will the new DB4 GTs entice or enrage the owners of originals?

Aston Martin will build more DB4 GTs

Top manufacturers continue to mine their back catalogues and defy the old adage that 'they don't build 'em like that any more'. In the wake of Jaguar's XKSS, the Lister Knobbies, plus Aston's own 'Sanction II' DB4 GT Zagatos, the company has confirmed that it will build a run of 25 new DB4 GTs.

These continuations will follow the 75 originally built, only eight of which were to the 'Lightweight' spec to which all of the 21st century DB4 GTs will be built.

As they are completely new and cannot comply with modern safety and emissions legislation, they cannot be registered for road use so are being sold as 'track only'. They are, however, incorporating

modern improvements to performance, handling and brakes. Power output is said to be 340bhp, up from the 302bhp of Sixties GTs.

Price is around £1.5m depending on exact spec – probably £1m less than you'd pay for a top original – and we believe that all 25 are already spoken for.

The cars will be hand-assembled at the Newport Pagnell works and will carry VIN numbers that continue the sequence of the legendary original GTs.

It's a clear illustration of the rising demand for high-end classics. But there is – so far at least – no truth in the rumour that Ferrari is to respond with a run of 250 GTOs or SWBs.

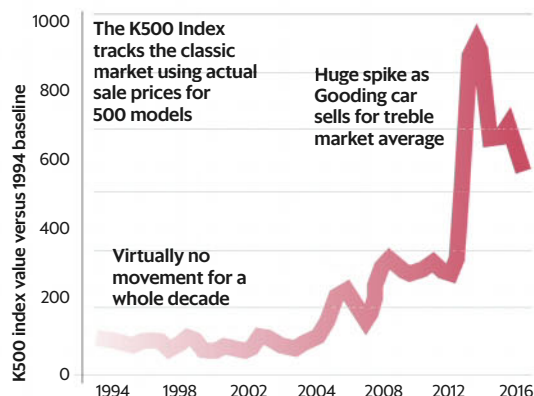
'As they are completely new and cannot comply with modern legislation, they cannot be registered for road use'

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



Alfa Romeo Montreal

K500's Simon Kidston says, 'It's the next thing, surely?' How often have we heard that about the Montreal? Well, after a visionary paid \$176k for one at Gooding's 2014 Scottsdale auction, it has resolutely stayed in bed. But there have been recent signs of life, with the odd one breaking \$100k. Rust, and dull handling described as "understeering on left-handers and oversteering on right-handers" by contemporary testers, probably don't concern speculators.'



[In the trade]



SU FUEL INJECTION

Burlen Ltd, the manufacturer of SU carburettors, has revealed a bespoke fuel-injection system for classic cars after four years of development. It's housed within standard-looking SU carburettors so all looks normal under the bonnet, but it enhances performance and reduces emissions. Sold as a kit with an ECU and all necessary sensors, the SUi system will be launched initially for Jaguar's 4.2-litre six-cylinder engines – E-types, XKs etc – this summer, with other applications to follow. Visit burlen.co.uk for more information.



AUCTION HOUSE TO HOLD CLASSIC SALES

Somerset-based auction house Killens is to hold a series of classic car sales at its Mendip Auction Rooms, close to Bristol and Bath. This is part of the company's aim to move into more specialist sales, because it believes the area isn't currently well served. It has brought in Jeremy Upsall – who has an auctioneering background and was a classic car dealer for ten years – as a consultant. The first sale will be held on Saturday March 25. For more details see mendipauctionrooms.co.uk.



H&H AUCTIONS AT RAC CLUB

On June 6, H&H Classics will hold the first-ever classic car auction to take place at the RAC Club's Woodcote Park estate in Epsom. There will be a motor sport theme to the sale; early consignments include the restored 1996 Prodrive Subaru Impreza WRC97 chassis 001, which Colin McRae tested exhaustively ahead of the 1997 season. It's estimated to fetch £175k-£200k. For further details visit handh.co.uk.

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Alfa Romeo 1300 GTA Junior



Alfa expert John Mayhead casts his eye over a 1300 GTA Junior with serious race history

This 1968 ex-Scuderia Monzeglio Corse 1300 GTA Junior is being offered for sale at the forthcoming Bonhams auction during Rétromobile week in Paris. The estimate of £190,000 to £230,000 is well above the £162k that the Hagerty Price Guide lists for an excellent Stradale (street) version, but the racing history of this car is strong – this was the car in which Luigi Pozzo won the 1971 Gran Turismo 2 Championship of Italy, and it should consequently be eligible for various historic racing grids.

Appreciation for Alfa Romeo Giulia coupés has soared over the past few years. These were once bargain performance classics – I bought a race-prepared Sprint GT at auction in 2010 for a shade over

£7000 – but now they are accepted as iconic sporting coupés, and values have risen accordingly. The model most desired by collectors is the Giulia Sprint GTA, or Gran Turismo Alleggerita (lightened). This homologation version, launched in 1570cc form in 1965 and as the Giulia 1300 GTA Junior in 1968, weighs 200kg less than the standard coupé thanks to light alloy Peraluman panels and other weight-saving modifications. Combined with an uprated engine featuring a twin-spark-plug cylinder head, the Giulia GTA could produce well over 150bhp and was a formidable track star in the Turismo and Gran Turismo racing series where it dominated its class for years.

This car's current condition is not perfect – it was repainted red in the Seventies and the original yellow Monzeglio livery still shows through in parts. However, with the spare genuine 1300 GTA engine block that comes with it, this could provide the basis of a distinctive and competitive classic racer. At the estimate given it can hardly be called a bargain but, with values of this model still steadily rising, it's likely to be a good longer-term investment.



'With traces of its period livery and a spare genuine 1300 GTA engine block, this Alfa could provide the basis of a distinctive and competitive historic racer'

Beneath the weathered red paintwork lie remnants of the original yellow Scuderia Monzeglio livery, which a new owner would be smart to restore



Temptations

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



▲ 1974 BMW 2002tii Alpina A4S

For sale at The RM Sotheby's Paris auction, February 8, rmsothebys.com **Why buy it?** From Alpina's early years, few have heard of, never mind seen, an A4S – no surprise as they were twice the price of a standard tii. This particular gem has covered just 30,000km and has the full-whack 195bhp engine, five-speed close-ratio gearbox and limited-slip differential. **Price estimate** €65,000-€85,000



1974 BMW 3.0 CSL

▲ **For sale at** Anglia Car Auctions, January 28, angliacarauctions.co.uk **Why buy it?** How often do you see a barn-find CSL? With the current owner for 33 years, the car was laid up many years ago because of a blown cylinder head gasket. It seems to be all original apart from a steel rather than aluminium bonnet. Looks pretty sound and has a remarkably good interior. **Price estimate** £32,500-£40,000



1960 Jaguar XK150 Drophead Coupé

▲ **For sale at** Silverstone Auctions, February 25, silverstoneauctions.com **Why buy it?** If it sells within the estimated price this looks like a real steal for what looks to be an immaculately restored XK150. We suspect it has been marked down for having a later-model auto gearbox, but you'll have to make your own call on that. The original box is included, though. **Price estimate** £60,000-£70,000



▲ 1935 Bugatti Type 57 Atalante

For sale at Artcurial's Rétromobile auction, February 10, artcurial.com **Why buy it?** About as 'blue-chip' as a classic gets, this is one of just six Atalantes built with the clever folding roof arrangement. The car has known history back to Bugatti's stand at the 1935 Paris Motor Show and has been in Hervé and Martine Ogliastro's collection for more than 30 years. **Price estimate** €1m-€1.5m

▲ 1975 Iso Lele

For sale at DD

Classics, ddclassics.com

Why buy it? One of just 45 right-hand-drive Leles, only half of which are thought to survive. Much has been spent recently on recommissioning and the speedometer shows 38,000 miles that, though without guarantee, does look believable. Ford V8 under the bonnet makes it quite usable.

Price £49,950



▲ 1955 Porsche 356 pre-A Speedster

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

Why buy it? The market is hot for 356 Speedsters, especially the early 'pre-A' cars like this, of which just 1233 were built. This one has covered 200km since a restoration that's so good we'd happily overlook the colour change from Signal Red. **Price estimate** £300,000-£470,000



UPCOMING SALES

JANUARY

Sat 28, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk

FEBRUARY

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

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

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

Sun 12, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. Charterhouse-auction.com

Thu 23, Derbyshire. H&H Classic Auctions, Donington Park. handh.co.uk

Fri-Sun 24-26, Warks. Silverstone Auctions' Race Retro Sale, Stoneleigh. silverstoneauctions.com

Tue 28, Surrey. Barons Auctions' Classic Winter Warmer, Sandown Park, Esher. barons-auctions.com

MARCH

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

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

Sun 5, Essex. Essex Classic Car Auctions, Crowne Plaza Resort. essexclassiccarauctions.co.uk

Wed 8, Herefordshire. Brightwells, Easters Court, Leominster. brightwells.com

Thu 9, Florida, USA. Bonhams, Fernandina Beach Golf Club, Amelia Island. bonhams.com/cars

Fri 10, Florida, USA. Gooding & Company, Racquet Park, Amelia Island. goodingco.com

Sat 11, Florida, USA. RM Auctions, Ritz-Carlton, Amelia Island. rmauctions.com



Five steps to buying a Ford Pilot V8

Fancy some Forties Americana Dagenham-style? Act before they all get hot-rodded...

Words SAM DAWSON Photography TOM WOOD

Ford's Pilot, the first car to emerge from the Dagenham factory, is terrific value for such an evocative machine. A thumping great American V8 from a time when most British cars sported plodding long-stroke fours gave them a generous helping of glamour, and their performance attracted the kind of driver who didn't need to worry about running costs – wealthy executives, the police, bank robbers...

They offer a combination of bench-seated roominess and big-headlight, flowing-winged Forties panache. Unlike most other British cars of this era, though, they have power in abundance. They may not be performance cars by modern or even late-Fifties standards, but they don't feel breathless in modern motoring conditions. And of course there's the vibrant aftermarket scene.

The Pilot's attributes have equated to an unusual existence. While the arrival of BriSCA stock-car racing in 1954 led to many being written off on oval dirt-tracks or plundered for their engines, the American-inspired hot-rod scene breathed new life into Pilot ownership. A hot rod may not be your thing, but the expertise of

[What to pay]

► Privately sold Pilot saloons can range from **£6000** in decent condition to **£18,000** concours.

► Coachbuilt Woody estates are much rarer, and can command double the saloon's value. The very best will make in excess of **£20,000**.

► Because of their export-only status, Pilot pick-ups are even rarer than estates in the UK, so fetch similar prices on the rare occasions they come up for sale. If you want one cheaper, consider looking in Australia or South Africa – but don't underestimate the cost of shipping.

the people involved in the scene mean they're often the go-to source for obscure parts and engine rebuilds, even if you're keeping yours standard.

To this end, we've taken advice from across the Pilot spectrum to bring you this buyers' guide: the Early Ford V8 Club of America UK, classic Ford specialist restorer Barry Smith (barrysmithcars.co.uk), and Gary Miller of engine specialist Belcher Engineering (belcherengineering.co.uk).

Which one to choose?

The Pilot was a bitsa from the start. As with many British cars released in the late Forties, it was built on pre-war leftovers, but the global reach of the Ford empire meant Dagenham had access to American engines. As a result the Pilot was a rebodied pre-war Ford Model 62 with its underpowered 2.2-litre sidevalve engine replaced with a 3.6-litre V8 with 150lb ft of torque.

► **Saloon** – The vast majority of Pilots, built 1947-51, were four-door saloons. Unlike many of the British cars of its era, its body was all-steel, eschewing the wooden supporting frame of many of its rivals. It sported built-in jacks and hydraulic front brakes, although the rears were



'The hot-rodders are the go-to source for parts, even if you're keeping yours standard'

cable-operated. All cars featured a column-mounted three-speed gearbox and a single Solex carburettor. Replacement Zephyr came in 1950; last Pilot built in 1951.

► **Pick-up** – The Dagenham factory produced only the saloon onsite. However, Ford did offer a pick-up truck for export only, mainly to Australia. Bodies were cut at the B-pillar and the incomplete cars were sent to local Essex coachbuilder Wilcox – founded in 1948 and eager for new work – for completion as trucks.

► **'Woody'** – As well as the pick-up, Ford sold its chopped coachbuilt bodies to coachbuilders to offer wood-panelled estate cars and shooting brakes. Coachbuilt Pilot customers included King George VI, and prices of these desirable variants have been consistently higher than the saloons ever since.

Bodywork While the Pilot's construction may sound like the recipe for an easy ownership experience – all the outer body panels including the wings are simply bolted to the bodyshell – it's not that simple. The fixings are notorious water traps, especially around the wings, so it's often the mountings themselves that are most heavily corroded. Wherever two pieces of metal meet, they form a rust trap.

All Pilot saloons had a canvas roof panel, and a split roof seal will let water in. If this has rusted, it will cost about £450 to put right, as the headlining must be removed. If the boot seals break, water collects in the boot and rots the double-skinned floor out, both inner and outer skin replacement will cost as much as £600.

Rust can spread along the bumper bar and its support brackets as well as along the seams of the front wings. If it's rusted here, the three to four days' labour costs for remedial work can add up to £1500 per side. A badly corroded car, suffering in all potential rot spots, could cost £25,000-£30,000 for a full body restoration including respray – more than the saloon's market value. The paint alone costs in excess of £2000.

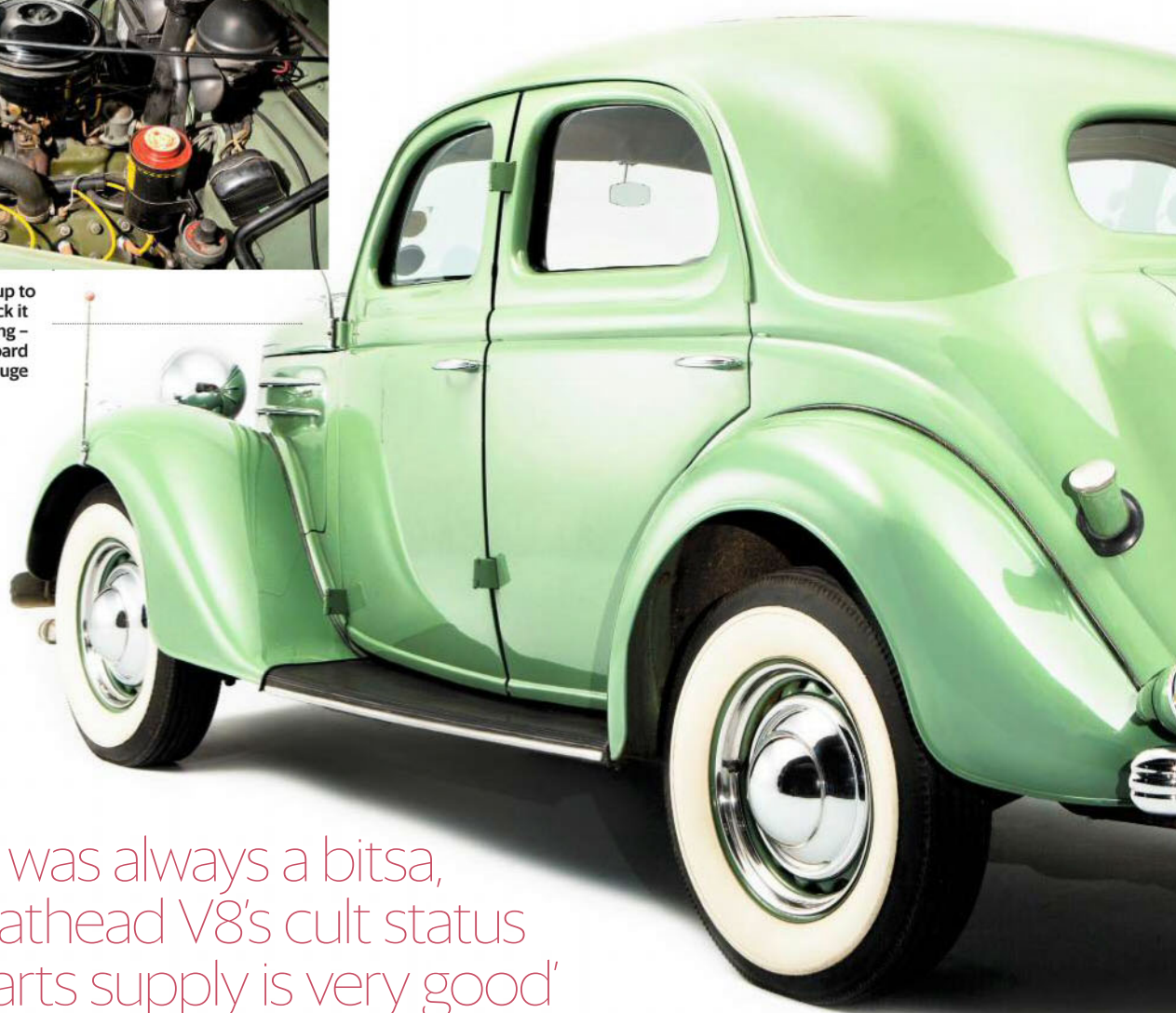
Body panel supply isn't too bad. The owners' clubs will point you in the direction of secondhand and new-old-stock parts, but it's worth pointing out that nothing is available new, and as a result the replacement panels themselves will often need a degree of restoration to remove surface rust and old paint before fitting.

The pick-ups and 'Woody' estates come with their own problems. The wooden structure of the estate will rot as expected, but you also need to pay careful

Many Pilots were hot-rodded at some point in their lives – and a lack of original parts can make restoring one to factory spec a difficult challenge



Run the engine up to emperature and check it or signs of overheating – lon't trust the dashboard emperature gauge



'The Pilot was always a bitsa, but the flathead V8's cult status means parts supply is very good'

attention to the B-pillars. They mark the point where the back of the standard saloon bodywork was cut away at the factory, and this can let water into the structure that results in the B-pillars rusting through completely.

Replacing the rear bodywork on a Woody isn't a straightforward job. Unlike a Morris Minor Traveller they were individually handbuilt to bespoke designs, so you'll need to employ the services of a master carpenter, plus the woodwork is structural and will need strapping-up during the rebuild. Restoring this rear bodywork section alone will cost £10,000-£15,000.

Engine Although popular and used in Ford cars worldwide for 40 years, the Ford 'flathead' V8 is troublesome and was famously plagued by design flaws.

It was simplified in order to bring V8 power to the masses and, as a result, corners were cut – there are three main bearings rather than the usual five, for example. The exhaust ports exit through the engine block itself, and as there isn't really enough coolant capacity to cope with the temperatures generated, rust and blockages in the exhaust manifolds are enough to cause overheating and ultimately crack the block around the ports. The engine also has a habit of stretching conrods, so the cylinder heads need regular removal to check piston height.

The good news is that the flathead's cult status among hot-rodders means engine parts supply is very good regardless of its flaws. An engine rebuild will cost up to £5250. Parts for the original Solex carburettors are rare, to the point where most owners have fitted a Stromberg 97 in its place. Upgrading the six-volt electrics to 12-volt and fitting upgraded distributor, electric fuel pump and ceramic-sealed water pump is also recommended.

Brightwork Getting hold of the Pilot's chromed parts is increasingly tricky, especially the bumpers, sidelights and rear light units. Again, the owners' club is the best place to start your search, but you may also have to resort to combing through small-ads or going to autojumbles. A bumper will typically cost at least £100, but will usually have some rust around the bolt holes and overrides. Old bumpers will usually need stripping, inspecting, potentially some new metal welding in if the areas around the overrides have rusted through, and rechroming. By the time all this has been done, that £100 bumper will have cost you more like £300.

Interior Interiors are fairly simple, usually with leather seats, straightforward cloth panels and a tough, hardwearing dashboard with minimal instrumentation. If



Pilot interiors aren't available in kits, so you'll have to employ a professional upholsterer, a full retrim coming in at £6000-£7000

[Owning a Ford Pilot]



Ginger Dann, Loughborough, Leicestershire
Ginger owns the Channel Green car seen in our photos, and operates a hire firm with his fleet of Pilots (dmclassics.co.uk). 'When I was a kid I lived in Notting Hill in London, and there were always one or two about,' says Ginger. 'I always said that one day I was going to buy one for myself – either a Pilot or a Humber Pullman – and that day finally came in 1990, when I'd already restored a few for other people in the Eighties. Since then I've made two stretched limousines and restored hearses and vans.'

'Bodywork is the main issue with them now – the last one was built over 60 years ago after all – but they're worse if they're left standing. Mechanically they're fairly tough.'

'You need to be willing to get your hands dirty. Diligent maintenance is essential, and actually because of this some of the hot-rodded cars tend to be the best looked-after. That said, they tend to be restored back to standard now.'



Chris Sanders, Romford, Essex
'I bought my Pilot as a running car back in 1974, with the starter motor in the boot and no first gear in the gearbox,' says Chris, who has only recently sold his black saloon. 'In my 42-year ownership I treated it to a gearbox overhaul, new engine, carburettor, water pump and exhaust system. When I got the car it had filthy seat covers inside it, and I thought it would need a complete retrim, but upon removing the covers it turned out the fabric underneath was really well-preserved.'

'It's increasingly hard to find parts for them. Even American specialists are dwindling now, although they'll have everything. I can't fault oldfordparts.co.uk, though.'

'I did rallies in it, weekend drives, and used it if my everyday cars weren't working. Their appeal stems from their Forties American nature for me, plus they were very powerful compared to the other British cars of the era.'



Nigel Stennet-Cox, North Walsham, Norfolk
Nigel didn't just restore his 1951 Pilot – he converted it into a roadster. 'I bought the car unseen from Cornwall as a project in 2011.'

'I live in Norfolk so I couldn't just pop out and have a look at it. I think I underestimated how bad it was – it was just about falling apart as it came off the low-loader. It had been standing outside since 1968!'

'I had to get another chassis from a guy in Birmingham. I was lucky – parts are very hard to come by and interest in Pilots is largely in the racing and vintage hot-rod scenes. Another seller wanted £1000 for a chassis but thankfully I managed to get one for a lot less than that. With many Pilot parts, you have to advertise that you're looking for them and there's a 50/50 chance you won't get anything. I built the engine out of parts from three units found in a local scrapyard, and some new-old-stock pistons from Forties government surplus on eBay.'

'I turned it into a 1934-style tourer. The Pilot's chassis design dates back to 1932, and Ford moved the engine forward in 1935 to increase interior space.'

'The one thing I didn't do myself was the hand-rolled aluminium body, which I entrusted to David Wall Engineering in Wroxham. A lot of Pilots get rebodied because the saloon bodywork is so rot-prone and hard to come by.'

'I've had mine on the road four years now, covered 16,000 miles and will be doing the Mille Miglia in it next year. Pilots made good rally cars – Ken Wharton won the Tulip and Lisbon rallies using one in 1950.'

you need a complete interior retrim you're best sourcing fabrics via America – LeBaron Bonney (lebaronbonney.com) is a good place to start because its range of period Ford fabrics is fairly comprehensive.

The rubber interior parts – panel and screen seals, bump stops, pedal rubbers and so on – are thankfully easy to come by, because Scott's Old Auto Rubber in Australia (scottsoldautorubber.com.au) has a comprehensive supply available via mail-order at helpfully low prices, ranging from £2.12 for a door strap buffer to £44.73 for an underbonnet insulation panel.

Dashboard instrumentation rarely gives trouble, but the capillary tube has a habit of breaking off the temperature gauge, rendering it inoperative – so don't trust its reading when evaluating a Pilot. Speedograph Richfield in Nottingham (speedograph-richfield.com) will recondition Pilot dashboard gauges for £90 apiece.

Transmission Gearbox parts are rare, and gear ratios themselves are best sourced from the US, where the Pilot's engine and transmission package was more common. Listen out for a repeated knocking sound with the engine running – it's often the sign of a collapsed layshaft bearing. Gearbox rebuilds are typically £1500 using secondhand parts, or £2000-plus using new ratios.

Prices for Pilot saloons are climbing gradually – driven largely by a need to recoup the restoration costs

ClassicCarsForSale.co.uk



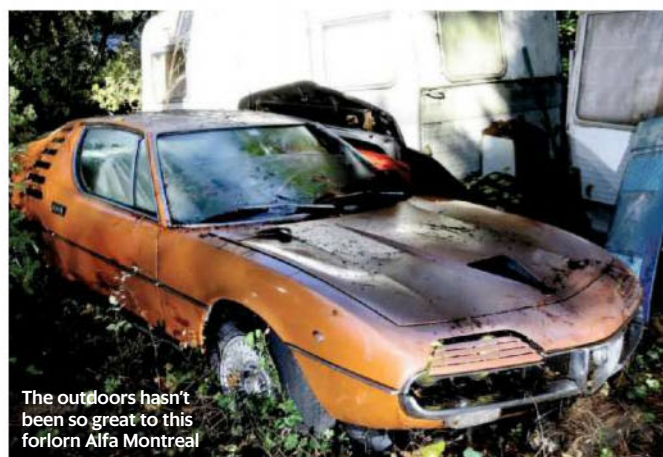
1950 Ford Pilot V8, £POA

Engine is in excellent running order after recent bottom end overhaul. Original leather seats, with restored headlining and interior panelling. Used very little recently but £9000 spent on crank regrind, new bearings, water pumps, clutch, thrust bearing and marque-specialist gearbox rebuild. Please call for price following the completion of recent work.

Ace Bristol inherited Cobra front end at some point



Burnt Miura carcass made €150k – but the engine was included...



The outdoors hasn't been so great to this forlorn Alfa Montreal

A210, Miura, Ace, Montreal

An extensive collection of sports, GT and competition cars from the estate of a French enthusiast must rank as one of the more startling finds in recent years.

Cars belonging to Gérard Gombert, nicknamed 'La Gombe', were offered in garden-find condition by auctioneers Osenat from the Gombert property in Provence. Almost every car was *dans son jus* and some, such as the rear third of a burned-out Lamborghini Miura, were little more than fragments.

Yet most prices soared beyond the estimates, most notably that of an Alpine A210 prototype with history of three outings at Le Mans in the Sixties. On an estimate of €80k, it sold for a staggering €873k.

The car was apparently obtained by Gombert shortly after the end of its racing career and used briefly on the road for trips to the Paul Ricard circuit, but as sold it was missing the upper half of its Gordini motor and its engine lid. Expect it to be a star entry

Barn Finds

Nigel Boothman debriefs us on a recent barn-find fire sale – and wonders how a burnt-out Miura rear end can be worth €150k...

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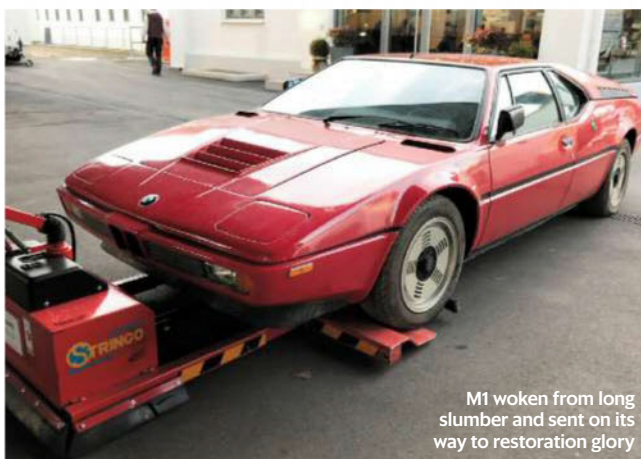
at the biennial Le Mans Classic as soon as restoration work is complete.

The Miura wreckage, which included an engine, sold for a baffling €150k, the same price paid for a very restorable 1958 AC Ace Bristol. That car's first owner was the young novelist and girl-about-town Françoise Sagan, who'd smashed up her Aston Martin and needed something new. A later owner had the nose and wings modified to resemble a Cobra. At that time the car also gained a set of 14in Borrani wires from a Ferrari California Spider.

A total of around 50 cars were sold, mostly French and with a strong emphasis on Alpines – Gombert had owned a garage specialising in them. He also seems to have had a fondness for Lotus (five of them) and motorcycles (50 or more) as well as sympathy for any lost oddities he came across – also sold were an AMC Gremlin (€1250), an FX4 London taxi (€250) and a BMW 'Farmobil' mini-truck (€1750). A forlorn-looking Alfa Romeo Montreal fetched €15,000; a heady sum considering its state.



356 Speedster's restorers might want to apply a fresh coat of red oxide primer...



M1 woken from long slumber and sent on its way to restoration glory

BMW M1

If we ever doubted that Eighties cars could make dramatic barn finds, those doubts were removed at Christmas when a German specialist announced the discovery of a low-mileage 1981 BMW M1.

The car is said to have been parked in a private garage in southern Italy for the past 35 years, with a service sticker announcing it last received a sump-full of Castrol GTX with just 7302km on the clock, and that the next change was due on New Year's Eve 1982. The odometer had only clicked round to 7392km (4593 miles) when the car was interred.

It still wears its original 1980-coded Pirellis and the uncluttered, dust-free bits of the interior look like new. Indeed, the car responded well to a clean-up when it arrived at Mint Classics near Munich.

Felipe Garcia runs the business and says he intends to restore the car to perfect working order before it's offered for sale. As readers will know from a recent Epic Restoration story on a very similar car, M1 parts and repairs can be immensely

'The 356 Speedster's previous owner thought the scruffy paint would deter potential thieves'

challenging, so something as apparently well-preserved and original as this must give any restorer the best possible start.

Porsche 356 Speedster

For the second month in a row we can report the discovery of an unrestored Porsche 356 Speedster in America, and as most of the production run of 4854 went to the US it surely won't be the last. This one will cross the block as we go to press in late January, offered by Gooding and Co at its Scottsdale, Arizona sale.

It was completed in December 1957 before its sale through Competition Motors in Los Angeles in 1958. Back then it was finished in Porsche's duck-egg-ish Meissen Blue and fitted with a 1.6-litre, 75bhp Super engine. The paint has since disappeared

under a sober Navy shade that has itself been partly obscured by red aerosol primer, but the original engine remains. The car's third owner acquired it from a well-known Los Angeles disc

jockey, Bruce Mitchel Reed, and thereafter allowed it to remain scruffy in an apparent attempt to deter thieves.

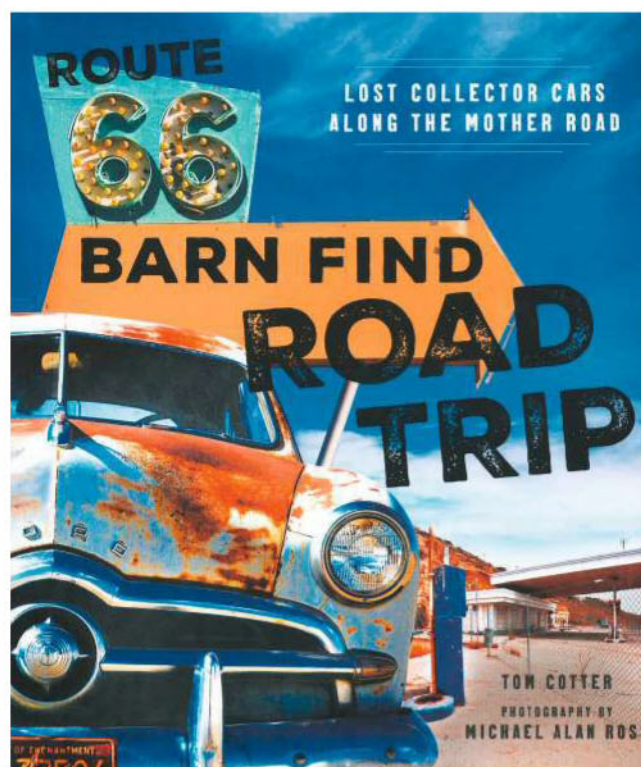
With no road use since 1974 and what must have been a lengthy period of outdoor living at some point – the interior is positively shredded – the car is too far gone for a clean-up to 'preservation' concours-class status, but with an estimate of \$200k-\$275k (about £162k to £222k) the cost of acquisition is likely to make a significant dent in anyone's restoration budget.

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Books & Models

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



111 Porsche Stories That You Should Know

By Wilfried Müller, £20, emons-verlag.de, ISBN 978 3 7408 0035 2

In a market drowning in Porsche books (there are at least three others out this month alone), Wilfried Müller's slightly whimsical 305-page hardback stands out. Illustrated with evocative photos, it's a series of Porsche story vignettes that largely avoids retreading the same tired old Porsche tropes. The landscape-orientated format means topics such as the foundation of Porsche magazine Christophorus, outlandish Eighties one-offs, the short-lived Sixties discipline of downhill racing, and the 984 – Porsche's plan to invade MX-5 territory – are given the same weight as Ferry, 917s and Derek Bell. Great for dipping into, and excellent value for such quality.

Formula 1 Car By Car 1960-69

By Peter Higham, £50, evropublishing.com, ISBN 978 1 910505 18 2

Formula 1 Team By Team might have been a better title for Peter Higham's comprehensive tome. While he catalogues every F1 machine of the decade, it's not the feast of meticulously documented technical developments punctuated by entertaining oddball experiments – and the reasons behind them – that it might have been. Instead, we get a year-by-year recounting of the F1

Championship, accompanied by a summary of each team's fortunes.

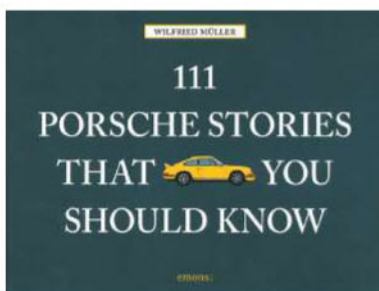
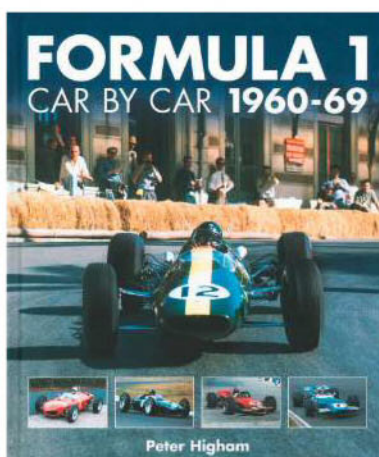
It's a great opportunity to see the sport evolve before your eyes, and relive the era of privateers buying customer cars or building their own specials. But if you're looking for technical analysis and specification tables, it's light on detail. A significant undertaking nonetheless.

Route 66 Barn Find Road Trip

By Tom Cotter & Michael Alan Ross, £22.50, quartoknows.com, ISBN 9 780760 351703

Avoiding the usual photographic essay on forgotten Midwestern Americana, author Tom Cotter gives his Route 66 road trip a real sense of purpose by tracking down as many roadside wrecks and restoration projects hidden in barns and sheds as he could find along the way – all while travelling the full 6000-mile distance from Illinois to California in his 1939 Ford 'Woody'.

Crucially, rather than just driving and musing while leaving the documentation to photographer Ross, Cotter takes time to meet the people who live on the famous Route, discover their passions and chart the diverse classic car cultures spread out across the US. Larger photo reproduction and more in-depth captions would've been welcome, but it's an illuminating read that'll make you want to plan your own trip. Great value too.



MORE TO ENJOY

Fiat 124 Berlina & Spider da Corsa

By Antonio Biasioli, £39.99, elzeviroeditrice.com
Exhaustive photo-history of Fiat's Seventies rally cars.

Ferrari 250 GTO – The Autobiography of 4153 GT

By Keith Bluemel, £60, porterpress.co.uk
The full story of a racing, rallying and hillclimbing GTO told for the first time. Terrific sleuthing by Bluemel.

The Complete Book of American Muscle Supercars

By Tom Glatch, £35, quartoknows.com
The output of the likes of Shelby, Yenko and Callaway throughout the ages. Lavish, colourful and entertaining.

Cuba's Car Culture

By Tom Cotter and Bill Warner, £24.99, quartoknows.com
Cotter road-trips through a unique car-culture in danger of disappearing. Poignant.

All these books are available from Chaters, many with discounts. Visit chaters.co.uk.

MODELS



1:43-scale Alfa Romeo 33/3

TrueScale, £79.99
A deftly executed model of a brutish subject, TrueScale blends the Alfa's muscular shape with the delicacy of the tiny shield grille. Rear view is particularly satisfying, with big tyres, exhausts and suspension visible below spoiler.



1:18-scale Renault 5 GT Turbo

Norev, £69.99
Norev has improved its detailing of late without losing affordability. This model expertly mimics the GTT's contrast of plasticky avant-gardism and luxuriant red carpets. The fabric seatbelts and tight panel gaps exude quality, though the stance is a touch too high.



1:43-scale Lotus 72D

Minichamps, £69.99
This month Minichamps has immortalised Dave Charlton's Lotus 72 and Graham Hill's Rob Walker car. The Scuderia Scribante model omits period-correct Lucky Strike branding, but boasts intricate detailing that will draw double-takes from enthusiasts.



1:18 Mercedes 300CE-24 Cabrio

Norev, £69.99
Norev's other new release has textured dashboard wood, finely executed chrome, faithful door hinges and realistic suspension. It even comes with a detachable convertible hood. Only a shallow underbonnet moulding detracts.

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...



A long road ahead for Malcolm's new acquisition – but he has got it running

£3000 Daimler sputters into a new life

1968 Daimler V8 250

Owned by Malcolm McKay (MMcKays@aol.com)

Time owned 12 months

Miles this month 0.25

Costs £1000

Previously Gave mum a run in her dream MG TF

Online auction sites have a lot to answer for. There I was clicking away last December, when up popped a Daimler V8 250 listed for what seemed like a very reasonable £5000. My father had a Jaguar Mk2 from the year I was born until I was 16, so I've always loved them. A closer look revealed a part-completed restoration. The body was finished but the paint needed redoing. I clicked 'Watch' and soon after saw

that the auction had ended and the car had been relisted. It was at £1000, reserve not met, with a couple of days to go. I logged on at the last minute and saw that it was up to £2500, so I bid £3000 – which turned out to be the reserve. I'd won it. Oops.

Helena and I hired a trailer and went to see what we'd bought. Vendor Keith had paid £1200 for it. It had been sitting outside for several years but was previously supposed to have been in good condition. Originally opalescent Golden Sand, it had long ago been resprayed red, a colour Keith had decided to keep. After major reconstruction work to the underbody – of which he had plenty of gruesome photographic evidence – he gave it a quick coat of paint to protect it. At least the car was structurally sound.

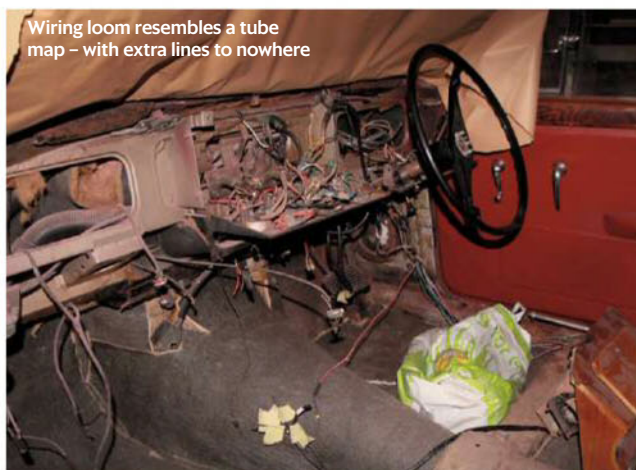
We had a horrendous journey home from Wales in pouring rain. With no glass in the

bonnetless car, we desperately tried to keep it dry. Our sons helped guide the brakeless, automatic Daimler down my steep driveway into the garage – and there it stayed until my good friend Tony recently agreed to help start work on it.

He had to remove a host of extra wires that had been tacked on to the wiring loom for no apparent reason, and reinstated the original connections to the fuse box and relays. He reconnected the ignition system and we started the engine, which ran remarkably smoothly – if rather smokily.

With the fuel pump replaced, we could run it for longer; he then had to rebuild all four Dunlop brake calipers before I could drive it out of the garage, sitting on a box!

It's now booked in for a respray at Spot-On Colours – back to the original gold – but there's still a lot to do.



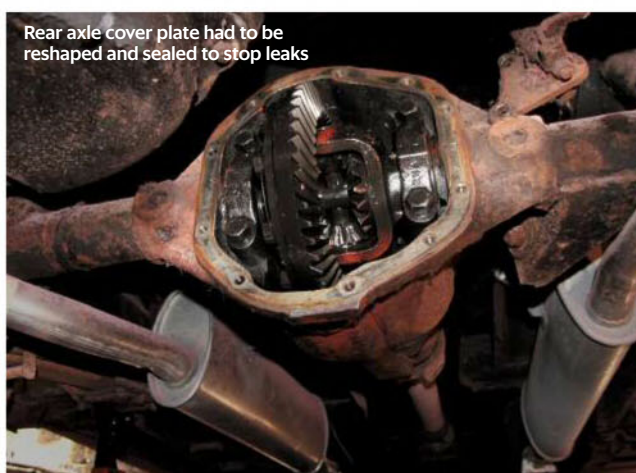
Wiring loom resembles a tube map – with extra lines to nowhere



Smooth (albeit smoky) first run in more than a year



Existing paint job was unashamedly crude



Rear axle cover plate had to be reshaped and sealed to stop leaks



Gas-pressurising the restored damper revealed leaks

Damper delight

1981 Renault 5 Turbo 1

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

Time owned One year, three months

Miles this month 57 **Costs** £780

Previously Blueprinted engine rebuild

Invoking the spirit of early motoring pioneers Daimler and Maybach, this month we took a brave turn into the unknown. The cause? Leaking dampers. Since buying the car we've known that at least one was on the way out, but in truth all needed replacing. Annoyingly, the original DeCarbon units are single-use items.

Enter R5T fanatic Olly Melliard. In his day job he works for Simon Hadfield Motorsport, but he also has a cheeky sideline producing homologated braking kits and suspension components for the Gallic tarmac terrier (tub2@hotmail.co.uk if you're interested).

We decided to let him loose on the dampers. He stripped them and found two obstacles – there's no available tooling for re-gassing the units, and also any seal kits are by now long obsolete. The latter was relatively simple to draw up and reproduce.

He then adapted a Koni gassing system and fitted valves to allow future re-charging. But when the dampers were gas pressurised there were multiple leaks. It turns out that the DeCarbon bodies have an inner sleeve – a tube within a tube – and pressurised air was leaking out through the cavity.

So it was back to the blimmin' start – or the middle, at least. The solution was to make new, longer gas inserts that went further in and use a bonding resin to seal against the inner cavity. With the use of modern oils and blueprinting, as well as that all-important 'can do' attitude we now have better than new DeCarbon dampers.

Our R5T remains blessedly original, and most importantly Olly can now restore others so you can keep your Turbo OE. We pioneers accept all forms of liquid reward.

'The last owner gave it a crude coat of red paint to protect his handiwork – by next month it'll be back to its original Golden Sand'



Alfa's six-month-old reproduction starter motor died a noisy death

False starter, finished

1972 Alfa Romeo Spider S2

Owned by Russ Smith (russ.smith@gmx.com)

Time owned Nearly six years

Miles this month 58

Costs £0

Previously Passed MoT with suspicious ease

Running beautifully, passed its MoT with just a new washer tube needed; I knew that the Spider was about to throw some kind of challenge at me. That's what they do – it's what keeps the relationship interesting. But I really wasn't expecting trouble to come from the brand-new starter motor that I'd fitted only six months previously.

This was not only new, but an upgrade to a Series 4 Spider unit that's both smaller and has more torque for easier starting – a real win-win. Or it was up until the moment when I turned the key and heard a bang followed

by what I can best describe as the sound of a lawnmower hitting a patch of gravel.

I haven't felt such horror since I last read a Stephen King novel – was that the ring gear, or the flywheel itself? I'd heard tales of them cracking. At least there's an open bit at the bottom of the bellhousing so I was able crawl underneath with a torch and eliminate that duo from my enquiries. However unlikely, it could only be the starter, which still turned the engine over but made that awful grinding racket.

It did at least fire the car up for my house move to Cambridge, luckily with no need to stop for fuel. Then I got on to Classic Alfa about the problem. 'Please send us the starter back for testing,' was the response. Nothing for it but to take the carbs off again to get at it. I'm getting much better at that now following three goes in the last year, but it's still a knuckle-nicking pain.

The verdict a few days later was as expected – the starter was broken. It was



Fingers crossed for Alfa's second new starter motor this year

the suggested solution that surprised me. 'I have a freshly rebuilt Bosch starter motor here that I can send as a replacement. We find that these are much more reliable than the reproduction new units.' I wish I'd known that earlier. And so we now have yet another example to add to the growing list of reproduction parts for classic cars that clearly aren't as robust as the originals.

All very annoying then, but not enough to stop me from adding a pair of later-model seatbelt support clips to the order. I've only just found out about these and have spent the past six years being annoyed when the belt constantly slips off my shoulder. So with the new starter in and working perfectly, that's two things fixed.

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CBB228B	41"	8 Dr cabinet	1126x468x1000	£369.00	£442.80
① CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£311.98
② CBB226B	41"	16 Dr cabinet	1126x468x1000	£429.00	£514.80
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② CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£139.98	£167.98
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④ 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
CTC107	7 Dr cabinet	685x465x950	£189.98	£227.98

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③ CBB309DF	9 Dr chest	975x470x420	£159.98	£191.98
④ CBB311DF	11 Dr Cabinet	1045x490x1075	£339.98	£407.98

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BC410E	35/400	£129.98	£155.98	
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BC205N	30/200	£179.98	£215.98	
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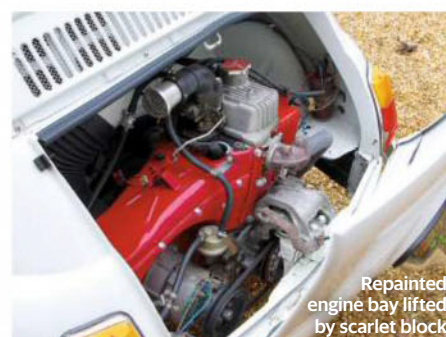
HILLMAN MINX Mk 8 DROPHEAD COUPE 1955: Almond Green with dark green interior and matching green soft-top. The subject of much recent expenditure..... **Expected shortly.**

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1972 Fiat Abarth 595 recreation £14,995

Converted to Abarth-spec in Italy and wearing fresh paint, this frantic little buzz-bomb is a blast to drive, says **Mike Le Caplain**

This might look like a bona fide Fiat 500 Abarth 595 but it actually started life as a humble 500L. It was converted to Abarth spec – 594cc engine, non-synchromesh four-speed manual gearbox – in Italy, but there is no information within the scant history file as to when this happened. The car's previous owner imported it in February 2016 before having it repainted and fitting the smart Mugello alloy wheels.

The bodywork is perfect, though the driver's door sits proud of the surrounding bodywork at the top (the passenger door fits fine). There's a small vertical scratch in the glass, plus another in the rear window. It takes a keen eye to spot the handful of paint blemishes, including a small chip and crack in the paint to the lower rear of the nearside front wheelarch, another crack in the offside rear wing body seam and a tiny scratch beneath the driver's door mirror.

Chrome is mostly immaculate, though there are a couple of marks on the rear window chrome surround and minor speckling to the top of the rear bumper and rear numberplate light housing. The wheels are unmarked and shod with thickly treaded

Hankook Centum K702 145/70 R 12 tyres. We couldn't check the spare because it lives in the front boot and the release cable had come adrift. The exhaust finishers look new but the exhaust itself, while completely undamaged, is rather pitted.

Lifting the rear lid reveals an Abarth-spec engine that's honest rather than concours, sitting in a clean and recently painted engine bay and set off by a scarlet-painted block. Rubber pipes and belts look new, likewise the distributor, the wires are sound and neatly routed and there's no sign of any leaks. Oil is clean, golden and to maximum.

The interior is dominated by a three-spoke woodrim steering wheel and new-looking seat covers and carpets. The red quilted rear headlining and opening fabric roof look new too, though the latter's fasteners are lightly corroded. Veglia instruments are limited to a rev counter (redlined at a suitably screaming 6000rpm) and speedometer that's calibrated in km/h. Niggles are limited to a loose driver's door pull handle and a baggy passenger sun visor.

The engine fires instantly with a characteristic metallic rattle and settles to a 1000rpm idle with no untoward exhaust smoke. It's a riot to drive, with a fantastic

symphony of pops, spits and crackles on the overrun, though the beautifully tight non-synchromesh gearbox requires deft double-declutching to avoid graunching. Handling is nimble and steering immediate – it's a proper little sports car.

Price seems fair – Silverstone Auctions sold a similar recreation at its Restoration Show sale in 2015 for £15,750.

CHOOSE YOUR FIAT 500

- Nuova 500 replaces Topolino in June 1957. There's a lukewarm response to 479cc 13bhp engine's poor performance and refinement, basic spec and fragile driveshafts.
- Higher-spec 500 Normale launched in November 1957 gets 15bhp 479cc engine.
- 1958-on 500 Sport has a full metal roof and 499cc 21bhp engine with case-hardened steel camshaft and modified inlet/exhaust valves.
- Giardiniera from 1960 has 35 cu ft load space.
- 1960-on 500D's reshaped fuel tank improves front luggage space. 499cc engine's Weber type 26 IMB carburettor delivers 17bhp.
- 1963 500D-based 594cc Abarth 595 has a modified camshaft, pistons and carburettor. Later 595SS and Corsa get stronger suspension.
- 1964-on 695 gets 38bhp 689cc engine. 1966-on 695SS Assetto Corsa III has flared body, front oil cooler and raised engine lid to aid cooling.
- 500F replaces 500D in 1965 with an 18bhp 499cc engine, new driveshafts and heavy duty clutch. Front-hinged doors replace suicides.
- High-spec 500L from 1968 gets radial tyres, carpets and reclining seats.
- 1972-on 500R gets the 126's floorpan, a 23bhp 594cc engine and the 500F's crash gearbox.
- Fiat 500 production ends in 1975.

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1972 Fiat 500 Abarth 595 recreation

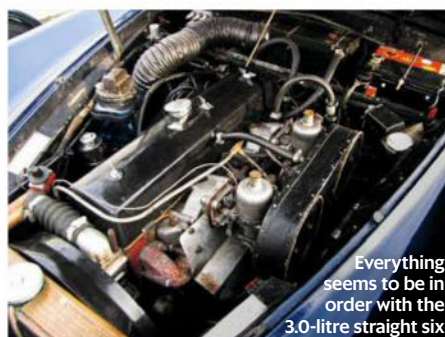
Price £14,995 **Contact** Total Headturners (totalheadturners.com, 01992 827157) **Engine** 594cc, ohv, straight-twin, **Power** 27bhp @ 5000rpm **Torque** 31lb ft @ 4000rpm **Performance** Top speed: 71mph; 0-60mph: 28.3sec **Fuel consumption** 50mpg **Length** 2970mm **Width** 1320mm



Park Ward of London bodywork is stylish and largely straight



Steering wheel has some cracking, but Alvis badge is perfect



Everything seems to be in order with the 3.0-litre straight six

1959 Alvis TD21 £27,500

Strong mechanicals and an interesting history make this Alvis TD21 well worth a look. Ben Wanklyn checks it over

This TD21 has led an interesting life. A weighty history file says the car's first owner was a diamond dealer who used it for business trips to Holland. She specified the two extra locks still fitted to the bootlid, and also had the car fitted with power steering. It's unclear if this was a bespoke fitment when the car was new or a retrofit of the optional system offered on later Alvises. In 1980 the car was sold to a hot-air balloon pilot, who also kept it for more than two decades. The speedometer was changed in 1981 at 43,000 miles, with 23,000 miles covered since.

The car was resprayed in 2001. Aside from light crazing near the front grille and small bubbles around the door handles and bonnet trim strip, the external paintwork is still in good order with a deep shine. The paint in the door shuts and around the alloy sill trims is cracking, though.

Cosmetically, only a light dent by the nearside wing mirror can be noted. All wheelarch lips are excellent and there are even panel gaps save for the rear edge of the driver's door, which sits slightly proud. Front and rear valances are corrosion-free and the rot-prone rear quarters sound.

The front grille assembly is in good condition, with only a stonechip to the red Alvis badge, while side grilles and bumpers are similarly well preserved, as are bonnet and boot trim strips and window surrounds. There is light pitting to the rear lamp bezels.

Aged underseal, peeling on forward sections of the chassis frame, lets down the otherwise solid-looking underside. Lifting the carpets reveals surface rust on the driver's floorpan and a screwed-on metal plate, which will require rectification. The engine starts readily without smoke from the twin tailpipes. The unit settles to a steady 600rpm tickover and pulls cleanly under acceleration. Oil pressure is a low-looking 5psi at idle, rising to a happier 30psi under load. Neither reading is unusual or cause for concern on these cars. There's a slight oil-weep from the front of the sump pan.

The four-speed gearbox is smooth and near-silent in operation, with the differential similarly unobtrusive. That power steering works faultlessly and all four Dunlop crossply tyres on the silver-painted wires have plenty of tread. There are no clunks or rattles from the suspension, while the front disc and rear drum brake set-up pulls the car up sharply and straight.

Time has been kind to the red leather, with gentle wear to the seat faces and door-mounted arm rests. The cloth headlining is unmarked, complemented by tidy carpets. Aside from slight peeling to the driver's door capping, all wood trim is in very good order, including the elaborate dashboard.

Apart from a handful of bodywork niggles, this mechanically healthy TD21 represents a charming route into Alvis ownership, with a reasonable asking price. The car's excellent road behaviour and interesting history only enhances its appeal.

CHOOSE YOUR ALVIS

► Alvis TC108G announced in 1956; Graber-penned two-door saloon or drophead coupé bodywork built by Willowbrook. Separate chassis, coil spring front suspension, half-elliptic rear springs, drum brakes all round. The 2993cc six-cylinder makes 104bhp; top speed 103mph.

► TD21 built by Park Ward of London from 1958 with similar styling but revised roofline; more space for rear seat and boot. Engine makes 115bhp with BMC-sourced four-speed manual or three-speed auto transmissions. Front disc brakes replace drums, 120bhp from March 1959.

► August 1962 TD21 Series II has disc brakes all round, front foglamps recessed into bodywork and revised rear numberplate location. Five-speed ZF manual gearbox replaces four-speed two months later.

► TE21 of 1963 has four headlamps, along with 130bhp. Power steering option from 1965.

► TF21 from October 1966 has third SU carburettor for 150bhp and top speed of 120mph. Up-rated suspension, redesigned fascia. Alvis ends car production in 1967.

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1959 Alvis TD21

Price £27,500 Contact The Motor Shed (vintageandclassiccars.co.uk, 07718 764463) Engine 2993cc OHV in-line six-cylinder Power 120bhp @ 4000rpm Torque 152lb ft @ 2500rpm Performance Top speed: 105mph; 0-60mph: 13.5sec Fuel consumption 20mpg Length 4788mm Width 1676mm



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1935 Speed 20 FHC by Vanden Plas



1935 Speed 20 DHC by Charlesworth



1952 TA21 Saloon by Mulliner



1964 TE21 Saloon by Park Ward

Other Alvis Cars in Stock:

1938 Silver Crest Saloon by Holbrook; 1939 Speed 25 Short Chassis Tourer

1939 12/70 Saloon by Mulliner; 1957 TC108G Saloon by Willowbrook

1965 TE21 Saloon by Park Ward

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**1958 PORSCHE 356A
CONVERTIBLE D £159,000**

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



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

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



**1987 AUSTIN MINI MOKE LHD
£19,995**

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



**1966 SUNBEAM ALPINE MKV
£19,995**

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



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

This very rare Pininfarina bodied 404 with the fuel injected engine came to the UK from Sweden. Finished in Glacier white with black interior and black cloth hood. This fabulous 4 seat Grand Tourer is no slouch on the open roads and is a true delight to drive. Not only rare but beautiful.



**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.



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.



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.



**1996 PORSCHE 993 CARRERA 4S
3.8 VERY RARE £POA**

This is a very rare RHD Turbo bodied 3.8 litre Carrera 4S. We understand that only 4 examples were built for the UK market making, this one of the rarest 911 variants produced. The car is finished in Polar Silver Metallic with Midnight blue soft ruffled leather interior, sunroof. It has only covered 37,500 miles in its 20 year life and has recently benefited from a full service and valet. Supplied in excellent condition throughout.

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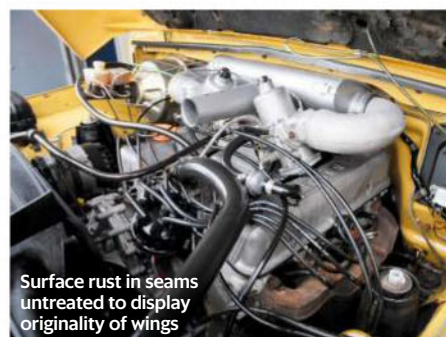
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Note correct Suffix-A spring-back mirrors and Rostyle wheels



Palomino seats being protected by sheepskin covers



Surface rust in seams untreated to display originality of wings

1971 Range Rover £49,995

This early example is very original and has a near-perfect Palomino interior. **Paul Hardiman** delves into the details

This 'Suffix A' Range Rover looks to have been titivated over the years rather than stripped back to the chassis for restoration, but it also looks as if almost nothing has been left disregarded.

The car is most notable for having a near-perfect pair of Palomino vinyl front seats, the bases of which are incredibly rare new-old-stock and just about unobtainable. It also has a near-perfect transmission tunnel mat, for which the vendor has been offered £1000. Sadly the instrument pod is slightly cracked at the top corners as is normal – perfect ones are seldom encountered.

All of the early-type door architecture and fittings are in place, and at the back it retains its original jack, tools and foot pump clipped inside the right rear wing, plus an original spare wheel cover.

Structurally all appears well with no rot in the sills or splash guards. The shock absorber towers look fine and the axle swivels and all the suspension rubbers look in good shape. There's slight dampness under the differentials and a little oil under the transfer case, which is all normal, but the back of the transmission drum brake is

basically dry. There is slight paint flaking and surface rusting in the corners and seams of the front inner wings. The correct early-type small-hole Rostyle wheels have been refinished and wear a set of rare original-type tubed Michelin X knobbles. The panels are straight, gaps good, paint decent and it retains all the original early details such as Wingard mirrors, embossed badges, exposed rivet heads in the door shuts and silicone-filled seams around the rear pillars.

The motor is clean and tidy with no obvious leaks and the car has recently had a service, which included changing the transmission and axle oils. There's Lumenition electronic ignition and the original fan shroud remains, again something you don't see every time.

The petrol V8 – the only engine option at the time – starts easily with a bit of choke and takes a while to warm through. Driving an early Range Rover always reminds you how much they were developed during their lifetime but this one behaves itself with little lean or slop and feels pretty taut for an early car, making the 56-odd thousand miles recorded entirely believable.

There's no power steering on these early Range Rovers but it's all very manageable

and unimposing, with a fantastic view from the high seat. Oil pressure is 30psi warm, which is fine for a Rover V8, and during our drive the temperature gauge didn't get far off the stop.

There's little lash in the transmission for one of these in high or low range. The gearshift is typically long throw and vague.

It's being sold with handbook, Land Rover Classic certificate, spare key and an MoT until November. Early Range Rovers are the must-have accessory right now, and this one costs less than a similar car would in London. If those perfect original seats and accessories aren't enough and you must have the ultimate collector version – a pre-production Velar prototype – then the seller has got one of those as well.

CHOOSE YOUR RANGE ROVER

- ▶ First prototype in 1967; 26 Velar prototypes built in definitive Range Rover shape 1969-70.
- ▶ Production of Range Rover with Suffix A chassis nos begins in 1970. Only 2150 made before 'Suffix B' cars arrive in January 1973 with optional power steering, fuel filler flap in place of screw cap, and nylon (not PVC) headlining.
- ▶ Delayed by cost restraints, four-door launches in June 1981 and quickly outsells the two-door.
- ▶ Fuel injection fitted from 1984; now 155bhp.
- ▶ Official US imports begin in 1987 and 2.4-litre diesel is offered from 1988.
- ▶ Motor enlarged to 3950cc (182bhp) for 1990; 4215cc (200bhp) from 1992 with option of lwb Vogue. L-R's own 2.5-litre TDi from 1992.
- ▶ Replaced by P38 in 1994 but rebadged 'Classic' Range Rover produced until 1996.

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1971 Range Rover

Price £49,995 Contact Avantgarde Cars, Tamworth, Staffs (avantgardecars.co.uk, 01827 288177/07968 694448)

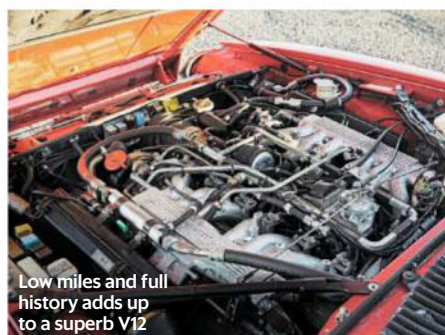
Engine 3528cc, ohv, aluminium V8 Power 130bhp @ 5000rpm Torque 185lb ft @ 2500rpm Performance Top speed: 96mph; 0-60mph: 12sec Fuel consumption 16mpg Length 4470mm Width 1778mm



XJ-S's Signal Red bodywork remains true, as does the double coachline



Only light wear to seat bolster mars an otherwise fine interior



Low miles and full history adds up to a superb V12

1990 Jaguar XJ-S V12 Convertible £18,495

A beautiful example of Jaguar's consummate tourer in its most appealing form. **Rob Scora** takes the helm

Presented in Signal Red with magnolia leather under a black hood, this later mid-production XJ-S convertible ticks a lot of boxes for anyone wanting a refined touring express.

The bodywork wears its 49,231 miles well. From any angle it looks to be a straight car, the doors lining up and shutting properly, and that big, long bonnet keeping a nice symmetry and even shut-lines. What looks like the original paintwork is in exceptional condition with its twin-striped coachlines intact. In certain light you might get a hint of the slightest fade to the lip of the bootlid. Nooks and crannies are mainly clean and screw heads corrosion-free. Some chrome details could do with a polish, but the metal retains its lustre and isn't pitted. There's one small area of corrosion to the chrome atop the right rear bumper, and the grille under the front bumper shows some light surface rust spots. The underside of the car is very tidy.

Likewise, the light-coloured leather interior is in excellent order. There is, predictably, some light wear to the driver's seat bolster, but the leather is supple and surfaces and piping retain their colour well.

Door furniture and switchgear remain functional and firmly mounted – not always so in an XJ-S. This car has no rear seats, just the luggage shelf and storage lockers. Both carpeted area and chrome rail look good, as do the mats in the footwells.

The hood fabric is deep black with no tears or signs of mould, and its rear window is clear and straight. The top folds smoothly and stows under a well-fitting tonneau.

That big V12 snorts into life without fuss and settles into the familiar muted burble. Its fluid levels are correct and there are no untoward smoke signals, likely the result of its largely main-agent full service history that hands over to specialists more recently.

That history translates into a text-book touring Jaguar ride on the road. The steering is positive and the wheels don't slam into potholes the way some of these cars can when they ride on tired suspension.

It's not the kind of car you want to hustle too enthusiastically down the lanes, but this XJ-S is nicely balanced and communicative going into bends of all radii, while the brakes rein in the big GT without wobbles or groans. You'll hear no complaints from the coachwork either, even if your driving becomes more lively or the roads rutted.

Left to its own devices, the three-speed auto changes gear smoothly and without shunt, and remains compliant if you select the cogs yourself. The famous 5.3-litre V12 doles out power and torque with no flat spots or oil-starved valve chatter. The oil pressure needle sits mid-gauge, and water temperature holds steady in traffic.

The price is at the upper end for one of these and some prospective owners would prefer a lower price coupled with rear seats. But its history and condition should put it on the 'go see' list of anyone wanting a usable but presentable XJ-S convertible.

CHOOSE YOUR JAGUAR XJ-S

- ▶ E-type successor launched in September 1975 with 285bhp V12 and choice of four-speed manual or three-speed auto. Revised engine with 'Fireball' cylinder heads arrives July 1981. More fuel-efficient, it makes 299bhp and hits maximum torque lower down rev range.
- ▶ First open-topped XJ-S arrives late 1983 – the targa-style Cabriolet. Initially only available with the 3.6-litre 225bhp AJ6 six-cylinder that was announced at the same time. Eagerly adopted by those who found the V12 too thirsty. V12 Cabrio arrives in July 1985.
- ▶ Prettier full convertible announced at the 1988 Geneva Motor Show to replace the Cabriolet. Offered only with V12 engine.
- ▶ XJS gets makeover for the 1991 model year and loses hyphen. Rounded rear windows the big giveaway on coupé. Six-cylinder engine (also now in convertible) is a 223bhp 4.0-litre; the V12 is down to 273bhp due to a catalytic converter.
- ▶ Production ends in 1996 after 21 years.

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1990 Jaguar XJ-S V12 Convertible

Price £18,495 Contact Spinning Wheel Garage, Chesterfield UK (spinning-wheel.net, 01246 451772)

Engine 5344cc, V12 ohc Power 299bhp @ 5500rpm Torque 318lb ft @ 3000rpm Performance Top speed: 152mph; 0-60mph: 6.9sec Fuel consumption 16mpg Length 4877mm Width 1778mm



1985 Aston Martin V8 Volante "PoW Look"
 (LHD)



2007 Bugatti Veyron
 (LHD)



2006 Bentley Azure Convertible
 (RHD)



1971 DeTomaso Pantera 'Pulsante'
 (LHD)



1971 Mercedes 280 SE 3.5 Cabriolet
 (LHD)



1975 Iso Lele 2+2
 (RHD)



1962 Jaguar MK II 3.8
 (RHD)



1971 Fiat 500 L "Jolly"
 (LHD)



1958 Jaguar XK150 SE FHC Fast Spec
 (RHD)



1964 Ferrari 330 GT 2+2
 (LHD)



1986 Ferrari Testarossa "Monospecchio"
 (RHD)



1961 Facel Vega HK500 Coupe
 (LHD)

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Corvette 1958 Roadster finished in signat red (orange) with white side covers, matching interior, white soft top, 4 speed manual, dual quad 283/270 H.P. This very rare 58 Corvette is probably the finest in the world, having covered only 10 miles since full professional restoration every nut and bolt, it boasts every original part with matching numbers even down to the wipers. If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed. This car is just breath taking..... £145,750



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



Jaguar V12 E type Roadster 1974/5 Finished in Gleaming Old English White with Cherry Red hide interior, headrests, auto, power, stereo system, overmats, sparkling chrome wire wheels, virtually one owner, only 22,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb £165,500



London Taxi TX1 bronze 1999. Finished in gleaming black with contrasting leather interior and Recaro drivers seat, fold down occasional seats, glass divider, CD system, walnut veneer dashboard, auto, power steering, wheel chair access, air conditioning, chrome hubcaps, one owner. This is no ordinary Taxi it has been maintained from new to a very high standard, always garaged and drives superb £5,750



Mercedes 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 memmats, Automatic, power steering, CD stereo system, full tool kit, lots of old mot's and history invoices, handbook, looks very similar to new, Drives Superb. Garaged. This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one £139,500



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example £59,750



Ford Ranger Wildtrack Truck New 66 plate. The only one of its kind, Auto, power, 3.2 diesel. Finished in frozen white, with partial hide interior. This top of the range model has just about every extra possible infact to many to list, more pics on our website £35,500



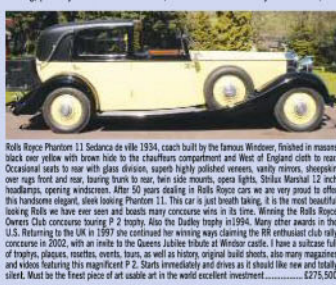
BENTLEY 1956 coachbuilt by Hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overrugs to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only £65,750



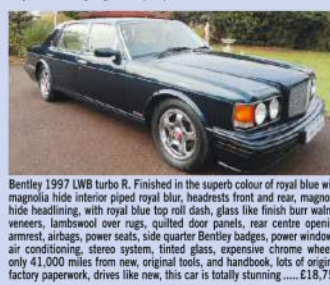
Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new £46,750



Rolls Royce 1977 shadow 11 finished in the delightful colour of primrose with beige hide interior, lambs wool over rugs, all the usual extras, air conditioning, power windows, central locking, stereo system. This magnificent example has only covered 45,000 miles from new, with full service history over three thousand spent recently to bring this car to a very high standard and invoices to match, almost every mot, only three owners from new, always garaged. Drives like new and pampered from new properly the finest on market and rising in value absolute gift at only £16,750



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover. Finished in maroon black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass divider, superb highly polished veneers, vanity mirrors, sheepskin over rags front and rear, heating train to rear, two side mounts, open lights, Sticker Marval 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is a just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concrete wins in its time. Among the Rolls Royce Owners Club concours bearing P 2 trophy. Also the Duxley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 the continued her winning ways claiming the RR enthusiast club only concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, medals, events, 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 the new and totally silent. Must be the finest piece of art/sculpture 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 top 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 hear this car running and could be driven anywhere in the world, it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day..... £86,750



Mercedes 230SL Sports Pagoda, 1966 finished in the most striking original colour of brilliant brunswick green with complimented as new deep red carpets and seats, rear seat, new matching soft top, and hard top, radio and cassette, very rare four speed transmission, only used on high days and holidays, hence only 42,000 miles from new and only two owners, garaged from new, lots of history and handbook complete with all tools, thousands spent over the years to keep this car in superb condition, personal registration number to go with car. Just stunning £87,750



Jaguar E Type 1965 4.2 FHC. Finished in British Racing Green with Beige hide interior. Sun roof. Radio. Upgrades. Engine by Forward engineering. Coopercraft brakes, this unmoetted 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 £15,750



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool 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 £29,750.



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre console, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment.....£157,500



Jaguar E Type V12 1971 2+2 LHD finished in British racing green with superb black hide interior, 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 horses 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 gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example.....£57,750



Jaguar E Type 1970 FHC, Finished in ascot fawn with cherry red hide interior, chrome wire wheels, webastow sun roof, this car has only covered 72,000 miles from new with a folder full of history much money spent over the years, never been restored and does not need to be, very genuine and original last owner many years, always garaged and a pleasure to drive absolute gift.....£57,750



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and 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 LHD, Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show.....£115,500



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, 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



1998 Vauxhall Omega Hearse finished in Masons black with veneer interior, double deck, beater seats, with excellent walnut veneer deck, with all coffin stops. Inlaid glass pattern to the glass, and tailgate, air conditioning, power steering, alloy wheels, automatic, power windows, only 62,000 miles from new, highly maintained, drives like new, excellent condition, you will be amazed at the condition, what value at only £5,750



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft 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



Rolls Royce Left Hand Drive Corniche Convertible series 11 1985 model. Finished in ivory with matching tan hide interior, matching power convertible top, lambs wool overalls, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example.....£49,750



Mercedes Sports 300SL 1988 personal reg number, finished in diamond blue with dove grey hide interior, headrests to front, power windows, hard & soft tops, light up vanity mirrors, Alloy wheels like new with new tyres, automatic, power steering, original stereo, only three previous owners, with full history, garaged from new, drives like new, superb example.....£29,750



Mercedes 560 SL Sports Left hand drive, 1988. Finished in the most delightful unmarked colour impala metallic colour coded bumper, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, last 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, sundrym 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



Metrocab 2000, finished in black with superb interior, automatic, power steering, 6 seats in the rear and 2 in the front making this an 8 seater, new tyres all round, only two owners, well maintained, stereo CD player power windows, drives excellent gift at only.....£2,750



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whitewall tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old MOTs, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types.....£125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website.....£125,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.£145,750

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

£215,000



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



1985 ASTON MARTIN V8 VOLANTE left hand drive. Finished in Dark blue with parchment piped burgundy trim and dark blue mohair hood. Only 50,000 KM but no history

£139,000



2000 ASTON MARTIN DB7 VANTAGE. Finished in stunning dark 'sky silver' with parchment over blue trim. Full service history and old MOT certificates showing just 28000 miles from new Exceptional condition.

£37,950



1980 ASTON MARTIN V8 TO VANTAGE 580X SPECIFICATION. Fitted with six speed manual gearbox. Finished in stunning deep burgundy metallic with magnolia piped burgundy trim and burgundy carpets. Additional body styling by Aston Martin, Ronal wheels and tyres, large bore air box and exhaust system, suspension factory handling upgrades, High quality sound system. Very large history file

£225,000



1985 ASTON MARTIN V8 SALOON. Restored and converted to 580X spec vantage engine by RS Williams less than 3000 miles ago! Finished in 'Black Tulip' this car underwent a bare metal repaint by Spraytec, new sills by body lines and mechanical overhaul including engine to vantage 580X spec, up rated automatic gearbox, suspension, brakes, wheels and tyres etc by R S Williams. The car has a huge history file with no expense spared and all work from the 1980's undertaken by R S Williams. MOT certificates going back to 1988. This car can only be described as in superb condition to concourse winning level.

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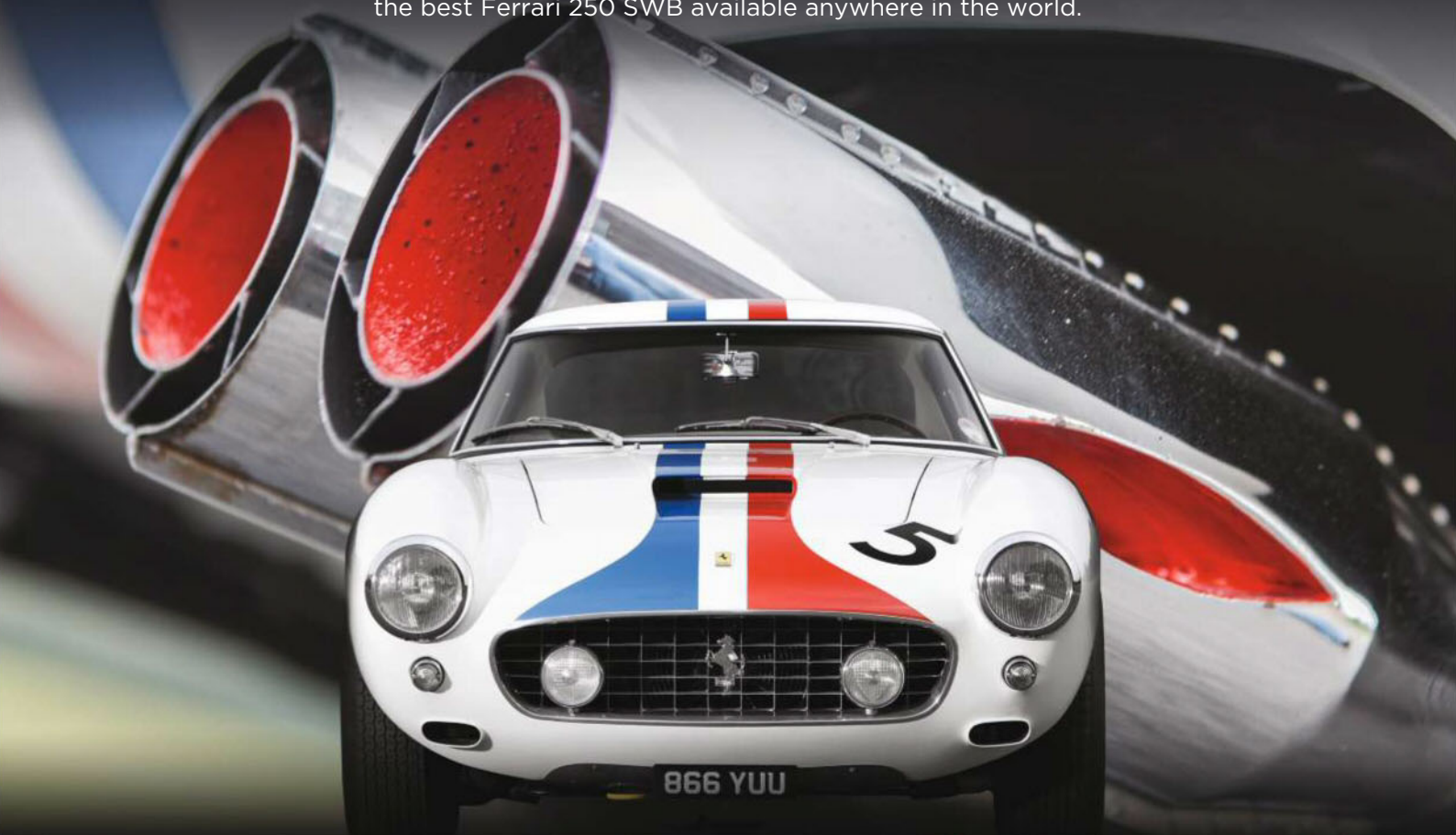


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1955 SWALLOW DORETTI – OVERDRIVE. (MILLE MIGLIA ELIGIBLE)

Old English White with Tan Interior. Out of a total production of 276 vehicles, only 25 are known to be still on the road, with this magazine featured example possibly being the finest of all. Totally restored and uprated by TR Enterprises on a no expense spared basis. From a bare metal respray to a complete mechanical overhaul nothing has been left to chance. Built with Continental touring in mind the Spec includes : Unleaded Head, Uprated Clutch, CWW, 3A Rear axle, Stainless Exhaust and Manifold, Front Disc Brakes, Heater, Tonneau Cover, Stainless Boot Rack, Etc. 'Dotti' is an exceptional Swallow and with examples such as this rarely coming onto the open market this is an opportunity not to be missed.

RHD – £79,995



1963 TRIUMPH TR4 – OVERDRIVE.

Finished in Moonlight Blue Pearl. Unbelievable Rebuild to the Very Highest of Standards. Incredible spec includes; Full Steel Engine on Twin 40 Webers, 4 into 1 Stainless Steel Exhaust, Uprated Clutch, Uprated Overdrive, Surrey Top, Adjustable Front and Rear Dampers, RaceSprings Front and Rear, Adjustable Camber, oylbushed, Facet Fuel Pumps, Oilcooler, Dual Circuit Brakes, Uprated Roll Bar, Torino Seats. Etc Etc Etc. Estimated cost to replicate now – £100,000! Never Driven in the Wet! One of the very finest examples.

RHD – £48,995



1965 MERCEDES BENZ 230 SL AUTO.

Light Beige with Havana Brown Hard Top and Matching Hood. Interior in Tan Hide. Ground Up Restoration just completed to a standard seldom achieved. Every component has been restored to perfection. The lengths that have been gone to in sourcing original parts worldwide, must have taken months. Equipped with Period Radio, PAS, Tool Kit Etc. Next year we celebrate 50 years in the business and I have never seen a finer, more detailed restoration. Hand on heart this has to be the very best example world wide!

LHD – £120,000



1961 MGA ROADSTER 1600 MK2.

In Chariot Red with Black Trim. North American Export, brought back into the UK 1993. Restored by MGA Specialist Bob West in 1995. Body off Chassis. No welding. Fantastic Shell. Sharp Panel Gaps. Unleaded Head. Kenlowe Fan. New Carbs. New Radiator Core. New Shock Absorbers and Springs. New Weather Equipment. Converted to Negative Earth. Stainless Steel Exhaust. New Distributor and Plugs etc. Wheels Repainted with new Tyres. A Chance to buy a Fast Appreciating Classic car. Ready to Go and in Stunning Condition.

RHD – £34,995



1964 AUSTIN HEALEY 3000 BJ8 MK3.

British Racing Green with Black Interior. An Original UK Matching Number example that has only had three owners from new. Restored some years ago from the ground up to a superb standard with little use since. Spec. includes Overdrive, Wire Wheels, Uprated Brakes Etc. A photographic record of the rebuild is included in the history file alongside early registration documentation, invoices etc. An iconic British Sports car in truly superb condition.

RHD – £64,995



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. A Rare Find.

RHD – £24,995



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, Louvred 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



1953 FORD E83W BOX VAN.

Finished in White, This very rare E83W was restored some years ago to a good, useable standard. Very little use since. Now looking for a new lease of life. Ideal promotional / advertising tool or period pit accessory? There's even enough room to stand up in the back!

RHD – £14,995



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



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



1951 MG TD.

Black with Red Interior and Red Steel Wheels. The specification and colour combination is believed to be as the car left the factory 65 years ago. Recently restored to a very nice level it is now ready to be used and enjoyed once again. One of the more desirable MG's and rare in this colour combination.

LHD – £24,995



1999 DAIMLER 4.0 V8 LWB.

Sapphire Blue with Ivory Hide. Two local owners from new. 44,000 miles with FSH. The ultimate in luxury. Cost new £58,000. Equipped with Climate Control, Heated Electric seats, ABS, Cruise Control, Rear Picnic tables, Full Hi Fi System with Stacker CD, Tracker, Walnut with Inlays in Gold, Electric Sunroof, Windows, Mirrors & Ariel. An exceptional low mileage example. Perfect for Wedding or Chauffeur Hire or just that very special occasion. Astonishing value.

RHD – £8,995

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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.

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ASTON MARTIN DB7 ZAGATO – 72 OF 99
£295,000

This superbly specified example, number 72 of the 99 produced, is in excellent condition having covered just 14,800 miles in total. Attractively finished in Chiltern Green with Bitter Chocolate aniline hides and coordinated interior finishers. Previously supplied and maintained by Nicholas Mee & Company in 2012, the car is in excellent order throughout and ready to be enjoyed or grace any collection.

A class winning Salon Privé Concours car, its originally supplied accessories, including the numbered DB7 Zagato owner's manual, DB7 Zagato owners book, leather 'bomber' jacket and protective interior and exterior covers, are included in the sale. While a Zagato relevant registration number, is also included for UK use.


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£645,000

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Jensen CV8 MKII



Bentley Silver Cloud II



Aston Martin DB7
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Aston Martin Bertone Jet 2+2
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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
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Ferrari 250 GTO Restored LHD
Frazer Nash BMW V8
Jaguar XJS Convertible RHD
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1947 Bentley Mk VI Shooting Brake
by Harold Radford



1947 Bentley Mk VI Drophead Coupe
by Windovers



1956 Bentley S1 Continental Coupe
by Park Ward



1957 Bentley S1 Continental Fastback
by H.J.Mulliner (manual gears)



1957 Bentley S1 Continental Coupe
by Park Ward (LHD)



1958 Bentley S1 Continental
Drophead Coupe by Park Ward (LHD)



1959 Rolls Royce Silver Cloud I
Drophead Coupe by H.J.Mulliner



1962 Bentley S2 Continental Coupe
by H.J.Mulliner



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Finished in Cumberland Grey and Red Connolly. One of only 37 produced, this very rare car has just completed a full ground up restoration to Concours winning standard with DJ Smail Ltd.



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II Adaptation
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2004 (54) Aston Martin Vanquish. Finished in Antrim Blue with Pacific Blue and Magnolia Connolly hide interior with blue Wilton Carpet throughout. This is a superb 3 owner example of a very collectable model that has been kept in excellent condition from new. It has covered just 25,000 miles and has a comprehensive service history. This car has been built to 2+2 specification and is fitted with most available options and also includes special order Kahn 20" Alloys. Realistically priced at **£87,950**



2003 Aston Martin Vanquish 2+2 finished in Grigio Titanio with contrasting black hide interior and finished with high gloss walnut dash and door cappings. The car has covered only 34,000 miles from new and comes with a complete Aston Martin service history. The specification includes 6 speed semi-automatic transmission via Paddleshift with sport mode and traction control, electrically operated heated seats with lumbar support, Linn HiFi with multiple speakers, pale grey Alcantara headlining, fully adjustable steering column, tailored Aston Martin over mats, heated front and rear screens, driver and passenger air bags and 19" multi-spoke alloy wheels with high speed rated Yokohama tyres. The car is in perfect condition throughout and reasonably priced for one in this condition at **£86,950**



1987 Aston Martin V8 FI. Finished in Chichester Blue with contrasting Parchment hide interior piped blue. One of only 6 manual series V injection cars ever produced. Easier to drive than a Vantage of this era and only half of the outlay. One family owner from new, 46,000 miles, Aston Martin service history. Bound to continue to appreciate. Sensibly priced for such a rare car in this condition. Perfect Paintwork, superb interior, mechanically excellent and will be serviced prior to sale **£225,000**



1978 Aston Martin V8 'S' with original 5 speed ZF Manual transmission. Finished in Raven Black with red hide interior with Wilton carpet throughout. This particular car was supplied new in 1978 by Robin Hamilton Ltd and has only changed hands seven times in the past 38 years. It comes with a chronologically detailed history file containing records of servicing by Aston Service (Dorset) and other well-known specialists and with details of chassis restoration and subsequent rust proofing. In recent times it has formed part of a small collection and is in fine condition throughout. Both paintwork and interior are of a high standard and the car is fitted with air conditioning. It is a real motoring pleasure to drive and realistically priced at **£115,000**



2002 Aston Martin DB7 Vantage Coupe finished in Antrim Blue with Pacific Blue and Parchment hide interior. The car comes with a well-kept history file with workshop invoices and previous mot certificates showing progression of the mileage. This low mileage motor car is in excellent condition with excellent paintwork and a well-kept interior. Having driven the car for about 100 miles it has proved to be one of the most pleasurable DB7's that we have driven. The specification includes touchtronic automatic transmission, electric heated seats, air conditioning, 18" alloy wheels, and most available options. Very realistically priced at **£34,950**



2004 Aston Martin DB9 Coupe finished in Grigio Titanio with contrasting Black Connolly Hide Interior. This 5 owner motor car has covered just shy of 80,000 miles and comes with a comprehensive service history and has just been serviced this week prior to sale. It comes with most available options including auto paddleshift transmission, Satellite navigation, air conditioning, high spec stereo system, electrically adjustable heated seats, fully adjustable steering column, multi-spoke alloy wheels and black callipers. The car is in extremely nice condition and drives very well and is sensibly priced at **£29,950**



1991 Aston Martin Virage 5 speed manual finished in Balmoral green with contrasting Tan Hide interior complimented with Walnut veneers, Alcantara headlining and full Wilton carpet throughout. This very rare and desirable manual car was serviced by "Works Service" and Ian Mason in London until 2003 since when it has been serviced by specialists including Goldsmith & Young and ourselves. Standard fittings on this model include air conditioning, power assisted steering, alloy wheels, electric heated seats and an adjustable steering column. In addition, this particular car has had a recent new clutch and the new halogen headlamps and the rear suspension has been upgraded by Goldsmith & Young to give improved road holding in line with the newer Vantage models. The car is in very nice condition both mechanically and cosmetically and in our opinion extremely sensibly priced at **£45,000**



1971 Aston Martin DBS V8 (Fuel Injection) finished in Fiesta red with contrasting Oatmeal hide interior with matching carpets; it also has the very tasteful addition of a walnut dashboard and walnut cappings around the interior door handles, similar to the later Oscar India. Within the past 5 years this matching numbers car has been the subject of a back to metal repaint in the original Fiesta red and the paint finish is superb. On the road, the car handles beautifully and the fuel injection engine is very responsive and smooth to drive. It retains its original but refurbished GKN alloy wheels and sits on high speed rated tyres. When it was announced in 1969 it was the fastest motor car that Aston Martin had ever produced and could more than live with all of its contemporaries in terms of both speed, acceleration and driver comfort. This car was supplied by us to the last 2 owners both of whom have carried out considerable improvements and together with regular servicing and maintenance the result is now a rare and collectable investment motor car which is both fun to drive and a seriously good investment. Realistically priced for one in this condition at **£150,000**

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★ £34,500 ★



1933 DODGE SIX DROPHEAD COUPE WITH RUMBLE SEAT. A genuine Detroit DP Series. Being part of a private collection for many years. Totally restored 10 years ago. Now being U.K. registered with a current MOT and having just undergone a total mechanical overhaul of the engine, gearbox, brakes, and all new tyres. Twin mounted spares with mirrors & a matching pair of trumpet horns. This powerful 6 cylinder 3 1/2 litre Coupe is admired by everybody wherever she goes. Lovely paintwork, good chrome, new double duck hood, all new leather upholstery and totally reliable.

★ £26,000 ★



1935 TALBOT AX65. Bodied by Darracq. Commonly and previously known as the Talbot 14/45. This fantastic, powerful, spacious, 4 door family saloon, being a local car known by us for many years having been sold by us to its previous 2 owners. Having a superb body and mechanics and a beautiful totally original tan leather interior. With its highly advanced pre select gearbox she is finished in Masons Black and Ivory with side mounted spare, Wire wheels, full size sunroof, all original period fittings. Many bills, history, original documents and handbooks etc. An absolute must.

★ £34,500 ★



HARD TO BEAT - 1947 BENTLEY MKVI WITH SPECIAL ALUMINIUM COACHWORK BY JAMES YOUNG. Having undergone a total chassis up restoration from 1980 to 1990 including engine, gearbox, back axle, totally re wired, bare metal re-spray, totally re upholstered, all re furbished wood work and all re chromed. Having covered only 30,000 miles since. Full photographic evidence and all bills available for work carried out with a very extensive history file. All Original small and large tools, handbook and a original set of build sheets old style buff log book. A nice, genuine, honest, reliable car in lovely condition.

★ £69,500 ★



1934 ROLLS-ROYCE PHANTOM II. Six Light Limousine with coachwork by Barker. With all matching numbers. Totally unblemished body. Her stunning interior consists of Maroon West of England cloth to the rear with occasional seats. Matching leather interior to the chauffeurs' compartment and Burr Walnut woodwork. Just undergone a major mechanical and cosmetic refurbishment, including a new exhaust system. Driving faultlessly, holding good oil pressure and running cold at all times. This sensibly priced example would be hard to beat.

★ £64,500 ★



RARE 1934 LAGONDA 16/80. One of only 260 models produced with the powerful 2 litre 6 cylinder Crossley engine having been totally rebuilt in 2011 and having the advantage of the 4 speed ENV in line floor change pre-selector gearbox, also totally overhauled in 2002. With the beautiful, "pillar-less" saloon body. Previously owned by the Lagonda president David Hine, who undertook a major body off restoration including a complete new ash frame. All photographic evidence and bills are available with this stunning car.

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1958 BENTLEY S1. Left Hand Drive. Finished in Black over Green with Grey hide interior. 113500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out...**£50,000**



1953 BENTLEY R TYPE AUTOMATIC finished in Royal Garnet with Beige hide interior. Excellent history file with many invoices. Presented in stunning condition throughout. Must be seen. Ready to show**£42,000**



1949 BENTLEY MK VI MULLINER SALOON Finished in Royal Garnet with grey hide, piped red interior. Covered 66500 miles with extensive service history and a comprehensive restoration. Avery handsome and scarce coach built MK VI presented in stunning condition throughout.....**£50,000**



1988 BENTLEY EIGHT finished in Royal Blue with tan hide interior. Covered just 41,000 miles from new with full and compressive history with Bentley main agent. Beautiful throughout. Must be seen. Cherished registration number D5 EWB included in sale.....**£18,000**



1995 BENTLEY BROOKLANDS LWB. Finished in Diamond Graphite. The interior, trimmed in Black hide with Black Piano wood and Black lamb's wool over rugs. Covered 153,000 miles from new having had just 1 owner. Full and comprehensive history with Jack Barclay and specialists. An excellent usable classic with many factory options**£10,000**



1949 BENTLEY MK VI saloon finished in Tudor grey over Shell grey with Burgundy hide interior. Covered 108,000 miles having an excellent history file. Just 5 former keepers. Stunning original example. A prize winner**£37,000**



1997 Jaguar XK8 Convertible finished in Red with Black hide interior. Covered just 79000 Miles with full main agent history with fully stamped service book Utterly stunning throughout.....**£12,000**



1988 JAGUAR XJS V12 CONVERTIBLE finished in signal red with black hide interior. Just 77,000 miles from new with an extremely comprehensive history file by Jaguar main agent and specialists. Exceptional condition throughout**£16,000**



1962 JAGUAR MK2 3.4 MOD. Finished Old English White with Red Hide interior. Covered 57,000 Miles with a Good history file including invoices and past MOT test certificates. A stunning MK II in excellent condition throughout....**£27,000**



1998 ROLLS ROYCE SILVER SERAPH LHD Finished in Acrylic White with Red hide interior. Scarce Left Hand Drive. Fantastic specification, options to include rear TV screens, picnic tables**£30,000**



1996 ROLLS ROYCE SILVER SPIRIT 4, finished in Royal Blue with Magnolia interior piped Blue. Covered just 48,000 miles from new having had just 2 former keepers. Known to us for the past 10 years and regularly maintained. Offered with full service history. Recent work to include replacement of the cylinder head gaskets. Very scarce model in 1st class condition throughout.....**£28,000**



1989 ROLLS ROYCE SILVER SPIRIT, finished in Windsor Blue with Magnolia piped Blue hide interior. Covered just 39,000 miles from new having had 3 former keepers. 39,000 miles. Full main agent service history. Outstanding condition**£19,000**



1974 ROLLS ROYCE SILVER SHADOW I finished in White with Black hide interior. Showing 75,000 miles. Invoices for works carried out. Clean and tidy car. Ideal for weddings. Part exchange to clear. Sold with 1 years MOT**£6,500**



1986 ROLLS ROYCE SILVER SPIRIT finished in Light Ocean Blue with Light Blue piped Magnolia interior. This beautiful car has covered just 24,000 Miles and comes with full service history with fully stamped service book. Looks, feels and smells like new. Perfect throughout**£21,000**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today.....**£70,000**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition.....**£70,000**



1939 ROLLS ROYCE WRAITH TOURING LIMOUSINE By Park Ward, with division Finished in Two Tone Georgian Silver and Wildberry with a Beige Hide interior. Presented in fine condition throughout, this very rare pre-war Wraith runs and drives superbly and has beautiful Park Ward coachwork with an equally fine interior. Sold fully serviced.....**£70,000**



1977 ROLLS ROYCE SILVER SHADOW II Finished in Two tone Silver Sand and Nutmeg with Brown everflex roof Brown Hide interior with picnic tables. Covered 94300 miles with Specialist stamped service book with invoices and MOT's and original RR handbook folder. A handsome example in excellent condition.....**£15,000**



1934 ROLLS ROYCE 20 / 25 SPORTS SALOON BY WINDOVERS. Finished in Black over Cream with Beige cloth interior. Complete with a very good history file. Beautiful. A prize winner.**£52,500**



1984 ROLLS ROYCE SILVER SPIRIT finished in Deep Ocean Blue with Magnolia Hide piped Blue interior. Covered just 27,000 miles with 4 former keepers. Original handbook folder including stamped service book and all RR supplements. Beautiful low mileage example. Registration number '8714R' included in sale.....**£18,000**



1979 ROLLS ROYCE SILVER SHADOW II, finished in Antelope with Tan hide piped Brown interior. Covered just 58,000 Miles from new with full service history. A stunning example with low mileage in exceptional condition. One of the very best.....**£25,000**



1978 ROLLS ROYCE CORNICHE CONVERTIBLE LHD Finished in Porcelain White with blue roof. Dark blue hide interior with dark blue carpets and lamb's wool over rugs. Covered 94000 miles with comprehensive history file and build sheets. A very attractive left hand drive example in excellent condition.....**£45,000**

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This 1988.5 - 5000 QV is 1 of only 13 UK cars with documented mileage of 14,000 miles and Concours condition.



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1997 MERCEDES 320 SL. Finished in immaculate brilliant silver with unmarked black leather and black hood ONLY 51000 miles with service history old MOTs and invoices to confirm how well looked after this car has been. Must be one of the best examples on offer today **£13,995**



1967 JAGUAR 2.4 MANUAL OVERDRIVE. Finished in immaculate british racing green with black trim and carpets. Engine suspension and brakes all completely rebuilt in the last 3000 miles. The large history file details all the work carried out. **VERY DESIRABLE SPEC. BRG. MANUAL O/D WIRE WHEELS VERY GOOD INVESTMENT** **£19,995**



2008 MERCEDES CL600 FINISHED IN IMMACULATE MAGNATITE BLACK WITH UNMARKED IVORY VENTILATED LEATHER. The car has every option including Command.Heated and cooled seats Multisentric front seats with bolster adjustment and massage setting. Night vision. DVD .Sun roof . AMG Wheels. Distance drive dynamic and much more The new car invoice is in the file amounting to £108,000 when the car was new. **MINT CAR EXCEPTIONAL VALUE**..... **£26,995**



1989 BENTLEY MULSANN S. Only 38000 miles from new. Finished in Larkspur blue with surf blue hide, dark blue piping and dark blue Wilton carpets. Spent most of its life on the Isle of Man, hence the very low mileage. **£15,995**



1986 JAGUAR XJS 3.6 MANUAL. ONLY 18000 MILES FROM NEW. Finished in immaculate bordeaux metallic red with doe skin half leather The car is as close to new as a 40 year old car can be. Drives like a new car. **SURE INVESTMENT CAR**..... **£24,995**



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1975 MERCEDES 200 115. Model ONLY 41000 mile from new Finished in its original Mercedes classic white with blue trim Very original car and very hard to find like this. **£13,995**



MERCEDES 500 SEL FINISHED IN IMMACULATE BRILLIANT SILVER WITH UNMARKED BLACK NAPPER LEATHER. Full Spec long wheelbase model with every option including duel zone climate control.Sunroof Soft close doors and boot. Front and rear parking sensors AMG alloy wheels. ONLY 52000 MILES WITH FULL HISTORY. **NOT MANY ON OFFER IN THIS CONDITION** **£7995**



2005 MERCEDES SL 350. Finished in immaculate Obsidian black with unmarked black leather. Panoramic roof upgraded alloy wheels Mercedes Command system. ONLY 42000 miles with full service history. **IMMACULATE LOW MILEAGE CAR** **£16,995**



1954 MORRIS MINOR SPILT SCREEN WITH O.H.V engine. Finished in Almond green with dark green leather.Had full restoration approx 5yrs ago and had very little use since. For sale at far less than restoration cost **£5995**



1994 BENTLEY TURBO RL. Finished in immaculate Sherwood green metallic with light stone leather piped dark green, dark green dash top and knee roll beige Wilton carpets and dark green lambs rugs. ONLY 59000 miles. **ROLLS ROYCE SERVICE HISTORY. SUPERB CONDITION. NOW VERY SOUGHT AFTER IN THIS CONDITION** **£17,995**



1983 MERCEDES 230E AUTO FINISHED IN IMMACULATE SAND BEIGE WITH LIGHT BEIGE TRIM. Only 64000 miles from new.Full service history supplied by Robinsons Mercedes in Norwich and been a local car all its life. Comes with all its original book pack service book all its past MOTs **LOVELY ORIGINAL UNMOLESTED CAR. VERY HARD TO FIND IN THIS CONDITION** **£8995**



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2009/59 Bentley Arnage T Mulliner. Almost the last model in this range. Only 10,000 miles from new. Finished in Silver Tempest with Flying B and electric sunroof. Magnolia interior with Beluga stitching, with Beluga Flying B's and Piano Black veneers. Turned alloy dash and door cappings. Very rare car and like new **£79,750**



2008/08 Bentley Continental GTC Mulliner. Finished in unmarked Beluga with Black hood in Mohair and fitted with later 21 inch alloys in Black and polished alloy. Only 26,000 miles with FSH. Magnolia interior with Flying B's in Black. Immaculate throughout. Must be seen, outstanding value **£62,950**



2007 Model/56 Bentley Arnage R. Finished in Black Sapphire with Limited Edition wheels and Flying B. Cotswold interior with Walnut veneer and vanity mirrors to the rear. Electric rear seats including heated. Only 31,000 miles with full history. Immaculate condition throughout. Value at only **£46,950**



2006/06 Bentley Continental GT. Finished in Diamond Black with Soft Black interior and Sports alloys. Known to ourselves for last 3 years, with Full Service History. Outstanding condition **£34,950**



2006/06 Bentley Arnage T Mulliner. Finished in Silver Storm with Soft Black interior, with Linen stitching and embossed Flying B's. Piano Black veneers with turned alloy dash and waistrails. Fully electric rear seats. Only 54,000 miles with Full Service History. Immaculate condition throughout **£41,750**



2006/06 Bentley Flying Spur. One owner with just 22,000 miles and Full Service History. Finished in Silver Tempest with an electric sunroof, with Beluga interior. Five seater option with heated and cooling seats front and rear. Immaculate condition throughout **£37,750**



2005/05 Bentley Arnage RL (Extended Wheelbase). Finished in Burgundy over Diamond Black with Cotswold interior piped in Burgundy, with picnic tables and Bentley emblems to waistrails. Cotswold carpets with Burgundy piping. Only 44,000 miles, with FSH. Known to us for last 4 years. Totally unmarked throughout **£54,950**



2005 Model/54 Bentley Arnage R. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with Walnut door inlays and Flying B's to the waist rails. Fitted with DVD screens to the rear. Known to ourselves for last 3 years. Immaculate condition throughout with FSH. Outstanding value at only **£35,950**



2003/03 Bentley Arnage R. Finished in beautiful unmarked stunning Desert Dune. Fitted with front and rear park sensors. The interior is finished in Cotswold with Black carpets piped in Cotswold and Walnut veneers. Fitted with electric rear seats. Only 48,000 miles with Full Service History. Stunning condition throughout **£31,750**



2002/52 Bentley Continental R Wide Bodied Limited Edition. Finished in Black Emerald with Cotswold interior, with Spruce carpets piped in Cotswold. Only 2 owners with just 53,000 miles and FSH. Has really been cherished and is a credit to the previous owner. Immaculate condition and an investment at only **£77,950**



1999 T Bentley Azure. This very rare car is finished in Silver Pearl with Soft Black interior, with Walnut veneers and Black carpets. Only 52,000 miles with FSH. 2 owners since 4 months old. Pristine condition throughout. A very rare car, must be seen **£66,950**



1997 R Bentley 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 **£19,650**



1997 R Bentley Turbo RT. Limited Edition of 252. One of the last true Bentleys. In special order Graphite Grey Mica with Fawnesne (Cream) leather piped in Graphite and Graphite carpets. One family owner, maintained regardless of cost. Only 17,150 miles, 12 main agent services. This car is truly as new **£39,950**



1997 R Rolls Royce Silver Dawn. Finished in Ocean Blue Mica with Magnolia interior piped in Surf Blue, with Surf Blue carpets piped in Magnolia and Walnut veneers. Only 72,000 miles with FSH. Known to ourselves for last 5 years. Immaculate condition throughout **£26,950**



1997 P Bentley Turbo RL MK IV. Only one owner from new. Finished in Black Emerald with Cotswold interior, with Emerald carpets. Only 87,000 miles with FSH. Immaculate condition throughout **£18,950**



1996 N Bentley Turbo R MK IV. Finished in Carmine Red with Magnolia interior piped in St James and St James carpets with Magnolia piping. This car is only 64,000 miles with Full Service History. Stunning condition throughout, must be seen **£17,950**



1995 N Bentley Azure. Finished in Acrylic White with a Black hood, 17 inch alloys and a chrome radiator. Soft Black interior with Piano Black veneers and Black carpets. Only 28,000 miles with FSH. Known to ourselves for many years. Last owner for 15 years. Immaculate condition throughout **£62,950**



1994 M Bentley Turbo R MK III. Finished in Sherwood Green with 16 inch alloys and Magnolia interior piped in Spruce Green, with Spruce Green carpets. This beautiful example of British engineering has only 25,000 miles from new. Supplied by us in 2004 and serviced by us. Totally immaculate throughout **£22,950**



1990 G Rolls Royce Silver Spirit MK II Active Ride. Finished in Midnight Blue with Parchment interior with Slate Grey piping and Slate Grey carpets piped in Parchment. Known to ourselves for many years. Only 56,000 miles with Full Service History. This car is stunning throughout and must be seen **£17,250**



1987 D Rolls Royce Silver Spur ABS 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**



1982/X Rolls Royce Corniche Convertible MK II. Finished in completely unmarked Tudor Red with a Cream Mohair hood, recently replaced, and Cream interior with Cream carpets. This car has been loved and cherished for the last 19 years by its previous owner. 96,000 miles with history. A fast appreciating asset in immaculate condition. Only **£62,950**



1980 V Rolls Royce Silver Shadow Series II. Finished in Classic Walnut with Cream interior. This car has been professionally converted to Diesel by fitting a 4.2 Toyota Land Cruiser engine and should do 28 MPG, possibly more. Superb condition throughout. Must be seen, only **£15,950**



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only **£69,750**



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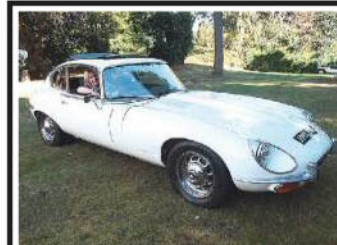
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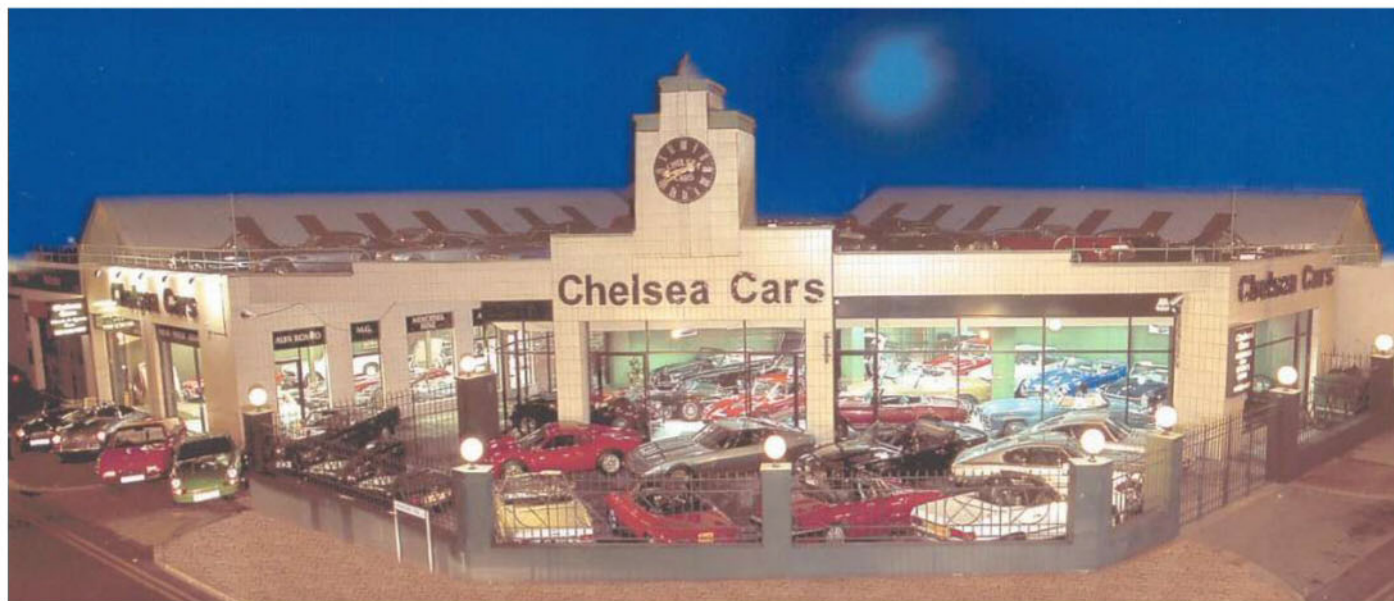
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We just purchased this from the estate of its local log-term owner. A gorgeous, absolutely rust-free body in original Signal Red (body and hard top), beautiful untouched Palomino leather and excellent convertible top. Just fully serviced by us and drives great. Accompanied by original tools, manuals, first aid kit, etc. 44,104 miles. \$34,000



1963 LINCOLN CONTINENTAL 4-DOOR CONVERTIBLE

Purchased from second owner of almost 50 years. Black with complete new dark red leather interior, white top. Fully rebuilt original engine and transmission, new brakes, exhaust, etc. 82,472 miles. \$53,000



1971 ALFA ROMEO GT 1750 COUPE

A numbers-matching car, restored in red with black leather. Owned by one local Alfa enthusiast for the past 15 years, the car looks great and drives just as well. 58,872 miles. \$46,500



1960 BENTLEY S-II JAMES YOUNG CONTINENTAL SALOON

Delivered new to Sir Egbert Cadbury of Cadbury Chocolates. Gorgeous in Garnet with tan Connolly hides. Full history, original build sheets, etc. 41,437 miles. \$195,000



1968 JAGUAR XKE SERIES 1.5 COUPE

Sold and serviced by us. Signal Red body, excellent black leather. Excellent and numbers-matching with original 9:1 compression engine and 4-speed transmission. History, manuals, etc. 82,524 miles. \$72,000



2011 CORVETTE Z0-6

A local, pampered, 100% original, unblemished car in gorgeous Sonic Blue with Graphite leather. Heavily optioned with Z0-7 package, Carbon Fiber, etc. 17,872 miles. \$56,500



1962 CORVETTE FUEL-INJECTED TWO-TOP CONVERTIBLE

A magnificent fuel-injected (original fuel-injection just rebuilt) California car in unmarked Ermine White body and hard top with beautiful original black interior and matching convertible top. Looks and drives fabulously well. California records until 2006 when the car left Bell Canyon, Ca. headed East. 60,894 miles. \$105,000



1984 LAND ROVER SERIES III "88" SAFARI

A gorgeous right-hand-drive vehicle in Land Rover Blue with cream roof and wheels. Fully restored in England before being brought here and traded in to us on an Aston Martin. Equipped with side-facing rear seats, safari roof, front "roo bar" and 2-piece rear tailgate. Fewer than 1000 miles since restoration. \$32,000



1986 PORSCHE CARRERA CABRIOLET

Beautiful original black body, Cashmere leather and black convertible top. Original 3.2 litre, 6-cylinder engine and 5-speed transmission. Sold and serviced by us, the car is as nice mechanically as it is cosmetically. 72,878 miles. \$42,500



1947 MG TC ROADSTER

Full and interesting provenance since delivery new. A beautifully and correctly restored car in light ivory with gorgeous dark red leather, tan canvas top, tonneau cover and side curtains. The original engine was fully rebuilt within the past 1000 miles and a 5-speed transmission was added, making this a car which may be driven comfortably. Rebuilt original 19" wheels, badge bar with driving lamp, chrome luggage rack, wind wings, etc. A fabulous car! \$38,000.

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2003 BENTLEY CONTINENTAL T
Black Sapphire with Cotswold interior. 48,000 miles. Only 349 Continental T produced. F.S.H. Immaculate throughout **£79,950**



1988 BENTLEY CONTINENTAL CONVERTIBLE by Mulliner Park Ward. White with beluga interior and piano black veneer. 39,000 miles. New black mohair hood. Chrome radiator shell and Flying B mascot. Totally immaculate throughout. **£74,950**



1963 BENTLEY S3
Smoke green over Sage green. Air con, front & rear seat belts. Vehicle restored to pristine condition **£59,950**



(56) BENTLEY CONTINENTAL GTC
Moonbeam Silver with Magnolia main hide. 56,000 miles. Dark blue hood. Burr walnut veneer. iPod kit fitted. F.S.H. **£44,950**



2005 BENTLEY CONTINENTAL GT
Diamond black with Saddle interior and special Madrone wood veneer. 15,000 miles. F.S.H. Immaculate throughout. Choice of wheels available. **£39,950**



1998 BENTLEY BROOKLANDS MULLINER LWB
Ruby Mica with Champagne hide. 45,000 miles. Limited edition car 50 of 100. Stunning condition. Exceptionally collectible. **£24,500**



1998 (R) BENTLEY BROOKLANDS MULLINER
Atlantic Blue Mica. 73,000 miles. Number 33 of 100 build. F.S.H. Stunning vehicle. An exceptionally collectible car. **£22,500**



1979 BENTLEY TII
Walnut brown with beige leather interior. Vehicle known to us for last 22 years. Lots of history & in excellent condition. **£17,500**



1960 ROLLS-ROYCE SILVER CLOUD II
Champagne over Deep Maroon with Cream interior. Only 299 long wheel-base Cloud II were produced and few with centre division. **£55,000**



1999 ROLLS-ROYCE SILVER SERAPH
Silver tempest with oatmeal interior. 79,000 miles. Rear ¼ companion mirrors, Electric sunroof. Outstanding condition throughout. **£34,500**



1994 ROLLS-ROYCE SILVER SPIRIT III
Red Pearl with Parchment interior. 56,000 miles. Avon whitewall tyres. Known to us for last 13 years. F.S.H. Immaculate condition throughout. **£18,500**



1990 ROLLS-ROYCE SILVER SPIRIT II
Light oyster with beige interior piped in slate grey. 56,000 miles. £27,000 spent on it in last 18 months including bare metal repaint. **£15,950**

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1980 Ford Escort 1100L – Just 11,992 miles from new with exceptional history. A first class original car in show condition. Unrepeatable and just.....**£14,995**



1956 Jaguar XK140 FHC – A stunning matching numbers car in Pearl Grey. Manual with Overdrive. Rebuilt to a high standard many years ago and comes with a photo record of major bodywork and mechanical work. £5,500 was recently spent on mechanical work to include a new clutch, skimmed flywheel, overdrive rebuild etc.....**£87,995**



1980 Ford RS2000 – in Terracotta with Beige trim. Body coloured underside, thousands spent on major restoration to a very high standard.....**£24,995**



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**



1971 Morris Mini Cooper S – 68000 miles from new and in superb condition with stunning body and paintwork, delightful interior trim and excellent to drive. Rare Cooper S, not easy to find like this.....**£27,995**



2001 Mini Cooper Sport 500 – One of 500 made in the final Classic Mini production run. This one is 213 of the 500 built. Solar Red, 13000 miles from new. A real collector's piece and desirability will only further increase in time.....**£18,995**



1969 Porsche 911T Coupe – Original colour, matching numbers, supplied new in the US and brought to the UK in late 2014 by UK Porsche specialists. Stunning example, driven to us from Oxon and just top class on the road.....**£89,995**



1973 Triumph GT6 MKIII – MOT certificates dating back to 1977. A car that can really be used, driven and enjoyed with absolute confidence. The bodywork is in lovely order and boasts clean, straight panels.....**£12,995**



1968 Mercedes Benz 200 Fintail - LAA 591F presents very well having being subject of a full re-paint around five years ago. Photographs are present in the history file and several years on the car has a lovely, deep shine to the paint finish. The chrome work is of a lovely standard throughout. original MB Tex upholstery.....**£17,995**



1957 MGA 1500 Roadster – Only 2500 miles since a top class rebuild, the A is outstanding on the road with light, 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**



1969 Daimler V8250 – Ascot Fawn with Red trim. The Daimler is totally standard with factory supplied steel wheels, automatic transmission and original leather upholstery. Recorded mileage of 82000 and is remarkably original.....**£22,995**



1960 Jaguar MKIX 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**



1971 Jensen Interceptor II. Rare MKII with 59k miles and one owner for 33 years. Recently subject of £26k of work to take into top class condition. Exceptional body and paint, stunning original interior and mechanically first class. Collector's piece.....**£64,995**



1984 Range Rover Classic V8 5 speed Manual in Venetian Red with original Beige upholstery. Very honest, original car in delightful condition. Driven to us from Oxfordshire without issue.....**£16,995**



1955 Triumph TR2. Subject of a total nut and bolt rebuild to show condition. Matching numbers, original registration mark, original colours, original spec, a very special car with running in miles.....**£54,995**



1959 Jaguar MKII 3.8 Automatic. This is an incredibly early car. Has the most outstanding bodyshell. 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**



1966 Austin Healey 3000 MKIII. Phase II in BRG with Black leather trim, overdrive and chrome wires. Fast road engine, triple carbs and very desirable. Top class condition with recent full re-paint and £25k of invoices since restoration.....**£72,995**



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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1989 MERCEDES W107. 300 SL. Silver with half blue leather, rear seats. Hard top, flat plate alloys. 90K miles from new with Full Mercedes history from day one. All books, tools and original brochures. NOT to be confused with the high priced Specialist examples that are normally re-worked Auction Fodder. The car is mint, original, and never re-painted, presented in near concours condition **£29,950**



1967 AUSTIN HEALEY 3000 MK3 PHASE 2. LHD. BRG with Black trim and Black hood. 2 owners, matching numbers and Heritage Certification. Many concours wins to its name with last owner of over 30 years. The most stunning and correct Healey we have ever seen!! **£74,950**



1998 PORSCHE 993 CARRERA 2. LHD. One of the last built, Manual, speed yellow with black leather sports trim, turbo alloys, Aircond, Sunroof, red calipers, two previous owners only, 38900 miles. Stunning and original with FSH **£69,950**



1983 FERRARI 308GTS QV QUATTROVALVOLE. LHD. Rosso corsa with full tan leather. Alloys, air conditioning, stainless exhaust. 45000 miles only. All books, tools and full documented history. Concours example, and stunning **POA**



1956 MERCEDES 300 W186 ADENAUER AUTO. RHD. A superb example that was restored to a very high standard by its previous owner. Stunning and superb to drive! **£45,000**



1966 JAGUAR 3.4S type manual with overdrive. Oxford Blue with original grey leather. Chrome wire wheels and stainless exhaust. Stunning original matching numbers RHD low mileage, time warp, example. All books, tools, etc **£36,950**



1948 FORD F1 PICKUP. 6 cylinder flat head petrol. Spent most of its life on a farm in Ohio. Ground up restoration to a very high standard, so good in fact that it was on display for some time at the Henry Ford Museum. **£25,950**



1963 MERCEDES 220 SEB "RARE" OPERA COUPE. Manual with power steering. White with full red leather. Factory Aircond, two owners and 28000 miles only. Spent many years in famous collection. Magnificent throughout **£69,950**



1954 MERCEDES 300 W 180 (ADENAUER). Very rare manual floor-change example, prepped for classic rallying (Gullwing spec engine with twin Solex carbs. Stainless steel exhaust, stainless steel fuel tank, sump guard and twin spot lamps. Fiva papers past and present available. This 3 owner motor car (first owner 38 years) is finished in its original black with grey leather trim and, although not Concours, is in remarkable original condition **£45,000**



1986 MERCEDES 280SL SPORTS. (Rare alloy engine). Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 60100 miles with full service history. In original, concours winning condition, we have not seen a better example ever. Truly stunning **£24,950**



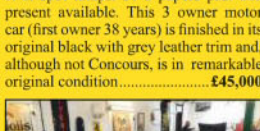
1969 JAGUAR E-TYPE 4.2 SERIES 2 FHC Manual, red leather and chrome WW. Sold by us over a 20 year period to the last 3 owners. One of the best you will find. Please view our website for more details. **£79,950**



1981X TRIUMPH SPITFIRE MK 5. 1500. White, black check trim. 40400 miles only, full documented history. Original and No rust, and one of the very last built. One of the best available. Please view website for detailed photos. **£14,950**



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**



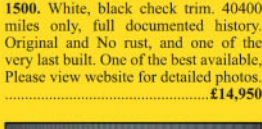
2000 PORSCHE 3.2 BOXSTER S. Midnight blue with Tan leather Alloys, full electric pack. 52000 miles only with FSH. In virtual Concours Condition. Best we have seen ever!! Choice of 2 from **£8950**



1973 RANGE ROVER (FIRST SERIES) 2 DOOR. Bahama Gold with palomino leather, 51000 miles only, matching numbers, Perfect history, stunning **£45,000**



1963 DONFORD FORMULA JUNIOR. In concours condition. Cosworth Engine and Disc Brakes, up to date papers. Eligible for historic PAU, MONACO, and GOODWOOD, etc etc... Very Rare and special race car **£49,950**



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**



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best **£49,950**



1960 MGA SERIES 1. L. 1600 Roadster. RHD. BRG with Tan leather trim, Chrome wires, full weather equipment, Kenlowe fan, leadfree engine. Restored to concours winning standards. By its previous owner. One of the finest available **£36,950**



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 top. 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**



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**



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**



1969 JENSEN INTERCEPTOR MK1. Graphite grey with black leather trim. 69000 genuine miles. Stored for 26 years and then fully recommissioned to a very high standard. Superb documented history file. One of the finest available **£59,950**



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 **£49,950**



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**



1954 VW BEETLE (OVAL WINDOW). Irisblau met blue with grey trim. 58000 KLMs only from new. Matching numbers, Rare find, Please view our website. **£24,950**

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1963 Alfa Romeo 2600 Sprint Right Hand Drive, Bertone bodied, one of the best. 54,000 miles from new, exceptional condition with absolutely no welding underneath, good oil pressure and does not overheat.....**£37,500**



1964 Ford Thunderbird Convertible belonged to the late John Entwistle, from the British rock group, The Who. Continental kit, making 2 or 4 seater. Nearly all original, true icon of 60's American car.**£49,950**



1965 Rolls-Royce Silver Cloud III Chinese Coupe by Park Ward. Believed 1 of only 55 RHD's built, fully restored. Possibly the best, check the prices of the three others for sale in London**£125,000**



1951 Daimler Ferrett Scout Car Mark 1. Rolls Royce engine, Wilson Preselector 5 speed box, 5 speed forward and 5 speed in reverse. Has been in private collection for the last 17 years. 4409 built**£18,500**



1980 Bentley TII Blue mink, blue Everflex roof, magnolia hide trimmed in blue, blue carpets, just serviced by Steve Gallimore, one of 558 built.....**£17,995**



1980 Mercedes 280 SE Classic. White unmarked, black tex and grey trim, virtually one owner, 17,112 miles, the car is as new and drives as new**£13,995**



1939 Cadillac 75 - Ex Greer Garson. Finished in unmarked Raven Black, with special custom interior, which comprises of black headlining, Oxblood leather to the Chauffeur and Oxblood silk to the rear, face forward occasional with no division.... **£95,000**



1984 Daimler DS 420 Vanden Plas Limousine Ex Diplomatic car. One owner, chrome bumper model, covered just over 10,000 miles from new, the nearest thing you'll get to a new DS**£35,000**



1961 Bristol 406. The last model with the original 6 cylinder 2.2 litre engine. One of only 175 built and the Bristol Owners Club say there are only 52 left, to their knowledge**£85,000**



1984 Rolls-Royce Camargue 5000 Series One of the best we've ever had over the years. One of only 615 ever built, of which 70% were LHD's. 43,000 miles with a fantastic history**£65,000**



1985 Chrysler Le Baron Town and Country Turbo Station Wagon - 'Woody'. Purchased new by Frank Sinatra and was the last car he ever drove before giving up driving. An icon of the 20/21st Century**£150,000**



1939 Chrysler Series C23 Imperial. Cream with brown leather trim, Straight 8 engine, 3 speed. One of only 16 RHD's ever built. Two piece rear windscreen, full white wall tyres, running boards, Chrysler chrome waterfall grill. Twin period spotlights, lovely art deco front..... **£37,500**



1995 Corvette Convertible Indy Pace car. Absolutely as new, belonged to the famous Dutch Collector, Dick Van Dyke and covered 4,400 miles from new.....**£37,500**



1996 Mercedes 600 SEC V12 Pillarless Coupe. Every conceivable extra, 122,000 miles with full history and original invoice, costing £127k.....**£16,995**



1959 Cadillac Coupe de Ville in unmarked black original coachwork. Completely original, only 28,000 miles from new. Grey leather & fabric original interior, automatic gearbox, PAS and electric windows & seats, tinted glass, original wheel trims and original radio with hydraulic aerial**£55,950**



1936 Hudson Eight Special Saloon. Coachbuilt in England by Coachcraft of London. Right hand drive, reputed to be the only one in existence. Absolutely stunning. Complete restoration and is as clean underneath as it is on top. **£89,950**



1988 Cadillac Eldorado 2 door Coupe. Classic white, navy blue leather and velour trim, 4.5 litre V8, speedo reading 77,000 miles, not to be confused with the usual examples, just serviced by Barry Moran.....**£9,995**



1983 Bentley Mulsanne Turbo Sport Station Wagon. Absolutely as brand new, 36,000 miles from new, spent time in the Channel Isles, too many extras to list. May be completely unique. Please see website for total specification. **£47,950**



1972 Mercedes 600 SWB, supplied new to America, LHD, federal specification, unmarked Raven black with light tan leather unmarked, everything works, history at Mercedes Stuttgart and John Haynes. 106,000 miles. An absolute icon of the 20th Century..... **£79,500**



1969 Rolls-Royce Phantom Six. Masons black over garnet, used to take the 2 Princes from Althorpe Station to Princess Diana's burial grave. Factory air, speedo reading 78,000 miles, was also used in the film 'The Queen'. **£99,950**



1931 Cadillac 370A Roadster. 2 Seater with Dickey, 12 cylinder engine, part of the Valencia collection, fully restored at a cost believed to be over 400,000 euros. Just perfection the very, very best.....**£225,000**



1939 Rolls-Royce Wraith 2 door faux FHC convertible by Gurney Nutting. The only one built! Just had £26k spent on mechanics at Frank Dale & Stepsons, an absolute blue chip investment.....**£185,000**



1987 Zimmer Quicksilver 2 door Sports Coupe, factory built, reliably informed only 48 were built, one owner, 25,600 miles from new, auto, PAS, ac, electric windows and mirrors, leather trim**£26,500**



1989 Bentley 8 Chassis number SCBZE00A8KCH26357. Finished in unmarked ebony with parchment gold fine lines. Full leather interior in parchment piped in black, cumberland stone carpets bound in black, leather headlining, ebony wood. Everything unmarked...**£15,950**

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2010 (10) - 6,477 Miles
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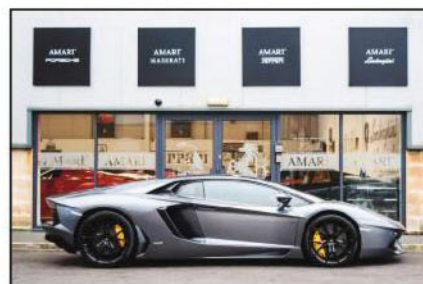
Lamborghini Countach 24th Anniversary
1991 (H) - 24,505 Miles
Bentley Green, Green Leather
£325,995



Lamborghini Murcielago SV LP760-4
2009 (09) - 8,453 Miles
Mars Red, Nero Alcantara
£325,995



Lamborghini Aventador LP700-4
2015 (15) - 8,500 Miles
Rosso Mars, Nero Ade
£279,995



Lamborghini Aventador LP700-4
2014 (14) - 6,730 Miles
Bentley Green, Green Leather
£259,995



Lamborghini Diablo SV
1997 (R) - 9,000 Miles
Giallo, Nero Alcantara
£249,995



Lamborghini Diablo VT Roadster
1999 (T) - 12,638 Miles
Giallo, Nero Ade
£249,995



Lamborghini Diablo VT
1999 (T) - 8,440 Miles
Yellow Skirt Hic, Bianco Leather
£189,995

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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**



2005 Mercedes CLK240 2.6 V6 Avantgarde Cabriolet. Brilliant Silver with 2-tone Anthracite and Dark Grey leather. PAS, ABS, A/C, Command with Sat Nav, parking sensors, cruise control, AMG alloys etc. Only 43000 miles, FSH. Pristine. **£7,995**



1990 Mazda MX5 Mk1. Bright Red with Anthracite cloth and as new Black soft top. Rare specification with automatic, PAS, A/C, e-w, factory alloys, SS twin exhaust system, only 89,000 miles and in lovely condition. **£2,995**



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. **£3,295**



Cherished registration number 3100K. On a retention certificate and available for immediate transfer onto any age of car. **£7,995**



1955 Jaguar XK 140 DHC. Original UK RHD. Carmen Red with Grey leather and Black hood. Original matching numbers engine. Manual with O/D and 16" CWW. Fully documented 10 year ground-up restoration. Show quality. **£P.O.A**



1967(D) Plymouth 426 Hemi Satellite. LHD. Genuine Hemi car from new. Original colour Citron Gold Metallic. PAS, power brakes. Extremely rare and a show winner. Huge investment potential, watch the value double in the next few years. **£79,995**



2010(10) GMC Sierra 1500 SLT Crew-Cab 4WD Pick-Up with 5.3 V8. LHD. White with Beige leather. Switchable 4WD, 6-speed auto, ABS, A/C, Electric tailgate lift. Only 60,000 miles. £235 a year road tax. No VAT. **£18,995**



1973(M) Mercedes W114 Series 280E Saloon. Tax exempt. Signal Red with Cream Mercedes Tex. Automatic, PAS, modern CD stereo. Only 106,000 miles with history from new. Very nice **£7,995**



2002 Porsche Boxster 2.7 Tiptronic auto. Guards Red with Black leather. Electric roof. Only 41,500 miles with 2 owners and FSH. PAS, ABS, air-bags, e-w, CD multi-changer, factory alloys. Jersey car in superb condition. **£8,995**



1982(X) BMW E21 320i Coupe Automatic. Metallic Polaris Silver with Blue Cloth. Stunning time-warrior survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, showroom condition. **£11,995**



1998 BMW Z3 2.8i Roadster. Arctic Silver with Wine Red leather and Black electric roof. 5-speed, PAS, e-seats, heated seats, CD stereo, e-mirrors, e-w, c-locking, factory alloys etc. Only 43,000 miles, FSH. Immaculate. **£6,995**



1978 Mercedes 450SLC Coupe. LHD. Dark Metallic Green with Light Green velour. Automatic, PAS, E-Windows, stereo, original alloys. Approximately 105,000 miles, very clean cosmetically. **£8,995**



2003 BMW E46 330Ci Sport Coupe Simola Red with Black leather. 5-speed, PAS, ABS, A/C, glass e-sunroof, cruise, e-seats, e-w, parking sensors, factory Sport alloys. Only 59,500 miles with FSH. **£5,395**



1998(R) BMW Z3 1.9i Convertible 5-speed manual. Arctic Silver with Black leather. PAS, ABS, e-w, e-mirrors, alloys, CD stereo. 40,500 miles recorded. Very clean throughout. **£4,395**



2004(04) Smart Convertible Silver Pulse Special SE. Silver with Black interior. Tiptronic manual with paddleshift, alloys, dash pods. Only 69,400 miles with FSH. Every MOT. Road tax only £30 a year. Pristine. **£2,395**



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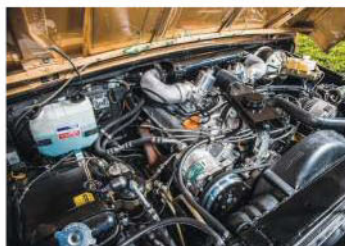
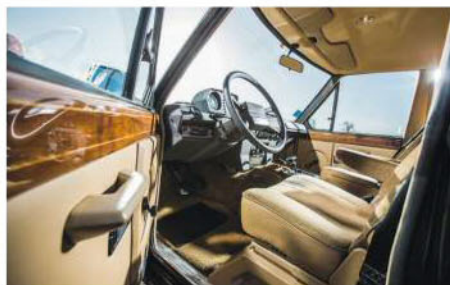
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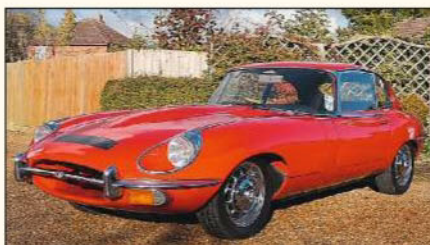


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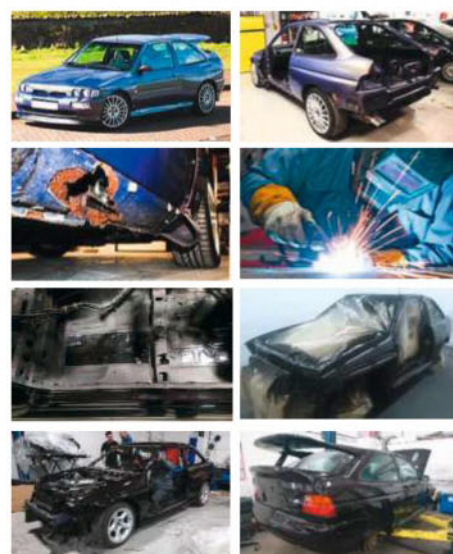


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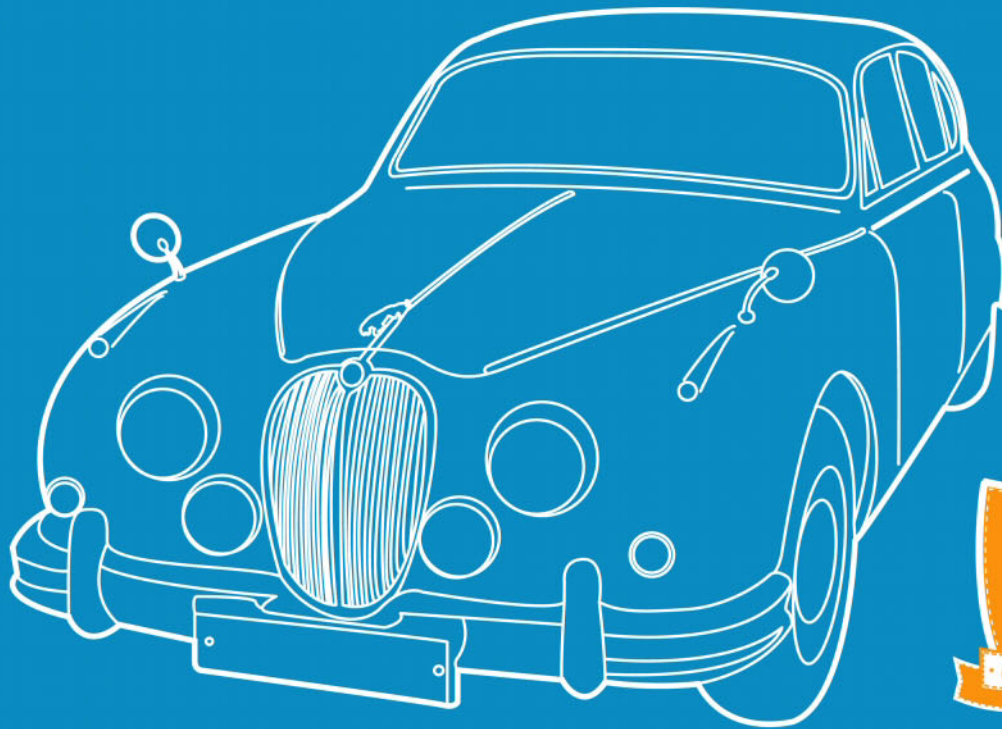
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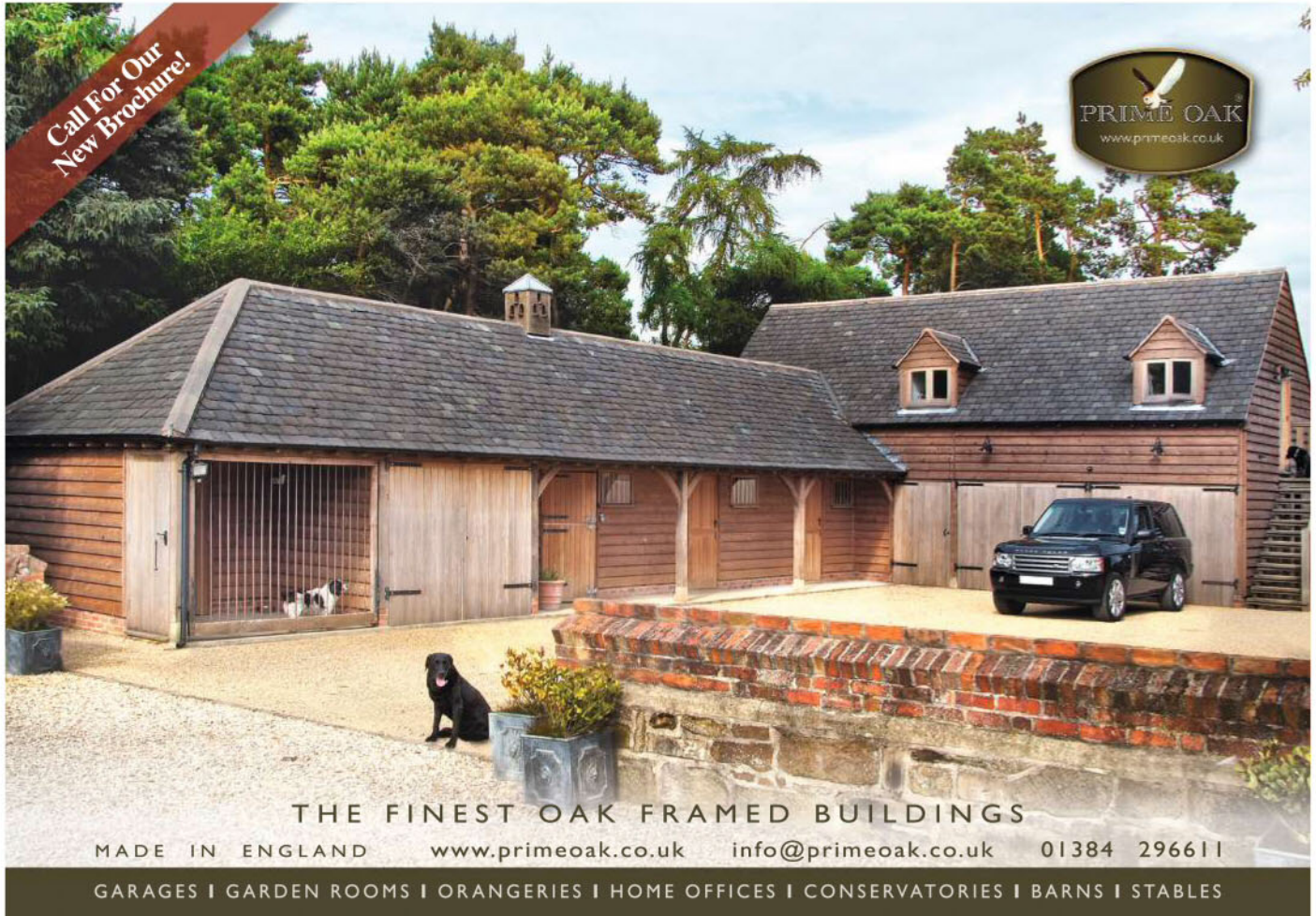
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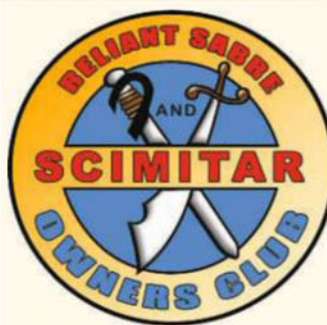
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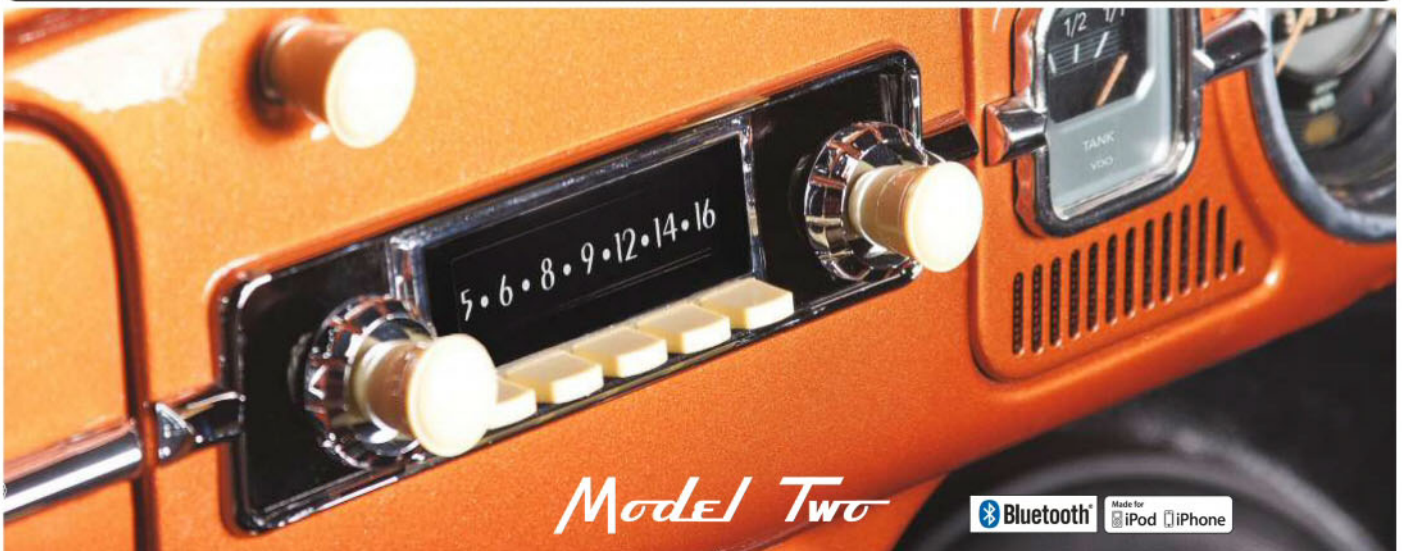
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WHY I LOVE...



Ex-TVR boss Martin Lilley will never forget driving his new Daytona Spyder from Preston to the Ferrari factory – for a service



Lilley was all smiles on the drive to Maranello in 1974 until his close encounter with an errant scrap metal lorry

'The Ferrari could hit 175mph and I had no fear of driving it at high speeds. The exhaust note was mesmerising with the top down and beautifully enhanced whenever we went through long tunnels'

I bought a Ferrari 365 GTS/4 Daytona Spyder in 1974 and drove it down to Ferrari's headquarters in Maranello, northern Italy soon after. It was a tremendous long-distance touring car, especially with the hood down. I loved that trip.

At the time I was living in the village of Great Eccleston, near Preston and the organisers of the annual village fair asked me if I would act as chauffeur to the Gala Queen. TVR didn't make a soft-top at that time so I telephoned Preston specialist car centre William Loughran to ask if they had anything suitable in stock. They offered me this wonderful red Ferrari soft-top.

I drove it at a walking pace initially but felt so at home in it so quickly that I bought it. I hadn't had the chance to check the car over properly so I telephoned Ferrari, made arrangements for its engineers to examine it at the factory and then asked a friend to accompany me on the long journey.

As we were passing through the Côte d'Azur on the Mediterranean coast we came up behind a lorry carrying scrap metal. A piece flew off the back of it as we were driving through a tunnel and hit the left-hand-side rear wheel, splitting the tyre. I stopped on a viaduct on the other side of the tunnel to change the wheel, only to find that the spare was flat because

of a damaged wheel rim. I stayed with the car for five hours while my friend walked to a local village for help. They managed to locate a tyre in the next town, came back for the Ferrari and took it to a garage where they changed the tyre.

Unfortunately the workforce was on strike when we arrived at Ferrari's HQ so we were taken for a tour around the factory instead. I remember thinking that while we at TVR bought in our drivetrains from BL and Ford and made the rest of the cars in-house, Ferrari did the exact opposite, producing its engines in Maranello and buying the bodies from companies such as Pininfarina and Bertone.

To fill in time while engineers gave the Ferrari a once-over, I rented a Mercedes and we drove round southern Italy. Then we collected the Ferrari and drove back up through France and headed for home. With its 4.4-litre V12 engine producing 365bhp, the Ferrari was capable of hitting 175mph. Even so, I had no fear of driving it at high speeds because the brakes and handling were superb. The exhaust note was mesmerising – especially with the top down – and beautifully enhanced whenever we went through long tunnels.

I'll never forget that trip to Maranello. I had that Daytona for ten years and really wish I'd kept it, judging by what good ones sell for now.



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Auction – 1st April 12:30 onwards

Auction – 2nd April 12:30 onwards

June Classic Car Sale

10th June 2017

**The Warwickshire Exhibition Centre,
Leamington Spa CV31 1XN**

Viewing – 9th June afternoon only

Auction – 10th June 12:30 onwards

September Classic Car Sale

23rd September 2017

**The Warwickshire Exhibition Centre,
Leamington Spa CV31 1XN**

Viewing – 22nd September between 12:00 and 18:00

Viewing – 23rd September between 09:00 and 12:30

Auction – 23rd September 12:30 onwards

December Classic Car Sale

2nd December 2017

**The Warwickshire Exhibition Centre,
Leamington Spa CV31 1XN**

Viewing – 1st December between 12:00 and 18:00

Viewing – 2nd December between 09:00 and 12:30

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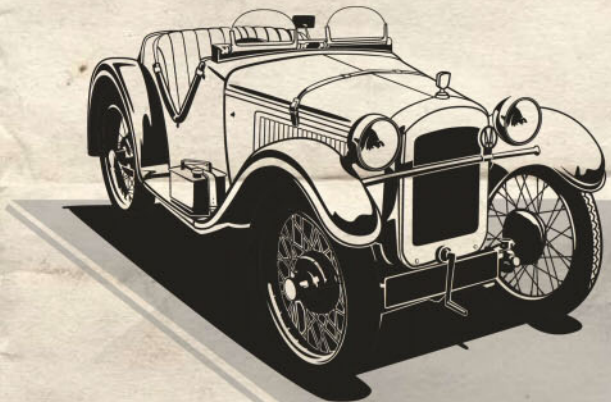
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WHAT'S IT WORTH?

To build the most accurate possible pricing information we consult specialists, clubs and dealers, scour auction results and scrutinise valuation data from classic car insurer Hagerty.

Of course an individual car's value can only be assessed in person, and timewarp cars with perfect history, or those freshly restored, often command disproportionately higher prices.

On some models at the bluechip end of the market, history and provenance are as crucial as condition, so our price range reflects that instead.

USING THE GUIDE

Concours/Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

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

NE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	90,000	70,000	50,000	39,000	747	95	
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80	
AC AC Owners' Club (01904 793563)								
2-litre	47-56	15,000	11,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	30,000	22,500	14,000	9000	1991	83	
Ace (AC engine)	54-63	185,000	140,000	100,000	70,000	1991	102	
Ace-Bristol	56-63	240,000	185,000	130,000	85,000	1971	118	
Ace-Ford	61-63	230,000	180,000	140,000	85,000	2553	120	
Aceca-AC	54-63	115,000	85,000	54,000	39,000	1991	104	
Aceca-Bristol	56-63	130,000	100,000	62,500	45,000	1971	128	
Greyhound	59-63	55,000	40,000	25,000	16,500	1971	107	
Cobra MkI/MkII/289	62-69	775,000	600,000	475,000	400,000	4727	138	
Cobra 427	65-67	850,000	625,000	500,000	425,000	6998	145	
428	67-73	125,000	85,000	62,500	42,500	7014	143	
428 con	67-73	145,000	105,000	80,000	52,500	7014	143	
3000 ME	79-84	15,000	11,000	7500	5000	2994	125	
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134	
Ace Brooklands	93-00	28,500	24,000	18,000	12,000	4942	140	

ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.85m	1.5m	1.1m	900,000	1754	95	
1900C Super Sprint	55-58	210,000	160,000	110,000	82,500	1975	112	
Giulietta berlina	55-62	15,000	11,000	5000	2500	1290	90	
Giulietta ti	57-64	22,500	16,000	7500	4000	1290	103	
Giulietta/Giulia Sprint	55-64	50,000	37,000	22,500	15,000	1290	110	
Giulietta/Giulia Spider	55-65	60,000	44,000	27,500	20,000	1570	108	
Giulietta, Giulia SS	57-66	99,000	74,000	48,000	30,000	1570	120	
2000 Spider	58-62	75,000	55,000	26,500	16,000	1975	111	
2600 Spider	62-65	90,000	67,500	32,000	17,500	2584	124	
2600 Sprint	62-66	47,500	35,000	17,500	8000	2584	125	
SZ-1	60-62	325,000	275,000	225,000	185,000	1290	120	
TZ-1	63-65	750,000	575,000	500,000	425,000	1570	124	
Giulia Ti/Super	62-74	15,000	10,000	5000	2250	1570	105	
1750/2000 Berlina	68-76	11,000	7000	3000	1400	1962	115	
Giulia Sprint GT/Veloce	63-68	36,000	27,500	15,000	7500	1570	112	
Giulia GTA 1300/1600	65-71	185,000	150,000	110,000	80,000	1570	115	
GT Junior	66-77	23,500	16,500	8500	4500	1570	115	
1750/2000 GTV	67-77	29,500	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110	
Spider Duoetto	66-67	28,500	21,000	12,000	6000	1570	113	
1750 Spider Veloce	68-70	28,500	21,000	11,500	5750	1779	115	
Spider 2000 S2	70-82	16,500	12,500	6000	2750	1962	119	
Spider 2000 S3	82-89	8950	6250	3000	1500	1962	114	
Spider 2000 S4	89-93	10,000	7200	4000	2000	1962	114	
Montreal	70-77	57,500	40,000	26,000	16,500	2593	132	
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	
Alfasud Sprint	76-90	7000	4750	2400	900	1490	104	
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	
GTV 2000	76-87	9250	6500	3000	1400	1962	118	
GTV6	81-87	16,500	10,000	4500	1950	2492	130	
75 sal	86-92	7500	5000	2000	1000	2959	135	
SZ	89-93	36,500	26,500	18,500	14,000	2959	153	

ALLARD Allard Owners' Club (01438 773428)								
K1/K2/K3	46-54	110,000	80,000	55,000	36,500	3917	101	
L/M	46-53	60,000	404,000	22,000	14,000	3622	86	
P	49-52	30,000	22,500	13,000	8000	3622	90	
J2/J2X	50-54	240,000	200,000	160,000	125,000	4375	130	

NE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALPINE-RENAULT Club Alpine-Renault (01902 895590)								
AT10	65-77	75,000	55,000	36,000	27,500	1565	115	
A310 1600	74-77	27,500	20,000	12,500	8000	1605	130	
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137	
GTA	85-91	8750	7000	3750	2250	2849	139	
GTA Turbo	85-91	10,500	8500	4650	2750	2458	149	
ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308)								
Speed 20 Tourer	32-36	120,000	100,000	75,000	52,500	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	20,000	15,000	8500	4000	2993	100	
TA21/TC21/100 con	50-55	47,500	35,000	20,000	10,000	2993	95	
TD21	56-63	32,000	22,000	13,000	6750	2993	104	
TD21 convertible	56-63	67,500	50,000	32,000	18,500	2993	102	
TF/TF21	63-67	36,000	26,500	15,000	8000	2993	110	
TE/TF convertible	63-67	85,000	62,500	37,500	22,500	2993	107	

ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (0121 459 0742)								
Lancaster	46-52	12,000	9000	5000	2750	1991	70	
Hurricane dhc	46-53	19,500	15,000	8500	5500	1991	70	
Typhoon coupé	46-50	15,000	11,000	6750	4000	1991	70	
Whitley	50-53	11,500	8500	4250	2500	2309	85	
Sapphire 346	53-59	12,500	9500	4750	1750	3435	100	
Sapphire 234/236	56-58	11,500	8500	4000	1600	2309	97	
Star Sapphire	58-60	14,000	11,000	5500	2500	3990	104	

ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	195,000	150,000	100,000	70,000	2580	110	
DB2 con	51-53	300,000	235,000	185,000	140,000	2580	109	
DB2/4 MkI/II	53-57	185,000	140,000	92,000	65,000	2580	120	
DB2/4 con	53-57	290,000	230,000	180,000	135,000	2580	120	
DB MkIII	57-59	215,000	167,500	117,500	85,000	2922	120	
DB MkIII con	57-59	525,000	440,000	340,000	250,000	2922	120	
DB4	58-63	475,000	390,000	300,000	225,000	3670	141	
DB4 con	61-63	950,000	850,000	650,000	500,000	3670	140	
DB4 GT	60-63	2.4m	2m	1.5m	1m	3670	155	
DB4 GT Zagato	60-63	10.5m	9m	8m	n/a	3670	154	
DB5	63-65	575,000	485,000	360,000	285,000	3995	143	
DB5 con	63-66	1m	875,000	700,000	550,000	3995	141	
DB6	65-70	300,000	225,000	165,000	125,000	3995	140	
DB6 Vantage	66-69	400,000	300,000	210,000	160,000	3995	148	
DB6 Volante	66-70	700,000	590,000	400,000	325,000	3995	145	
DBS 6	67-72	110,000	75,000	47,500	32,500	3995	138	
DBS 6 Vantage	67-73	140,000	100,000	60,000	40,000	3995	141	
DBS V8	69-73	120,000	80,000	50,000	35,000	5340	162	
V8	72-90	100,000	75,000	45,000	32,500	5340	147	
V8 Vantage	77-89	185,000	140,000	90,000	52,500	5340	168	
V8 Volante	78-90	135,000	110,000	65,000	40,000	5340	130	
V8 Vantage Volante	86-89	200,000	150,000	90,000	55,000	5340	162	
Zagato	86-87	185,000	145,000	95,000	60,000	5340	180	
Virage	89-96	37,500	27,500	17,500	12,500	5340	158	
Virage Volante	92-96	60,000	45,000	30,000	20,000	5340	157	
V8 Vantage	93-99	135,000	100,000	75,000	50,000	5340	186	
V8 Coupé	96-99	60,000	45,000	30,000	24,000	5340	155	
DB7	94-99	22,500	20,000	16,000	11,500	3239	157	
DB7 Volante	96-99	28,000	23,000	18,000	13,500	3239	155	
DB7 Vantage	99-03	29,500	25,000	20,500	16,000	5935	185	
DB7 Vantage Volante	99-03	33,000	27,500	24,500	21,000	5935	165	

NE GUIDE	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale					Top speed	Price change	
				Mint	Good	Rough	cc				
AUDI Audi Owners' Club (07788 588449)											
100S Coupé		69-76	10,000	7000	3500	1750	1871	112			
Quattro turbo		80-89	17,500	12,000	5500	2750	2144	135			
Quattro 20V		89-91	22,500	15,000	9000	5000	2226	142			
AUSTIN Seven OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173)											
Seven saloon		30-34	12,000	9000	5250	2750	747	50			
Seven Chummy		31-34	17,500	13,500	8000	5000	747	50			
Seven 65/Nippy		33-37	30,000	22,500	15,000	10,000	747	60			
Seven Ruby saloon		34-39	10,000	7500	4000	2250	747	53			
A125/A135		47-57	12,500	8000	3750	1750	3995	89			
A40 Devon/Dorset		47-52	6000	4000	1900	1000	1200	76			
A70 Hamps/Heref		48-54	7500	5000	2400	1000	2199	83			
A90 Atlantic con		49-50	35,000	26,500	13,000	6500	2660	92			
A90 Atlantic coupé		50-52	26,500	18,500	10,000	5000	2660	92			
A40 Sports		50-53	12,000	9000	4500	2750	1200	80			
A40 Somerset		52-54	5750	3750	1750	850	1200	72			
A40 Somerset con		52-54	8000	6000	3400	1750	1200	72			
Metropolitan cpé		54-61	12,500	9000	4500	2200	1489	78			
Metropolitan con		54-60	15,000	10,000	5000	2500	1489	78			
A30/A35		51-59	6500	4250	2200	950	948	75			
A40, A50, A55		53-59	5500	3750	1750	750	1200	70			
A55/A60 Cambridge		59-69	4400	2850	1250	650	1622	78			
A90, A95, A105		54-59	10,000	7000	3000	1400	2639	91			
A40 Farina		58-67	6000	4250	1750	700	1098	82			
A99/A110		59-68	7200	5000	2000	950	2912	102			
1100/1300		63-74	2850	1950	850	450	1098	85			
1300GT		69-74	8000	5500	2500	1200	1275	96			
3-litre		68-71	7000	5000	2500	1100	2912	106			
1800/2200		64-75	3250	2000	800	350	1798	96			
Allegro 1750/Sport TC		73-75	2500	1650	800	450	1748	104			
Severn/Mini Mkl		59	22,500	17,500	11,500	8000	848	71			
Mini Mkl		60-67	11,000	8000	4000	2750	848	71			
Mini MklL		67-69	6000	4000	1750	850	998	79			
Mini MklLl-V		70-90	4500	3000	1250	650	998	82			
Mini Cooper 997/998		61-69	19,500	16,000	9000	6000	998	90			
Mini Cooper 1071S		63-64	36,000	27,500	17,500	12,500	1071	95			
Mini Cooper 970S		64-65	34,000	25,000	16,500	12,000	970	82			
Mini Cooper 1275S		64-67	40,000	30,000	20,000	13,500	1275	96			
Mini Cr 1275S Mkl/III		67-71	26,500	20,000	12,500	9000	1275	96			
Mini Moke		64-85	15,000	11,500	6000	3000	998	70			
Mini 1275GT		69-80	10,000	7000	4000	1750	1275	89			
Mini Clubman		70-80	4500	3000	1300	650	1098	82			

NE GUIDE	Year	Concours/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
4.5 Litre 'Blower'	29-31	10m	75m	4.5m	3m	4398	98	
8 Litre	29-31	2m	15m	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	8,750	4566	100	
MkVI con	51-52	100,000	75,000	40,000	27,500	4566	100	
R-type saloon	52-55	40,000	29,000	16,000	9,000	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	8,000	4887	101	
S1 Continental Mulliner	55-59	350,000	275,000	185,000	140,000	4887	115	
S1 Cont P Ward con	55-59	400,000	300,000	210,000	150,000	4887	114	
S2 Cont Mulliner	59-62	250,000	190,000	125,000	85,000	6230	115	
S2 Park Ward con	59-62	300,000	220,000	140,000	90,000	6230	115	
S2 Flying Spur	59-62	150,000	110,000	65,000	40,000	6230	120	
S3 saloon	62-65	42,000	32,000	18,000	8,500	6230	116	
S3 MPW 2dr coupé	62-65	140,000	105,000	70,000	45,000	6230	116	
S3 MPW con	62-65	250,000	175,000	120,000	80,000	6230	120	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6,500	2,500	6750	120	
T2 saloon	77-80	15,000	12,000	6,000	2,250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	55,000	45,000	30,000	16,000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	6,000	2,000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6,500	2,400	6750	135	
Turbo R/RL	85-97	20,000	12,500	6,750	2,500	6750	135	
Continental MPW conv	84-94	65,000	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	42,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6,500	6750	140	

BERKELEY	Berkeley Enthusiasts' Club (01483 475330)						
Sports SA322/SE328	56-58	7850	6000	3600	2500	328	65
Sports SE492	58-59	8250	6500	3750	2650	492	80
B95/B105	59-61	9000	7250	4250	3000	692	90
T60 3-wheeler	59-61	8000	6250	3600	2500	328	60

BIZZARRINI	(sobizclub.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 V8/502/2.6/32	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
Isetta 250/300	55-65	23,000	16,000	10,000	6,500	298	60
600	58-59	30,000	24,000	16,000	9,500	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	68-75	10,000	7000	3400	1250	1990	112
2002 cabrio/targa	71-74	15,000	11,000	6000	2750	1990	110
2002tii	71-75	16,000	12,000	6000	2750	1990	120
2002 turbo	73-74	49,000	39,500	27,500	18,500	1990	130
2800CS/CSA	69-71	16,500	12,000	6500	3500	2788	120
2500/2800/3.0/3.3	69-77	7500	5250	2500	1400	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	150,000	125,000	100,000	70,000	3153	138
633/628 CSI	76-87	8750	6000	3000	1500	3210	132
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
320/325 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	27,500	22,500	14,000	9250	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	7500	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
G12+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	Year	Concours/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
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	7m	6.25m	5.5m	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 (0702 200881)						
Corvette	53-54	100,000	70,000	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	52,500	26,000	17,500	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	25,000	21,000	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	(cisitalia.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	10,000	7000	3500	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	165,000	125,000	90,000	60,000	2175	100
DS20/21/23/Pallas	68-75	32,000	20,000	8000	3500	2347	120
SM V6	70-75	52,500	36,000	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 (01656 744741)						
Crusader coupé	71-74	5000	3750	1650	700	875	102

DAF

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	85,000	55,000	37,500	4942	181	▲
512 TR	91-94	130,000	100,000	65,000	50,000	4943	193	▲
F512 M	94-96	160,000	120,000	80,000	62,000	4943	194	▲
456 GT	92-98	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	800,000	700,000	575,000	485,000	2936	201	▲
F50	95-97	90,000	80,000	70,000	60,000	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 Osa sp	59-66	42,500	30,000	16,000	10,000	1568	105	▲
2300S	61-68	26,500	18,500	12,500	7500	2280	120	▲
850 Coupé	65-73	7500	5000	2400	850	903	96	▲
850 Spider	65-73	12,000	9000	4250	2000	903	96	▲
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	▲
124 Coupé	66-75	8500	6000	2500	900	1756	115	▲
124 Spider 1.4/16	66-72	15,000	10,500	4750	2100	1608	112	▲
124 Spider 1.8/2.0	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	110,000	82,500	52,500	32,500	2418	130	▲
Dino Coupé 2.0/2.4	67-73	35,000	26,000	16,500	10,000	1987	122	▲
1300 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	▲
130 Coupé	72-76	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	4000	3000	1400	650	1290	100	▲
Barchetta	95-02	6500	4250	2250	1100	1747	118	▲

FORD								
AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mcgcb.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 Mk1	50-56	8500	5500	2750	1350	1508	73	▲
Zephyr Six Mk1	50-56	12,500	8000	3750	1850	2262	82	▲
Zephyr Zodiac	53-56	16,500	10,000	5000	2500	2262	84	▲
Consul Mk1 con	52-56	16,500	12,500	6750	4000	1508	73	▲
Zephyr Mk1 con	52-56	25,000	20,000	12,000	6750	2262	82	▲
Consul Mk1	56-62	8750	5750	2500	1250	1703	79	▲
Zephyr Mk1	56-62	12,500	8500	3750	1750	2553	88	▲
Zodiac Mk1	56-62	15,000	10,500	5000	2400	2553	88	▲
Consul Mk1 con	56-62	12,750	8750	4750	2500	1703	78	▲
Zephyr Mk1 con	56-62	20,000	15,000	9000	5500	2553	88	▲
Zodiac Mk1 con	56-62	22,500	16,500	10,000	6000	2553	88	▲
Zephyr Mk1	62-66	9000	6000	2400	1000	2553	95	▲
Zodiac Mk1	62-66	10,000	7000	2850	1400	2553	100	▲
Zephyr 4/6 Mk1V	66-72	4250	2850	1250	625	2994	100	▲
Zodiac Mk1V/Exec	66-72	5250	3500	1500	750	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	4727	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	200,000	160,000	110,000	75,000	4727	133	▲
Mustang GT500	67-70	125,000	105,000	75,000	52,000	6800	130	▲
Cortina Mk1	62-66	7500	4500	2000	1000	1498	82	▲
Cortina Mk1 GT	63-66	16,000	11,000	5500	3000	1498	91	▲
Cortina Mk1	66-70	5750	3750	1750	800	1599	87	▲
Cortina Mk1 GT	66-70	9500	7000	3500	1600	1599	98	▲
Cortina 1600E	67-70	11,500	8500	4000	1750	1599	98	▲
Cortina Mk1	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 Mk1 11/13	68-75	6000	3750	1850	900	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	10,000	6000	3000	1650	1298	94	▲
Escort Mexico	70-75	22,000	16,000	8500	4500	1599	99	▲
Escort RS1600	70-75	50,000	40,000	29,500	21,000	1601	113	▲
Escort RS2000	73-74	35,000	27,500	18,500	11,000	1993	108	▲
Escort Mk1 Ghia	75-80	5500	3750	1850	850	1599	97	▲
Escort Mk1 Sport	75-80	8500	6500	3500	1650	1599	101	▲
Escort Mk1 Mexico	76-78	19,500	13,500	8000	5250	1593	105	▲

NE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Escort Mk1 RS1800	75-77	40,000	31,000	22,500	15,000	1835	112	▲
Escort Mk1 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	12,500	9000	4750	2500	1597	117	▲
Escort XR3i cabrio	84-90	3500	2200	1000	500	1597	107	▲
Escort RS Turbo	84-90	13,000	9500	3500	1500	1597	122	▲
Capri Mk1 13/16	69-74	8500	6000	2750	1500	1599	95	▲
Capri GT 16/2.0	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 16/2.0	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/G Granada 3.0	72-77	7500	5000	2250	1000	2994	113	▲
Granada 3.0 Coupé	74-77	11,000	7500	3250	1500	2994	111	▲
RS200	85-86	120,000	100,000	65,000	40,000	1803	140	▲
Sierra RS Cosworth	85-87	30,000	22,500	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	▼

GILBERT								
Gilbert Owners' Club (01926 512136)								
GT Mk1 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)								
G4.10/1.5	61-68	20,000	16,750	12,000	8000	1498	115	▲
GIS 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	▲

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	700,000	575,000	500,000	400,000	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	185,000	150,000	95,000	60,000	3929	160			
Jarama	70-78	100,000	65,000	40,000	26,500	3929	162			
Espada I/II/III	68-78	100,000	75,000	50,000	32,500	3929	154			
P250 Urraco	73-74	40,000	26,500	15,000	11,000	2463	148			
P300 Urraco	75-76	45,000	32,000	20,000	13,000	2997	158			
Silhouette	76-77	52,500	37,500	22,500	14,000	2997	160			
Jaipa	82-86	62,500	45,000	30,000	17,500	3485	153			
Ctch 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	300,000	250,000	180,000	125,000	3929	164			
Ctch LP5000S	82-84	200,000	155,000	115,000	80,000	4754	165			
Countach 5000qv	85-90	250,000	200,000	150,000	100,000	5167	179			
Diablo	91-99	125,000	95,000	75,000	60,000	5700	202			

LANCHESTER <small>Daimler & Lanchester Owners' Club (07000 356285)</small>										
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69			
Fourteen	51-54	6500	4750	3000	1500	1968	75			

LANCIA <small>Lancia Motor Club (lanciamotorclub.co.uk)</small>										
Aprilia	37-49	27,500	21,000	12,000	6,500	1486	80			
Appia saloon	53-63	10,000	7,000	4,000	2,000	1089	80			
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6,500	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	500,000	2451	115			
Aurelia B24 conv	57-58	310,000	240,000	195,000	150,000	2451	108			
Flaminia saloon	57-70	9,000	7,000	3,750	1,750	2458	100			
Flaminia coupé	59-67	50,000	35,000	20,000	14,000	2775	112			
Flaminia GT/GTL/3C	59-67	72,500	52,500	32,500	22,500	2775	115			
Flaminia convertible	59-67	130,000	100,000	57,500	37,500	2775	110			
Flaminia Sport Zag	59-67	325,000	250,000	160,000	100,000	2775	130			
Flavia saloon	61-70	6,000	4,500	2,250	1,000	1488	105			
Flavia coupé 15/18	62-68	18,500	12,500	6,250	3,000	1800	112			
Flavia Sport Zagato	63-67	55,000	40,000	25,000	15,000	1800	120			
Flavia 2000 saloon	70-74	5,750	4,250	2,000	850	1991	110			
Flavia 2000 coupé	69-73	15,000	10,500	5,250	2,500	1991	115			
Fulvia Berlina	63-73	5,250	3,750	1,600	650	1216	100			
Fulvia coupé	65-76	12,500	10,000	4,500	2,200	1298	96			
Fulvia Sport Zagato	68-72	31,000	22,500	13,000	7,500	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	2484	130			
Beta Coupé 1.6/2.0	73-84	5,000	3,000	1,300	700	1995	114			
Beta Coupé Volumex	83-84	6,000	4,000	2,000	1,000	1995	126			
Beta Spider 1.6/2.0	75-82	6,500	4,000	1,750	850	1995	114			
Beta HPE	75-85	5,750	3,500	1,500	750	1995	116			
Montecarlo	75-84	11,000	8,000	3,600	1,650	1995	120			
Gamma	76-84	4,000	2,750	1,250	500	2484	121			
Gamma Coupé	76-84	7,250	5,000	2,400	1,000	2484	121			
Rally 037 Stradale	82-83	240,000	200,000	150,000	120,000	1995	128			
HF Turbo	84-90	6,250	4,400	2,000	1,000	1585	121			
HF Integrale	87-91	15,000	10,000	5,000	3,000	1995	134			
Integrale Evo 1	91-93	32,500	24,000	14,500	8,500	1995	135			
Integrale Evo 2	93-95	37,500	28,500	17,000	10,000	1995	136			
Thema 8.32	88-90	10,000	7,500	3,500	2,000	2927	140			

LAND ROVER <small>Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YH</small>										
Series I	48-53	40,000	27,500	14,000	5,500	1595	60			
Series II	53-58	20,000	14,000	6,500	3,000	1997	60			
SII/IIA 22/2.6	58-71	13,000	8,500	4,000	1,750	2625	70			
SIII 22/2.6/3.5	71-85	10,000	6,500	2,750	1,000	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	7,500	1,750	3528	96			

LEA-FRANCIS <small>Lea-Francis Owners' Club (01865 407515)</small>										
14hp/14/70 saloon	46-54	10,000	7,750	4,000	2,750	1767	75			
14hp/2½-litre Sports	50-53	49,500	39,000	24,000	15,000	2496	100			

LOTUS <small>Club Lotus (01362 694459); Historic Lotus Register (01293 875414); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)</small>										
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 SII	60-68	25,000	19,000	12,500	8,000	1098	92			
Super Seven 13-16	61-69	30,000	24,000	16,000	10,000	1498	103			
Seven SIII 13/16	68-70	26,000	20,000	12,500	8,000	1599	108			
Seven S4	69-73	15,000	11,000	6,000	3,250	1599	108			
Lotus Cortina Mki	63-64	55,000	45,000	29,000	20,000	1558	108			
Lotus Cortina Mki	64-66	47,500	37,500	25,000	17,000	1558	107			
Cortina II Lotus	67-70	22,500	16,500	10,500	7,000	1558	102			
Elan S1 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	9,000	1558	119			
Elan S4 dhc	68-71	27,500	20,000	13,000	8,250	1558	120			
Elan S3/S4 cpé	66-71	30,000	22,000	12,000	7,250	1558	123			
Elan Sprint con	71-73	40,000	32,000	20,000	13,500	1558	121			

NE GUIDE	DENOTES NEW ENTRY TO PRICE		Private sale					Top speed	Price change
	Year	Concours/ Dealer	Mint	Good	Rough	cc			
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, Edat	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	24,000	17,500	10,000	7000	1973	130		
Esprit Turbo	80-87	19,000	14,000	9000	6000	2174	148		
Esprit S3	82-87	14,000	11,000	7250	4500	2174	134		
Excel	82-88	7250	5000	2600	1000	2174	130		
Esprit X180	87-90	13,500	10,500	7000	5000	2174	135		
Esprit Turbo/SE	87-92	19,000	14,000	9000	6500	2174	156		
Esprit S4 Turbo	93-96	20,000	16,000	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 <small>Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)</small>										
GT 1800	64-66	25,000	19,000	12,500	8,000	1780	115			
1900/1600	66-68	20,000	15,000	10,500	7,000	1598	117			
3-litre	69-72	22,500	17,500	12,000	7,500	2978	120			
Mini-Marcos	65-74	8,250	6,000	3,250	1,600	1275	100			
Coupé	81-87	12,000	8,500	5,000	3,000	2792	130			
Mantula	84-87	12,500	9,000	6,000	3,500	3528	150			
Mantara	93-97	16,000	13,000	10,500	8,000	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	250,000	175,000	110,000	80,000	3485	142	
3500 GT Spider	58-64	650,000	520,000	425,000	300,000	3485	140	
Sebring 3.5/3740	62-66	190,000	140,000	85,000	57,500	3485	138	
Mistral coupé	63-70	150,000	110,000	65,000	45,000	3692	147	
Mistral Spyder	64-70	500,000	400,000	300,000	180,000	3692	147	
Quattroporte 41/47	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 47	67-70	195,000	140,000	80,000	57,500	4719	155	▼
Ghibli Spyder	69-71	600,000	500,000	375,000	300,000	4719	154	
Ghibli 49 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 47/49	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	90,000	67,500	42,500	27,500	4930	151	
Kyalami 41/49	76-83	65,000	50,000	30,000	15,000	4930	150	
Biturbo 220-425	81-88	6500	4500	2200	1000	2491	138	
Biturbo Spyder	84-91	9000	7000	4000	2000	2491	138	
Ghibli II	94-97	13,500	10,000	5500	3000	2790	155	
3200GT	98-01	13,900	10,250	7750	5500	3217	180	

		Private sale						
NE GUIDE	Year	Concours Dealer	Mint	Good	Rough	cc	Top speed	Price change
	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 LL 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/Sil	50-56	5650	4200	1850	675	803	63
Minor MM/Sil conv.	50-56	9500	7000	3500	1750	803	63
Minor Sil 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 (manta.club.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 Levassor 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)			
J72 3/8/42/5/3	72-81	30,000	22,500	16,500	12,000	4235 115
De Ville 4/2/5/3	74-85	40,000	32,000	22,500	15,000	5343 135
Lima/Kallista	76-90	8750	6500	3650	2200	1596 98
Kallista 2/8/2/8/2/9i	82-90	11,000	8250	5000	3000	2933 112

PEERLESS/WARWICK					TR Register (01235 818866)		
GT	57-62	25,000	18,000	12,000	7000	1991	105

PEUGEOT	Club Peugeot UK (020 8888 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	20,000	15,000	7750	4000	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	140,000	115,000	80,000	60,000	1774 130
205 GTI 1.6	84-90	10,000	6500	2750	1200	1580 122
205 C11 cabrio	86-92	5250	3500	1500	750	1580 120
205 GTI 19	87-94	12,500	8500	3750	1500	1905 126

PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk						
GTT/P2.16	68-74	30,000	24,000	16,000	10,000	1599	115

Porsche	Porsche Club GB (01608 652911)	Enthusiasts' Club (01246 279358)
356 pre-A	49-55	160,000 125,000 85,000 65,000 1488 90
356 cabrio 1.3/1.5	51-55	200,000 155,000 110,000 85,000 1488 90
356 Speedster	54-58	275,000 225,000 160,000 110,000 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	110,000 82,500 55,000 40,000 1582 113
356B/C cabrio	60-65	100,000 75,000 50,000 37,500 1582 113
356 A/B Carrera	55-62	300,000 240,000 185,000 140,000 1582 113
Carrera 2	63-65	400,000 350,000 300,000 250,000 1966 125
911 2.0	64-65	160,000 125,000 82,000 62,000 1991 131
911 2.0	66-69	86,500 62,500 40,000 32,000 1991 131
911S 2.0	66-69	150,000 117,500 80,000 60,000 1991 140
912	65-69	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	76,000 55,000 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

 DENOTES NEW ENTRY TO PRICE GUIDE	Private sale							Top speed	Price change
	Year	Concours/Dealer	Mint	Good	Rough	cc			
914-6	69-72	60,000	48,000	30,000	20,000	1991	125		
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	▲	
Carrera RSL	72-73	650,000	550,000	450,000	375,000	2687	149		
Carrera RST	72-73	525,000	440,000	350,000	295,000	2687	149		
911 2.7	73-77	32,500	24,000	14,000	9000	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	65,000	50,000	30,000	18,000	2994	146		

924 Turbo	78-83	5000	2250	1000	400	1904	120
924 Carrera GT	78-83	8000	5250	2400	1200	1984	144
924 Carrera GT	80-81	55,000	40,000	25,000	18,500	1984	150
924S/Le Mans	85-88	6500	3650	1600	850	2479	136
928/S/52	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	27,500	21,000	12,500	8000	4957	168
928 GTS	91-95	32,500	25,000	16,000	11,000	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	4294	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	640,000	565,000	475,000	375,000	2994	190
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154
944	82-87	5250	3750	2100	650	2479	134
944 Turbo	85-91	18,000	13,500	6500	3250	2479	157
944S	86-88	6000	4500	2650	1300	2479	140
944 S2	88-92	7000	5000	3000	1450	2990	149
944 S2 Cabrio	89-92	12,000	8000	4200	2300	2990	149
911 Turbo Cabrio	91	24,000	17,500	9250	6000	2479	150
944 (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	160
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	240,000	215,000	180,000	135,000	3600	175
911 GT2 (993)	94-96	520,000	450,000	350,000	250,000	3746	187
Boxster 2.5	96-99	6750	5000	3500	2900	2480	149
Boxster 2.7	99-04	9500	6900	4500	1500	2687	156
Boxster 3.2S	99-04	10,750	9000	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 SE5-6/a	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 3C'	88-90	30,000	24,000	16,000	10,000	2933	140

RENAULT	Renault Owners' Club (renaultownersclub.com/)					
4CV	47-61	7000	4750	2500	1250	747 65
Dauphine	54-63	6000	4250	2000	1000	845 70
Dauphine Gordini	58-67	12,500	9500	5000	2500	845 83
Florie/Caravelle cpé	59-68	10,000	7500	2750	1400	1108 90
Florie convertible	59-62	11,000	8250	3500	1750	845 83
Caravelle convertible	62-68	12,000	9000	4000	2000	1108 90
R4	62-80	4000	2500	1000	400	1108 72
R8/R10	62-71	3500	2500	1200	500	1108 84
R8S	68-71	5500	4250	2000	750	1255 90
R8 Gordini	67-70	35,000	30,000	20,000	12,500	1255 108
16 GL/DL/TS/TX	65-79	4500	3000	1400	650	1565 105
17/TS/Gordini	72-78	4750	3400	1650	750	1565 110
5 Gordini/Turbo	76-84	7000	4750	2400	1100	1397 116
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397 124
5 GT Turbo	86-91	8000	6000	3000	1600	1397 123
Clio Williams	94-95	8500	6000	2500	1100	1998 134
Sport Spider	95-97	18,500	15,000	12,000	9500	1988 134

RILEY	Riley RM Club (01352 700427): Riley Motor Club (01902 773197)						
RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2250	1496	81
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	3750	2443	91
Roadster RMC	48-50	40,000	28,500	16,000	8750	2443	100
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91
2.6/Pathfinder	53-59	11,500	7500	3000	1500	2443	101
One Point Five	57-65	5750	4200	1950	825	1489	85
4/68, 4/72	59-69	4850	3600	1750	850	1622	88
EF MkII/H 848/998	61-69	6750	5000	2500	1200	998	75
Kestrel 1100/1300	65-69	4000	2750	1350	700	1098	87

ROCHDALE				Rochdale Owners' Club (01364 654419)			
GT	57-61	6500	5000	3000	1250	1172	85
Olympic	60-73	8000	6750	4250	2750	1489	105

ROLLS-ROYCE		Rolls-Royce Enthusiasts' Club (01327 811788)						
Silver Ghost	07-14	2m	1.65m	1.25m	1m	7428	75	▲
Silver Ghost	18-25	350,000	260,000	200,000	125,000	7428	78	▲

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Private sale						
		Year	Concours Dealer	Mint	Good	Rough	cc	Top speed Price change
Phantom I	25-29	350,000	225,000	110,000	45,000	7668	80	
Phantom II	29-35	290,000	180,000	85,000	42,500	7668	88	
Phantom III	36-39	240,000	150,000	70,000	35,000	7340	92	
Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9500	4257	92	
Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101	
SCI Mulliner con	55-59	300,000	225,000	160,000	110,000	4887	101	
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115	
SCII Mulliner con	59-62	225,000	165,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	100,000	70,000	40,000	25,000	6230	107	
Silver Cloud III sal	62-66	42,500	32,000	18,500	9000	6230	116	
SCII MPW con	62-66	250,000	175,000	125,000	85,000	6230	116	
Phantom VI limo	68-77	120,000	80,000	45,000	30,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120	
MPW/Corniche	66-80	37,500	27,500	17,000	9000	6750	119	
MPW/Corniche con	67-90	50,000	40,000	26,000	14,000	6750	119	
Camague	75-86	45,000	34,000	21,000	14,000	6750	115	
Silver Spirit/Spur	80-89	12,750	10,000	4500	1500	6750	119	
Corniche II/III	87-94	60,000	47,500	35,000	19,000	6750	119	

ROVER	P4 Drivers	Guild (01582 572499);	P5 OC (01784 25816);	P6 Rover OC (01704 560929);		
	Rover P6 Drivers	Club (01902 689975);	Rover SD1 Club (08451 306230)			
P3 60	48-49	8250	7000	3500	1500	1595 75
P3 75	48-49	9500	8000	4250	1750	2103 85
P4 75 'Cyclops'	50-52	12,000	9000	4500	2000	2103 84
P4 60/75/80	52-62	6500	4500	2000	700	2286 85
P4 90	54-59	8000	5750	2250	825	2638 90
P4 105R	57-58	6250	4250	1750	700	2638 91
P4 105S	57-59	9250	7000	3200	1250	2638 96
P4 95/100/110	60-64	8500	6000	2400	850	2625 100
P5 3-litre	58-67	8000	6000	2750	1000	2995 113
P5 Coupé	63-67	10,000	7500	3500	1250	2995 113
P5B 3½-litre	67-73	11,500	8500	4000	1200	3528 113
P5B 3½-litre Coupé	67-73	15,000	10,000	5000	1750	3528 113
P6 2000/2200/TC	63-77	6000	3000	1400	600	2205 112
P6 3500	68-76	10,000	5000	2000	800	3528 117
P6 3500S	71-76	12,000	6500	2750	1100	3528 126
SD1 3500	76-86	4000	3000	1100	450	3528 116
SD1 VdP	80-86	4750	3500	1300	550	3528 126
SD1 Vitesse	82-86	5500	4000	1750	850	3528 133
SD1 Vitesse TP	85-86	7500	5500	2750	1400	3528 135

SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	8500	6250	3500	2000	841	80	▲
96 Longnose	65-68	6750	5000	3000	1500	841	79	▲
Sport/Monte Carlo	62-66	11,000	8500	5000	2500	841	88	
96/95 V4	67-79	5500	3750	1850	800	1498	93	▲
Sonett	67-74	16,000	12,000	5500	2750	1498	100	
99	68-84	4000	2500	1200	00	1985	101	▲
99 Turbo	77-82	10,000	7000	3650	1900	1985	125	
900 Turbo	79-93	6750	4250	1750	750	1985	133	
900 Convertible	86-93	6250	4250	1850	750	1985	126	

SIMCA				Simca Club UK (01737 765331)			
1000 GLS/Special	69-78	3250	2000	1000	500	1294	105
1000 Bertone coupé	62-67	10,000	7000	3750	1650	944	94
1200S coupé	67-71	12,000	8500	4250	2000	1204	105

SINGER	Singer Owners (01780 762740), Association of Singer Car Owners (01923 778575)						
9 Roadster/4A/4B	39-52	14,000	10,500	6000	4000	1074	70
SM Roadster	51-55	13,500	10,000	5750	3250	1497	72
Gazelle saloon	55-67	4950	3250	1500	750	1497	77
Gazelle con	56-62	8500	6000	3000	1500	1497	77
Vogue HV 16/17	61-66	4750	3200	1400	750	1725	91
Chamois	64-70	5250	3500	1650	800	875	81
New Gazelle/Vogue	66-70	2750	1900	900	450	1725	94

SKODA		Skoda Owners' Club of GB (01279 815183)						
Octavia 11/12	59-64	4500	3000	1500	800	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3250	2200	850	450	988	80	
S110R coupé	70-80	4750	3600	1500	750	1107	90	

STANDARD	Standard Motor Club (01676 52281)						
Vanguard I	48-52	6500	4500	2200	1000	2088	79
Vanguard II/III	53-58	4500	3200	1500	700	2088	79
Vanguard Sportsman	56-58	5500	4000	1750	750	2088	83
Vignale	58-61	4250	3000	1500	700	2088	81
Luxury Six	61-63	5000	3500	1500	650	1998	87
Eight	53-59	3600	2400	1100	500	803	61
Ten/Pennant	54-59	4000	2600	1250	600	948	69
Ensign/De Luxe	57-63	3200	2250	950	400	2138	85

SUBARU		The Subaru Impreza Drivers' Club (sidc.co.uk)					
Impreza Turbo	93-00	6000	4250	2000	800	1994	144
Impreza STi	97-00	9500	6500	3500	2000	1994	150
SVX	91-97	3750	3000	1850	900	3300	143

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours Dealer	Private sale				cc	Top speed	Price change
				Mint	Good	Rough				
SUNBEAM										
Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC (01376 342025); Tiger OC (01207 508296)										
Talbot 80	48-50	6000	4500	2500	1400	1185	72			
Talbot 80 Coupé	48-50	10,000	8000	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	32,500	22,000	12,500	7500	2267	95			
Alpine I/II sports	53-55	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	52,500	37,500	23,500	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-sc100.demon.co.uk); SCORE (suzuki-cappuccino.com)										
SC100	79-82	2850	2000	900	450	970	87			
Cappuccino	92-96	3750	2750	1750	750	657	83			
SWALLOW										
Doretti										
54-55	65,000	50,000	32,000	20,000	1991	102	▲			
TALBOT										
Sunbeam Lotus Owners' Club (01423 734624)										
Sunbeam-Lotus	79-81	20,000	14,000	7500	4500	2174	120			
TOYOTA										
Toyota Enthusiasts' Club (020 8898 0740)										
2000GT	67-70	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	33,500	25,000	14,500	8250	1991	107			
TR3/3A 20/22	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	6750	4500	2000	1000	948	80			
Herald 12/50, 13/60	63-71	4000	2750	1250	600	1296	84			
Herald 13/60 conv	67-71	6250	4000	1950	900	1296	85			
Vitesse 1600	62-66	4850	3200	1600	850	1596	88			
Vitesse 1600 conv	62-66	7000	5000	2500	1300	1596	91			
Vitesse 2-litre MkI	66-68	5000	3250	1600	800	1998	95			
Vitesse MkI conv	66-68	7500	5500	2650	1300	1998	95			

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale					cc	Top speed	Price change
				Mint	Good	Rough					
Vitesse MkII	68-71	5500	3650	1750	850	1998	102				
Vitesse MkII conv	68-71	8250	5950	2850	1600	1998	100				
Spitfire 4	62-65	15,000	10,000	4500	2750	1147	94				
Spitfire Mk2	65-67	14,000	9000	4000	2000	1147	94				
Spitfire Mk3	67-70	12,000	7500	3500	1750	1296	100				
Spitfire MkIV	70-74	6500	4400	2100	950	1296	92				
Spitfire 1500	74-78	6750	4500	2000	750	1493	101				
GT6 MkI	66-70	15,000	10,000	4750	2500	1998	109				
GT6 MkII/III	70-74	12,500	9500	4250	1650	1998	112				
2000/2500 MkI/II	63-77	4500	3000	1300	550	1998	98				
2.5P/2500TC	68-77	5000	3300	1600	650	2498	107				
2500S	75-77	5500	3750	1850	800	2498	108				
Stag	70-77	16,500	12,000	5500	2000	2997	117				
1300/1500 fwd	65-73	3000	2000	850	400	1296	86				
1300TC fwd	65-70	3250	2250	1000	500	1296	93				
Dolomite 1850	72-81	3200	2200	1000	500	1854	100				
Dolomite Sprint	73-81	7250	5000	2250	950	1998	117				
TUCKER											(tuckerclub.org)
Torpedo	48	1.05m	950,000	850,000	n/a	5474	120				
TURNER											Turner Register (01895 256799)
803/950 Sports	55-59	12,500	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 82126)
Grantura I-1800S	57-67	32,500	25,000	15,000	9000	VAR	107				
Griffith 200/400	63-65	59,000	47,500	35,000	25,000	4727	155				
Tuscan V6	69-71	15,000	12,000	6000	3500	2994	125				
Vixen S1-4	67-73	14,000	11,000	5500	3000	1599	107				
1600M	72-77	10,500	7750	3750	2100	1599	105				
2500M	72-77	10,000	7250	3500	2000	2498	109				
3000M/Taimar	72-79	12,000	8500	4000	2250	2994	121				
3000S convertible	78-79	13,000	9500	5500	3250	2994	119				
Tasmin/280i inc 2+2	80-87	4750	3500	2100	1100	2792	128				
Tasmin/280i con	81-87	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	12,500	10,000	7000	4250	3950	152				
Cerbera 4.2	96-00	14,000	11,000	8750	6750	4280	180				
Chimaera 450/500	96-03	15,000	12,000	9000	7000	4988	162				
VANDEN PLAS											VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed 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	93				