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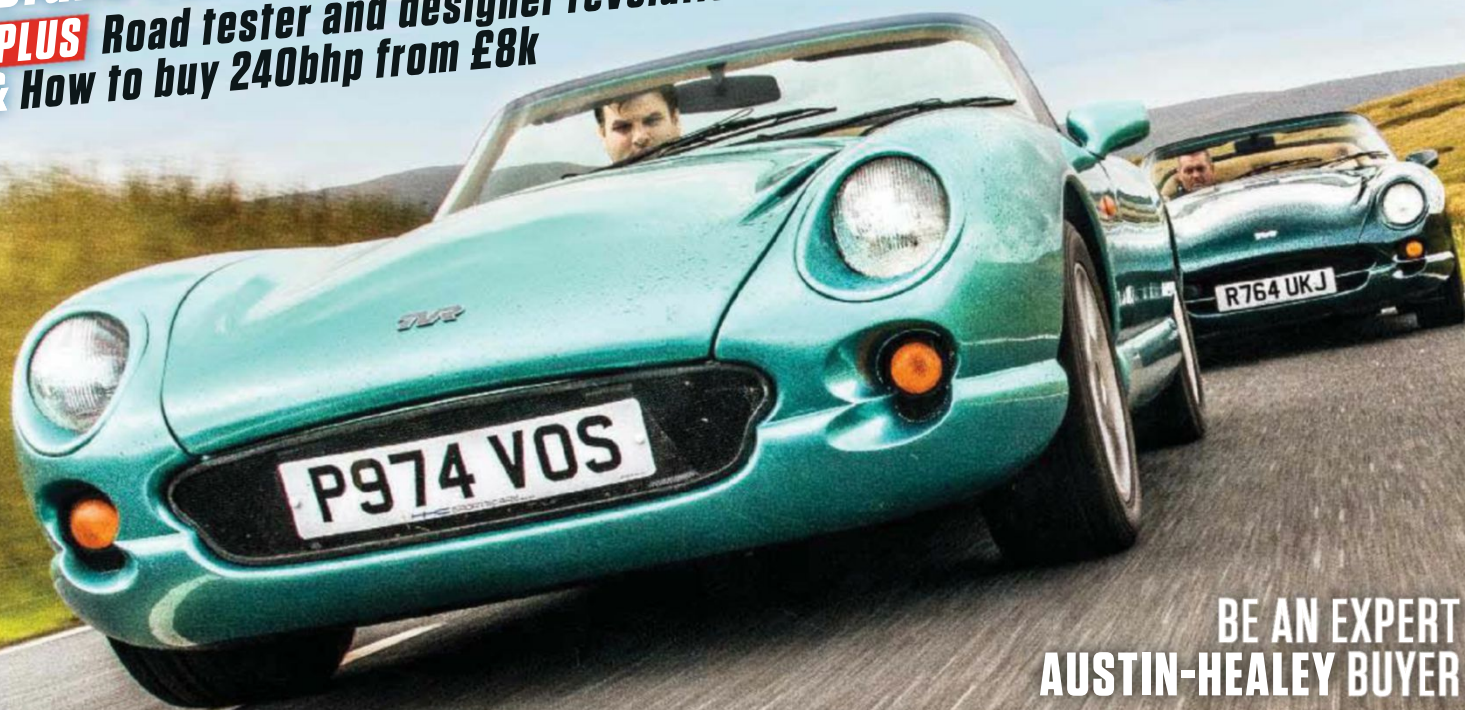
Anniversary special feature

TVR CHIMAERA

Grand northern road trip in Britain's favourite V8

AT 25

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JOHN FITZPATRICK
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PORSCHE SHOULD HAVE BUILT**



ISSUE 532

NOV 2017 SEP 27-OCT 24 £4.70





A large, detailed image of a Chopard Mille Miglia 2017 Race Edition chronograph watch. The watch features a silver-toned case, a black dial with three sub-dials, and a black leather strap with a racing tire tread pattern. The dial includes a tachymeter scale on the outer bezel and a red arrow pointing to the number 8 on the 3 o'clock sub-dial, indicating the 1000 Miglia milestone. The background shows a blurred image of a white vintage race car (a Porsche Carrera GT) driving on a road, with two people inside. The car has the number 195 on its side.

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Welcome

November 2017 Issue 532

A serial TVR owner, Phil muses on the essence of the marque in the wake of its dramatic rebirth at Goodwood



As I stood shoulder-to-shoulder with fellow members of the press, waiting for the big reveal, the Goodwood Revival seemed a peculiar location to launch a new car - this is the event that calls itself 'A Magical Step Back in Time'. But TVR always did have a rebellious spirit about it. So as the graphic presentation flashed across the curtain to the raucous sounds of Slade's *Cum On Feel The Noize*, anticipation was at fever pitch.

Curtain up, music off and TVR's comeback car - the first in ten years - was finally here, looking poised and handsome, with just a hint of menace. Our own columnist Gordon Murray told me how the hardest job was the styling, making sure that the new Griffith looked like a TVR, without it being retro or too crazy.

Chairman Les Edgar told me how they took cues from its Griffith namesake and

the T350, and aimed for elegant, classic lines, but confessed with a smile that the side exhausts - necessary because of the flat floor - sounded almost industrial. 'We tried to combine beauty and beast.'

When I heard that Cosworth-developed Ford V8 rip through the room I reckoned that this new team had recaptured the spirit of cars like the Chimaera, but brought it up to date.

The launch comes 60 years since TVR was born and 25 years after its best-selling model. The Chimaera is a car that commands a passionate following with its blend of powerful looks and bellowing V8s, ranging from a more-than-ample four litres up to a deliciously bonkers five litres.

To celebrate, we took one from each end of the scale over some of the biggest and baddest roads enjoyed by then-chairman Peter Wheeler, guided by former test driver Howard Bryan. And we talked to design engineer John Ravenscroft about

what things were really like back in those heady, hectic days. It's a fitting tribute to a thrilling and important car, and with the new Griffith to continue the TVR story, one that isn't tinged with sadness.

Enjoy the issue.


Phil Bell, editor

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Traditional values met modern flair in the Nineties Chimaera...



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Peter Wheeler's playground



'Back then, there was a big difference between brake horsepower and Blackpool horsepower'

P80 Sam finds out if the
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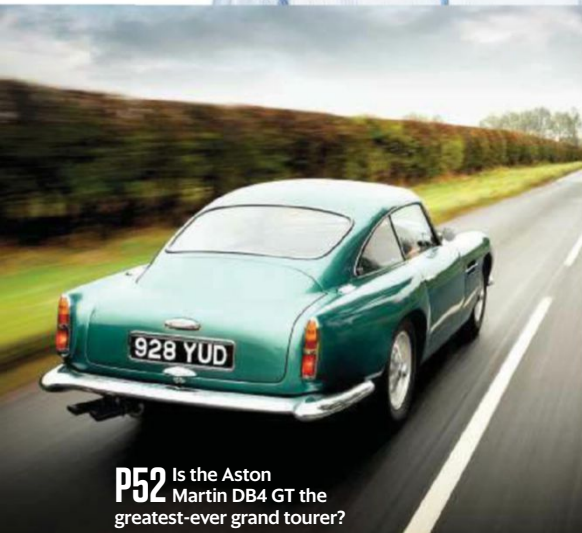




P74 A handful on the track – just imagine what this Lister Costin was like on the road

'That car changed personal mobility, forever'

Quentin Willson
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A detailed photograph of the interior of a Mercedes-Benz 450 SEL 6.9. The view is from the driver's perspective, showing the hands on a black leather steering wheel with a silver Mercedes-Benz star in the center. The driver is wearing a watch with a brown leather strap. The dashboard features three large, round analog gauges. The center console has a gear shifter with a silver knob and a handbrake. The interior is finished with light-colored leather and dark wood trim. The background shows a blurred view of the road through the windshield.

[The List]

Your dream drive made real

It's high quality hooliganism'

James Barnes' wish list is Brit-centric, but his heart belongs to Stuttgart. Will the brutal Mercedes 450 SEL 6.9 live up to its billing?

Words ROSS ALKUREISHI Photography: SI GRAY

Classic Cars reader James Barnes' ownership history shows a considerable number of Mercedes-Benz tenures under his belt - numerous SLs, a W123 Estate and an R129 SL500 to name but a few - so if I could have cherry-picked a reader to drive this car then he'd definitely have been at the top of my list. Now as he pulls up outside Avantgarde Cars' discreet Tamworth premises in his current R230 350SL, the upshot of this encounter can only be a positive one.

I'm already mentally constructing the conclusion - Mercedes-Benz man meets Mercedes-Benz, resulting in a three-pointed-star love-in - when he informs me of the first possible barrier. He's the ex-headmaster of three preparatory schools. Being married to a female of that particular species, I know that means he's going to be demanding in the extreme of our steed. Secondly, the majority of the circa 70 cars he's owned have been of the sports variety, and today's big saloon is anything but.

Time to stop second-guessing this meeting of man and machine, and allow things to progress organically. 'It has that crucial element of classic Mercedes looks,' says James, approaching the 450 SEL 6.9. 'Elements of it are very similar to the smaller variants of the period, and despite its size it's not bloated; that's down to the design being so good, that it carries it so well. It's also less ostentatious than some of the earlier, flashier cars like the W111.'

Circumspect one may say and yet, there're two little numbers and a decimal point on the bootlid playing havoc with that allusion - 6.9. Yes, ladies and gents, here we have Mercedes-Benz's Seventies brute in a sharp suit. Its 6834cc dry-sump, fuel-injected, sohc-per-bank V8 kicks out 286bhp - impressive, but not overkill - and drum roll, please... 405lb ft of torque. Wallop. The main show. It's why we're here, and James isn't shy in admitting so.

'I remember an article in *The Motor* magazine back in 1975 - I was at university then, still trying to make MG Midgets work - when it put one up against a Rolls-Royce Silver Shadow and a Cadillac god-knows-what, under the headline '*The best car in the world*'. Reading about it then I thought it was a mighty piece of kit. The engine, power, speed and ability to go at that kind of speed, and in that level of comfort, was just something else. We were looking at Morris Marinas and the like on the road; one forgets the rubbish that people were driving, pretty dreadful although we all put up with it, but this, this was special.'

James' 6.9 soliloquy has the twin effect of reducing me to thoughtful silence, and leaving me salivating at the prospect of getting in - and I've driven one! Time to saddle up and get James behind the wheel of this big boy and hit the road.



James loved the simple interior and sofa-like seats



JAMES'S DREAM DRIVE LIST

Invicta 4½ Litre S-Type Low-Chassis

'If you're going to go for a pre-war experience, this is one of the best.'

Riley MPH

'Such a beguiling sports car - superbly engineered and rare.'

Allard J2

'As much about the man as the car: characterful, successful and brutal'

Mercedes 300 SL Gullwing

'Has there ever been a more iconic sports car?'

Jaguar XK120

'First in a marvellous line with an unrivalled competition record.'

Aston Martin DB2/4

'While the later DB models take the limelight, I've always had a soft spot for the earlier and more delicate Aston Martins.'

BMW 507

'If it was good enough for John Surtees it's good enough for me!'

Panhard PL24 Tigre

'My father owned an extremely rare right-hand drive PL17 so I have a personal affinity with these small-engined French jewels.'

Austin-Healey 3000 MkIII BN8

'I can still see one blasting past us on the A40 in the late Sixties. Ice Blue over white, please.'



'I remember reading an article on the 6.9 back in 1975 – I thought it was a mighty piece of kit'



The 450 SEL 6.9,
shortening horizons in
absolute luxury since 1975

James enjoyed how the 6.9's prodigious torque could be summoned by a toe-flex



He pops the driver's door, slips in and closes it with a quality 'thunk' suggestive of a bodyshell that'd last millennia if necessary. 'It's so Mercedes, bloody great wheel, squishy seats - you're in your battleship, you can imagine happily cruising at 140mph with no drama,' he says. 'They've pretty much stuck with this layout - it's so clear. I like the single stalk and I don't know why more people don't do it.' What of the velour interior, surely this fully loaded executive beast should have leather *de rigueur*? 'I actually prefer it,' he admits. 'I find a lot of Mercedes' leather to be too hard, and my own 450 SEL had the same, only in blue velour.' At this, my ears perk up. Your what? Cheeky chap, he kept that quiet. Before I can enquire further, he turns a key, firing the big V8 up, and we're off - I file that nugget under *useful intel* for later, desperately fighting the urge to start second-guessing again.

As we roll gracefully out onto Lichfield Street we hit a line of traffic waiting for access to Drayton Manor theme park. 'There's masses of torque, masses,' says James. 'It's clear even at low speed, you just flex your toes and off it goes. It's also remarkably smooth, especially when you take in how old it is.' We stop briefly at a petrol station to brim the tank and then it's another 20 minutes of stop-start driving. 'This is the acid test of any classic, really,' states James. 'Does it behave itself in this type of traffic?' The answer is a definitive yes. 'Even just pootling about, it just has that effortless ability - off you go. It's such an impressive machine.'

As the A4091 clears, James feathers the throttle; there's an instant surge of torque and a subdued growl, as he experiences his first pure 6.9 hit. 'That's impressive. It's nice to have a bit of grunt in such a big heavy thing.' Realising he's fast heading into licence-losing territory, he applies the anchors seriously for the first time. 'The brakes are brilliant too,' he says of the all-disc set-up with electronic ABS, a first for a volume production car. 'It does a great job of pulling itself up.'

We skirt the periphery of renowned golf resort The Belfry Hotel - exactly the type of high-class destination owners may have visited in period - and James takes the second exit at the roundabout. We're both aware of a Ford Focus behind us, travelling far too fast with the driver burying its snout right up the Merc's derriere like a dog sussing out a fellow canine - oh, silly laddie, you're simply not paying attention to those Arabic numerals on our car's rear.

This time, under a heavier foot, the V8's timber is deeper sounding, like a lion yawning, as the big German saloon is urgently thrust forward. 'I didn't want him there for too long,' explains James. I turn, observe the gap of 200 yards, and growing, between the cars and give him a nod of agreement - that'll teach our spacially inconsiderate friend to *Focus*.

'You just leave other cars standing,' he continues. 'That was with no dramatics at all. The V8 is staggering, like a turbine it just goes straight away - instant response.'



'Even just pootling about, it just has that effortless ability – off you go'

After another half hour of easy cruising, we pull in to a café for a quick cuppa and to discuss the elephant in the cabin. 'So, you had a 450 SEL?' I ask. He nods an affirmative. 'Yes, I love these old Mercs. My first was a W123 Estate; we'd owned a couple of raggy old Peugeots, and after those it was just incredible. You either get the Mercedes bug or you don't - the engineering of this generation is amazing. The 450 SEL I picked up for £700, it was a bit rusty, a bit worn but fantastic fun. That was a few years ago, and I sold it for £1400, one of the few cars I have had and made a profit on.'

I ask if that's why the 6.9 had to be on his *List*, and receive a nod in return. 'I wanted to experience the full-fat version. Technologically, and in every way, it was such an important car - so far ahead of the opposition. You drive it today, and you can understand why. As I said earlier, I normally buy sports cars - soft-tops more than anything else - but with this, it's so much more fun to carry people around in than anything else. When we had our 450 SEL we had a brand new Land Rover Discovery, but if we were going anywhere we'd take the Merc - it was so nice to take out. With this you don't need to boot it, I mean you *could* be

a bit of a hooligan if you wanted to, but the idea of hooning around in it...' The wrinkling of his nose in disdain at the very thought finishes the sentence for him, so I pop the bonnet for a good look.

The grand V8 sits in pride of place, but it's the fluid cylinder and pipework of hydropneumatic suspension system - licensed from Citroën and tweaked - that catches the eye. 'We've not discussed it yet, but from the moment I got behind the wheel it was clear that there's an underlying sophistication when compared to a contemporary conventional coil set-up. When you accelerate there's no sense of either the tail dipping or a lack of control, and

road imperfections are impressively dealt with. And of course, that V8 has another 2.5 litres to play with compared to my 450 SEL - that's quite a lot to play with, and you do notice it.'

After finding out the big Merc really is fully loaded - the heated seats in the rear do it - we head back out on the road. James is instantly at ease, both behind the wheel and in giving direct comparison to the car he owned - I feel he was playfully teasing me earlier, withholding that particular piece of information. 'There's a lot more kit on

1979 Mercedes-Benz 450 SEL 6.9

Engine 6834cc dry-sump V8, sohc-per-bank, Bosch K-Jetronic electronic fuel injection **Power and torque** 286bhp @ 4250rpm; 405lb ft @ 3000rpm

Transmission Three-speed automatic, rwd

Brakes Discs, servo-assisted **Suspension**

Front: independent by wishbones, self-levelling hydropneumatic spring/damper units, anti-roll bar.

Rear: semi-trailing arms, Watt linkage, self-levelling hydropneumatic spring/damper units, anti-roll bar

Steering Power-assisted recirculating ball **Weight**

1842kg (4060lb) **Performance** 0-60mph: 7.3sec; Top speed: 145mph **Fuel consumption** 14mpg

Cost new £21,000 **CC Price Guide** £8,000-£35,000



The default view for many a late-Seventies saloon... or mid-Noughties hatchback, for that matter

this, because of the suspension and specification, and like any good car it doesn't feel that big. It's more agile than the standard 450, with a better kick down - mine groaned a bit - and smoother changes. However, everything comes back to that torque.'

We approach the same 'Ford Focus roundabout' of earlier, this time from the opposite direction, and as we take the first exit James floors the throttle. The car undergoes a transformation as the V8 opens its vocal cords and a rear wheel claws for traction before the limited-slip differential keeps it tidy - then we're battered towards the, up until then, horizon. 'I'm sorry, I was lying when I said you don't need to boot it,' offers James.

'The noise is a German opera under full load; you really know you're in a V8. In contemporary Jags and Rolls you don't hear the engine - what's the point, though? Not here, it just encourages you to keep flexing your right foot. This is high-quality hooliganism, absolutely; the very definition of an iron fist in a velvet glove. It just does everything.'

Having got that out of his system, and run out of adequate road, James brings the 6.9 out of warp speed and back to that initial slow, steady cruising that it does so well. Prior to this last high-speed encounter I already knew today's experience was an unqualified success, but this has nailed it. There'll be no spiral headlong into a Donald Rumsfeld-esque world of known knowns and unknowns, as I try and foretell the outcome.

James instantly confirms my thoughts. 'It was in a league of its own when it was launched and is still a wonderfully capable machine today. I was expecting it to reflect the very best that was available to anyone at the time and it still delivers, which is quite something. There are an awful lot of cars of this age that you get in and expect them to, but they're just so far out of their time. The only downside is that it reminds you of the fact that Mercedes-Benz clung on so long to such a distinctive style, but now that's kind of gone. If you look at a new Mercedes now, you could be looking at anything and that's a real shame.'

So, to the all-important question - would he have one? 'If you know a bit about cars, you'll always look at one of these and say that's special. Now I've driven one I realise it was built purely for dispatching lower mortals, so my answer is an unequivocal yes.'

Thanks to Jonathan Aucott at Avantgarde Cars (avantgardecars.co.uk), where this example is currently for sale at £59,995.

[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 and why, along with a CV of the classic cars you've owned to classic.cars@bauermedia.co.uk. Be prepared for the photoshoot glamour of an early start and a long drive to get there.

**NEXT
MONTH:
FORD MUSTANG
289**

JAMES BARNES' CAR CV

Educational consultant James' car history includes some 70-odd vehicles

TVR CHIMAERA 4.0

'Surprisingly easy to drive and not that heavy, you could bumble along but if you wanted to be a lunatic it was there waiting for you. We used to drive it to our house in France, and the French didn't have a clue what it was. At one particular bar they'd cheer as I changed down and accelerated down the road.'



MERCEDES-BENZ (R107) 380 SL

'I've had five SLs at various times, but owned my current R107 380 SL for a couple of years. I've always loved the 107 and having sold a 380 12 years ago I'm delighted to have got back into ownership before prices got silly. It's in superb order and I use it regularly, including trips to the continent - it also makes a great golf bag and trolley carrier.'



RELIANT SCIMITAR SE

'Bought from someone we knew - he took me for a spin and I can still remember approaching a corner and thinking 'we'll never make it', but we did. An MGB wouldn't have. You have to place it in the context of the time, it was such a clever car and the performance was superb.'



AUSTIN 7 TOURER

'I wanted something completely different and bought it to offset the sheer number of Sixties and Seventies cars I've owned. Seven years on I don't regret it for a second. It's been resprayed and has had a new hood and side-screens. Christened Stanley, of all my cars it's the one that people love the most; wherever I go, it causes smiles and starts conversations.'



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E-type 2+2 adds up to a good buy

Add two seats, subtract some snobbery, and the family-man's E makes sense

We've always been contemptuous of the 2+2 E-type. We reckoned the steep screen, higher roof and nine inches of extra wheelbase mucked up the sensuous lines and the idea of a 'family man's E' seemed a bit of a contradiction. But suddenly those token seats and more headroom look like a good idea, especially since 2+2 prices are running at roughly half coupé and roadster values. Silverstone's September Salon Privé sale saw a lovely '68 Series 1.5, well restored with just two owners, sell for £42,250 - and it was a matching-numbers UK-supplied car too.

Being a 4.2 the 2+2 gets the synchro gearbox, better seats and brakes and, if you go for the Series 1 you get covered headlamps as well. Plus, if we're honest

most non-enthusiast onlookers can't tell the difference anyway - this is, after all, still an E-type Jag.

A private seller in Teddington has a very smart '69 UK-supplied Series 1.5 in BRG with 90k, matching numbers, with large history file and bills for £20k for £49,995. As I write, Barons is set to auction another '69 UK-supplied Primrose example - with a warranted 67,000 miles and one owner for the last 40 years estimated at a very alluring £22,500 to £27,000, needing just sympathetic detailing but MoT'd and driving well. For such a genuine long-ownership example it's a thumping bargain if you can bag it at anywhere near that money. And remember the rhd versions are rarer than the both Series 1

coupés and V12s, with Jaguar building just 1378 Series 1 and 1070 Series 2 2+2s. I'd guess the survival rates are lower too because they've been unloved for so long.

Even as early as 1961 Sir William Lyons was asking for a longer E-type to increase the model's 'dollar-earning capacity' but it wasn't until February 1965 that Norman Dewis was finally testing the first prototypes at MIRA. The official launch was in March 1966 so if you come across a '65 or early '66 2+2 it's likely a works or press car and historically significant.

I can see the 2+2 E rising in value, pushed by its practicality and relative affordability, so its time to stop being sniffy. The 2+2 is a comfortable E-type and by far the cheapest of the breed right now.



'Find a UK-supplied rhd minter with low mileage and you won't be sorry'





Price divide for the 'split-window' Chevrolet Corvette

The one-year-only '63 split-window Corvette Sting Ray was one of the first classics to start selling for more than it cost new.

By the mid-Seventies, 1963 Sting Rays had become proper US collector car icons. But while American enthusiasts have always been deeply reverential about the 'Splitty', we preferred our Jaguar E-types and Austin-Healeys.

Well that might be changing now with Silverstone's recent record £103,000 for a prize-winning 327ci example. Almost as handsome as the Jag and much more flamboyant, the '63 Vette is a rare car with GM building just 10,594 split-window Vettes, of which experts believe only around 6000 survive. In their early years many lost their distinctive twin rear windows – GM dealers actually offered conversion kits.

VALUE 2012
£49k
VALUE NOW
£72k

In the US, '63 values have been flattening of late (unless it's a rare spec, big-block or concours car) and I'm seeing surprisingly affordable price tags attached to matching-numbers, older-resto Splitties. A Nevada advertiser has a red 340hp three-speed model with desirable PAS and 60k miles for \$42,000, a New York private seller has a white older-resto car with original 340hp motor and four speed for \$39k, and

a Florida enthusiast is offering the 13th '63 Splitty off the line – a 340hp auto with a 26k warranted mileage and 23 years ownership – for \$80k. Private prices in the US appear to be weakening while dealers are still holding out for big money. I sense an opportunity here and with just 5% import duty you could land one back in the U.K for around £50k. Time to book that Californian holiday?



Pride trumps prejudice for the Lancia Gamma Coupé

Suddenly the much-maligned Lancia Gamma Coupé looks temptingly exotic. Launched in 1976, designed by Pininfarina and assembled alongside the Ferrari 400, it should have been a smash hit. But Lancia's collapsing reputation from all those rusty Betas dealt this striking coupe a mortal blow from which it's never really recovered.

See one on the road now though and the perpendicular lines, Cromodora alloys and springy velour interiors look wonderfully Seventies. I'm not expecting any huge rises in values but for under £10k this is a startlingly handsome Italian coupé that's so exclusive you only see one every decade or so. Lancia built 6789 between 1976 and 1984 but in the UK there are fewer than ten road-registered survivors on the DVLA mainframe, making this an incredibly rare classic.

VALUE 2012
£6000
VALUE NOW
£7250

And yes I know they were rusty, had unreliable power steering pumps that could destroy the engine and suffered overheating and head gasket issues, but find a well-cared-for low-mileage survivor with the Audi PAS modification and cooling upgrades and you'll have probably the most distinctive coupe you can currently buy for less than ten grand. Classics and Cabriolets in Essex has a 2.0 ex-Italian '77 lhd with just 32,000 miles and several reliability modifications for £9950, while La Bella Machina (great name) in Ettingen, Germany has a lovely '78 2.5 in red with only 43,000km for £6900.

Prices may be stirring, but for such gorgeous Italian looks the Gamma Coupé seems to be priced on the light side. I think it's time we put all that well-worn Lancia prejudice into the bin of history.

CLASSIC ON THE CUSP



R53 Mini Cooper S Convertible

I've no hard evidence to support the argument for this coming classic – just a whim. Last week I spent time skidding about in a first-gen R53 2005 Mini Cooper S Cabriolet and couldn't stop laughing. I remember being smitten at the original launch in Monaco 13 years ago and the supercharged Mini soft top hasn't lost an ounce of that bewitching demonic derangement. It reminds me of my first drive of the original VW GTi in 1977 – that same 'wow-is-this-little-projectile-for-real?' moment. Sure, the ride is firm and there's scuttle shake, but the whole sensory combo leaves you fizzing. The level of engagement you feel for this quick Mini is much stronger than a VW Golf, Peugeot GTi or Fiesta ST.

You can buy a fine Cooper S Cabrio for less than three grand. A private seller in High Wycombe has a black 2005 S convertible with 55k, FBMWSH and one owner for £2995. Later cars look even more tempting but there's something about the raw and unruly first-gen R53s that I think might one day make them collectable.

And yes I know BMW churned out nearly 200,000 new-shape Minis every year (17% were convertibles) but mint survivors may ultimately become coveted.

They've got a broadly undeserved reputation for unreliability because the service intervals were too long, so you should change the engine and gearbox oils around every 7000 miles. Power steering, cooling expansion tanks and engine mounts can be issues but new Minis are well served by lots of specialist and easy parts. Fork out a bit more and you can have a John Cooper Works version with twin-scroll turbo, tweaked suspension and 189bhp. George Kingsley in Colchester has a 2004 S cabrio with just 25k miles, full history, Recaros and satnav for £6995. The JCW will surely rise in value over time and if you find a JCW GP, remember only 459 were ever sold in the UK.

Even if you ignore any future investment potential this is a stupidly cheap little 140mph convertible with tons of personality that's a total hoot to drive. Prices are unfairly soft, dampened by weight of numbers, familiarity and a slightly girly reputation. Grab one by the scruff of the neck (the car, not the girl) and paste it around for a few miles and you'll see what I mean. The R53 Cooper S soft-top definitely gets my vote as Britain's best-value performance convertible.

COST NEW
£17,600
VALUE NOW
£3000

MORE
QUENTIN
WILLSON
p 37



Still spending... but very carefully

Busiest auction month of the year so far brings stark contrast in sales results

In a month that included a run of eight sales in ten days, there was hardly time to draw breath in September. That may account for why buyers were so choosy about where they went to spend their money. There were no discernable trends - results swung from RM's 54% at Battersea and Silverstone's 55% at Salon Privé to Anglia Car Auctions' 84% in Norfolk and RM's redemptive and top-scoring 90.5% sold at its all-Ferrari bash at the factory in Maranello.

The latter result looks even better when you add in the fact that over 80% of the cars sold went for within or above their pre-sale estimates. That's the value of what counted as an event rather than just another auction and it didn't even matter that there were only 42 of them. One of those was the 250 GT Lusso we drove in the last issue. It was particularly pleasing to see that hit £1,546,000, significantly above our guide price and a little higher than the insurance value we were given.



RM Sotheby's Maranello sale statistics: The auction house's gamble in holding a one-marque sale at the Ferrari factory paid off big-time.



£1.5m Ferrari 250 GT Lusso was featured in our September issue

Market indicators *Celebrity provenance, racing pedigree and certified identity demonstrate their worth literally*



▲ 1983 Ferrari 400i £314,780

RM Sotheby's, September 9.

No, the price isn't a misprint, but it is the highest ever paid - at auction or anywhere else - for a Ferrari 400i. Even the miniscule 3267km on the clock and being the rarer five-speed manual wouldn't account for that, but being a piece of rock memorabilia can. One of eight Ferraris bought by the Rolling Stones after their 1983 European Tour, it had remained in the hands of guitarist Keith Richards ever since.



▲ 1972 Ford Escort Mexico £38,250

Silverstone Auctions, September 2.

Quite a lot of Mexicos are shaky when it comes to identity, but this car had rock-solid provenance - treasured by one family for 42 years, then concours restored by its subsequent owner. Salon Privé is a strange setting to sell a fast Ford but, falling into 'find another' territory, this strong result was way above current guide levels and the kind of money that would have bought you a Twin Cam not that long ago.



▲ 1963 Sunbeam Rapier S3A £12,810

Anglia Car Auctions, August 26.

As successful rally cars in their day it's a surprise that Rapiers have remained so affordable for so long. But all Rootes' products are enjoying a renaissance these days and this is just the latest in a series of encouraging prices for its Sixties cars. And it was a good one, restored over five years by a marque specialist and in an appealing period two-tone colour scheme. It was coming, but this properly re-writes our guide prices.

Ford Anglia 105E prices finally begin to take off

After its appearance as the flying car in the first *Harry Potter* film, pundits immediately assumed that Ford Anglia prices would also fly, Aston DB5-style. But it never happened, perhaps because a bespectacled schoolkid, even one with a wand, simply isn't as cool as 007.

So the little Ford's prices continued to quite closely track those of Morris Minors. Lately, however, there are signs that the change has come. Really good Anglias are a lot harder

to find than Minors, and two recent 105E results have jolted the market. The first was an unrestored 20,000-miler, still on crossply tyres and nice but not perfect, that Anglia Car Auctions got a solid £8610 for in August.

Then two weeks later Bonhams offered a recently-restored one with good history at Goodwood. That went for £14,950, and instantly they are in another league and the handful being offered for five-figure sums on the internet has gained credibility.



Jaguar E-types – Revival sale shows it's not all over

Jaguar's finest has provided a very clear illustration of our currently bipolar market. There was much muttering after Silverstone Auctions failed to sell each of the five E-types offered at its Salon Privé sale. So was it really all over? Not a bit of it.

The owners of the six Jaguar E-types presented at Bonhams' Goodwood Revival sale a week later now have spaces to fill in their respective garages - the whole lot sold. What's more, only half of them went for below estimate, too, which can be considered pretty normal. It doesn't help

someone like me – a market commentator looking for trends – but it is reassuring to know that things are merely unpredictable and the sky hasn't fallen in yet.

The £309,500 paid for the pictured external bonnet-catch roadster was still pretty mighty.



▲ 1967 Alfa Romeo 1600 Duetto £46,575 Bonhams, September 2.

Even as a devout Alfisti, I'm struggling to explain the over-the-odds-price here. Bonhams' £25-30k looked about right for a South African market Duetto with good but not perfect panel fit and a non-original (though fitted in period) 1750 engine, even one that has recently had £34,000 spent on restoration work. So we'll remain cautious about this as an indicator until the next result.



▲ 1963 Ford Galaxie 500 £471,900 Bonhams, September 9.

Retired race cars are generally a hard sell, fading glory countered by reality. This was different: Jack Sears' British Saloon Car Championship winning Galaxie, sold from Sears' own collection, capable of street use, and of the era where it could gain the owner invitations to all manner of events. All of which does its best to explain the money paid in comparison to the car's £220k top estimate.

PRICE GUIDE MOVERS

On the up

It's all going V-shaped this month – Vauxhall's Fifties Wyvern and Cresta E gain 29% and 35% respectively, but look at the Volvo T5-R/850R: double the money

Make and Model	Year	Concours	Mint	Good	Rough	% up
AC Aceca-AC	54-63	140,000	100,000	65,000	45,000	+12%
AC Aceca-Bristol	56-63	155,000	120,000	75,000	55,000	+11%
AC Greyhound	59-63	56,000	42,000	26,000	17,500	+18%
Alfa Romeo 2000 Spider	58-62	80,000	55,000	26,500	16,000	+6.7%
Alfa Romeo 2600 Spider	62-65	95,000	70,000	32,000	18,500	+5.5%
Alfa Romeo Spider Duetto	66-67	37,500	27,500	14,000	7000	+15%
Alfa Romeo 1750 Spider Veloce	68-70	35,000	25,000	13,000	6500	+17%
Armstrong Siddeley Sapphire 346	53-59	12,500	9500	4750	2750	+1.3%
Aston Martin DB6	65-70	300,000	235,000	175,000	135,000	+4.4%
Austin/Morris 1100/1300	63-74	3000	2000	900	450	+1.7%
Austin Seven/Mini Mk1	59	30,000	25,000	19,000	15,000	+20%
Bentley Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	+15%
Bentley Derby 4.25 Park Ward	36-39	125,000	87,500	52,500	32,500	+14%
BMW 507	56-59	1.5m	1.2m	1m	800,000	+20%
Datsun 260Z	74-79	16,000	10,000	5750	3000	+6.7%
Ferrari 410 Superamerica	56-59	3.5m	3m	2.25m	2m	+7.7%
Ferrari 275 GTB (alloy)	64-66	2.25m	2m	1.75m	1.5m	+13%
Ferrari 330 GTC	64-67	575,000	450,000	375,000	300,000	+6.5%
Ford Shelby Mustang GT350	65-66	240,000	185,000	115,000	90,000	+6.7%
Ford Escort Mexico	70-75	25,000	18,000	10,000	6000	+11%
Ford Capri Mk1 3000GT	70-74	17,000	12,000	6250	3200	+6.3%
Ford Capri Mk1 3000E/GXL	70-74	20,000	14,000	7000	3500	+8.1%
Ford RS200	85-86	140,000	110,000	85,000	65,000	+17%
Hillman Minx SH-11C	56-63	4250	2650	1250	600	+6.3%
Hillman Super Minx SH-IV	61-66	4500	2750	1100	500	+13%
Jaguar SS90 sports	35	300,000	225,000	175,000	135,000	+9.1%
Jaguar SS100 2.5-litre	36-39	350,000	250,000	180,000	135,000	+7.7%
Jaguar SS100 3.5-litre	38-39	420,000	320,000	225,000	165,000	+10%
Jaguar XK120 roadster	50-54	110,000	80,000	52,000	31,000	+3.2%
Jaguar E-type 3.8 roadster	61-64	220,000	165,000	105,000	72,500	+10%
Jaguar E-type 3.8 coupé	61-64	160,000	120,000	80,000	52,500	+6.7%
Jaguar E-type 4.2 SI roadster	64-67	165,000	125,000	85,000	67,500	+6.5%
Jaguar E-type 4.2 SI coupé	62-70	130,000	100,000	65,000	45,000	+4.0%
Jaguar E-type S1/S2 roadster	67-70	100,000	67,500	37,500	25,000	+11%
Lancia Aurelia B20 GT	53-58	150,000	110,000	82,500	60,000	+3.4%
Lotus Elan Plus 2	67-74	20,000	14,000	7500	5500	+2.4%
Lotus Europa S2	67-71	21,000	15,000	7500	4500	+3.1%
Lotus Europa TC/Special	71-75	24,000	17,500	9000	6000	+2.3%
McLaren F1	93-98	10m	8m	7m	n/a	+5.3%
Mercedes-Benz 220S/SE cabrio	56-60	120,000	85,000	55,000	35,000	+20%
MGA Twin-Cam roadster	58-60	50,000	36,000	24,000	16,000	+11%
MGA Twin-Cam coupé	58-60	36,000	26,500	16,500	11,000	+9.1%
Porsche 911 Carrera 2.7 MFI	73-77	160,000	120,000	75,000	50,000	+10%
Rolls-Royce Phantom I	25-29	375,000	235,000	120,000	47,500	+7.1%
Rolls-Royce Phantom II	29-35	300,000	185,000	90,000	45,000	+3.4%
Rolls-Royce Phantom III	36-39	250,000	150,000	75,000	37,500	+4.2%
Sunbeam Rapier I-V	55-67	12,000	8000	3500	1500	+4.1%
Triumph TR6 'CP'	69-73	22,500	16,500	10,000	5500	+2.5%
Triumph TR6 'CR'	73-76	20,000	15,000	9000	5000	+2.8%
TVR S 2.8/2.9	86-92	6850	5000	3250	1600	+9.6%
Vauxhall Wyvern/Velox E	51-57	10,000	7000	2500	1250	+29%
Vauxhall Cresta E	54-57	11,500	8000	3000	1500	+35%
Volkswagen Camper (Bay)	72-79	17,500	13,500	7000	3500	+6.1%
Volvo T5-R/850R	95-97	7500	5000	2750	1350	+50%

On the slide

The 17% drop in 1967-70 Shelby Mustang GT500 prices shows the market's preference for early models: compare 1965-66 GT350 values, above

Make and Model	Year	Concours	Mint	Good	Rough	% down
Citroën Light 15/Big 15	35-55	20,000	13,500	7250	4000	-3.6%
Facel Vega HK500	59-61	190,000	145,000	100,000	70,000	-5.0%
Ferrari 250 GT SWB (steel)	60-63	6.5m	6.2m	5.75m	5.25m	-3.7%
Ferrari 275 GTS	64-66	1.5m	1.2m	1.05m	900,000	-6.3%
Ferrari 275 GTB/4 (4-cam)	66-68	2.4m	2.15m	1.9m	1.7m	-4.0%
Ferrari 365 GTB/4 Daytona	68-74	585,000	495,000	365,000	265,000	-2.5%
Ferrari 365 BB	75-76	325,000	260,000	200,000	150,000	-1.9%
Ferrari 512 BB, BBi	76-85	235,000	190,000	145,000	110,000	-2.1%
Ferrari Testarossa	84-90	100,000	80,000	55,000	37,500	-7.0%
Ford Shelby Mustang GT500	67-70	125,000	100,000	80,000	60,000	-17%
Jaguar XK150S 3.4 roadster	58-60	160,000	125,000	82,000	52,000	-3.0%
Lamborghini Countach LP400 Per.	74-76	1m	850,000	700,000	525,000	-2.8%
Lancia Flaminia Sport Zagato	59-67	335,000	265,000	200,000	140,000	-4.3%
Lancia Rally 037 Stradale	82-83	240,000	200,000	160,000	130,000	-4.0%
Maserati Bora 4.7/4.9	71-79	160,000	135,000	95,000	60,000	-3.0%
Mercedes-Benz 540K Cabrio B/C	36-39	1.5m	1.2m	725,000	500,000	-4.0%
Peugeot 205 T16	83-85	165,000	140,000	110,000	85,000	-5.7%
Porsche 911S 2.0	66-69	145,000	115,000	80,000	60,000	-3.3%
Subaru SVX	91-97	3750	2850	1850	900	-5.0%



RM's Aston DBR1 was one of two record-breaking Brits to hit the headlines during Monterey week

Monterey sales week reassures

Takeaways from the market's most significant annual gathering

All eyes were on the run of auctions during Monterey week, long established around the Pebble Beach concours, where the big hitters go to buy and sell cars; where trends are set and hundreds of millions of dollars change hands. The 2017 results provide some guidance as to which way the market is heading.

Once it was all totted up those results were, if not exciting, at least reassuring. At the sales held by the top three auction houses in attendance – Bonhams, RM Sotheby's and Gooding – almost \$280m (£217m) was spent, which is roughly the same as in 2016. Last year's total was also closely matched by the number of cars sold (359) and the average price achieved for them.

That adds up to a sale rate of 83%, undoubtedly boosted by a higher number (41%) being offered at No Reserve. Sellers were clearly being realistic too, because 60% of cars sold went for below their low estimate.

For individual marques the most clear trend was a cooling of prices for those late-model Porsches that dominated last year's headlines so much. We saw similar a few weeks later at RM's London sale.

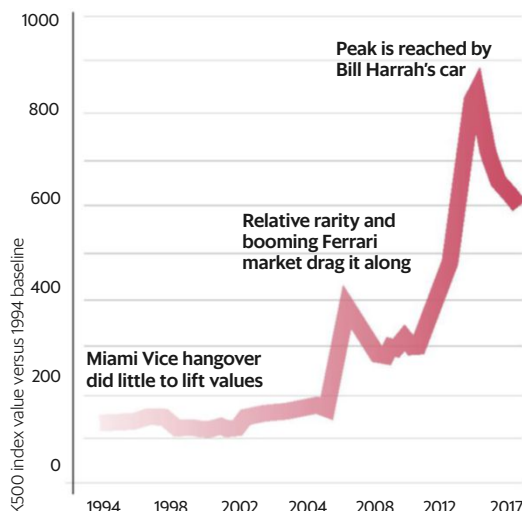
But the right stuff still sells well – RM's Aston DBR1 that Simon Kidston confidently predicted would top its \$20m estimate in our September issue 'Highlight' actually grossed \$22.5m (£17.5m). That was way ahead as top seller, though Bonhams beat expectations by selling America's first McLaren F1 for a \$15.6m (£12.1m).

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Ferrari GT5/4 Daytona Spider



K500's Simon Kidston says, 'This hitherto gold-standard Ferrari's reputation has slightly tarnished in recent years. What was an everyday sight at any top sale hardly dares cross the auction block today. The massive (\$3.75m equivalent) figure paid for the ex-Bill Harrah car – US-to-Euro conversion, restored in wrong colours inside and out – was the high-water mark at Silverstone Auctions in September 2014. Exceptional Euro spec cars in interesting colours with notable owners might approach \$3m (£2.3m) but for "resale red" US-spec auction fodder, life is hard. Ferrari did, though, struggle to sell them when new. Maybe nothing changes?'



IN THE TRADE



BCA MODERN CLASSIC SALES

Car auction giant BCA has announced it is to hold further Future Classic sales after the success of its inaugural auction on August 26. Held at BCA Nottingham, nearly 100 cars sold on the day, ranging from a mid-engined Renaultsport Clio V6 via a 2001 Bentley Arnage to the 1984 Ferrari Mondial shown, which fetched a tempting £24,700. BCA's MD Stuart Pearson says, 'We'll announce the date of the next Future Classics sale on our website soon.' See bca.co.uk



ARTCURIAL TO OFFER LE MANS WINNER

Driven by Jean Guichet and Nino Vaccarella, Ferrari 275P chassis number 0816 was the last works Ferrari to win the Le Mans 24 Hours. That was in 1964, and the car continued its race career in America until 1969. It has for decades remained in the collection of the late French enthusiast, Pierre Bardinon, but the car is to be Artcurial's headline lot at its Rétromobile sale in February. Bound to be in demand for top historic race events but at a price – the estimate is €28-35m (£25.5-32m).



BOND ON A BUDGET

It may be no Aston or Lotus Esprit, but the corkscrew river jump in the AMC Hornet in 1974's *The Man with the Golden Gun* remains one of the most memorable Bond stunts. Pre-CGI, it was done for real in one take without damaging the car. In fact that very stunt car remains in drivable, as-jumped condition and was recently offered for sale by Auctions America in Auburn, Indiana. At \$110,000 (£84,600) this was a cut-price Bond steed.

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'The F1 appeals not only to the most established of collectors, but also younger enthusiasts too'

McLaren F1 tops £12m

Undoubtedly the superstar of the modern classic age, how high can F1 values rise?

It was designed to be the ultimate road car and 23 years after delivery of the first customer cars, there are still few who dispute that claim. Just 64 roadgoing F1s were built - no surprise when they cost half a million pounds. But the lucky few who paid that are having the last laugh as values continue to rocket skywards. We thought £10m was the top end, but Bonhams just sold this 1995 car, chassis 044, in Monterey for £12,132,500. It was the first of just seven cars 'federalised' to be street-legal for use in America and has covered just 9600 miles.

But that still feels like a lot to pay, even if the F1 is being touted as a modern equivalent of the Ferrari 250 GTO. So did the new owner pay over the odds? We asked Gregor Fiskens of classic car dealer Fiskens for his take on the car's sale and F1 values.

'We've handled the sales of a number of McLaren F1 road and racing cars over the years, and we weren't completely surprised at the price level the F1 made in Monterey. The F1 is not only a car that appeals to the most established of collectors - reference a couple of Ferrari 250 GTO owners who also have F1 road cars - but it's an icon that appeals to the younger collectors as well.'

'Plus, with the recent success of the modern McLaren road car brand - which has the engine room of marketing and the McLaren family behind it - we think it's likely that F1s will continue to appreciate in the long term. That said, the market generally is in a more realistic mood so the price achieved in Monterey should be seen as good money, but fair for an American titled and federalised, one-owner-from-new F1 in a great colour!'



American-spec versions of many established European classics are viewed as less desirable, but this F1's 'federalisation' was actually a key reason for its record-breaking price

Another big cat on the move

1993 Jaguar XJ220

For sale at Bonhams, October 6, bonhams.com/cars

Why buy it? It's an early car, No. 31 of the 280 built, and has only covered around 5000 miles since being delivered new to Rome. Presented in superb preserved condition and with all the right paperwork. The market is finally starting to move on these supercars and mint low-milers like this will always have the edge. **Price estimate** £350,000-£450,000



1933 Pierce-Arrow Silver Arrow

For sale at RM Sotheby's, October 5, rmsothebys.com

Why buy it? This was the future in 1933, and this aerodynamic beauty was the very first one built. Displayed at various car shows when new, it was restored in the Eighties and has since toured the country collecting show trophies. About as classic as a classic car gets.

Price estimate No Reserve



1973 Lancia Fulvia 1.3S Coupé

For sale at Brightwells, Sept 27, brightwells.com

Why buy it? Just two owners and a confirmed 58k miles from new. The second owner, who has kept it since 2006, is a mechanic who has rebuilt the engine and fitted a new clutch and electronic ignition. The car will come with Cromadora alloys that were being refurbished when the photo above was taken. **Price estimate** £10,000-£12,000



1960 Austin-Healey Sprite

For sale at South West Vehicle Auctions, Oct 27, swva.co.uk

Why buy it? History back to day one (in Dorking) includes period rally action in the Pyrenees. Following decades of storage the car was restored in 2003 to trophy-winning standard – a photo album of this is included. Recent work includes a new interior and telescopic rear damper conversion. **Price estimate** £14,000-£15,000

UPCOMING SALES

SEPTEMBER

Wed 27, Herefordshire. Brightwells, Easters Court, Leominster. brightwells.com

OCTOBER

Mon 2, Pennsylvania, USA. Bonhams' Preserving the Automobile sale, Simeone Foundation, Pennsylvania. bonhams.com/cars

Thu-Fri 5-6, Pennsylvania, USA. RM Sotheby's, Hershey Lodge, Hershey. rmsothebys.com

Fri-Sat 6-7, Belgium. Bonhams' Zoute sale, Brussels. bonhams.com/cars

Thu 19, Herefordshire. Brightwells Modern Classics, Easters Court, Leominster. brightwells.com

Sat 21, Northants. Silverstone Auctions' Porsche sale, Silverstone Circuit. silverstoneauctions.com

Wed 25, Oxfordshire. Brightwells, Bicester Heritage, Bicester. brightwells.com

Fri 27, Dorset. South West Vehicle Auctions' classic sale, Parkstone, Poole. swva.co.uk

Sat 28, Italy. Bonhams, PadovaFiere, Padua. bonhams.com/cars

Sat 28, Surrey. Barons Auctions' Autumn Classic sale, Sandown Park, Esher. barons-auctions.com

NOVEMBER

Fri 3, London. Bonhams' London to Brighton sale, New Bond Street. bonhams.com/cars

Sat 4, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk

Sat-Sun 11-12, Birmingham. Silverstone Auctions' Classic Motor Show sale, NEC. silverstoneauctions.com

Sun 12, Essex. Essex Classic Car Auctions, Crowne Plaza Resort, Maldon. essexclassiccarauctions.co.uk



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Concours victory for a Mercedes that referenced an Indian dress

Euro swoop on the 18th Fairway

German and Italian excellence at the Pebble Beach Concours d'Elegance, California

The 2017 Pebble Beach Concours d'Elegance had a decidedly Italian feel, with special classes for Isotta-Fraschini, the coachbuilder Castagna, and two for Ferrari to celebrate the marque's 70th anniversary – major race-winning cars and coachbuilt one-off Ferrari 'Speciales'.

The Best in Show Mercedes-Benz S made Pebble Beach history – it's the first time British coachbuilder Barker has secured the top prize.

Although acquired in relatively good condition by Bruce McCaw, it was the discovery of photographs of the car when it was new which prompted him to entrust restoration to Steve Babinsky in New Jersey in time for the Concours.

Mercedes S Barker Tourer

Collector Bruce McCaw won the Pebble Beach Best in Show trophy for the first time for his newly restored 1929 Mercedes-Benz S Barker Tourer. 'I'm beyond words – I never imagined it would happen to me!' he said.

'I've actually owned it for five years but haven't really done anything with it until recently,' said McCaw. 'Although a Mercedes, it's actually a very British car, originally designed by Lord Howe, who was both a promoter and participant in British motor racing at venues like Brooklands at the time.'

'It was painted peacock blue to match the colour of a famous feathered dress worn by Baroness

Curzon of Kedleston to celebrate the coronation of Edward VII in 1903, itself groundbreaking because it was made in Delhi and one of the first examples of Indian design in Western fashion. Metal threads and beetle wings in the dress were echoed in the use of highly-polished aluminium.'

'It wasn't designed to be a racing car, but the 7.0-litre supercharged engine coupled with the Barker coachwork, ultra-light as a result of the extensive use of aluminium, enabled the Mercedes to participate in early speed trials and hill-climbs across Europe. Driving it is quite an experience. It's powerful but very smooth.'

The Barker Tourer was also the first non-British car bodied by a British coachbuilder to win.



Left: one of four limousine variants of the groundbreaking Chrysler Airflow
Below: the Packard Six that its current owner spent two decades trying to buy



Chrysler CW Airflow

Frank Daly presented his 1935 CW Imperial Custom Airflow LeBaron limousine. 'This is the grand-daddy of the Airflow bloodline,' he said. 'Unfortunately, the limousine version was unpopular because it was avant-garde – only four were built.' Frank found the car 30 years ago but the owner refused to sell until recently. 'I had it painstakingly restored. It cruises at 70mph, and I love the Zenlike feeling of going back to 1935. Plus, I think the car is grateful for having been revived.'

The Chrysler Airflow series was created following tests in the Wright Brothers' wind tunnel in Ohio, after which Chrysler decided to ditch the trend for long bonnets and flat windscreens.

Packard 2-38 Runabout

'I saw this car, forgotten and forlorn in the back of a warehouse 24 years ago and was smitten,' said owner Allen Strong of Illinois.

The 1915 Packard 2-38 Six Runabout wasn't for sale so Allen took a photo and hounded the owner on a yearly basis in the hope he'd sell it to him. Allen finally succeeded four years ago, and after a 'clean-up' he got it running.

'We researched the history and discovered it was ordered by Carl Fisher, an American entrepreneur and auto racer,' Strong enthused.

'Not only did Fisher own the car, he used it to survey the transcontinental Lincoln Highway, and as the pace car for numerous racing events including the 1915 Indianapolis 500. We are just thrilled! Last year we took it back to the Indy track – it ran the same course it ran 101 years ago.'

Alfa Giulietta Sprint

Among the shiny Bugattis and Hispano Suizas at the world's most prestigious concours event, this Alfa Romeo Giulietta Sprint Zagato was resplendent in its unrestored originality.

'What you see today is exactly what you would have seen at the 1963 Targa Florio race,' said Stanley Bauer of the car he bought four years ago.

One of 200 built in 1960 and assigned to Alfa Romeo's works team, this Giulietta Sprint Zagato still wears originally-applied tape around the covered headlights, race stickers, cracked and peeling paint and the wear and tear throughout its interior inflicted by its original racing driver Mario Constanì on the Targa Florio.

'We drove it on the Colorado Grand tour last year,' says Stanley. 'That was over 1000 miles! It ran like an absolute dream.'



Alfa Giulietta Sprint in 1963 Targa Florio preserved state



The Didia 150 boasts a glut of eccentric styling features, not least the 'pop-down' headlights that descend from the upper front valance



Pebble Beach continued

Didia 150

In 1957 singer Bobby Darin told Andy Didia, 'If I become successful, I'll buy that car!' And four years later, so he did. Didia designed the car in 1953, having failed to find anything on the market he wanted to buy. It took seven years and \$94,000 to build the 1960 Didia 150, which boasted 30 layers of paint laced with crushed diamonds. Always meant to be a show car, the car had a tiny fuel tank – just enough for Darin to drive his wife Sandra Dee to the 1961 Academy Awards. When John Hartman of St. Louis drove it onto the fairway, it was one of the longest runs the car had ever made. 'She's a celebrity and a trailer queen,' said Hartman.

Renault A1

Built in 1907, this Renault racer was originally owned by American railroad tycoon Willie Vanderbilt, who spent his leisure time tearing up the local highways and byways at upwards of 80mph. The car – one of only five Renault A1 35/45s remaining – was later owned by the Rockefeller family. It has a four-speed transmission and a 450ci four-cylinder engine enmeshed in chickenwire to prevent stones from ricocheting into the carburetors. 'This car can summon a respectable 60 horsepower,' said current custodian Jim Williams of Salt Lake City, Utah. 'I was driving around in it all last week – it's great fun. More than should be legal, in fact!'



Ex-Rockefeller Renault A1 on the Pebble Beach shoreline



Voisin C 45

Ten years ago Ed Fallon of Minnesota discovered this 1924 Voisin in the back of a warehouse in Japan. 'I wasn't sure what it was exactly, just that I had to have it,' he says. Back in the USA he restored it himself over a period of 18 months and fitted it with front-wheel brakes. The 1328cc engine actually copes better with gradients in its low reverse gear than any of its forward ratios, so when Ed drove the car on the Concours Tour along the famous 17-Mile Drive in Carmel, he resorted to it for the final hill climb. 'I kicked everyone out of the car and powered up the hill backwards!' he chortled. 'I actually passed a Rolls-Royce Phantom III on the way up!'



80 per cent of the world's surviving A1s

MONTEREY MOTORSPORTS REUNION, LAGUNA SECA

Ferrari 500 TR

The car that won the first race at California's Laguna Seca Raceway returned for the Monterey Reunion to celebrate 60 years of the venue.

The circuit was built after a fatality at the 1956 Pebble Beach road-race. Pete Lovely pitted this Ferrari 500 TR against the likes of Carroll Shelby, Ritchie Ginther and Jim Hall following the official opening of the track.

Lovely, who died in 2011, once recalled the feat of beating the big-engined opposition in the two-litre car, 'Shelby and Ginther dropped out with mechanical problems, leaving Jonny von Neumann and myself battling for the lead. He had a 2.5-litre TRC, I had a plain old 500. I didn't have enough power to pass, but I got right on his tail, a flustered von Neumann missed a gear at turn nine and the rest is history.'



CONCOURS ON THE AVENUE, CARMEL-BY-THE-SEA, CA

Pebble Beach's free-entry grass-roots parallel show turned up some spectacular Californian cruisers.

Chevrolet Chevelle

Mark Smith found his faded, rusty 1969 Chevrolet Chevelle in Minnesota in 2002 and brought it back to San Francisco where he had it fully restored – including its Monaco Orange paint, a colour option only available in 1969.

Earlier this year it won Best in Show at Hot August Nights – one of the world's biggest and most prestigious muscle-car shows in Reno, Nevada. 'I love this car,' said Smith. 'It's so understated for a muscle car, even in orange, but has great power and personality.'



Mercedes-Benz 280 SL

'If you own a car like this you should drive it across country as it was intended,' said Hap Frank of his 1969 Mercedes-Benz 280 SL.

He'd driven the car from his home in Manhattan Beach, California, to Carmel for the Concours weekend – a 670-mile round trip.

'I saw the car in someone's garage almost 20 years ago and asked the owner if it was for sale,' explains Frank. "Never!" came the reply. But two years later, I got a call out of the blue saying "I guess 'never' came sooner than you thought!"'



Roy Lunn, 1925-2017

Engineer Roy Lunn, best known for project-managing the Ford GT40, has died aged 92.

After being demobbed from the RAF following World War Two, Lunn switched his attention from aircraft to cars, working for AC before becoming assistant chief designer at Aston Martin in 1947, where he oversaw the DB2 Le Mans programme. After a brief spell at Jowett he joined Ford, initially as an engineer and product planning manager, before moving to Central Advanced Engineering in the US in 1958. Projects under his control included the original Mustang, the GT40 (in both road and track forms), and the 429ci V8 engine.

He joined Jeep in 1971, developing the monocoque Cherokee – effectively the first modern SUV – and the AMC Eagle, a 4wd saloon that predated the Audi quattro.

Landmark supercar takes Quail

Rare ATS wins Best in Show at exclusive Quail Lodge, California gathering



The ATS was a designers' favourite – as well as Tom Meade, the owner roster also included GM legend Bill Mitchell and Bruce McIntosh of McLaren F1 fame

ATS 2500 GT

An ATS deemed to be the earliest example of a mid-engined Italian supercar won the Best in Show prize at the 15th edition of The Quail, A Motorsports Gathering.

The car, owned by Californian collector Bruce Milner, had not been seen in public for 16 years when it won its class at Pebble Beach.

Chassis 2006 was the fifth of a run of just six road cars plus two racers built by ATS (Automobili Turismo e Sport), a firm set up by disgruntled ex-Ferrari employees led by Giotto Bizzarrini. Although intended as a competition car and based on a single-seater, the 1963 ATS 2500 GT predated the Dino 206 GT and Lamborghini Miura as the first mid-engined production road car with an engine of more than four cylinders, in this case a 2.5-litre V8. This example was sold new by American Ferrari concessionaire and ATS co-founder Carlo Chiti to designer and Thomassima founder Tom Meade, who kept it for 11 years before giving it to Kurt Mocher of Monza Motors in Houston, Texas in lieu of \$8000-worth of mechanical work.

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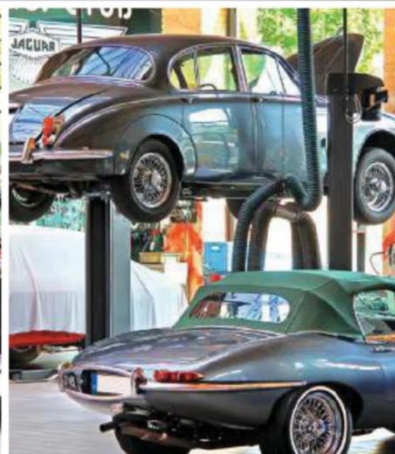
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Dallara's Miura wows Salon Privé

Fresh restorations and UK debuts vie for attention on the **Blenheim Palace** lawns



A feast of Sixties supercars enchanted visitors to Blenheim Palace's Salon Privé concours.

Miura P400

A Lamborghini Miura P400 made its concours debut after a 3000-hour restoration for its original designer, Gian Paolo Dallara. Said Enrico Maffeo head of Lamborghini's PoloStorico division, 'It's an 80th birthday present to himself.'

Dallara and original stylist Marcello Gandini consulted on the work. 'It was in boxes when we started and the body wasn't good, but was all original,' says Maffeo. 'Panels were formed over a wooden buck, so on the later cars the creases on the wingtops became more rounded.'

Bentley 4 1/2

One of four Bentley 4.25 Litre overdrive MXMR chassis bodied with Vanden Plas open tourer bodywork dazzled Salon Privé in its original Honeysuckle colour. Said restorer Giles Crickmay of London-based specialist Frank Dale and Stepsons, 'It had been badly restored in America. The rear wheel spats didn't fit properly – they were handmade originally so never a perfect match side-to-side – but when we stripped them we found filler 3/4in thick. When we got the car back to the metal it was not particularly happy. And the spare wheel cover was two and a half times too large, so we found a correct period one.'

Ford GT40 MkIII

Kurt Engelhorn's 1966 Ford GT40 MkIII prototype, XP130-1, made its UK concours debut after a three-year project to convert it to period-correct road car specification. 'After the 1967 New York Auto Show it went to a Manhattan dealership called Gotham Ford for storage, and was damaged when a car dropped onto it. It was forgotten about, then turned into a racer,' said Engelhorn.

Said Matthew Berry from restorer JD Classics, 'We had a global search for missing parts – a guy in the US had some seat fabric in his garage. But the hardest thing was replicating the switches that were discarded when it became a race car.'



CONCOURS OF ELEGANCE HAMPTON COURT PALACE

Fifties racers stood out on the tree-lined avenues of the Royal Concours of Elegance.

Jaguar D-types

A convoy of five Jaguar D-types made a raucous entry, celebrating 60 years of the 1957 Le Mans victory with the cars that came first, second and third. Evert Louwman brought the Ecurie Ecosse team's winning XKD606, driven by Ron Flockhart and Ivor Bueb. Clive Beacham brought the second-placed XKD603 of Ninian Sanderson and Jock Lawrence; and Jörg Holleis the French Equipe Los Amigos team XKD513, of Jean Lucas and Jean-Marie Brousselet.

Said Louwman, 'We drove the cars down from Coventry on small roads; it was so wonderful; the noise, the road holding – this is the best car I've ever driven.'



Ferrari 340 MM

Michael and Katharina Leventhal's 1953 Ferrari 340 MM made its UK debut. Said Michael, 'We've driven it 25,000 miles, including the Colorado Grand and Copper State 1000.'

The Vignale 340MM was ordered for Le Mans. 'It wasn't ready in time, so Phil Hill and Luigi Chinetti drove it in the Reims 12 Hours, leading until brake fade forced retirement.'



OSCA MT4 LM

The one-off OSCA MT4 LM was tucked away in a Japanese collection until Brandon Lawrence found it for Philip White. Said Lawrence, 'It was designed by Giovanni Michelotti for Mario Damonte and Fernand Lacour to contest Le Mans 1952, where the clutch failed. Driving with Pierre-Louis Dreyfus the following year, Damonte won his class.'





Was this 320i stripped and abandoned by a BTCC team?

Leon is part of Seat classic fleet



Tiny Motus banned from most series



Mystery BMW on track

First **Lydden Hill Classic Festival** hosts BTCC-style shakedown

The Lydden Hill Classic Festival gave classic touring-car racers the opportunity to exercise their fresh restorations at the Kentish circuit.

BMW 320is

Yusuf Osman has just finished restoring his 320is. 'I've had it several years, but there are very few parts left to restore them, what with the two-litre S14 engine,' said Osman. 'It's taken a long time to source everything for Group N specification and I've tried to keep it original.'

'The shell was recovered from an RAF base in Oxfordshire, where it had been flown over from Italy as a complete car then pulled apart for spares. It had been rolled onto its side so the drivetrain could be removed. It could well have been a BTCC team that did it, given that E30 M3s had to downsize to two-litre engines for the Super Touring rules. It's the first time it's been driven.'

Seat Leon Cupra

This Leon took part in an infamous BTCC support race in 2004, and is part of a new fleet of ex-works cars assembled by Seat UK. 'It's number X2ML059,' said driver Brad Kaylor. 'Harry Vaulkhard raced it in the Cupra Cup, but these cars were also driven by a field of former BTCC champions in a one-off race in 2004, which ended in carnage. I'm not yet sure which driver was allocated it, but it's still wearing its original livery.'

'Peter Wynnie, head of Seat UK, has lent Seat's backing to the heritage racing fleet. We've got the Jason Plato and Rob Huff 2004 Toledos, the two Leons they were replaced with – including the only diesel to enter the BTCC – and the ex-Warren Scott WTCC car.'

'We also managed to source the awnings used by Seat's WRC team at the time – they make it look like we know what we're doing!'

Motus 7

Resembling a shrunken Can-Am car, this bizarre device was the star of a classic karting demonstration held between races.

'Keith Moseley, designer, illustrator and engineer, decided to build a monocoque kart in the early Seventies,' said its owner and restorer Tim Norton.

'His first attempt was in marine ply, but it cracked when he hit something while racing on the Isle of Man, so the next one was a glassfibre monocoque. His son Dud won the British Karting Championship in it, after which it was promptly banned.'

'Although technically a kart, it's designed like a car – complete with independent rear suspension – and drives like one too. After it was banned from karting, Moseley took it hill climbing very successfully until it was banned from that too, for having too short a wheelbase.'

GP RÉTRO DU PUY NOTRE-DAME

Several high-profile absences depleted the field at the 21st Grand Prix Rétro du Puy Notre-Dame, but willing competitors and bad weather still made for a great pre-war-flavoured spectacle.

1929 Lancia Tipo 221 MM Lambda

Jean-Pierre Callay's Zagato-bodied Lancia struggled in the wet conditions but made for an unusual sight. 'Registered to Lancia in 1929, it competed in the Mille Miglia with Gildo Strazza, finishing fourth overall, first in class and only 13 minutes behind the winning Alfa,' Callay explained. 'It also competed in the Belgian and Spanish GPs that year. It then lay dismantled in a Châtelleraut barn for 48 years. I first learnt of its existence in 1984, and only discovered its racing provenance when I went to Turin to research its history.'



Riley Amilcar Kerr-Bate

It's the first time Jean-Jacques Lizambard's unusual Anglo-French special has competed at Puy. 'It started life as a 1928 Amilcar CGSS,' Lizambard explained, 'before coming to Britain where Stanley Kerr-Bate got hold of it. He used only the chassis, shortened, with a Riley Nine engine and gearbox, copied a Bugatti braking system and built a monoposto aluminium body in 1933-36. He raced it at Brooklands in 1937-39. I bought it in 1992 and took it back to Paris. It needed work so it went back to Britain, where Ashton Keynes Restoration rebuilt it.'

EVENTS PLANNER

October highlights

October

September 30-1

Historic Tour le Vigeant
Circuit du Valle de Vienne, Le Vigeant, France
historictour.org

1 HRCR Tour of Kent
Blackpalfrey, Kent
hrcr.co.uk

1-2 Prescott Autumn American Classic, Gotherington, Gloucestershire
prescott-hillclimb.com

5-8 Zoute Grand Prix Knokke-Heist, Belgium
zoutegrandprix.be

5-8 Motorworld Classics Berlin Messe-Berlin, Germany
motorworld-classics.de

6-8 Dijon Motor Cup Dijon-Prenois, France
circuit-dijon-prenois.com

7 CSCC Classic Car Championships Oulton Park, Cheshire
oultonpark.co.uk

7 Devil's Own Rally Kirkby Lonsdale, Lancashire
devilsownrally.co.uk

7 Castle Combe Autumn Classic Castle Combe, Wiltshire
autumnclassic.co.uk

7-8 Welsh Trial & Rally Presteigne, Powys, Wales
vsc.co.uk

13-15 Motorclassica Melbourne, Australia
motorclassica.com.au

14-15 Mount Tarrngower Historic Hill Climb, Maldon, Castlemaine, Australia
maldoncastlemaine.com.au

20-22 Dix Mille Tours du Castellet, Circuit Paul Ricard, France

peterauto.peter.fr
21 VSCC Autumn Sprint Rockingham, Leicestershire
vsc.co.uk

21-22 HSCC Silverstone Finals Silverstone, Northamptonshire
hsc.org.uk

21-22 Estoril Classic Festival Estoril, Portugal
mastershistoricroacing.com

21-22 Grand Prix Limoges Classic Limousin, France
auto-club-limousin.fr

22 Cheviot Stages Rally Whickham, Borders
cheviotstages.org.uk

28 Flame & Thunder Santa Pod Raceway, Northamptonshire
santapod.co.uk

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



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Barn Finds



Unique alloy Daytona sees the light

Lightweight 365 GTB/4 returns to Maranello to be sold for world-record sum

The only unraced Ferrari Daytona built with an aluminium body has turned up in Japan after 37 years in storage. The existence and survival of chassis 12653 was apparently known to only a few enthusiasts. The lightweight 365 GTB/4 was consigned to the RM Sotheby's Legenda e Passione auction at Maranello on September 9. Against a no-reserve estimate of €1.4m to €1.7m, the car sold for €1.807m (£1.63m) to a telephone bidder.

This is a world record price for any Daytona coupé, which is not surprising given the car's unique status, even if the answer to the big question - what happens to it now - is far from clear. However, we do know the car will be remaining in Europe.

'It's a barn-find of the old school,' says Peter Haynes of RM Sotheby's. 'It wasn't just parked up for a while, it was shut away and basically forgotten about for nearly 40 years. That means it presents the buyer with some difficult choices.'

Haynes says the integrity of the shell is remarkably good, but says it's unclear whether preservation is a realistic option.

'To make this a useable, roadworthy car, the entire driveline and running gear would surely need stripping and rebuilding. The interior is pretty ravaged, though the leather isn't torn. It could easily be preserved in its current state for display in a museum, but this a unique Ferrari and people are going to expect to see it out and about at events.'

1936 Hermon 11.9

This Hermon 11.9hp 1.5-litre Sports was the only one built, and it probably represents the total road-going output of the Hermon marque, even though the existence of a solitary racing machine is probable.

It was sold at Bonham's Beaulieu Autojumble sale by the grandson of a Mr WH Brockman, who bought it in 1937 and used it until wartime petrol rationing took it off the road in 1945. It sold well at £33,350 and will require a brave and resourceful restoration.

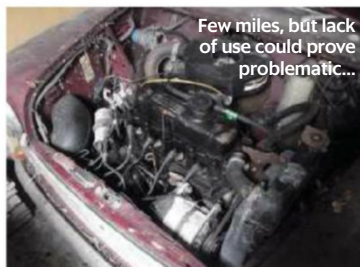
The Hermon Car Company Ltd of Orpington, Kent, based its efforts on the 1.5-litre British Salmson, but chose Girling coil-spring independent front suspension and semi-elliptic rear springs, clothing it all in a dashing aluminium sports body.

Classics with an odd combination of paint, trim and options are often described as 'one of one', so it's exciting to see a car that's genuinely unique.





Still-inflated tyres suggest the Mini wasn't completely left to fend for itself



Few miles, but lack of use could prove problematic...



Interior trim complete under a thick layer of dust

The next-best classic Mini?

This low-mileage, garage-fresh 1974 Mini 1000 was offered by Charterhouse Auctions as we went to press, estimated at £2k-£3k.

Last on the road ten years ago, the diminutive runabout has been in the same family's ownership since new, spending its entire life in Somerset and accruing only 27,000 miles. While no claim was made as to the car's condition, it appeared complete and unspoilt, if dusty.

With the prices of even basic Mini MkIs disappearing into five-figure territory, the 1969-onwards MkIII 850s and 1000s make lots of sense – they had none of the MkII's Hydrolastic suspension worries, but had wind-up windows and larger doors for better ergonomics.

Savage Cortina

Our regular correspondent and pan-European barn-finder, Nigel Tipping, contacted *Classic Cars* with pictures of an unusual Ford Cortina MkII he'd found in York.

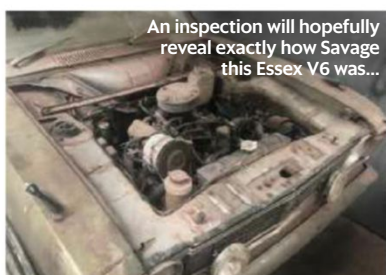
'I thought it was a 1600E to start with,' says Nigel. 'Then I got a closer look and realised it was one of the Jeff Uren-built Savage cars.'

Jeff Uren was a successful saloon-car racer and team manager who also ran a tuning company renowned for speeding up British Fords. The Cortina Savage was fitted with a 3.0-litre V6 in a variety of states of tune to the customer's choosing.

Nigel's since heard that a sale has been agreed in principle.



Around 1000 Cortina Savages were built but survivors are rare



An inspection will hopefully reveal exactly how Savage this Essex V6 was...



The Hermon used a 1.5-litre twin-cam four-cylinder British Salmson engine



The 80-year-old rarity has lost its wheel along the way



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Next Month

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

MERCEDES SL

Our top five choices for speed and style



Contents may change

PLUS • **Ferrari 288 GTO** driven in Scotland • Epic restoration of a **Mercedes 190 SL** • Inside a massive **Japanese car collection** • Life story of an **MG J2** • **Robin Herd** on the cars that shaped his life • **Ford Mustang 289** dream drive • **Triumph Spitfire prototype** driven • **Jaguar XJR** buying guide

**DECEMBER
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ON SALE
25.10.17

The age of speed

LETTER OF THE MONTH

The Alvis Speed 25 (*Need for Speed*, September 2017) has to be the best-kept secret in the classic car world, every bit the equal of its contemporaries.

I am the proud owner of a 1937 Alvis Speed 25 with a Charlesworth Saloon body, and what a delightful car it is. We've added an overdrive, allowing 70-75mph cruising, making it hard to believe that we are sitting comfortably in an 80-year-old car. She will achieve much higher speeds - the Garmin image (right) was recorded on a German autobahn. I also have a 1965 Jaguar E-type roadster and, much as we love it, its build quality is a country mile behind the Alvis. Long may the Speed 25 continue to be largely overlooked!

Alec Hammond



Gilbern hillclimb record broken

In the article about my Gilbern GT1800 (*Life Cycle*, August 2017) Andrew Noakes mentions the record time Paul Scott set at Wiscombe Park Hillclimb with it in 1976 of 53.88 seconds. He also mentions I have the time in dymo tape on my rev counter, to inspire me when I run at Wiscombe.

The Five Clubs meeting there on September 2 was a red letter day for me, because I broke Paul Scott's 41-year record in three consecutive runs, with times of 51.60, 51.15 and 50.79, shaving off 3.05 sec.

Brian Gent

Even grander touring choice

I was intrigued by the selection of cars for the recent 1970s Grand Tourers feature (September 2017) but I do appreciate the rationale. I must, however, suggest that the star of the decade was overlooked. Here's a picture of my own Rolls-Royce Corniche, taken during a 3000-mile grand tour.

Peter Kellond



Jensen S-type dual-cowl tourer spotted

I was particularly struck by the image of the 1937 Jensen dual-cowl tourer in Roger Dudding's collection (August 2017).

I've lusted after Jensens since I saw a fabulous white S-type tourer on a car sales lot in Hornchurch, Essex in the mid Fifties. Given that only nine were made (and how many of those were white?) this must surely have been the car Roger now owns. It was very pleasing to see it in such wonderful condition and in great company.

Jim Hooker

Best Porsche to buy... is a Boxster

In your Porsche buying feature (August 2017) you missed the one truly affordable, and truly great Porsche, one that gets to 60mph in 5.7 seconds and goes on to an entirely academic 164mph. It has a proper flat six, a six-speed box and handles better than a 911. It's the 986 Boxster S.

I bought mine with a new clutch and flywheel, in cared-for condition with no faults. And it cost me five grand.

Tim Slade

Silence is golden, but quiet may be better

My cousin Jim came around to show off his new all-electric Tesla S just after I'd finished reading Quentin Willson's wise and sobering article on the demise of the petrol engine (October 2017).

The vehicle was eerily silent, tremendously fast, and utterly clinical. In contrast, I had a ride in a Rolls-Royce Ghost recently. This was extremely quiet, if not entirely silent, discreetly signalling its presence. If we are all obliged to drive electric in the future, then perhaps would should fit a 'Motor-Roar' like the one I had on my pedal cycle as a boy in the Sixties. That might retain a bit of classic character.

David Krieger



ON FACEBOOK

If you could bag a drive with one of the Whitsun Trophy cars at Goodwood Revival, which would it be?

• **Greig Skevington** - 'McLaren Chevrolet M1B. Because it was built by a Kiwi.'

• **Marko Andrew** - 'The feel, the handling and sounds of those days - still the best music to a car nutter's ears! So, any of them.'

• **Philippe Siquet** - 'Why torture me? ALL OF THEM!!!'

• **Ed Busby** - 'Any one you would let me drive.'

• **John Lapp** - 'The Ford GT40.'

• **Michael Patrick Walling** - 'Lola T70 Spider'

Classic Cars

NOVEMBER ISSUE
ON SALE 27 SEPTEMBER

EDITORIAL ENQUIRIES

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The image features a classic red Ferrari 250 GT California with a black convertible top. The car is positioned centrally, facing slightly to the right. Overlaid on the entire image is a dense, repeating pattern of white text. This text is a comprehensive list of automotive parts and components, organized in a way that suggests a technical manual or a parts catalog. The text is repeated multiple times across the image, creating a complex, layered effect. The parts listed include various engine components (cylinders, pistons, valves, bearings), transmission parts (gears, shafts, clutches), suspension elements (springs, shocks, dampers), and body parts (fenders, doors, mirrors). The text is in a clean, sans-serif font, and its repetition covers the entire frame, from the car's body to the background.

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Quentin Willson



The classic sector is usually slow to welcome new technology into its ranks. But Quentin argues that the all-electric Tesla qualifies for membership now

With so much apocalyptic chatter about the death of the internal combustion engine, I'm being asked will the brave new wave of battery cars ever become classics? One already is - and that's the Tesla Roadster. Elon Musk's first production electric vehicle is the car that moved the EV from the transport of tree-huggers (remember the G-Wiz, anyone?) to a Beverly Hills must-have.

The Tesla brand may now be a high-tab global icon but back in 2008 Musk was struggling to convert the Lotus Elise platform into anything near a reliable production reality. After years of delays the US press was laying into him and things didn't look good at all. His vision of building a sexy electric car was collapsing, not helped when Clarkson on *Top Gear* tore the roadster to pieces. He called it 'madness', 'unreliable', 'and as useful as a bag of spinach'. A couple of days after Jeremy's Tesla tirade I was sitting on the

M4 late at night - also testing a Roadster - but having a different set of reactions. Already smitten by its silence and 3.7 second 0-60 time, I glanced in my mirror and saw a 911 sidling up to take a closer look. So I did what anybody else would do.

The next 15 minutes became my Damascene moment. That Carrera 4 tried enormously hard but just couldn't get near the Tesla's laser-fast delivery of instant torque. We'd both floor our throttles and time and time again I'd see him fall back into my slipstream. While all his cogs and wheels were raveling up momentum my jumbo electric motor was spooling out frictionless energy like Sellafield.

Eventually, in the respectful manner of a WW1 dogfighter, Porsche Man gave me a cheery salute and peeled away. I was left slack-jawed by what I'd just experienced and went on to return a solid 210 miles of battery range that day. I've since driven several thousand miles in this remarkable car and never been anything but entranced. Owners have managed an easy 275 miles on a single charge, with one squeezing a record 501 miles. Apart from a

couple of recalls, the Roadster has settled down to become The Car That Started it All and the most influential EV of all time.

And that's why they're classics now. As the genesis of the Tesla empire, Musk's Roadster is arguably as game-changing as a '59 Mini, '64 Mustang or '61 E-type. Tesla delivered 2450 Roadsters but only around 50 right-hookers in the UK. Ergo they're extremely rare and look tempting value.

The last Roadster ever sold in the UK is up for sale right now. A 2011 car with 26,000 miles and one obsessive owner, I think the asking price of £49k sounds cheap for such a significant chunk of technological history.

The Roadster even has an exotic bloodline and owners include Microsoft's Bill Gates, Google founders Larry Page and Sergey Brin and Robert Downey Jr. Next time you watch the first 2008 *Iron Man* movie you'll see a Roadster parked next to Tony Stark's desk. Downey insisted the Tesla featured in his futuristic film because he believed it represented 'an idea to live by'. Nine years later that idea and that car have changed personal mobility, forever.

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



Clean, quiet and game-changing - the Tesla's classic status is here



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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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Gordon Murray



Car choice is a very personal thing, influenced by many different factors. Here, Gordon explains why the Lotus Elite is at the top of his must-have list

The Series 1 Lotus Elite has been very near the top of my list of all-time classics for some years now - and I've just bought a 1960 example. The desirability weighting for me is influenced by several factors and it changes from car to car. For example, my 1959 Mini 850 is exactly the same model and colour as the one I bought secondhand in South Africa in 1964, so in this case nostalgia was top of the list, followed by iconic status and fun factor. With the Elite, many factors have pretty much equal priority.

Colin Chapman was my hero as a teenager and even though it was the Elan that first grabbed my attention when it was launched around the time I had reached driving age, I was aware of the Elite and I came to understand a little later just how much of a milestone car it was. Then there is the styling, the Elite is in my Top Five of all-time great-looking cars - it's amazing from any angle. I love the S3 FHC Elan, but the Elite is closer to perfection with its proportions and detailing.

The original concept came from an accountant friend of Chapman's, Peter Kirwan-Taylor, who had a natural talent for design and a great sense of style. Colin enlisted the help of Ford men - Peter Cambridge, John Frayling and Ron Hickman (I had the pleasure of meeting Ron several times) - and between them they developed the shape of the Elite around Chapman's package concept.

Yet one more influence in the final look was from Frank Costin, who joined the team towards the end of the design period and waved his magic aerodynamic wand over the shape. Cambridge did a great job designing the interior, which manages to look both simple and elegant.

One of the more quirky elements is the removable side windows. Costin's pursuit of perfection led to the cabin plan form being very curved from the A-pillar to the B-pillar that meant the side windows had a curved plan form, too - great for the aerodynamic performance, but not so good for having a side drop glass mechanism. So the side windows unclip and fit in a pouch behind the seat back.

There are many more details I love, like the rain-separating strake on the front quarter glass, the asymmetric NACA duct in the bonnet for the intake air and the smooth underfloor in the engine bay compartment. The Coventry Climax engine finishes off the perfect package and helps considerably in keeping the Elite weight down to 503kg, which in turn leads to a great driving experience from a car with a relatively modest power output.

However there is one more element that makes the Elite very special for me. It was the first car to have a full composite primary structure, in this case using glassfibre. And the first car to have a full composite primary structure using carbonfibre was the McLaren F1 - the perfect link to Chapman.

I often think about the public reaction when the covers were pulled off the Elite at Earls Court in October 1957. It was a game changer. This is exactly the background that led me to develop iStream®, Gordon Murray Design's manufacturing technology which brings structural composites in reach for every motorist, like you and me.



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



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John Fitzpatrick



Over the years, John has owned many cars that are considered classics now – but he never ceases to be amazed how valuable some have become

One of my favourite cars was the Porsche 911 Carrera RS 2.7. I had driven a 911S for Kremer in 1972 and won the European GT Championship and the Porsche Cup. At some of the long-distance races, Peter Falk appeared from the Porsche factory with a 911 test car with a 2.7 engine, coil-sprung rear suspension and a ducktail on the engine cover.

This was to be the GT race car for 1973 but Porsche needed to produce a road car for homologation, so in late 1972 it announced the 911 Carrera RS 2.7. The first ones were all white with either red, green or blue Carrera graphics on the side. I ordered one from Kremer and took delivery in early '73.

It was an enormous improvement on the 911S, both in terms of power and road holding and as a race car it was several seconds faster. I used it around Europe for a while in 1973 but I was also driving for

Ford, which wanted me to drive a Capri RS to the races, so I eventually sold the Carrera. Later in the year, after my Ford contract expired, I bought another Carrera, this time a yellow one with black script. I think it cost me about £7000 – it would probably sell for nearly half a million now.

I have often wondered what happened to those 2.7s and if they went to good homes. Last year I found out. I was playing in Howden Ganley's Judy Ganley Memorial golf day and was drawn to play with Ross Brawn. I was asking him about the ex-Moss Ferrari 250GT he owned and he asked me whether I had ever owned a 911 Carrera RS. I said I had... and he told me he'd recently bought one and that there was a John Fitzpatrick down as first owner in the registration book. Was it me? Indeed it was – so it *had* found a very good home!

Who could ever have dreamt that so many cars like the Carrera would become collectors' classics after all these years? Even a standard 911S or 911E from the early

Seventies tops £100,000 now. I owned a 911E before the Carreras and I noticed that it was in the RM Sotheby's auction on September 6, still owned by the family of the gentleman to whom I'd sold it 45 years ago. It was hammered away for £126,500, way over its £70-90k estimate.

I have to tell you my father was a bit put out when I bought my first German car. He'd been a Jaguar enthusiast for many years and had owned one of the very first E-types delivered in 1962, a flat-floor 3.8. He used to let me borrow it from time to time, but that's another story.

Over the years I have owned many different Porsches but the Carrera RS remains my firm favourite. It was a giant leap ahead of the 911S and probably the nearest thing to a race car that I ever drove on public roads. Of course, in those days they were far less crowded, so you could really use it in the way it was intended. It seems such a shame that people today can't enjoy them in the way we used to. I was lucky to have been born at such a good time, I guess.

John Fitzpatrick began his racing career in the British Saloon Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.



John wondered what had happened to his old RS 2.7 – now Ross Brawn owns it

SONS OF THE NORTH

Is the TVR Chimaera Britain's greatest roadster? As it turns 25, we take the fastest and most affordable models on a grand tour to honour their creator, the late Peter Wheeler

Words SAM DAWSON Photography JONATHAN JACOB





Whether a 4.0 (right) or 500 (left), a Chimaera serves up huge helpings of thrills and charisma



What better place to start than Peter Wheeler's local pub?

The landscape into which a car is born lends it as fundamental a shaping hand as its human designer. Drive a Lamborghini on a wide-open Bolognese plain and its vast dimensions and forward-only visibility start to make sense. A Lotus is most at home being thrashed round an East Anglian airfield circuit. Between the stoplights of downtown Detroit, muscle cars really come into their own. And today, together with former Tuscan Challenge racer and TVR Power test driver Howard Bryan, I'm driving this pair of TVR Chimaeras through the Trough of Bowland in Lancashire.

It was amid these forbidding Northern crags, rather than on some glitzy test-track, that their handling was shaped. And like the fells, enjoying them is a balance of risk and reward. Gauge the jeopardy of scaling Easington Fell, taking care in the rain and not overestimating your own abilities, and you'll be rewarded not just with an incredible view, but also a far greater sense of achievement than you would merely taking a stroll round some ornamental lake in the Home Counties.

Peter Wheeler wasn't TVR's first owner, but upon acquiring it in 1981 he imposed his personal influence far more decisively than his predecessors did. The former chemical engineer and industrialist made his home at Newton-in-Bowland, in the shadow of Easington Fell, from where we're setting off today. The challenging, relatively deserted country lanes between Wheeler's shooting-estate farmhouse and TVR's Blackpool factory made for an impromptu test-track far more gruelling than the precise uniformity of Hethel or Fiorano. It resulted in sports cars for the real world, not spark-trailing tarmac-grazers.

Another reason why we're celebrating the Chimaera, which turns 25 this year, is because it's always had a relatively achievable price tag. At launch in 1992, the basic 4.0 was priced at £27,850 - and nowadays you can buy a good one for as little as £8000. In its most muscle-bound 320bhp 500 form it was still just £35,850 new - and with the potential for a 5.2sec 0-60mph dash and a 167mph top speed, it was as fast as the £75,000 Ferrari 348tb. Even in today's buoyant classic market where a Sagaris costs more than it did in 2005, this genuine supercar can be yours for £15k. You'd struggle to find even a scruffy Mondial 8 for that.

Pulling away from Wheeler's local pub, the Parkers Arms, in the 4.0 I'm bombarded with evocative cues reminiscent of so many classic favourites. The metallic, chugging idle is pure Jensen Interceptor. The shrouds of pungent leather and rows of bespoke switchgear put me in mind of an Aston Martin V8. The view down those long, arcing bonnet nacelles? E-type. And yet unlike any of those cars it starts on the first turn of the ignition key without fuss. No E-type has such legroom - 6ft 6in Wheeler wouldn't have had it



'The car's handling was shaped amid forbidding Northern crags, not on some glitzy test-track'

any other way. The mechanical-feeling short-travel gear lever is as precise and positive as a Lotus Elan's, but heavy enough to convey the mighty forces at work beneath the transmission hump.

As I power the Chimaera 4.0 up Hallgate Hill, I'm well aware of its immense power - 240bhp, conveyed by a combination of a relentless overhead-helicopter bass offbeat from the exhausts and pure thrashing metal rage from the valvetrains. However, this is coupled to a long-travel, stiffly-sprung accelerator pedal that Wheeler once described as his 'traction control'. Its resistance forces you to think about the torque you're in charge of - and the



The Chimaera was born to take on these Lancastrian roads

The owner: Roy Schofield



Roy Schofield has owned his Moroccan Red TVR Chimaera 4.0 for 16 years. 'Classics-wise I'd only owned a Triumph Herald Convertible beforehand,' says Schofield. 'But I was driving the kids to school one day, saw the Chimaera for sale in the showroom as I drove past Selby TVR, realised it was cheaper than I'd thought and knew I had to have it.'

'It's never been a daily-driver though – it's my holiday car and more than 40,000 of its 70,000 miles have been covered abroad. It's been easy to live with for a TVR too, bearing in mind I'm not mechanically-minded. A fan cut out in a traffic jam in Germany, brake fluid flowed out of a union joint in Switzerland – a nice flat country for fixing brakes – and an accelerator cable snapped once, but that's been it, in 16 years.'

'The key to reliability is good maintenance – I get it checked at Selby TVR before every holiday – but it's practical. We once took it camping in Italy and the couple in the next plot couldn't believe we'd get our tent into the boot. On the same trip an American asked if he could buy one – now it's 25 years old I suppose he can.'

'It has its flaws – my trickle-charger failed and I had to get to the battery in the passenger footwell by taking the roof off and sliding head-first into the seat. And to change the headlight bulbs you have to take the grille off, and it's a pain to get back on. If it needs chassis work shop around – mine needed total replacement eight years ago and quotes ranged from £1750-£3000.'



No airbag, no driver aids, just a massive helping of involvement

level of responsibility involved in controlling it. You have to make sure you're pointing in a straight line before unleashing hell. 'Don't forget, they're probably more powerful than stated,' warns Bryan. 'Back then, we used to say there was a big difference between brake horsepower and Blackpool horsepower – 20bhp sometimes.'

However, as I attack the 60mph-limit S-bends of Slaidburn Road, the Chimaera 4.0 springs a surprise. TVRs have a reputation as cars for all-or-nothing, gung-ho types who drive with the roof down when it's snowing and keep their speeding tickets framed on the living room wall. And yet this 4.0 makes pottering along below the speed limit genuinely pleasurable. You tickle the car along with lazy little prods of the throttle as you might some vast American land-yacht, allowing the torque to waft the little 1060kg machine between bends. The fast-acting steering might make the car feel twitchy when you're pressing on, but on a relaxed cruise it's just pleasingly precise. With the roof down, the exhaust note ricocheting off rock faces, my legs stretched out (albeit skewed to the right by the huge transmission tunnel) and all that torque minimising the need for changing gear, this supposedly hardcore sports car is doing a very convincing job as a GT.

Actually, it's far better than that. The TVR Chimaera 4.0 is a genuine all-rounder in a way that even a Jaguar E-type isn't. The E-type also straddles sports car and grand touring roles, but over the years a desire to bask in its reputation has caused commentators to overlook flaws that undermine its design brief. In an E-type roadster, unless you're shorter than average your head will be exposed to a howling gale, its hood leaks in the rain and both roadster and coupé are woefully short on legroom. Many people who worship the E-type have never actually driven one and feel downhearted as prices spiral away from their wallet's grasp, thinking they might never get the chance.

If you're one of these people, here's my advice – stop moping, take off the BRG-tinted Jaguar goggles and get a TVR Chimaera 4.0 instead. Like the E-type it'll crack 150mph. Like the E-type it's low and sensuous with a near-identical view down its long bonnet and a hint of the Jaguar's wasp-tail and coke-bottle waistline in the way the door curves and the bootlid points. Also E-type-like is the neutral poise of the chassis as it sashays its way along the Ribbles Valley, its steering substantial yet tactile. However, unlike an E-type, you can buy a Chimaera for the price of that MGB you

think is nice but not quite special enough. And the clever roof with its rigid centre section means it convinces as a coupé, a convertible and even an early canvas-backed 911 Targa-style halfway-house.

Wheeler, a vocal enthusiast of Austin-Healeys and Aston Martin DB4 GTs, paid particular attention to cabin details too. There's a pair of big chrome-edged dials set in a wooden binnacle ahead of you, lovely looped aluminium quarterlights edging the windscreen and knurled bespoke switchgear everywhere. The steering wheel is thin-rimmed, metal-spoked and not disfigured by an airbag. Although it's an early Nineties design - the broad curve of the dashboard top says as much - from the driver's-eye view it's timeless. Couple this with the wilful lack of electronics and nannying driver aids, plus the venerable and vocal Rover powerplant with its roots in the Sixties, and it's both easy and entirely fair to compare the Chimaera 4.0 with older cars.

We pull over in the village of Waddington to swap cars and I climb into something even more awe-inspiring - the Chimaera 500. It's very well sorted, this one. 'Feels like a Tuscan Challenge cars,' says Bryan as he hands over the keys. Although the whole point of the Chimaera was to be TVR's entry-level touring model, with softer suspension settings and a bigger boot and cabin than its Elan-on-steroids Griffith stablemate, Wheeler couldn't let the Chimaera lag behind as TVRs became ever-more extreme. The 4.0 was joined by a 4.3, before both were superseded in 1996 by a 4.5; but in the shadow of the Griffith and the ballistic bespoke-engined 2+2 Cerbera, it needed to uphold the marque's new reputation. In 1994, Wheeler offered it with the Griffith 500's engine.

The way the light's playing on this 500's striking Ocean Mist paint seems to flatten the swellings of the Jaguar-esque bonnet, highlighting its return-edge on the other side of the windscreen instead, outlining the curving central hump. Coupled with the trepidation engendered by the presence of the 500 engine the other side of the bulkhead, I'm reminded of another altogether more exotic car of the E-type's era - the Ferrari Daytona Spider. And I thought the 4.0's value looked unbeatable...

Ferrari comparisons survive the turning of the key. Rather than waffling and thumping into life, the five-litre V8 bursts into ignition with a free-running shriek. Tap the throttle, even lightly, and the 4.0's ethos of gentle resistance is gone, replaced by easily provoked, high-revving supercar power. It's no quicker to 60mph, although it'll keep accelerating at the same rate for a lot longer.

It handles in the same sure-footed, reassuring way as the 4.0, but you subconsciously use its dynamics differently. While you can drive a 4.0 casually, happy for some of its torque to punt the car along whenever called for as you take whatever line you like through the bends, in the 500 you feel obliged to drive it more precisely. As this inclination takes hold, I treat each sub-complex of country lanes between Waddington and Longridge as a sequence of apexes to connect. Bends are dispatched with instant, rushing power, a rev-led linear burst that pins your eyes open with wind pressure and fear. The exhaust note has changed too, the slow-building burble replaced with a rapid, liquid scream, as though the car is running on volcanic lava and molten hammers.

It's experiences like this that remind you of the Chimaera's

'In the 500, the 4.0's ethos of gentle resistance is gone, replaced by easily-provoked, high-revving supercar power'

Two different engines. Two very different characteristics. But both cars take to the Trough of Bowland like homecoming heroes



Driver's view down that long, low bonnet is evocative of an E-type



The Designer: John Ravenscroft



'The Chimaera was styled in foam rather than clay,' recalls designer John Ravenscroft. 'Peter Wheeler could be impatient, and having visited a design house in Coventry he wanted to speed the process up, so we used a surfboard-type material to sculpt the Tuscan Challenge racer. Peter suggested it could be done even quicker if we used spray foam, so we bought a roof-insulator machine and sprayed into box-shaped formers.'

'Peter wanted to replace the S with a car inspired by the MGB and Triumph TR4; I felt it was too old-fashioned. We took a side of a model each, one for my idea, the other for his. Mine became the Griffith, his the Chimaera.'

'Peter was insistent that it should have upright headlights. I got sick of this, took a

wood saw to my side and created a sloping oval aperture. It was then that the S replacement became two cars – the Griffith was the more radical-looking car, so we knew we could charge more for it, while the Chimaera was more conservative and would sell in larger numbers at a lower price.'

'I did have to mess around with a lot of Peter's ideas though – like Sir William Lyons, he was no stylist although he knew what he liked, and had a bugbear with plan drawings. He said that he could only understand a design once he could walk around it.'

'His instructions for the Chimaera's design dictated a grille like his Aston Martin DB4's. I told him repeatedly that he couldn't do it and it could land us in trouble with Aston, but he was having none of it. I waited until he was away hunting and turned the grille upside down, extending its

styling cues into the coves for the indicator lights. When Peter came back he said, "It looks like the dog's done it!" – that's the real origin of the story that Ned bit the styling model, which he'd later tell to journalists. Ned was a very badly-behaved puppy. It was around this time that he ate health and safety officer Kevin Overstall's trousers.'

'Nick Coughlan, who's better at drawing than I am, did the interior. He'd often come to me, saying, "Peter wants this, what does he mean?" Peter had some really horrible styling ideas sometimes. The dashboard has its origins in a Tasmin proposal nicknamed the 'lambchop', and originally had a pop-up radio. The internal doorknob was my idea. At the time people broke into cars by hooking the door cable below the window, so I put the lock in the B-post and ran the cables behind the seats. The original release switch was an old rifle bolt.'

On these kind of roads, the 500 is an apex predator



race-proven underpinnings. The chassis was derived from the Tuscan Challenge cars that terrorised British racetracks throughout the Nineties. Although Wheeler took charge of TVR during its 'wedge' years, it was his creation of the Tuscan Challenge that truly changed TVR's direction. Although the 420 SEAC had been raced in - and banned from - ProSports, the Tuscan Challenge evolved TVR from a builder of Eighties flamboyances from Maxell tape ads, to deadly-serious road-racers.

The Challenge occasionally supported the British Touring Car Championship during the Super Touring era, placing these elegant yet violently fast cars in front of enormous crowds and on equal billing with other one-make series for Porsche 911s, Ferrari 360 Modenas and Lotus Elises. Wheeler himself often got behind the wheel to compete in the series, as did several journeyman BTCC stars, and the Tuscan Challenge would usually be the loudest things on the track during TOCA Tour weekends. As a combined marketing and engineering exercise it was a stroke of genius. 'A big, noisy, rolling

advert, but also so closely fought,' Bryan recalls. 'And accessible - dealers got involved, and the cars were only £16k.'

Wheeler's commitment to building beautiful cars meant the Chimaera would have sold on looks and noise alone, but his diligence in perfecting the underlying racer first and deriving his road cars from it, rather than the other way round, lends the Chimaera the same kind of credibility as a Porsche 911 RS - especially when fitted with the most powerful, largest-displacement Rover V8 tuned by TVR Power. As I propel the 500 down Elm Brow towards Longridge, on the edge of the Trough of Bowland, the bounding, tree-lined lanes feel like the stretch between the Shell Hairpin and Deer Leap at Oulton Park, the car transmitting every camber change and undulation into my hands via steering communicative enough to shame a 911. Even Bryan is struggling to keep up in the 4.0

We're on to the final straight now, as the 500 scorches down the M55, heading towards its Blackpool birthplace. It's not as happy in traffic as the 4.0, proving less willing to purr forward on a lightly lifted clutch in heavy traffic. That mighty V8 makes the car fidget impatiently in the confines of traffic-calmed suburban Bispham, like an impatient yet faithful dog that knows it's almost home.

Turning right off Bispham Road, I suddenly feel rather wistful. There's the road sign - Bristol Avenue. And yet what was once a thriving factory is now a leisure complex housing a gym and an ice rink. There are a couple of TVR specialists run by ex-factory staff relegated to one end, and gym-goers give the brace of Chimaeras appreciative nods as we park up, but with the exception of a few small signs there's no evidence that cars were ever built here at all.

However, it's not the sight of the crumbling factory remains that's most sobering, but the view in the opposite direction. Bristol Avenue and its neighbourhood isn't like Maranello, Hethel



Torque 4.0 is happy to cruise, but turns into a rev-monster if provoked

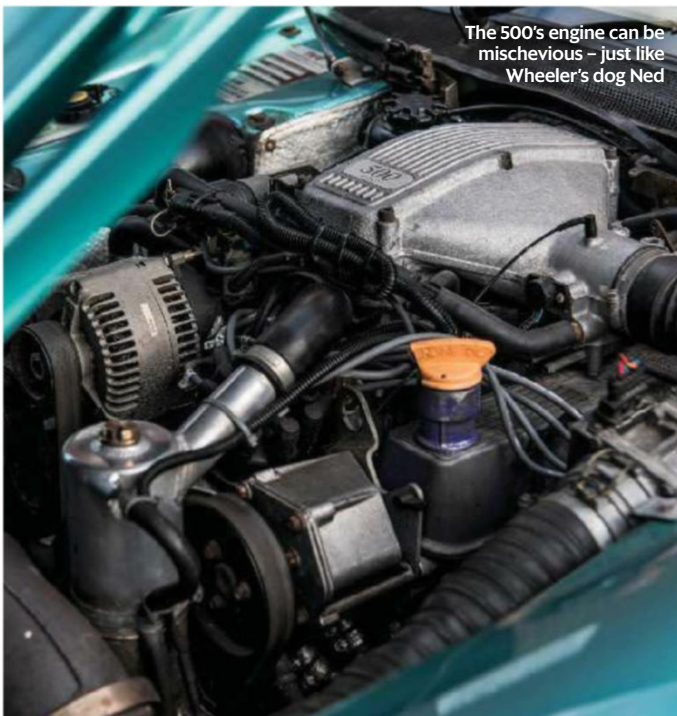
'The car transmits every camber change and undulation into my hands'



Interior looks more like organic growth than a man-made creation



Naked steering wheel treats your hands to undiluted sensations



The 500's engine can be mischievous – just like Wheeler's dog Ned

Buyer's checklist

TVR dealer Tony Abrams identifies the Chimaera's trouble spots

- Chassis corrosion is worst on cars built between 1996-99, when TVR stored chassis outside before powdercoating. Problem areas are the outriggers just behind the front wheels and in front of the rears. They can be repaired, welded and Waxoyled with the body in situ for £1800. Always get it inspected before buying though – modern MoT testers aren't used to separate-chassis cars and only rust by suspension pickup points and seatbelt mounts results in failure, so badly rusted cars can still have MoTs.
- Electrics are better than reputation suggests, but batteries go flat through lack of use and are difficult to get because of their passenger-side footwell location – make sure little-used cars have been trickle-charged. Wiring looms go brittle with engine bay heat and door hinge movement.
- Sinkage in the paint is an obvious sign a body panel's been replaced – TVR paint quality was very good, if prone to stone chips. Stress crazing is a sign of incorrectly-repaired impact damage. Resprays cost £3.5k-£4k.
- Interior leather is hard-wearing unless it's magnolia. But be suspicious of cars claiming to have 'full leather' – this was a very rare option and in reality most just have leather seats with everything else in Ambler vinyl. A full leather retrim is £3k-£4k, with new carpets and hood at £800 apiece.
- All Chimaera Rover V8 engines went to TVR Power in between Solihull and Blackpool, but the 4.0s, 4.3s and 4.5s are all standard Range Rover engines. Pay attention to oil and coolant levels as they suffer camshaft wear, indicated by rough idle, poor power and fuel economy, and reluctance to rev past 5000rpm; a rebuild is £3k-£4k. The 500 is much more specialised, with high-compression cylinder heads, upgraded injectors and bigger valves and a bespoke crankshaft; only 600 were made, and require specialised servicing at a TVR specialist. Being highly strung, it needs throttle and idle adjustment at 12,000-mile intervals. Rebuilding a 500 engine costs £5k-£6k.



Exhaust thunder is wickedly addictive



Upright headlights were at the insistence of Wheeler himself

TVR Chimaera anniversary road trip

A few TVR specialists still exist in the same building as the factory



'Neither of the cars has displayed a flicker of TVR's supposed reliability issues'

or Malvern Link. It's unremarkable working-class suburbia. Blackpool hasn't exactly been brimming with job opportunities at the best of times, so I can only imagine what it was like to grow up there knowing that exotic sports cars that could convincingly take on the world emerged from the end of the street. I wonder whether these Chimaeras were made by people who walked back home to those terraces, beaming with the knowledge that sales were on the up. I can't imagine Bispham derives the same sense of identity from the leisure centre.

The community should be proud of these cars. They've proven themselves well over the past 125 miles, neither displaying so much as a flicker of TVR's supposed reliability issues. Most crucially though, they're still the bargains they when new. If you buy a 4.0, you're getting the genuine, vital essence of every post-war British sports GT you care to think of for the price of a secondhand supermini. And with a 500 - not so much more expensive, especially bearing in mind the prices now paid for mechanically-identical Griffiths - you're getting the classic supercar you never thought you could afford. Has there ever been a classic bargain more alluring than TVR's quarter-century-old Chimaera? I seriously doubt it.

With thanks to HHC Sportscars, Hexham (hhcsportscars.co.uk)

1992-2003 TVR Chimaera

Engine 3950cc-4988cc V8, ohv, Lucas 14CUX electronic fuel injection **Power and torque** 240bhp @ 5250rpm - 320bhp @ 5500rpm; 270-320lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs front and rear **Weight** 1060-1075kg **Performance** Top speed: 158-167mph; 0-60mph: 5.2sec **Fuel consumption** 18-22mpg **Cost new** £27,850-£35,850 **Price Guide** £7000-£15,500

The Supercharged Chimaera



One-time TVR Power test driver Howard Bryan, who joined us for our Chimaera drive, recalls thrashing an unusual variant to near-destruction.

'Back in 2006, boss Dom Trickett asked me if I wouldn't mind taking his new Chimaera 4.0 Rotrex supercharger conversion over the Alps to "Give it a bit of a run"; recalls Bryan. 'TVRs had become so extreme and expensive, with models like the Sagaris and the Tuscan R, that Trickett and TVR Power - now known as Powers Performance - reckoned owners of the older cars might want to upgrade their cars reliably so they could keep up, especially given the popularity of TVRs on the trackday scene at the time.

'As well as pushing the car to its limits over 2000 miles, we also wanted to ascertain the worst possible mpg the supercharged car would return. The power delivery appeared very smooth and tractable - we averaged over 20mpg on the run to the ferry, despite having never missed an opportunity to hit the rev limiter. We met up with 21 other TVRs at Dover.

'On even the steepest of mountain climbs the huge torque gave us the choice of two, sometimes three gears; the other Chimaeras were often stuck with one. We were keeping up with Cerberas and averaging 17mpg. On the fourth day, the truly high-altitude testing began, climbing 7500ft up the Susten Pass. Several cars weren't running properly here - a couple of Griffith 500s and a Chimaera overheated. Still, the Rotrex Chimaera kept its cool, climbing to Davos at 9300ft.

'The final day of testing took in the Stelvio Pass - we aimed to be the fastest car up while seeing how low we could take the fuel consumption, and testing the myth that supercharged cars needed their own personal oil tanker. Sliding round hairpins, bouncing off the rev limiter, we only got it a fraction below 16mpg and left Cerberas for dead. Engine temperature never moved above 90 degrees, we only used a drop of engine oil, a cupful of water and a splash of supercharger oil, and averaged 18mpg.'



Bryan on 'a bit of a run' in a supercharged Chimaera 4.0 in 2006

Photograph by Heather Bryan



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Spot a DB4 GT by its combination of covered headlamps, under-bumper intake and shorter doors with a lack of glass frames

THE RACE-BRED ASTON MARTIN

A grand tourer turned gentleman's racer, the Aston DB4 GT left behind a legacy so respected that its original creator is building a continuation series as you read this. We drive one of the 75 originals to see why

Words IVAN OSTROFF Photography GLENN LINDBERG





Aesthetically the Aston Martin DB4 GT is a sculpture in perfect balance; it is visually captivating. I run my eye over the Plexiglass headlamp covers (which went on to be used by every Aston for almost a decade), past the *Superleggera* script on the bonnet, over the roof and down to the elegant chrome bumpers unspoiled by any unnecessary over-riders. Before driving this gorgeous piece of automotive art, I feel the need to drink in every last detail.

By taking five inches out of the DB4's wheelbase, Aston took a beautiful car and made it look even better - but that was a mere by-product of making it lighter and more responsive. Inevitably there's a pay-off - there's not a lot of space inside and, because the space is largely occupied by the 30-gallon fuel tank and spare wheel, there's even less storage in the boot than before. But frankly, who cares. The DB4 GT looks so much more purposeful than the DB4, and it's time to see just how much of that promise is fulfilled by the driving experience.

I climb into the Connolly leather-trimmed driver's seat, and fasten the original lap belt. The seat yields to my backside and hips, and is satisfyingly supportive for the era. I rest my hands on the steering wheel and let my fingers glide over the flush rivets set into its wooden rim. The foot pedals are offset slightly to my right, but within minutes that will be forgotten. Most importantly, they are placed so that I can lean my right heel onto the throttle if I choose to double de-clutch while braking.

The large 180mph speedometer and matching 7000rpm tachometer are bang in front of my eyes as per the typical Aston instrument layout, although the DB4 GT sports an additional oil temperature gauge. I cast my eyes across the dash and swoon over the wonderful push/pull Aston switches. Ergonomics? Oh please. This was 1960, don't even mention them.

The all-synchromesh gears are set in a basic four-speed H-pattern, with reverse to the right and back into an exaggerated fourth position. The black knob that crowns the rather spindly chrome-plated gear lever is perfectly positioned for a fall of hand, while the clutch is heavy and needs to be fully depressed for engagement, but is smooth in operation. I trickle the Aston slowly through the traffic in first. The drivetrain never grinds or fluffs once, and remains smooth and tractable throughout the rev range.



Aston gently coaxed five inches out of the DB4's wheelbase without a negative impact on Carrozzeria Touring's original design

From DP199 to taking on the Ferrari 250 SWB

The DB4 GT was developed from Aston Martin's DP199/1, a 1959 Le Mans entrant, and in its day was the epitome of a gentleman's competitive grand touring car. You could trundle down to Goodwood, compete in the appropriate GT race and then drive back home again in comfort.

Stirling Moss raced the prototype DB4 GT at Silverstone in May 1959, four months before the model was officially announced at the London Motor Show. He raced DB4 GTs on four further occasions, one of which saw him win the Fordwater Trophy at the 1960 Goodwood Easter meeting. 'All the closed road-going Astons seemed muscular and strong and a little agricultural,' Moss said in his book *My Cars My Career*, 'but the DB4 GT was quite well balanced and had bags of power.' In fact, the DB4 GT was the fastest road-legal production car at that time – it had a top speed of 153mph and was able to accelerate from 0-60mph in just 6.1 seconds. It could also get from rest to 100mph and back in just 24 seconds, which in 1960 was unheard of.

When the DB4 GT prototype won on its Silverstone debut, the grid was Ferrari-free – but by the time more developed versions of the DB4 GT lined up at Goodwood for the 1960 Tourist Trophy, the Ferrari 250 SWB had arrived. Driving the new Ferrari, Moss finished two laps clear of the second- and third-placed DB4 GTs driven by Roy Salvadori and Innes Ireland, establishing a pattern of the SWB trouncing the DB4 GT that would endure throughout the Aston's development life. Even when the lighter, more powerful DB4 GT Zagatos arrived, Ferrari was readying its all-conquering magnum opus, the 250 GTO. Only the DB4 GT-based DP214 ever managed to beat a Prancing Horse fair and square on track.

Today's values follow the same pattern – even with DB4 GTs valued at £1m-£2.5m, their more numerous Italian nemeses (176 built versus 75 DB4 GTs) regularly command three times as much. But many would argue that this fact, combined with the Aston's superior comfort, luxury, tractability and parts availability makes the Aston the better value proposition today.

Stirling Moss previewing the DB4 GT in 1959 at Silverstone



Photograph by John Ross Motor Racing Archive



Bonnet hump and shorter wheelbase change the DB4 silhouette

Ivan pushes on despite drizzle and 185-section tyres



'A standard DB4 is like a Labrador – but the DB4 GT is more like a Greyhound-Bulldog cross'



Quarterlights and rear screen were made of Plexiglass, contributing towards a weight saving of almost 90kg over the standard DB4

This might be a bona fide racer but there is no 'keep it on the cam' nonsense. In fact once it's up to temperature, showing a healthy 80-100psi oil pressure at 3000rpm, I'm able to pop it smoothly into second as soon as I'm on the move.

But this car was built to move at the speed of a steam train, not a tractor. Bury the throttle and the rear end squats down as the tacho needle surges around the dial. Passing 4000rpm it really comes on song, and the aural combination of the triple Webers gulping air and the straight-six howling away is intoxicating.

A standard DB4 is like a Labrador – strong but faithful and gentle, quite happy to amble around. The DB4 GT is more like a Greyhound-Bulldog cross, constantly tugging at the leash. On the road it's well-behaved enough, but you can never actually drive it fast enough to keep it really happy. It just wants to be set free.

Tweaks to the classic Tadek Marek 3.6-litre straight-six provide an additional 62bhp, and the way it delivers its new-found power is astonishing – there's a turbine smoothness as the revs climb. Even at triple-digit speeds you don't feel like you are travelling fast at all – in fact the car seems to be just starting to get into its stride. On this car, the standard 3.54:1 Powr-Lok differential has been swapped for a taller 3.07:1 ratio, so I initially find I am one gear lower than I should be, but I soon adjust to that.

The steering is precise; there are 2.8 turns from lock to lock and plenty of feel. When cornering hard there's relatively little roll, and even on the damp roads of Buckinghamshire the chassis grips enthusiastically, so much so that I'm quite unable to get the rear end to break away. Even going into very tight bends, not once do I feel the back end wanting to take control. In fact there's a tendency to understeer; as the steering weights up I feel that it wants to keep the front end pushing out. I have to modify my driving style, braking earlier and twisting on extra lock in advance so that I'm not caught out.

Despite the GT sobriquet the ride isn't soft, but the car is damped so well that occupants are wafted rather than bounced. Braking performance from the all-round Girling discs is clearly helped by the 84kg weight reduction from the wheelbase chop, rear-seat delete and the use of thinner-gauge aluminium clothing the Superleggera framework – and is superior to the standard DB4.

The GT is extremely sure-footed and notably more responsive than the longer-wheelbase DB4/5/6s I've driven previously. In fact, considering that it runs on somewhat modest 185-section rubber, I find it astonishingly grippy for a car of this period. This can be somewhat credited to the suspension tweaks carried out while the car was in the United States between 2002 and 2010.

Owning an Aston Martin DB4 GT

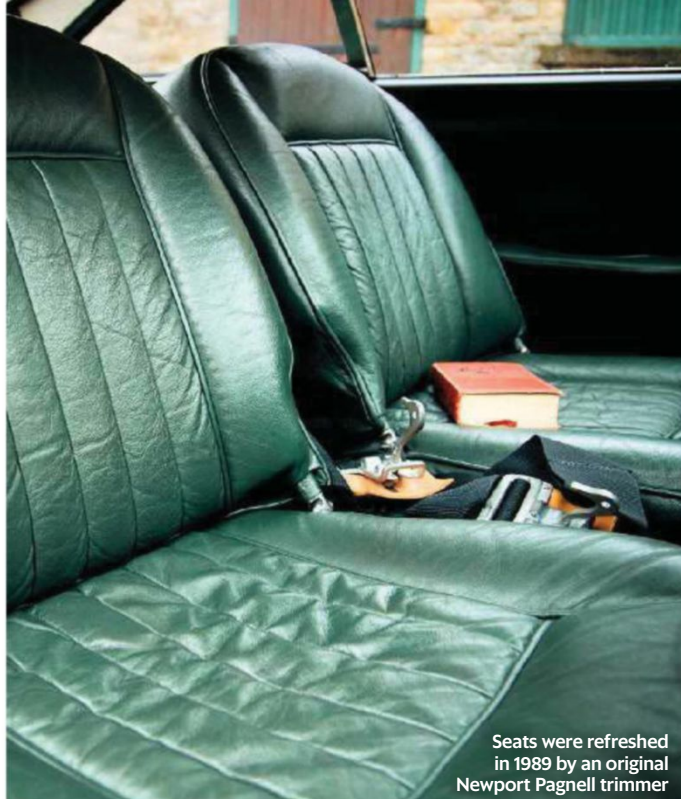


Julian Reddyhough bought this DB4 GT late in 2010. 'I admire the aesthetics – it's such a pleasure every time the car cover is removed. I like the hand-made aspect, the idea that someone in a leather apron started with just a roll of aluminium and a hammer, and the end result was something as beautiful as this.

'I suppose there is a pride in owning something that is so rare. In terms of the driving experience, of course the car is quite valuable but after a few minutes behind the wheel I just forget all about that and drive it just like any other old car. When it stops being just a car you get too frightened to use it. That said, it's pretty much in concours condition so I haven't raced it – it's too bloody nice for that!

'When I use it to go shopping or down to the pub, I do have to remind myself that the aluminium is of a much thinner gauge than the standard DB4. If you lean against it or if someone puts an elbow against it will dent, so you have to take care. I try to avoid parking it in car parks, where someone might open a door against it. Whereas a dent specialist might be able to correct a minor blemish for £100 or so, a proper dent in a wing might cost around £2500 to put right.

'I've had it seven years now and apart from routine maintenance and consumables, I've only needed to change the clutch three years ago at a cost of £4000. Recently I spent £4-5k preparing it for Salon Privé, getting it extensively detailed – including the engine bay – and replacing various clips and hoses. Mechanically it's much the same as a DB4, so part availability isn't a problem. I'd put average annual maintenance costs at about £2000.'



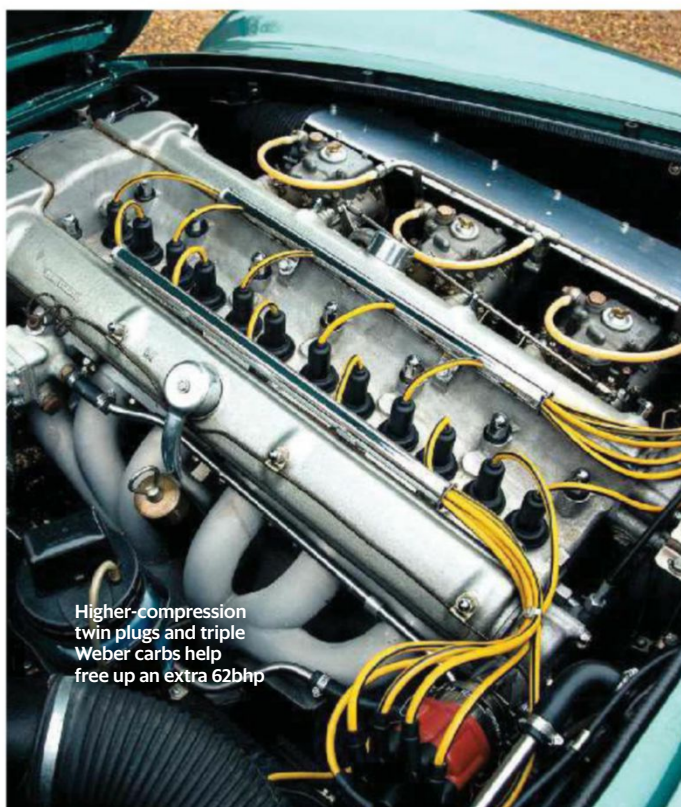
Seats were refreshed in 1989 by an original Newport Pagnell trimmer



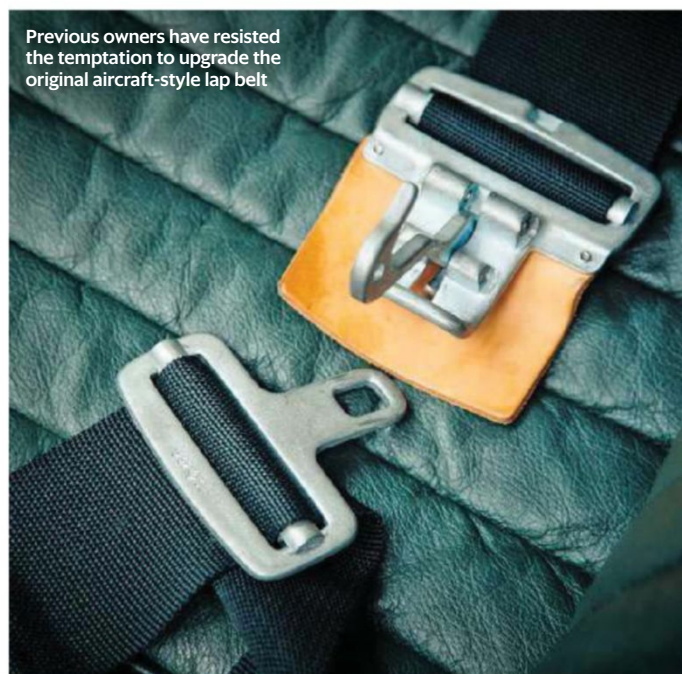
Oil temp gauge (far right) was the preserve of the GT



Large fuel tank and spare wheel leave little room for luggage



Higher-compression twin plugs and triple Weber carbs help free up an extra 62bhp



Previous owners have resisted the temptation to upgrade the original aircraft-style lap belt



Wieldy enough to dice at Goodwood yet comfortable enough for a dash to Geneva

'The second owner was a viscount who also owned a Ferrari 250GT SWB and later a DB4 GT Zagato'

Chassis 0107/R was initially delivered to Brooklands of Bond Street in January 1960, registered 9 KPL. The sequentially lower-numbered DB4 GT 0105/R was not actually completed until February 25th of that year, making this car the second right-hand-drive DB4 GT to be completed at Newport Pagnell. Its first owner lived in London and drove it down to Monte Carlo as soon as he took delivery. Curiously, the car's Works Service record shows that a factory mechanic was required to install a new clutch and flywheel in February 1960 at a recorded mileage of just 2286.

The first owner clearly failed to bond with the car, and in May 1960 sold it to Viscount Eddie Portman, who also owned a Ferrari 250GT SWB and later a DB4 GT Zagato. Over the following few months he used the car heavily and by early July the odometer showed 10,500 miles. It was in the Seventies that the car was converted for competition use in the ownership of Stuart Bond. Bond had several successes in the car, claiming third at the both BRSCC event at Mallory Park and the BRDC race at Silverstone. He came second at BARC Thruxton in 1976, second at the AMOC's St John Horsfall meeting and BARC Thruxton in 1977, and in 1978 came fifth at BARC Thruxton and second at the AMOC sprint at Curborough. Chassis 0107/R's final race was at the Aston Race at the 1981 Dubai Grand Prix, where Bond finished fifth.

When it was restored by Desmond Smail in 1989, responsibility for the interior was given to Joe Dorill, who'd been a factory trimmer in the Sixties. The car was then inducted into a Japanese collection before returning to the UK in 2000 under the ownership of John Mayston-Taylor. In his hands the DB4 GT achieved successes

at the Louis Vuitton concours and the Hurlingham Club before being bought by the aforementioned American collector in 2002. In 2010 it was brought back to Britain by the current owner Julian Reddyhough, who presented it at the 2015 Salon Prive concours.

The Aston Martin DB4 GT may be honed for competition, but perhaps its most impressive aspect is the fact it remains a fine grand tourer *despite* its pedigree. For a keen driver, it's the perfect vehicle for fast long-distance drives - comfortable enough, but with terrific performance and roadholding potential should the long route beckon. Just be prepared to travel light.

Thanks Desmond J Smail, Olney, Bucks (djsmail.co.uk)

1960 Aston Martin DB4 GT

Engine: 3670cc straight-six, dohc, twin spark plugs, three Weber 45 DCOE carburetors **Power and torque** 302bhp @ 6000rpm; 270lb ft @ 5000rpm

Transmission Four-speed manual with limited-slip differential **Steering** Rack and pinion **Suspension** Front: wishbones, coil springs, Armstrong telescopic dampers, anti-roll bar; Rear: live axle, parallel trailing arms, Watt linkage, coil springs, Armstrong lever-arm dampers **Brakes** Girling discs all round **Weight** 1270kg (2800lb)

Performance Top speed: 152mph; 0-60mph: 6.4sec **Fuel consumption** 15mpg

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PORSCHE



[Epic Restoration]

Obsessive quests for perfection

'It had to go back to its Geneva Show specification – but often we didn't know what that was'



Mystery surrounds this flamboyant, sophisticated Jaguar XK120 Coupé by Pinin Farina. Peter Neumark commissioned Classic Motor Cars to research and recreate its exact original specification

Words MALCOLM McKAY Photography LAURENS PARSONS

When Peter Neumark pulled the covers off this unique Pinin Farina-bodied Jaguar XK120 at Pebble Beach concours in August, it marked the end of a two-year voyage of painstaking research and restoration on a car that had vanished for 60 years.

Chairman of the Employee Ownership Trust that runs restoration specialist Classic Motor Cars of Bridgnorth, Peter has a lifelong passion for Jaguar and was ideally placed to commission the restoration of such a special XK120. 'I had a call out of the blue in 2015 to say this car was for sale,' he recalls. 'I hadn't heard of it before, but once I'd looked it up on the internet, I didn't waste any time - I was in Germany two days later!'

'In fact I didn't just buy a car, I made a friend - Ludwig Draxel-Fischer and his wife were lovely people and he had around 30 cars in his cellar. His mechanic had just died and he realised he would never get around to restoring the car.'

But the Pinin Farina XK120's story hadn't started in Germany, and filling in the gaps in an attempt to understand this elegant coupé became a vital part of the challenge, a part that's still a work in progress. 'I went to Pinin Farina but it had no records at all,' explains Peter. 'Lancia expert Paolo Giusti was very helpful and provided the original photos that we have.'

A late XK120 SE roadster, chassis S675360 was built on April 5, 1954 and is recorded as being despatched to Max Hoffman's East Coast US dealership on May 25. But it seems it was sent instead to Turin in Italy, where Pinin Farina proceeded to cut off its brand-new bodywork and replace it with something altogether more sophisticated. Whether it was a result of Hoffman trying to court favour with Jaguar, cheekily showing it how a XK120 fixed-head coupé could have looked, or simply fulfilling the order of a customer, remains an intriguing mystery.

In March 1955 there emerged from the Pinin Farina works this magnificent coupé, vastly more sophisticated than the simple Jaguar roadster that had left Browns Lane almost a year earlier, but clearly paying homage to the original XK120 styling in its grille shape and headlight positioning.



Low point

'We discovered someone had previously cut the filler-riddled body up for scrap but changed their mind, crudely tacking it back on'

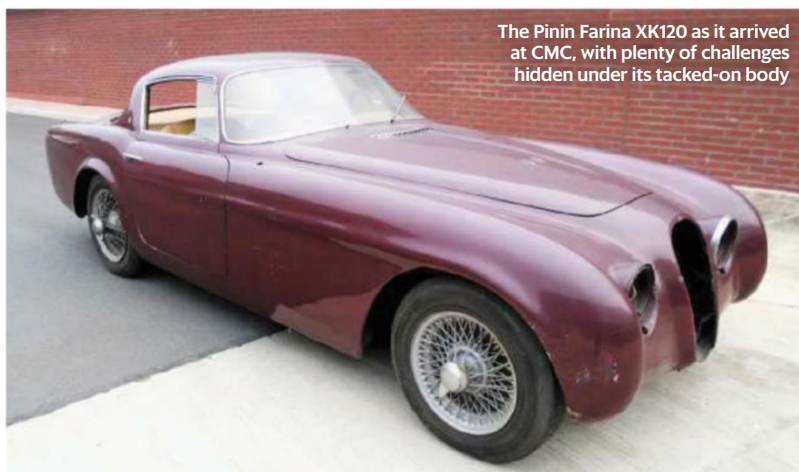
It is known to have been shown at Geneva, and at another show in April, after which it went to Hoffman and disappeared from automotive radar. In 1972 it was bought by Ron Foster of Connecticut for \$250 - it was very run down, but Ron had it patched up, painted burgundy and

retrimmed in tan leather, and ran it until 1978. When Ron put it up for sale, it was snapped up by Ludwig Draxel-Fischer, who shipped it to Germany and planned a full restoration that never began - until Peter Neumark bought it 37 years later.

Stripdown and sitrep

Recalls bodywork specialist Luke Martin, 'The whole car was stripped, and we took the body off. There was some accident damage and rot in the chassis, but far worse on the body. A lot of the lower half had been repaired before, and very badly. In fact I think someone had previously cut the body up for scrap, then crudely tacked it together with braze and pop rivets to sell it. The roof had been cut off and the sills had been cut through. We had to build it back up to what Pinin Farina had intended - there were some bits left from the original build, little box sections and outriggers, but they were very rotten. The rest had already been chopped away and there was an inch of filler all over it. The XK front wing vents had been filled over - we found them when we removed the filler. I made a new lower half, new front end, rear quarters, inner arches, door skins and repaired the frames. The whole car was 3D scanned and that helped me to make the front end. We saved the bonnet and bootlid, which are aluminium - all the rest is steel. The bonnet had an unusual cantilever system to make it self-supporting; fortunately Mk2 Jaguar bonnet springs worked.'

'Pinin Farina had used a lot of the original XK inner panels and substructure, including the bulkheads. They were extended - the new metal was just tacked on. Ferraris were built like that - we kept it all as original. The floors had been made 2in wider than the XK floor panels and the sills were extended too. The area around the filler cap had been reused, but not much else of the external bodywork. In the rear wings we found areas where they'd modified their original design at Pinin Farina and leaded over it - we kept all of that exactly as it was, quirks and all.'





Missing rear screen surround had to be remade, but its chrome 'eyebrow' was discovered beneath more filler



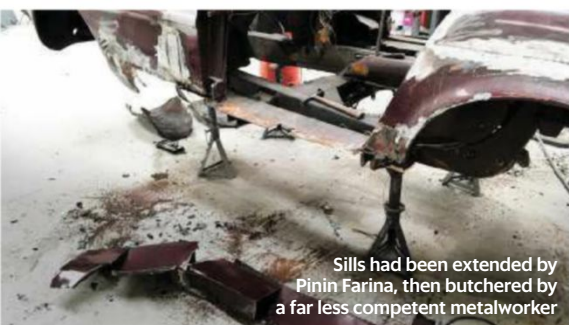
Unique bumpers had been replaced by XK140 items in period



Modern 3D scanning and printing technologies were crucial in helping the CMC team understand and replicate the car's original form, from the front bumpers to the tail-lights



Front sections had to be reformed with fresh steel



Sills had been extended by Pinin Farina, then butchered by a far less competent metalworker



Removing bodger while preserving clues required an archaeologist's patience



A forensic interior inspection yielded a small piece of original trim to use as a colour match



Standard XK120 dials were set in a bespoke dashboard by Pinin Farina



Reshaped chrome mouldings fixed a Pinin Farina design oversight that prevented the doors opening properly



The roof had been cut off in the past, but thankfully remained with the car



The chassis was complete, but required plenty of work to correct accident damage



Chromework went to two specialists in parallel to save time



Glass and brightwork

'There was a lot of chrome missing - I just had to start with flat sheets of steel and brass, shape it up and try it on. The rear lights were missing and the surround had been modified. I made an aluminium model, scanned it and 3D-printed it; the lens was machined. We couldn't source the front sidelamps either, so those were also 3D-printed. We're lucky to have The 3D Measurement Company (T3DMC) across the road, along with Grainger and Worrall for machining.

'The rear screen and its brass surround were completely missing, so we scanned it and had the screen made in Perspex. The screen fits in the surround and then the surround is screwed in. I had to make the surround more than once to get it right. We had seen the chrome on the top of the rear screen from original photos and were worried because it looked very intricate - but when we looked at the car, we found it was still there - it had been filled and painted over. We were able to clean it, remove it and restore it. A lot of the chrome plating was done by our regular platers, ACF Howell, but because of the rapid turnaround needed, the bumpers and grille were done by Genius of the Lamp in Birmingham.'

Chassis

'It came to us as a rolling car with boxes of bits,' explains Restoration Mechanical Technician Zoltan Nemeth. 'We had to match up the pieces - it was quite a feat. The chassis was very sound, but we had to cut some sections away from the front of the chassis and let pieces in where there was accident damage, and some of the outriggers had to be replaced. We could still see traces of the original light blue paint in some areas. It's all standard XK120 underneath. There was just a slight modification on the exhaust, which kicked up to follow the body shape. The whole car is wider than standard, especially at the back. The ride height and geometry are all standard XK120; the fuel tank is also standard but with the neck remade to suit the new bodywork.

'When Pinin Farina built the car, it fitted large chrome mouldings along the wings and the bottoms of the doors. They had been cut through for the doors, but not shaped to allow the doors to open - we literally couldn't open the doors more than a few inches and the door locks seemed to have been disabled, almost as if the owner had been climbing in through the windows! It was clear that the car was built for show; we've reshaped the trims so it's possible to actually open the doors.'

Paint and body alignment

John Langston was tasked with painting the car, and his first challenge was to find the correct

High point

'We looked everywhere for the original colours - then when we removed the windscreen, we found two small areas where we were able to match them'

colour. 'We searched everywhere,' he recalls. 'Finally when we removed the windscreen, we found two small areas where we were able to match the two shades of the main body and the roof. We searched through all our colour chips and found two near-identical colours then it was two of us working silly hours to get it painted, on a 16-day turnaround, so that it would be ready for Pebble Beach. That left Dan with a week to

polish it and three days on final detailing.'

Interior trim

'The window winders are like a Ferrari's, with a wire system. From photos we could see that a lot of Ferrari Europa parts had been used. There were Lancia Aurelia B20 door handles, and Aurelia and Appia knobs on the dash. Craig Brush made the winder knobs and door locks using the 3D printer because they just weren't available. The door windows were half an inch longer on one side than the other, and the quarterlights were 3/4in different - it was quite a challenge to get it all lined up and working. The dashboard instruments are standard XK120, just relocated; the dash is hand-beaten aluminium trimmed in leather. The instruments were in pretty good condition but were stripped and rebuilt. The steering column and wheel were standard too. We had to make the backings for all the exterior lights, they were all special - Pinin Farina had put indicators into the sidelights. A German company that does a lot of prototyping for Bentley designed and printed all the seals for the lights.'

One of the toughest challenges on the whole car was the interior trim, which was tackled by CMC's top trimmer, Tom Hampton. 'We hadn't any reference at all, because it had been retrimmed,' explains Tom. 'We had old photos of the exterior, but all they showed were the tops of the backs of the seats, the top of the dash and the finish around the rear window. There are no photos anywhere showing the inside.

'Fortunately I managed to find some of the original leather under the retrimming and could match it - it was Connolly Vaumol 3104, called Cinnamon at the time [now Ochre] - and I did find a scrap of the original headlining, so I could remake that using the construction techniques of the time. We had to sink ourselves into that epoch, to understand what they would have done and use the original types of construction. It was an enjoyable challenge, but timescales can compromise that enjoyment somewhat.'

The next challenge was to establish the style of the fluting in the seats, as there was evidence that the retrim had been to a different pattern. 'I found witnesses to the original flute sizes in the original seat foams, which didn't align with the new trim,' says Tom. 'I compared those sizes with images



MY FAVOURITE TOOL



'It has to be the English Wheel,' says body specialist Luke. 'With it you can shape steel or aluminium to make any panel you want. It was invaluable when working on this car, both to reshape damaged original panels and make new. They have been made by Frosts of Rochdale for over 60 years and are still available new. The Wheel applies pressure to the metal, squeezing shape into it; you have a choice of bottom wheels to get more shape. It's important to understand that it is compressing the metal, not bending it as such.'



Improvements to the XK120 engine centred on reliability rather than performance

of other seats Pinin Farina made at the time, and they were identical. The dashboard was the next challenge, because I wasn't sure it had been trimmed originally. It was an incredibly difficult one to trim in one hide - but I could see that allowance had been made for the hide to fit around the glovebox, so it must have been done.

'Then we had to come up with all the finishing details, because we just had the seats, the centre armrest and the dash - nothing else. For the door panels, I had to work out which of the holes in the door were original, and which were later. It was clearly designed for show. The seats tip, but it was difficult to tip them forward with the centre armrest in place. The seat bases were largely original XK120 but had been cut in four to make them bigger. A knurled adjustable backrest had been added - very simple, like the Lancia Aurelia - and used the original runners, but there was very limited movement because of the rear bulkhead.

'At first it looked as if the doors had had wood cappings, but then it became clear that with wood cappings it wasn't possible to shut the doors, so they must have changed their minds. The door seals were an issue - I don't think they'd thought that far ahead. We had to create them from scratch, and there's still work to do in that area.'

Installing the engine ahead of Pebble Beach glory

'Now we have to do what Pinin Farina didn't, to make the car more usable,' explains CMC's engine specialist Andrew Turvey. 'That's probably why it rotted away. From the condition of the engine, I'd say that it had only done 15-20,000 miles - but it had stood for decades, which is the worst thing for them. It wasn't worn out, it was sludged up and corroded.'

'It was a 65-year-old standard XK120 engine with no modifications. We stripped it, acid dipped and cleaned it, and shot-peened the conrods and crankshaft. We lined the block back to standard. The top and bottom were shaved and it was blueprinted for a little more performance, but we couldn't go too far because Peter wanted to keep the standard 120 radiator and fan, so we've made it as reliable and efficient as we can.'

'After we'd rebuilt the engine, we reinstalled it in the chassis without the cylinder head before the body went on, then fitted the head afterwards. It would have been extremely tight to get the engine in afterwards and may well be impossible - Pinin Farina would have built the body over the engine when it was already in place in the chassis. The bonnet has a couple of indentations from the studs on the cam covers?'

The trophy it won at the 2017 Pebble Beach Concours - second in the Postwar Closed category - was matched by another success. Says Peter Neumark, 'A chap from Massachusetts came up to me and said he'd owned the car in 1958, and he had photos of it in Canada on a fishing trip. It was fascinating to see that in just three years, they'd changed the front bumpers to XK140 ones with spotlamps, and changed the colour.'

'It's great to have the car out, I would hate it to just sit around. It'll go to Villa d'Este next year - the global response has been amazing and I hope we can find out more of its history.'

Thanks to a combination of patience, experience and old-fashioned sleuthing, the unique Jaguar XK120 by Pinin Farina is no longer a forgotten relic of Anglo-Italian history

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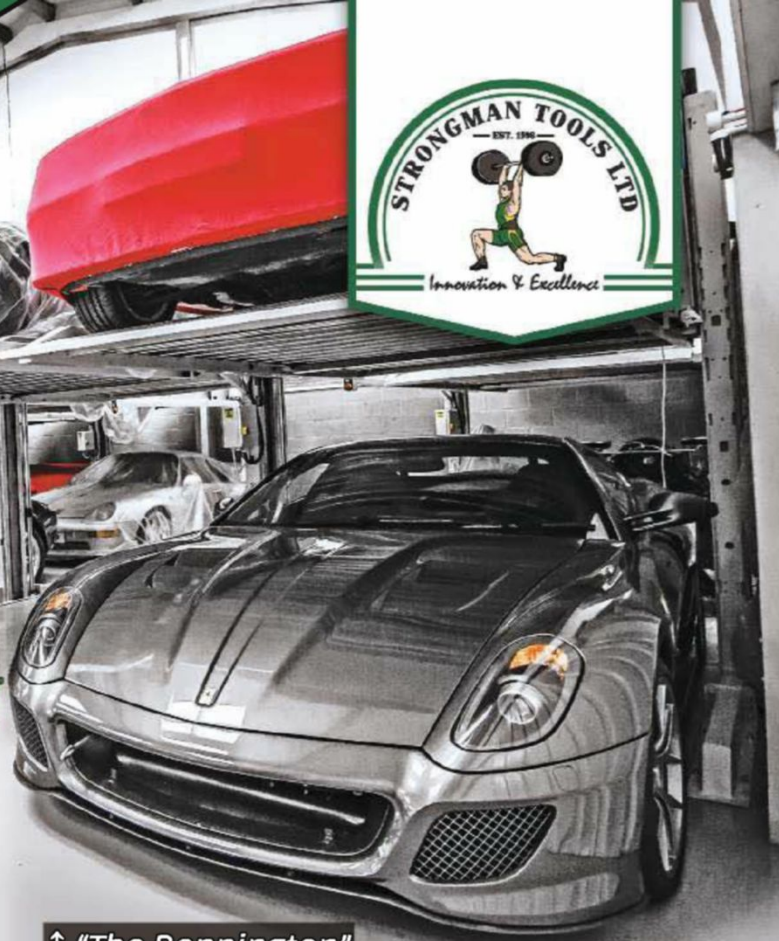


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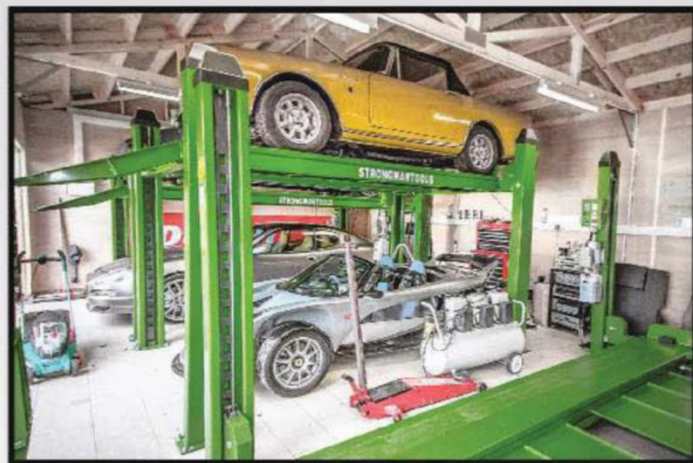
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THE ANTITHESIAN DREAM

A rare beacon of taste in an sea of ostentatious chromery, the Continental MkII proved the existence of understated American elegance. We find out how well it translated European abilities

Words ANDREW ROBERTS Photography CHARLIE MAGEE



There are some cars that make highly entertaining attempts to appeal to the prospective owner's inner snob; the Vanden Plas 1500 'Allegro' and the 1975 Chrysler Cordoba, with its 'thickly-cushioned luxury of seats available even in rich Corinthian leather', both come to mind. Then there are those vehicles that seem to naturally exude class and one such is the Lincoln Continental MkII, which was intended to be a 'functional, enduring design, emphasising an air of distinction and elegant simplicity'. That the Conti more than succeeded in these goals is more than apparent when looking at Fredrick Folkestad's rare 1956 example.

With Sinatra's *Who Wants to Be a Millionaire?* playing in my head, it's time to fully immerse myself in the decadent world of the Continental. Such are its balanced proportions that its sheer scale does not become apparent until I'm stood next to it. The MkII is

also extremely sleek and I could well understand why some US drivers of larger-than-average build complained of difficulties concerning access and egress - but this is a mere quibble.

Before meeting the Folkestad MkII, my dominant image was derived from the film noir masterpiece *The Sweet Smell of Success*, in which Burt Lancaster's New York journalist anti-hero drives a Continental while wearing a fedora at an evil angle. Without even attempting to compare myself to a cinematic icon, looking at the MkII's dashboard evokes fantasies (well for me at any rate) of embarking on a night-time drive along Fifth Avenue, listening to the AM radio en route to a rendezvous with Tony Curtis.

Naturally, a car that was at least partially intended to transport a leading actor from the East Coast to Los Angeles looks faintly incongruous on British roads. Yet bringing a touch of Manhattan to the Cotswolds is a highly enjoyable, if surreal, experience and MkII feels progressively smaller with every mile. There's never any sense of the wallowing you might have reasonably expected with a US car of this era, while the noise - or rather the lack of it - is quite remarkable. The Continental may initially seem to

[Lincoln Continental MkII]

be at home on the motorway but thanks to excellent weight distribution it does not lumber around corners. Aimed at an owner who would undoubtedly wish to enjoy his Continental during the summer vacation in The Hamptons, the MkII's power steering system really allows the driver to feel the road. The Turbo-Matic transmission, in addition to boasting a brilliantly Fifties name, is perfectly suited to the V8 engine and the braking proves that not all drums have to be ineffective. The windscreen feels unusually close to the front seat; this was apparently a deliberate design detail to make the owner feel like an integral part of the car.

Above all, the Continental MkII gives its occupants the feeling that they are gliding above the tarmac, waiting for the right moment for the take-off - a sense reinforced by the aircon vents above their heads. Even the controls for the heating and climate control system give the impression that the Lincoln is primed for a trans-Atlantic flight, rather than merely operating the demister. 'The Continental Mark Two is a subtle, yet flawless, reflection of your taste,' stated the advertisements - and it's indeed pleasant to have basked in its reflected glory for a short while.

In the late Fifties, the brochure claimed that the Continental was 'aristocratic but in a quietly modern way', which perfectly summarised its appeal. Looking at the MkII today, those rear wings could barely be classed as tailfins and even if the rear decklid's spare wheel protuberance is a slightly over-the-top detail, the overall effect remains understated, suave and highly elegant. It is a vehicle of a multifaceted appeal combining the soignée looks of your transport for an evening on Broadway followed by dinner at The Copacabana. Inside, the décor that has the formal qualities of a company chairman's office while the dashboard appears to have been borrowed wholesale from a Douglas DC-7. Modern-formal was how the factory described the Continental and that remains the perfect choice of words.

The MkII identity derives from the fact that it was the second Ford product to bear the Continental badge. The original Lincoln-Zephyr of 1939 was inspired by Henry's son Edsel, who asked Eugene T 'Bob' Gregorie, Ford's head of design, to create a drophead with 'continental', European-inspired style. The result was put into production for the 1940 model year and rapidly established itself as the definitive set of wheels for the Palm Beach set. But when the first generation of post-war Lincolns debuted in 1948 there was no new Continental because it was deemed not to fit with the image of the new line-up.

Four years later Dearborn's management commissioned in-depth market research that identified a major weakness in its product line-up - Ford competed strongly against Chevrolet and Plymouth but had comparatively little to rival GM's more expensive lines. The result was Mercury being more strongly



Essential pre-flight checks include exercising the MkII's thrust-lever aircon switches

'Modern-formal was how the factory described the MkII and that remains the perfect choice of words'

positioned as a Buick alternative and the re-introduction of the Continental. Ford's Special Products Office, headed by Edsel's son William Clay Ford, was established to develop this halo model.

The styling was by designer John Reinhart, and the MkII would not share any underpinnings with other Lincoln models, with a ladder-type box perimeter frame employing Y-shaped bracing. Power was from the new 368ci V8 that was also fitted to the 1956 Lincoln Premiere and to ensure the smoothest possible ride, the new Continental was equipped with automatic speed-compensating and temperature-sensitive shock absorbers.

A plant in Michigan was dedicated to virtually hand-building the MkII with multiple coats of paint, while the chrome trim was given a ten-day salt spray test. Running gear was evaluated prior to installation and each Continental was given a road test before it was despatched to the dealer; factory workers were encouraged to be extra vigilant in all matters of quality control. Any engines deemed not to comply with the Continental's standards were said to be shipped to Lincoln for use in its lesser models.

Meanwhile, the marketing types applied a coating of Wildroot hair cream, adjusted their ties and set to work, placing stories about the revival of the Continental name in the press and enquiring of film stars what their requirements were for a new car. Finally, in October 1955 at the Paris Motor Show, the Continental MkII was unveiled with the gloriously tacky spectacle of a white show car revolving on a turntable beneath a scale model of the Eiffel tower. It was an approach slightly out of keeping with the ethos of the 'Continental Division' - as Special Products was now known - because its promotions for the MkII highlighted that it was the epitome of taste and discretion.

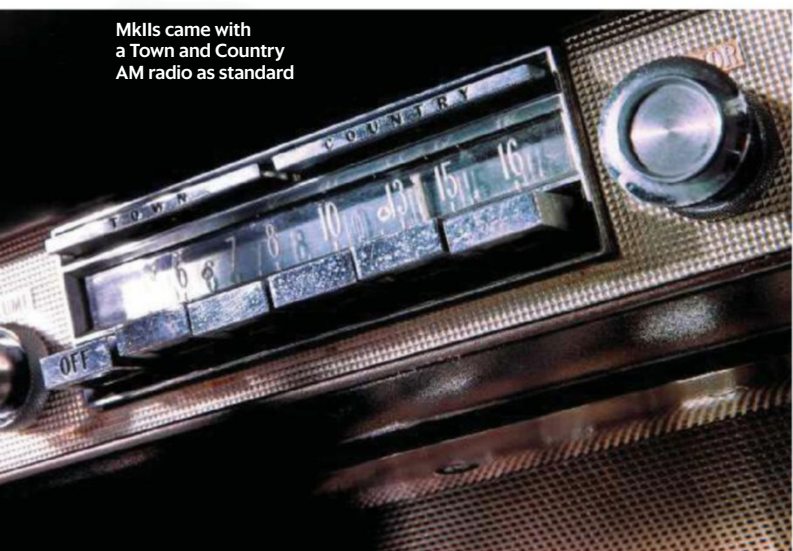
The Continental was sold via Lincoln dealers even though it was not badged as such, and the list of standard fittings included power assistance for the brakes, steering, front seat, windows and even the quarterlights, in addition to whitewall tyres and an



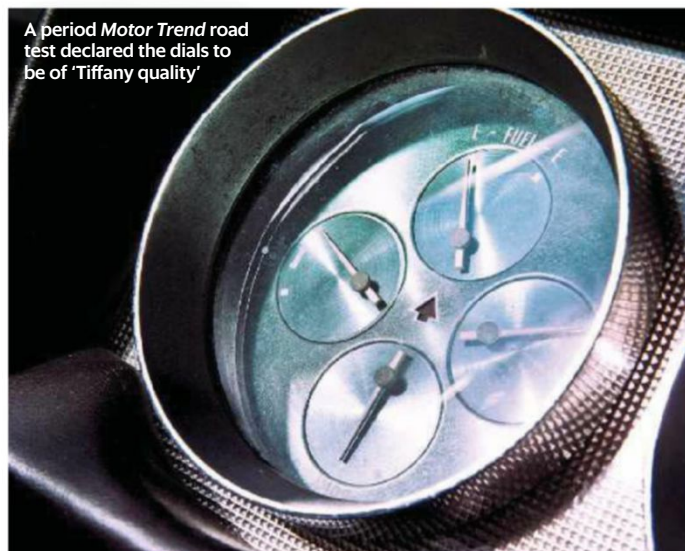
Jet-age interior design themes meet leather sourced from rural Scotland; note concave 'safety-type' wheel



The spare tyre bootlid hump was a nod to the MkII's pre-war forefather; the 'Continental star' logo that adorned it was adopted by Lincoln as its own



MkIIs came with a Town and Country AM radio as standard



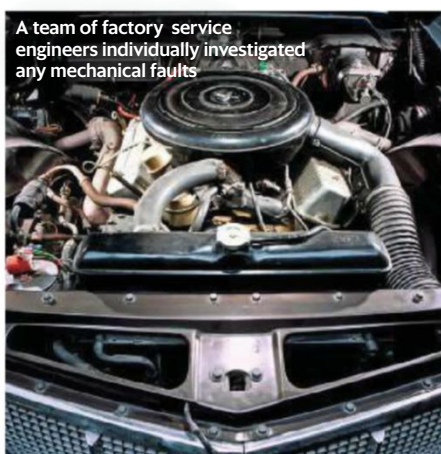
A period *Motor Trend* road test declared the dials to be of 'Tiffany quality'



Ford reputedly lost \$1000 on each MkII; only 2996 of a planned 6000 were built before a Dearborn step change saw it replaced early



Concealed fuel filler meant the MkII's flanks could go unspoiled



A team of factory service engineers individually investigated any mechanical faults

AM radio with, naturally, a power antenna. If that wasn't enough the owner could have his (it would have probably been 'his' in late-Fifties USA) name engraved on a nameplate in the passenger footwell, and the upholstery was of leather imported from Bridge of Weir of Scotland or a selection of cloth trims. The sole option, as fitted to the Folkestone Continental, was air conditioning; anyone with the means to buy a Continental MkII would probably be able to raise the further \$595 required to become even cooler.

To put such luxury into some form of historical context, across The Pond in 1957 it was possible to buy a brand-new Ford 103E Popular devoid of indicators, a heater, a passenger windscreen wiper and even a boot floor. But then Continental was 'designed and built for a particular person in mind - the man of inherent taste and good judgment'. To ensure the showrooms were only visited by prospective owners of the right calibre, viewings to see the Continental were by invitation only and owners included Frank Sinatra, Elizabeth Taylor, Elvis Presley, Dwight Eisenhower, Nelson Rockefeller and the Shah of Iran. Ford even refused to indignify the MkII by assigning cars with a designated model year - the only time it has done so in its entire history. The Continental's timelessness isn't limited to its styling.

The Continental's exclusivity was further ensured by the price tag. At \$9695 it cost more than two Lincoln Premiers or a quartet of Ford Fairlanes - the air-conditioned 1957 model's price tag of \$10,430 translates to \$91,236 today.

The MkII's closest domestic rivals also arrived in 1955, in the form of the Imperial - a separate Chrysler marque - and the Caribbean, the last of Packard's independent designs. Both had a different appeal from the MkII, the former being some \$2000 cheaper and having the solidly respectable air of a senior corporate lawyer while the latter was handsome but decidedly flamboyant with its tri-tone paint finish. As for General Motors, a Cadillac 62 cost a staggering 50% less than the Continental, but then that didn't appear with Grace Kelly in *High Society*.

In 1957 Cadillac launched its nearest rival, the \$13,074 Eldorado Brougham Series 70. By that time Ford had become a publicly-traded company and the MkII's future seemed to be in doubt. The Continental division had merged with Lincoln-Mercury in July 1956 and the last MkIIs were built on May 8 1957.

Ford may not have found the Continental to be a financially successful product in terms of mere dollars but it could never be considered a folly. It should be remembered that for years Corvette created a loss for General Motors and, as with the MkII, that was a car that more than fulfilled its brief to add lustre to every model built by the parent company.

It could well be argued that the Continental was as much a victim of corporate politics as it was to its exclusive price tag - it lacked the support of both Ford's Whiz Kid champion of the compact Falcon, Robert McNamara, and the head of the Lincoln division. A four-door hardtop and a convertible would have almost certainly further enhanced the appeal of the MkII but as it was, 1958's MkIII was a rather different and extroverted offering

that was closely linked to the existing Lincoln range. It would not be until 1961's fourth-generation version that the name would re-establish itself as the car of the Kennedy era.

On leaving the Continental MkII it strikes me that it was a car *of* but not *in* the Fifties. It was launched at a time when even the cheapest US family sedans reflected an age of a consumer confidence, a time when virtually every brochure seemed to boast an 'O-matic' device. But the MkII largely eschewed gimmicks and it was never intended to be an ostentatious display of its owner's affluence. The air of rectitude of the Continental is in keeping with the grand tourers in the tradition of the Cord 810, the Duesenberg Model J and the Auburn Speedster. At launch 62 years ago, Ford considered that it had created an alternative to a Rolls-Royce but that is to undersell a fine machine. It is a Continental MkII - and therefore has nothing else to prove.

1956 Lincoln Continental MkII

Engine 6029cc ohv V8 with a Holley four-barrel downdraft carburettor **Power** 285bhp @ 4800rpm **Torque** 402lb ft @ 3000rpm **Transmission** Three-speed automatic **Brakes** Power-assisted drums all round **Steering** Recirculating ball with power assistance **Suspension** Front: independent, upper and lower control arms with coil springs and temperature-sensitive dampers; Rear: live axle with semi-elliptic springs and temperature sensitive dampers **Weight** 2189kg (4825lb) **Performance** Top speed: 115mph; 0-60mph: 14.4sec **Fuel consumption** 10mpg **Price new** \$10,430 (£3740) **Values now** \$50,000-\$70,000 (£38,500-£55,000)

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The life story of a Lister Costin

Despite being driven in Christmas snow, run on aviation fuel and spun on the Brighton seafront, this Lister has survived 58 years with its original chassis and body

Words JOE BREEZE Photography JONATHAN FLEETWOOD

Mike Anthony buys it new in 1959 for just under £1000

'Had I just used a Jaguar engine I probably would have had a lot more luck with the car,' says the 1959 Lister Costin's first owner, gentleman driver Mike Anthony.

'I bought it as a rolling chassis - number BHL130 - and chose the Costin bodywork by Williams & Pritchard because it was so much more shapely. Meanwhile, I'd asked fellow racing driver Bob Hicks to be on the lookout for a Chevrolet engine. He found one in a road car left in a US Army car dump near the SHAPE headquarters in France, and smuggled it back from Versailles in the boot of his car.

'I overbored it to 555cc and installed it using a long-stroke crankshaft and special McGurk pistons. Solex made me four downdraught twin-choke carburettors - similar to those on the Lancia-Ferrari D50 - and I made the inlet manifolds. I must have been mad; how on earth do you tune four twin-choke? I remember my jet-box had over 100 different jets.'

Mike entered it into sports car races against the likes of Moss, Brabham and Piper at various UK circuits, as well as the short-lived Roskilde Ring in Denmark.

'It blew up pretty much everywhere I took it - a case of ambition over ability. In these days of specialists, engine builders, chassis men and transporter drivers, I was all of them rolled into one. But I took it to the 1959

Brighton Speed Trials and won the Sports Cars class with a time of 25.03 seconds, at 132.4mph, and that was with only seven cylinders working - I had the plug lead in the pocket of my overalls!

'The car was completely mad to drive. I registered it TUF 1 - I also owned TUF 2 through to TUF 9 - and drove it to races and back. It also had a problem with the carburettors that meant power could surge from 150bhp to 300bhp instantly. It happened on the way home from the Brighton and the car spun 360 degrees. I didn't hit anything so I continued my journey!'

Mike Pendleton buys it for £750 in the early Sixties

After almost as many DNFs as starts, Mike Anthony decided to sell BHL130 to Mike Pendleton. 'I paid £750 for the chassis and running gear, so I had to source my own engine and gearbox. John Ogier's Essex Racing outfit found me a 3.4-litre Jaguar engine with a C-type cylinder head, supposedly from Ecurie Ecosse.' The Lister was now less powerful but much more reliable, allowing Pendleton to compete in - and usually finish - a number of races in the early Sixties.

'Since Mike Anthony wanted to retain the TUF 1 registration, I re-registered it YCD 422 and painted it green. I usually trailed it to races but I'd drive on the road when the transporter had broken down,



Mike Anthony makes final adjustments to his homebrewed Chevy engine before the victorious run at Brighton in 1959



1959 Lister-Chevrolet 'Costin'

SUSSEX TROPHY



BHL130 in the paddock at the 2017 Goodwood Revival, wearing 'TUF 1' in tribute to its first owner Mike Anthony



Gerry Marshall leading the line at Brands Hatch in 1980



At Brighton in 1967, next to Tindell's unique Jaguar special painted in the same Claremont Blue

which happened after a race at Silverstone. It was a memorable drive back to my house in Guildford, Surrey; I had a bit of bother by some particularly inquisitive police constables but I made it home.

'My highlight was the 1962 Autosport three-hour race, against the likes of Mike Parkes, Mike Salmon, Peter Sutcliffe and Jim Clark. I remember the brakes being almost non-existent, which isn't exactly ideal in a car with so much power. It was great fun though!

Pendleton sells to Dick Tindell for £825 in 1963

By 1963, Pendleton's fun with BHL130 was to come to an end. 'Mike wanted £1400,' says VSCC veteran David Beckett, 'but I'd just been offered BHL125 for £750 so I bought that. I raced BHL130 a few times for its next owner - I got punted off at Brands Hatch. It sustained a bit of damage to the rear but I managed to fix it before giving it back. I don't think he was ever the wiser!'

The unknowing third owner was the late Dick Tindell, a former RAF rear gunner and eccentric gentleman racer. 'I remember him driving it to Silverstone along the back roads,' says Dick's son, Adam. 'I was behind in the family Ford Corsair V4 Abbott estate, with my mother at the wheel desperately trying to keep up. She wasn't very amused but as a seven-year-old I was loving every minute.'

'My father was a showboater. His trademark outfit was a red Bentley Drivers' Club waistcoat and tie. He ran the car exactly as he bought it; he never upgraded the brakes because he didn't believe in spending money on "such nonsense". So he always did well for the first few laps, until his brakes faded and he had to let the big guns by. But he did well at hill climbs and sprints, because he didn't need to brake so much.'

In addition to taking the car back to the Brighton Speed Trials, Tindell took it to Crystal Palace in 1972 for 'The Last Race at the Palace', won by another Jaguar-engined Lister driven by Gerry Marshall. Six years later, that name would grace BHL130's logbook.

Gerry Marshall buys it in 1978 for £3500

'I remember Gerry coming round to our house in 1978 to view the car - I was only a teenager but it wasn't the sort of day you'd forget in a hurry,' says Tindell. 'It was immediately obvious that he and my father had a few things in common - mainly a love of cars and beer.'

As documented in Marshall's ledgers, retained by son Gregor, Gerry bought the Lister on March 20, 1978

for £3500. 'He often traded cars, making on average a 20% profit on each one,' says Gregor. 'But the Lister was a keeper, parked next to his Armstrong-Siddely in our two-car garage which, much to my mother's annoyance, was heated and double-glazed - unlike our house.' But after several non-starts and retirements he decided to sell at the end of the 1979 season - a move that made him a great profit and a valuable contact.

Geoffrey Marsh agrees to buy it for £22,475

'I spotted it in a newspaper advert and arranged to see the owner at his home in Brickett Wood,' says Geoffrey Marsh, owner of Marsh Plant and its historic racing team. 'It was the first time I met Gerry.'

'We needed a car for the 1980 Lloyds and Scottish Historic Sports Car Championship. Gerry and I agreed a price, then he asked if I had a driver, and whether he could replace him. I suggested a lower price based on that arrangement; eventually we agreed on £22,475, of which £2500 was withheld. The balance was to be paid if he could finish the season without damaging it.' Gerry claimed both the balance and the Championship.

Don Shead buys it in 1982 for £25,000

After being succeeded by an Aston Martin DBR4 for Marsh Plant's 1981 season, BHL130 was sold to Don Shead, who'd been designing an aluminium powerboat for Geoffrey. 'I wanted something to get me away from the powerboat crowd,' says Shead. 'I paid £25,000 and soon put a Chevrolet V8 back into it - I was more familiar with those from my work with the boats.'

'I raced the car at every major UK circuit, and shared the car with Marshall at the Historic Sports Car Endurance Race at Snetterton in 1983, placing second overall. The Lister started my racing career, which ultimately saw me race at the 24 Hours of Le Mans.'

After a couple of seasons Shead switched to a Chevron B16. 'I sold the Lister for a lot more than I paid for it; I effectively swapped it for a Ferrari Daytona.'

Bruce Ropner buys it through Adrian Hamilton

Next was founder of Croft circuit and former Olympic bobsleigher Bruce Ropner who says, 'I intended to get it road-registered for my 20-mile commute to Croft but it was a nightmare. My father owned a Jaguar D-type and that was fine on the road, but the Lister was just too much. I never raced it, but I did have a bit of fun when we closed the circuit in the evenings.'

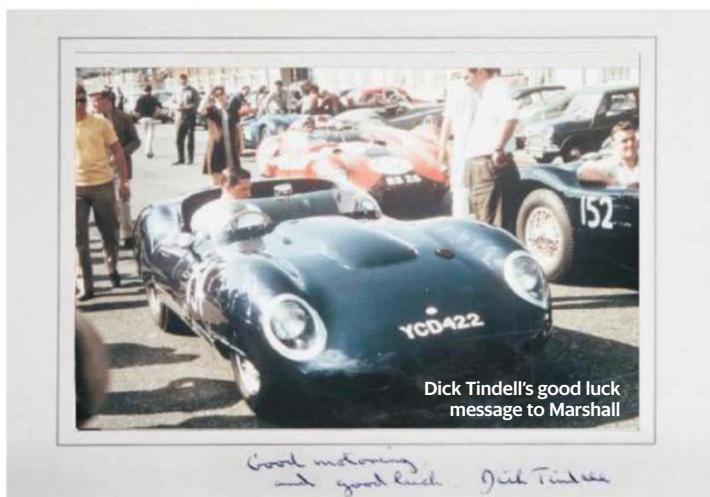




Gerry Marshall at Silverstone in 1980 – note the Aston Martin Bulldog concept in the background



Now repatriated, BHL130 has raced at the Goodwood Members' Meeting and Revival, the Silverstone Classic and the Spa 6 Hours



Dick Tindell's good luck message to Marshall



Dick Tindell at the wheel in his trademark BDC waistcoat and flying goggles



Marshall on his way to a Lloyds & Scottish victory at Brands Hatch in May 1980



Owner Chris Milner (right) delighted to reunite Mike Anthony with the Lister



The tributary licence plate is for show – the Lister is no longer road-legal

Rupert Beckwith-Smith buys it circa 1985

'I owned the car for five or six years,' says Rupert Beckwith-Smith. 'I had it raced but in my ownership it probably did more miles on the road than on the track. I remember one Christmas Eve, driving it in the snow from the Kings Road in Chelsea to my parent's house in West Sussex. I had the turkey and the whole family's Christmas presents in the passenger footwell.'

'It was primitive and daunting. I once took it to Dunsfold Aerodrome with a few friends and ran it on aviation fuel. It went like an Exocet missile.'

The Minshaw family, 1991-2000

Demon Tweaks founder Alan Minshaw bought BHL130 in 1991 to race with his sons, Jon and Jason. 'We used both the Jaguar and the Chevrolet engine,' says Jason, 'but we stuck with the latter because it was a lot quicker. There was an amusing moment when Jaguar presented us with an award at the Nürburgring for being the "First Jaguar home in the race"... while we were running the Chevy.'

'I remember it trying to kill me at Paul Ricard one year – the throttle stuck open. Twice. It was an exciting thing to drive, but I can't say I regret that we sold it. I'm just happy I came out of the experience alive.'

Julian Bronson pays £180,000 in 2000

'I bought it to use in the BRDC's Fifties Sports Car Championship, and raced it at Goodwood each year. I went off backwards at the 2002 Revival; the chassis was fine but the rear bodywork was a bit bashed up. A new body would've cost half as much as fixing the old one, but it was so original I felt I owed it to the car. They managed to save all of the old metal.' At the 2004 Revival Bronson won the Sussex Trophy.

'We ran it on aviation fuel – it went like an Exocet missile'

A trip to America, 2006-2016

Nick Colonna of Beverly Hills, California bought it in 2006. 'He'd owned BHL102, the ex-Cunningham Lister Knobbly, and fancied a change,' says Mark Leonard of Grand Prix Classics, who brokered the sale. 'Nick raced it all over the West Coast, and took it to the Monterey Reunion every year. At one point he damaged the front-end, which was repaired by Burt Skidmore.'

Says Skidmore, 'Nick wanted us to keep as much of the original metal as possible; he had an open-checkbook approach.' BHL130 was inducted into the collection of American businessman Joe Lacob in 2013.

BHL130 comes home in 2016 with Chris Milner

Current owner Chris Milner brought BHL130 back to the UK in late 2016 and has already entered several historic events. 'I'm delighted to have been able to reunite her with first owner Mike Anthony, who is a fabulous gentleman and has become a real friend. Its unbroken history, originality and eligibility is what appealed to me – racing it in the Sussex Trophy at Goodwood 58 years after Mike did was quite surreal.'

When reunited with the car at Goodwood, Anthony said, 'It's certainly TUF 1 all right – I recognise my own welds on the chassis and bodywork.'

Thanks to: Paul Skilleter, Tony Gardiner, Mark Leonard at Grand Prix Classics (grandprixclassics.com), James Cottingham at DK Engineering (dkeng.co.uk)

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THE PORSCHE THAT NEVER WAS

The Club Sport Roadster was an ailing Porsche's response to the burgeoning Nineties roadster market. We drive this missing link between 968 and Boxster, and meet its creator

Words SAM DAWSON Photography PORSCHE



It looks like an ordinary 968 Cabriolet, right down to the pop-up headlamps – but in fact it's a test mule for a (never built) car designed to save Porsche



'Porsche took a 968 Cabriolet and created this lowered, stiffened basis to wrap the new body around'

I've barely travelled a mile, yet everything about this car screams 'niche', a nuttermobile for Nineties track-day enthusiasts in the TVR mould. Porsche's big four-cylinder is usually a bit underwhelming in normally-aspirated form, emitting a wet fizz and settling down to a whisper at motorway cruising speed. This one's different - there's a bark to it when it pulls away from the lights and it booms on downchanges. It's obviously still a four-cylinder, but it's exciting in a modern hyper-hatch sort of way, a combination of induction scream and thumping bassline beyond 3000rpm that sounds like the street outside a nightclub at 1am.

In a world where Porsche is the world's most profitable car company and mass-produces family five-doors alongside its sports cars, it's hard to believe there was ever a time when it stared death in the face. But it did. And the car in which I'm blasting out of Stuttgart is part of Porsche's transition from doldrums to buoyancy. It may look like a dubiously-modified 968 Cabriolet owned by someone with a penchant for bright red, but in fact it was a test mule. As revealed by an equally vivid, more original-looking blue creation hidden until recently in the Porsche museum's storage facility, it was all part of a plan to make the marque popular - and profitable - again.

Cast your mind back to the early Nineties. The preceding decade had been Porsche's to own, with astonishing racetrack dominance, starring roles in Hollywood movies - to the point where Tom

Cruise quoted its advertising slogans in *Risky Business* - and a reputation as the default status-symbol for those who had made a few quid. But therein lay its problem.

An almighty bust had followed the Eighties economic boom, leading to rampant unemployment, and suddenly promenading around in a white whale-tailed 911 Cabriolet seemed deeply distasteful. There was another problem too, in the modest form of the Mazda MX-5. While the thrusting Eighties had been characterised by ever-escalating power outputs and aggressive styling, the Japanese manufacturer had put simple, unpretentious fun back on the menu. If the ethos of the Nineties was going to be cheap, its salvation was that it would be cheerful too. Despite already hobbling, Porsche's response was to shoot itself in its remaining good foot. Because ironically, despite the 911 and 928 being the default Eighties success purchases, they had made very little money for Porsche. The 911 was a handbuilt car, labour-intensive and unprofitable, and its evolution into the modern 964 had cost the company a fortune. And the 928 had never sold in the numbers Porsche envisioned and represented an expensive burden kept alive by serial buyers.

Porsche's only source of profit in the Eighties had been the 944, but by the early Nineties its styling was two decades old. In 1991 Porsche evolved it into the 968 with 928-derived styling cues. However, the price ended up at DM100,000 (approx £34,500) - over a third more expensive than the 944 and a psychological



It twists and turns as nicely as you could want but scuttle shake spoils the fun



Getting in isn't easy, but driving position is near-perfect



Never-shown Club Sport Roadster styling exercise has no mechanicals

The Designer: Matthias Kulla

'The 968 Roadster was one of my first renderings as a professional designer,' said Matthias Kulla as he recalls the rush to design a concept car that ultimately the public never saw.

'Harm Lagaay wanted the Roadster's styling to be about making the 968 more emotionally appealing. We cut the existing 968 Cabriolet up, hot rod style, giving it a lowered roofline with a low-line hardtop and reprofiled soft-top. The 944-derived wheelarch extensions had to go – they were too square for the rest of the car, so we cut them away, and the front end was modified with fixed headlights to give it a more traditional Porsche identity.

'The interior was designed for light weight, hence the bare metal, and we did away with the spare wheel in the name of weight reduction too.

'It ended up being a very "quick and dirty" process. In the space of two weeks my sketches were turned into a full-sized model by Peter Muller, then sent to ASC (American Sunroof Company) in Detroit, where they had the people, capacity and expertise to turn it into a concept car in time for the show.

'In the end it wasn't even shown to the public. Porsche had second thoughts. It wasn't known for creating annual show cars so this, coupled



Bare metal underlines minimum weight

with the economic crisis, made us realise that if we did a concept car it had to be a completely new and spectacular concept, not an evolution of the 968. It was at that moment that the design process for the Boxster began.

'It's funny though – I haven't seen this car in 20 years and nowadays my favourite Porsche design is the 944. I like it for its difference, the only Porsche to be hard-edged and angular rather than soft. I now have a Jensen Interceptor, and its side and rear profiles are near-identical to the 924 – uncanny.'

Matthias Kulla with the result of two intensive weeks' work, complete with fixed headlights and cut-away arches



Unblown 2990cc four-pot is an unexpectedly gutsy revelation



'I emerge looking for bruises and mildly concerned about internal haemorrhaging'

barrier beyond which German buyers wanted at least six cylinders. Offering a stripped-out Club Sport version for DM77,800 (£26,900) helped arrest plummeting sales and focused buyers' minds on the transaxle chassis' brilliant handling. This gave chief designer Harm Lagaay an idea - what if the Club Sport concept could be evolved further as a roadster, stripped down even more along the lines of the 356 Speedster of the Fifties? A plan was hatched to develop a car for the 1993 Detroit Auto Show.

The reason that the car I'm driving now looks all-but indistinguishable from an ordinary 968 Cabriolet is because the design process for the Detroit car took just two weeks. While stylist Matthias Kulla created the bodywork, Porsche's engineers separately took a 968 Cabriolet and created this lowered, stiffened mechanical basis, using Club Sport parts, to wrap it around.

It looks and feels lairier than any 968 coupé. All that high-contrast red and black on the 10mm-lowered silhouette makes it feel more like an early-Nineties Marcos than a Porsche. It's difficult to get in and out of too, but once you're in you feel clamped in place before you've even done up your seatbelt. Bumping over Stuttgart's countersunk tramlines, it feels hard under the backside but supportive, and the driving position is perfect - legs straight out, arms slightly bent and great visibility with the roof down.

Although it was a carry-over from the 944 - surprising for a luxury-priced cabriolet - it feels as though the Club Sport ethos was extended to the roof. You have to use an Allen key to unscrew the windscreen header rail clamps. It's a world away from the electric soft-top found on nearly every convertible since the 2000s and you can't put it up or down in a hurry.

Into a quaint, typically Rhineland village, I hit a pothole and a harshness makes itself felt. Obviously conscious of the challenge of avoiding scuttle-shake and chassis flex in a soft-top structure, Porsche's engineers stiffened the 968 Cabriolet structure to the point of obsession. The result is a persistent jiggle from the rear whenever the road surface is anything less than totally smooth. Couple this to the fact that the 2.2-turn lock-to-lock,

barely-assisted steering is beyond talkative, and the car becomes quite irritating in stop-start suburban traffic, every jar and ripple amplified and zapped up your arms and back like electric shocks.

Throw the vicious clutch into the equation and you find yourself leaving a substantial gap between the Lamborghini Miura-style tilt-forward headlights and the car in front. It's as stiff and violent in its action, leading to a few scrappy getaways. That could be down to how little the car has been exercised over the past two decades, but it's a sharp reminder that you're in a serious sports car with racetrack ambitions.

But get it onto a fast piece of rural tarmac and it all makes sense. The heavily-sprung pedals help meter your enthusiasm as the elastic power of the VarioCam engine hurls the car towards the vanishing point. With the road ironed out, the transaxle-assisted 50/50 weight distribution of the chassis makes the car feel as neatly balanced as a Lotus Elan mid-corner, and the quick steering means you flex it in and out of bends with your biceps, the design of the wheel perfectly judged for keeping your hands at quarter-to-three.

Then, just as I build up the revs, excessive scuttle-shake shudders up unexpectedly at around 60mph. It's not helped by stiff spring and damper rates that exacerbate matters, sending a violent jarring motion through the steering wheel and seat base. You realise how much you're being shaken when you go for a gearchange - usually so slick in a 968 - and it buzzes like a fork jabbed in a live toaster. However, it's important to remember this car's test mule status.

It was economic rather than engineering factors that led to the Club Sport Roadster's premature demise, but its market appeal would have been limited compared to the Boxster that saved Porsche's bacon in 1996. I emerge from this engineering exercise looking for bruises and mildly concerned about internal haemorrhaging. It's an incredibly physical car you have to wrestle with but, unlike cars such as TVRs and Big Healeys, it fights back all the time, draining you before you can enjoy it. It won't even cruise comfortably at 70mph because the VarioCam valve-timing constantly urges you to press on in search of a speed where the dashboard will stop rattling and the gear whine will subside.

That said, in some ways it's unfortunate that Porsche never built the Club Sport Roadster, because despite all its foibles it would have had a market - albeit a small one - in the Nineties. The 986 Boxster that emerged in its place is a beautifully balanced thing, and user-friendly to a fault. And while this brought the sales that Porsche badly needed, it also invited detractors who typically owned TVRs or highly-tuned Japanese drift-monsters.

It's easy to find fault with the Club Sport Roadster but it's difficult to sneer at it too. Its hyperactive-puppy attitude and torture-chamber harshness would have gone down well with self-proclaimed headcases who bragged about powersliding their way down Snake Pass or cracking 150mph at Bruntingthorpe in the Nineties. Porsche wouldn't have sold many, but the Roadster might have changed its reputation - and in the aftermath of the Eighties isn't that precisely what the marque wanted?

1993 Porsche 968 Club Sport Roadster

Engine 2990cc in-line four-cylinder, dohc, Bosch DME electronic fuel injection

Power and torque 240bhp @ 6200rpm; 225lb ft @ 4100rpm **Transmission**

Six-speed manual, rear-wheel drive, limited-slip differential **Suspension** Front: independent, wishbones, MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: independent, driveshafts, transverse torsion bars, transverse tube, telescopic dampers, anti-roll bar **Brakes** Discs front and rear **Steering** Rack-and-pinion, power-assisted **Weight** 1320kg (2910lb) **Performance** Top speed: 157mph; 0-60mph: 6.5sec (est) **Fuel consumption** 32mpg (est) **Cost new** n/a

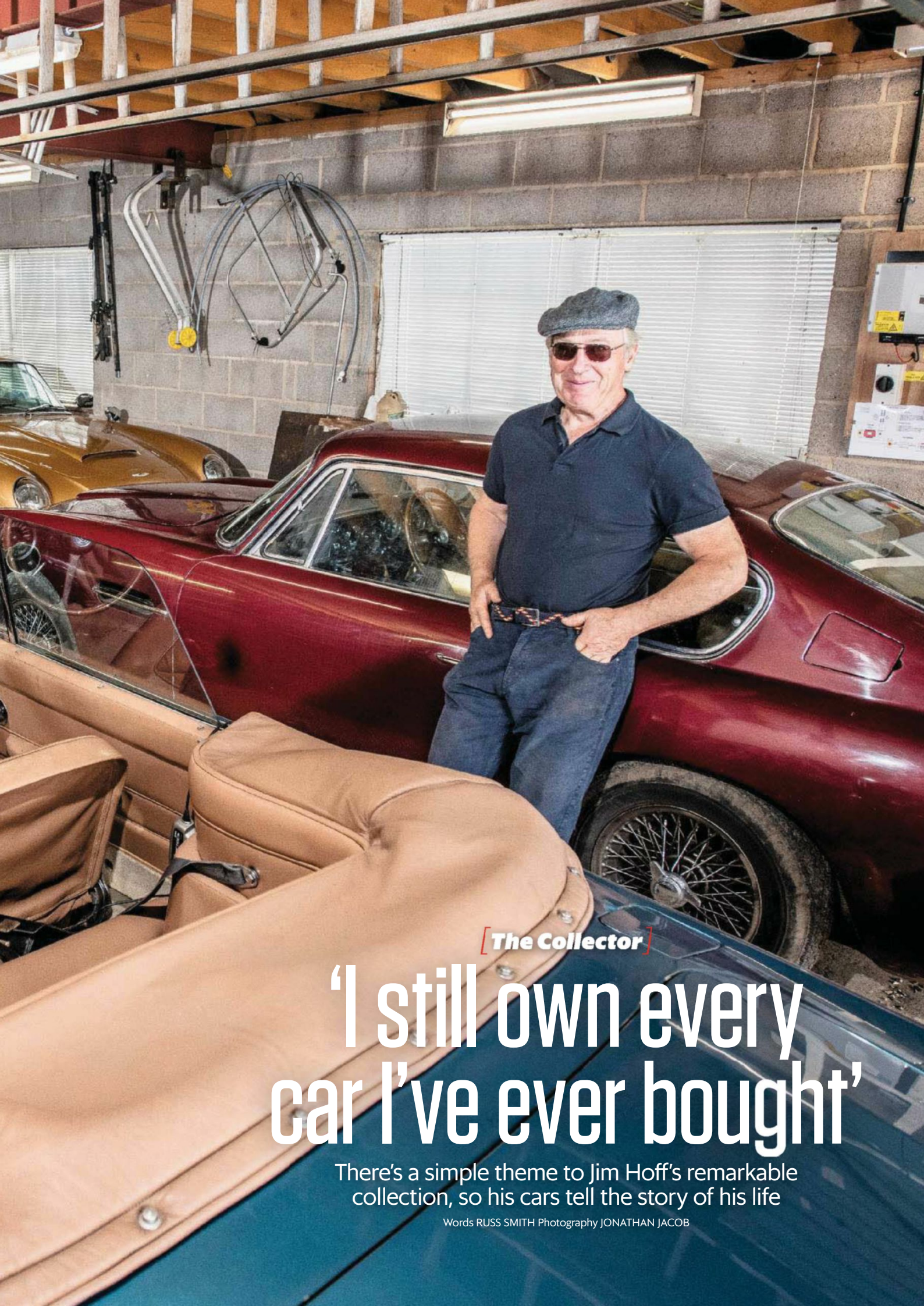
Fingers crossed for fine weather – getting the hood up or down is a convoluted process requiring an Allen key



Would the Club Sport have sold despite uncompromising handling? Maybe, but we'll never know...







[The Collector]

'I still own every car I've ever bought'

There's a simple theme to Jim Hoff's remarkable collection, so his cars tell the story of his life

Words RUSS SMITH Photography JONATHAN JACOB

Jim Hoff is one of a very select band of car enthusiasts. He has never once uttered the eternal phrase that has become a mantra for the classic car world - 'I wish I'd kept my...' That's because Jim is lucky enough to have the space, wherewithal and enthusiasm to have hung on to every car he's ever owned. Well, apart from one - a V6-engined Escort that was beyond salvation, and he incorporated the mechanical bits of that into a Dutton Phaeton kit car that he does still own, so there's at least continuation of parts.

It all makes for a fascinating and in places quite dusty collection, a life told in 30-plus cars that you can see and touch, which has to be better than staring at a bunch of fading six-by-fours in a frayed photo album.

Jim has an enthusiastically told story for every vehicle too, from the grey Ferguson tractor bought from the Sandringham estate and with HM The Queen listed in the logbook as the previous owner, to a Jaguar that Joanna Lumley once sat in. And though our opening shots show Jim's four Astons, this is far from the usual bunch of exotics. Just as loved are the pair of kit cars, and what could be more run-of-the-mill and minimalist than a Fiat Panda? There are a lot of those... and Jim's fond of them all.

He's also very keen to highlight the help he gets from a couple of very enthusiastic youngsters - Christian Ford, the son of an old friend, and his pal George Hewson. They have become responsible for resurrecting some parts of the collection that have been resting for a while, and in return they get to take the cars to shows. They've also turned up to help with our guided tour, so let's start with what has to be the prettiest car in Jim's collection.

Aston Martin DB6 Volante

Jim grins as he produces a box of 8-track tapes, 'Remember these?', to demonstrate that the original Radiomobile player in his '67 Volante still works. The Beach Boys' *Good Vibrations* provides the soundtrack to our conversation. 'As you can see, I'm not a great one for changing things. I'm not absolutely anal about it, but I like to keep things how they were. For instance, all the Astons are still running positive earth.'

'I'd wanted one of these since I saw one in identical Kingfisher Blue powering off down a lane when I was at agricultural college and poor. I got it in 1996 when we switched from owning to hiring farm machinery, which freed up some cash. In effect I swapped a combine harvester for it. I'm rather glad I did looking at their relative values now - the mid-Nineties was about as cheap as Aston DBs ever got.'

The other DB6s

'I bought my first DB6 in 1981 from Aston dealer Robin Hamilton. It was an auto, so I had it converted to manual using the five-speed ZF 'box from a DB5. A friend was a production company props buyer and through him the car appeared in two episodes of the TV series *Boon* in the late Eighties. It's getting a bit tired now but is still MoT'd every year and driven regularly. Aston Martin wants £250k to restore it, but I'd rather keep it like this and buy another car for £250k.'

The controversial former Marconi executive John Mayo was the only other DB6 owner in the area, 'so it was inevitable

'I'd wanted an Aston DB6 Volante for years. In effect I swapped a combine harvester for this one'

we made contact. In 1996 he called to say he was giving up driving and wanted his car to go to a local enthusiast so he could still see it and hitch the occasional ride. I could hardly say no. I've since enjoyed over 20 years of trouble-free motoring; it's always passed the MoT with no problem.

'I knew it had started life in Hong Kong because John bought it when he was the harbourmaster there in the Seventies, and I set out to trace its history. I got hold of the build sheet and found out that it was sold new to the textile magnate TY Wong of Hong Kong

Spinners. After some late-night Googling I established that he was no longer with us but his daughter Eleanor was. I managed to contact her and found they still had meticulous records of the car. They sent copies, so I wound up with all the details of its purchase and also a photo of Mr Wong with the car in 1967. I was asked for a photo of the car as it is now and that appeared on page 160 of a book his daughter wrote about TY Wong and his business.'

Fiat Panda 4x4s

'These are perfect as farm runabouts. Land Rovers are so heavy they mark the fields and are too big to take into the woods. I was sold on Pandas when I test-drove one and frightened the salesman by taking it through a cabbage field then up a 45-degree river bank. Then they got really cheap secondhand; I bought my first in the Nineties for around £150. Then I bought just about every one that came up in the local paper, nine in all including four of the special Sisley models along with a Panda 4x4-based Road Rat kit-car and five regular Pandas that are handy for spares. The door bottoms rot because the window rubbers were made too short, so water runs straight into the doors.'

The most recent example, sporting some crude door bottom repairs and packed with so much stuff that only the driver can get in, remains Jim's daily runaround.

GETTING THEM RUNNING

'Christian, an NFU partner, and George, a tractor engineer, started by asking if they could borrow the Midget to take to Goodwood. It had been laid up for ages and they hurriedly put it on the road. Inevitably it broke down on the way home. Then they wheeled out the Land Rover Sandringham 6 and soon had it running well, next a Panda 4x4 followed by two of the Monza 4x4s. Both were fed up spending all their time on computers to solve problems with cars and tractors and relished the idea of working with spanners and carbs. Once they have cut their teeth on a few more I'm thinking of letting them change a DB6 clutch.'

Jim loves all his 30-plus cars, but he's no slave to polishing them...





The DB6 Volante still has a stack of 8-tracks for its Radiomobile player



Gold DB6 started life in Hong Kong and Jim has traced all its history



Kingfisher Blue Aston DB6 Volante is the twin of one Jim lusted after as a poor student



Pandas are hardly an endangered species here - Jim has nine of them



Road Rat kit car - also Panda-based - awaits a hefty dollop of TLC

Opel Monza 4x4s

'When my father retired he bought a Monza to use for touring. My parents adored this car and it carried them everywhere in Europe. I still have it in a barn. I saw one on a dealer's forecourt in Northampton while on a trip to play field hockey. It was four-wheel drive, which I found even more interesting. I thought it must have been cobbled together by some enthusiast, but further investigation revealed it was one of six built by Ferguson Developments as an offshoot of its project to build 100 Opel Senator 4x4s for the British Army. They used them to patrol the Russian border in West Germany in comfort and in any weather. Sadly, those were all ordered to be scrapped after they'd finished with them. The Monzas were sold to special order and cost £10,000 more than the £15,000 standard car.

'This particular car, 'XUW 5V', had been tested by *Motor* magazine. I had to have it. I've since tracked down a copy of the 1981 issue the car appeared in. They wrote, "As near as human ingenuity can make it, the foolproof performance car". Not long after, another Monza 4x4 came up in *Exchange & Mart* and the owner clearly was not aware of its rarity and wanted little for it.

'At the invitation of the Autobahnstormers club I displayed one of them at the NEC and was summoned to see 1953 Le Mans winner Major Tony Rolt, who at that time was running Ferguson Developments. I really thought he was going to tear a strip off me for showing the car because it was still under the Official Secrets Act or something. But after a friendly chat he showed me two one-tonne boxes of mechanical spares for the project and said I could take them away - they were going to be scrapped. I quickly returned with a van.

'Then the one unaccounted-for car was reported to have been seen in Dunston, Gateshead, owned by a man called Barrett. Unable to track him down, I drove up to Dunston one Sunday on what felt like a stupid mission with no clues. I stopped at a garage to get a sandwich and the owner approached and asked if he could help. I think he wanted to sell me a van. I told him of my mission and nearly fell over when he said, "Well you've fallen on your



Jim shows Russ the car he treasures more than any other, a family heirloom Jag XK120 OTS

Joanna Lumley, Simon Callow and legendary cricket commentator Henry Blofeld have all been in Uncle's XK120'

feet, bonnie lad. Barrett brought the car round here yesterday and asked me to sell it for him! It's round the back." That's how I came to have three of the six Monza 4x4s built.'

Aston Martin Virage

Looking slightly at odds with the Jaguar XK and Aston DBs it shares a garage with is Jim's 'modern' Aston, one of the first Virages built. 'I spotted it at Roman Garage, a classic car dealer near Grantham, and paid £19,000 after a haggle. That was in 2010. Oddly I've found that the Virage's shape appeals more to women than the other Astons.

'It has the much-preferred ZF five-speed manual gearbox, but that does make it hell in traffic with the dogleg first and heavy clutch. It's really good on the open road though, as long as you remember you have to be the boss of it.

'It was running poorly when I got it but that turned out to be blocked catalytic converters so I knocked them out. They're not needed for this year of car anyway and it's run fine ever since.'

MG Midget MkIII

It's slightly at odds with the rest of Jim's cars, but the Midget was the one that triggered bringing his collection back to life. 'It's another car I bought in 1996. I paid £700 for it, and it was in pretty good shape. It had apparently been restored in Germany and then brought back here. When I drive it I get approached more often than when in the Astons. People are not so put off.

'It broke down on the way back from Goodwood, which turned out to be just a simple problem with the rotor arm, and the lads offered to restore it. I got a hood off eBay for £50 that just had a nick in it, and got the chrome wheel trims from the same source.'

Christian Ford takes up the story, 'It was a bit of a rush of blood to the head. We'd pretty much just replaced the brake hoses to get it through an MoT, but returning from Goodwood - a journey that started at 9am on Saturday and ended at 5.30pm on Sunday - we really got into it and rebuilt the engine and suspension. The body



Keen helpers Christian and George prefer the challenge of hands-on maintenance to diagnostic read-outs



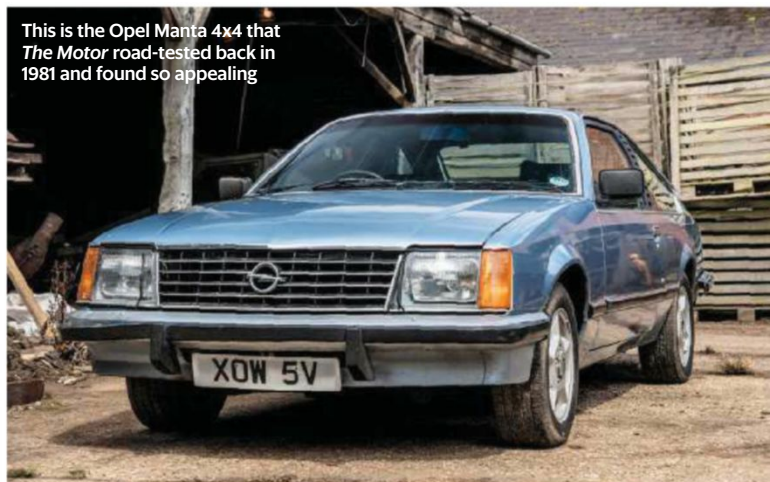
XK120 flanked by Astons of brawn (Virage) and beauty (DB6)



Jim's first DB6 is getting a little tired now but will continue to be patched rather than restored



John prefers Pandas for farm work, but his eclectic collection boasts a rare Land Rover Sandringham 6



This is the Opel Manta 4x4 that *The Motor* road-tested back in 1981 and found so appealing



Christian Ford and George Hewson help keep Jim's Midget and the rest of his fleet on the road

wasn't bad and polished up pretty well, but it could probably use a bit of attention in places. We sorted out the non-working heater by clearing all the leaves and ash tree keys from the heater box - it was clogged solid with them. I've now fitted a grille over the opening and don't know why MG didn't. It didn't take much.'

George Hewson adds, 'It was being at Goodwood that got us going on Jim's car, though I've always been into classics. It's my dad's fault. He has a bodyshop, Hewson's in Grimsby, that's always full of Jaguar E-types. He painted Bernie Ecclestone's yellow one.'

The Keeper - Jaguar XK120 roadster

Though Jim is obviously not given to parting with cars, one stands above the others, completely sacred. 'The Jaguar is a family piece, not even strictly or morally mine yet. My uncle bought it new from Mann Egerton in Norwich in 1952 - we still have the original sales paperwork and guarantee.

'When he could no longer drive he passed it on to me on the understanding that I would use it as a wedding car for all his granddaughters. None of them has got married yet, but Uncle

'My uncle used the XK on his honeymoon, recording the trip on a cine camera'

is still going strong at 94 and I take him out for a ride in it once a year. When he got married in 1959 he flew with his new bride to Portugal for their honeymoon, not knowing that his new father-in-law had arranged for a cargo ship to take the XK120 out to Lisbon. They drove back via the Pyrenees where it overheated but the local garage wouldn't accept any payment because they were on their honeymoon. They recorded much of their trip on uncle's clockwork cine camera, so we have a pretty good historical record of it. Those films are now preserved in digital format.

'Uncle used to play cricket for Norfolk with Henry "Blowers" Blofeld, the legendary cricket commentator. They were good friends and in his autobiography Blofeld mentions being terrified on occasion when they were blasting around in the XK - Uncle was an enthusiastic driver - though he remembers it incorrectly as an E-type.

'The car was restored some time ago by Guy Broad, when it was returned to its original Old English White after having been painted grey, then blue. They also fitted disc brakes on the front - improving brakes is one change I do approve of. It appeared in two episodes of *Miss Marple*. The first, *The Body in the Library*, was shot in Chorleywood with Simon Callow. The second was at Dorney Court in Windsor and Joanna Lumley sat in it.

'The 120 will definitely be staying in the family and I will pass it to a grandchild eventually.'



Never mind the Astons - Jim's daily driver is a Panda 4x4

ALL THE CARS

1952 Jaguar XK120 roadster
1966 Aston Martin DB6
1967 Aston Martin DB6
1967 Aston Martin DB6 Volante
1973 MG Midget MkIII
1982 Land Rover Sandringham 6 V8
Fiat Panda 4x4 (nine of them)
Fiat Panda (five of them)
Opel Senator (two of them)
1985 Dutton Phaeton V6
Opel Monza 4x4 (three of them)
Opel Monza/Vauxhall Royale (three of them)
1990 Aston Martin Virage
Road Rat kit car

NEXT
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Nine steps
to buying an

Austin-Healey 100-3000

With so many cars of variable restoration quality, here's how to avoid a shiny horror

Words MALCOLM MCKAY Photography TOM WOOD

Big Healeys, particular the six-cylinder cars, look good value compared to many of the alternatives right now. Fun and fast with immense torque plus silky smoothness from the Austin Westminster straight-sixes, the Big Healey's film-star looks kept it selling strongly right up to 1967, when it was replaced by the MGC. Rot is the biggest issue when buying - a full professional rebuild can easily top £100k - more than all but the most desirable examples are worth - so buy one where someone else has already spent the pain.

A rapidly built Special for the 1952 Earls Court Show, the Healey Hundred became a mainstream production car overnight when Austin's Leonard Lord thrashed out a licence agreement for this stunning sports car based on the running gear of his disastrous Atlantic. Steadily improved and with rally successes boosting sales, the 100/4 became the 100/6 and finally the 3000.

Our expert advice comes from Mark Knight, media officer of the Austin Healey Club, who also runs Healey specialist RetroMarques; Jeremy Welch, MD at

[What to pay]

► A good 100/4 is **£35k-40k**, with a superb example **£75k-100k** and a project car **£20k**. Certified original M-spec may be **50-100% more**, and an original 100S **more than double that**.

► Of the six-cylinder cars, later models are the most sought after. Condition is paramount and there's no significant premium for the rare two-seaters. A mid-production project can be as low as **£10k**, with a usable car **£30k-35k** and a fully restored one **£50k-75k**. Add **20%** for a good last-of-the-line MkIII.

Big Healey specialist Denis Welch Motorsport, which offers a huge range of upgrades for rallying, racing and normal road use; and Mell Ward, Austin Healey Club registrar for 100/6 and 3000 models.

Which one to choose?

► **100/4 BN1 & BN2** In 1953 Jensen started building the 2660cc four-cylinder BN1 Healey with three-speed gearbox plus overdrive. Between 20 and 25 cars received full alloy skins. Production moved to Longbridge with steel wings and doors. In May 1954 steel replaced aluminium for the bonnet, and a 100M 'Le Mans' conversion kit with various upgrades became available. In October 1955 came the BN2 with four-speed gearbox; the 100M became a listed model (640 built). A total of 14,634 100/4s was built.

► **100S** Launched at Earls Court in October 1954, the 100S set US speed records at 132mph. Just 50 were built with aluminium cylinder head and oval-grille bodywork, all-disc brakes and 0-60mph in 7.8sec.

► **100/6 BN4 & BN6** The BN4 was launched in September 1956 with an oval grille and an asthmatic ports-in-head inlet set-up on its 2639cc Westminster

'Fun and fast with immense torque, the Big Healey's film-star looks kept it selling strongly right up to 1967'



straight-six, making it slower than the 100/4. A 12-port 'head with special manifold was developed for 1957's Mille Miglia, available on production cars for a £55 premium and then standardised, with raised compression and twin 1¾in (instead of 1½in) SUs. Despite the longer engine, an increase in wheelbase of less than 2in was all Healey needed to create a 2+2. A handful were built in 1957 with four-wheel disc brakes.

March 1958 saw the two-seater return. BN6 kept the longer wheelbase but had twin 6v batteries behind the seats instead of one 12v in the boot. Performance was still not sparkling, with 0-60mph in 11.9sec. A total of 15,444 of the 100/6 was built, of which 4150 were two-seaters and just 506 were right-hand drive.

► **3000 BN7 (two-seater) & BT7 (2+2)** Launched in summer 1959 with 2912cc, 130bhp and front disc brakes, the 3000 still couldn't break 0-60mph in 11sec but top speed was up to 115mph and overall gearing was more relaxed. In all 13,650 MkIs were built, 80 per cent of them 2+2s. May 1961 brought the MkII with triple SUs and vertical grille bars; just 355 two-seaters were built, production ending in March 1962. BT7 production ended in June with 5096 built.

► **3000 BJ7 & BJ8** August 1962 saw the 3000 become the Sports Convertible, with easy-folding pram-type hood, wind-up windows, opening quarterlights, curved windscreen and optional servo brakes. It reverted to two carburetors but almost hit a 120mph top speed. At the end of 1963 the MkII (6113 of BJ7-spec built) was replaced by MkIII (BJ8), with a wooden-dash interior, 2in SUs and a new cam to give 148bhp, 123mph and 0-60mph in 9.8sec. In May 1964 a revised rear chassis and suspension gave better ride, handling and ground clearance. The final change was separate flashing indicators in 1965. Production ended with 17,704 MkIIIs built, 87 per cent of them for the US.

Rot is the greatest enemy to the Big Healey's complex structure. When buying it's vital to have access to a pit or ramp with good lighting to inspect the chassis - a ladder frame with central cruciform. An inner steel body is welded to the chassis, and aluminium shrouds and outer steel panels are attached to that - with plenty of opportunities for rust to occur and be badly repaired. Also beware of electrolytic corrosion between the aluminium and steel panels.

The Big Healey's sublime looks can mask expensive corrosion problems



Four and six-cylinder are robust.
Rebuilds are £4000-£8000

'A full restoration can easily top £100k, so buy one where someone else has already spent the pain'



Rot in the main chassis rails is rare but not unknown. Check them for accident distortion and follow through to the A-posts and the bulkhead. Also inspect the engine mounting areas, which can crack, the inner and outer sills, the footwells, the rear floor, the B-posts, the bottoms of the front wings, the front of the chassis where the shroud bolts on, and the seams all around where the shroud joins the front wings. New complete chassis are available for £2950, but changing one is a huge job. A complete front shroud is £2580 and wings are up to £1000 each, though repair panels are available and alloy wings are now cheaper than steel.

Other suspect areas are the doors and their frames, the inner and outer rear wings and the boot floor. The fit of the opening panels gives an indication of the quality of past restoration work, so pay attention to how well the doors fit.

Engine Both engines are heavy, robust and low-stressed, but they can soon wear out if poorly rebuilt or maintained. Look for 50psi oil pressure at speed and evidence of regular maintenance, and listen for bottom end rumbling and knocking or a rattly top end. Excessive oil breathing and blue smoke in the exhaust are signs of worn bores and rings. Look for

water leaks and overheating caused by a silted-up engine and radiator - an electric fan only temporarily masks the issue and the only effective solution is a complete engine strip and radiator recore. Budget £4k-8k for a full rebuild. Even if the engine is good, check the specification is correct for the car it claims to be, especially if spec is value-related as in the 100M.

Gearbox The initial gearbox was the Austin Atlantic unit with first gear blanked off and overdrive added on the top two ratios, creating an all-synchrom five-speed. BN2-on had a four-speed Austin Westminster unit with unsynchronised first and optional overdrive. A four-speed 'box rebuild costs around £2250. The Atlantic gearbox is a bespoke job because spares are hard to get.

Steering All Healeys had a steering box which gets vague with age and needs frequent topping up with oil. A new uprated box (high ratio optional) from Denis Welch Motorsport costs about £1500 plus fitting, or the original can be rebuilt for around £500.

Suspension Front suspension needs frequent lubrication to avoid wear. A new lever-arm damper is £175; kingpins are £83 each but you need a special



It gets hot inside the spartan cabin, which had a more luxurious wooden dash on the MkIII



reamer to fit them with new trunnions. A professional front suspension rebuild can easily top £500 per side. Polyurethane bushes are a worthwhile upgrade.

The fit of the outer panels is a clue to restoration quality

Brakes The all-drum set-up used until 1959 faded under hard use, but should be adequate in normal use. Alfin (aluminium-finned) drums are a good improvement. Servo-assisted discs are very effective. Four-piston caliper conversions are available for £684.

Wheels Wire wheels were fitted to most cars and need frequent and thorough cleaning. Check for broken spokes, poor balancing and rust, and for clonks between forward and reverse progress denoting worn splines. Expect to pay around £1500 for all-new chrome or stainless wires and splines.

Trim Interior trim was leather until the BJ7, then vinyl. The MkIII's wooden dash is another source of expenditure if it gets damp. Pay £1000 for new leather seat covers and £250 for wooden dash panels.

Roof A new soft-top shouldn't cost more than £500 whatever the model. But if you want a hardtop expect little change out of £3k for a new reproduction.

[Owning an Austin-Healey 100-3000]



Richard Wheatley, Glos

In my early twenties I owned an Austin-Healey Sprite and always wanted a Big Healey. At 45 that time came. I sought the advice of a club member who looked at a couple of cars with me, then revealed he had his own restoration business and had a 100/4 project, which I bought. It's a 1954 BN1 that had been in a barn for 20 years.

I paid £6k for the badly-rusted remains and went on to pay £27k over the next two years for a ground-up restoration. The cost ran away and I'd advise anyone to set clear parameters in time and cost, and talk to as many people as possible who know Healeys; for example, I was never consulted on whether original parts should be refitted, overhauled or replaced.

The car was finished in spring 1994 and has held up well. I've averaged around 1000 miles a year since. It's a beautiful, balanced car that corners well and looks good, with a reasonable boot – much better than later 'Healeys. It's great fun and most problems have been minor ones that I've been able to fix myself – until last year, when the 'head gasket failed.

Mark Knight rebuilt the engine for around £5500 and also overhauled the steering box and carbs. The carburation had never been up to scratch, but now it's like a new car and I'm very happy with it. Future plans? Just enjoy it!



Peter Hickman, Notts

I always wanted one – until 12 years ago when I was offered an early 3000 MkI. It has cost me a fortune, but I've loved every minute. The body was a basket case when I got it and still is, but it's structurally sound where it needs to be. It's full of filler but still polishes up OK!

I've spent several thousand pounds a year on it, including two engine rebuilds – the first because the silt hadn't been cleared out of the block when it was rebuilt, so it overheated, and the second because a main bearing shell turned, blocking the oil flow – a warning sign was that the oil pressure dropped from 60psi to 40psi.

I've fitted uprated springs and dampers, a high-capacity radiator, centre-change gearbox, four-branch manifold and side exhaust, and raised the axle ratio from 4.1 to 3.5:1. It's multiplied in value five-fold – that wouldn't cover what I've spent on it, but I've driven it all over Europe, across the USA and into north Africa, so it's been 12 years of tears and joy...



Mike & Mell Ward, Staffs

We bought our 'Healey in 1978. It was advertised for £2k and had been resprayed in Healey Blue and Old English White and looked stunning in the sunshine. Not knowing much about the downsides of buying an ageing car, the deal was done and we drove it home. We used it over summer and the electrics often cooked, so that winter I decided to work on it. Armed with a workshop manual, I discovered the car had problems. The idea was to strip and rebuild the front end, but I got strip-happy and the whole car was dismantled. It went to KB & JB Restorations where the chassis was shotblasted and painted. Over the next five years it went back together, then went back to the restorer for panel fit and painting – a Heritage Certificate had revealed it was originally primrose with black interior. We wondered if we had we done the right thing – it was bright and different to the usual colours. But once the chrome was on it was a different animal and a pretty car. We finally had it on the road in 1984. We never counted the pennies, but it ate money. We've entered many concours and it's often won its class and was named Best Car in Show at Stafford in 1988.

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1957 Austin-Healey 100/6 BN4 £64,995

Re-imported back into the UK from the USA in 2015. Restored to the highest standards by a previous owner, including a full body restoration with all new brightwork. Finished Ivory White with a new black hood, new chrome wire wheels & new Michelin tyres. Black hide interior and new hide seats with white piping. Comes complete with heritage certificate.



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RACE & RALLY

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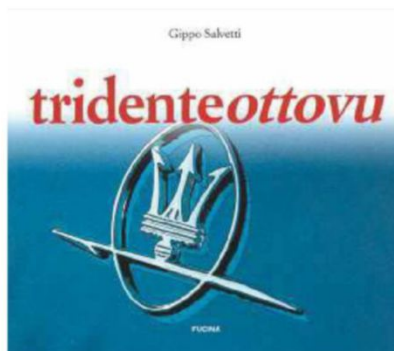
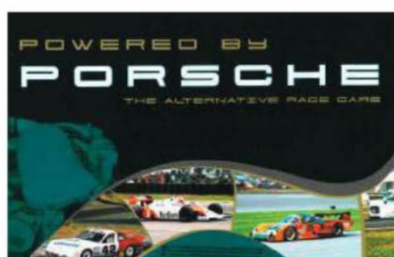
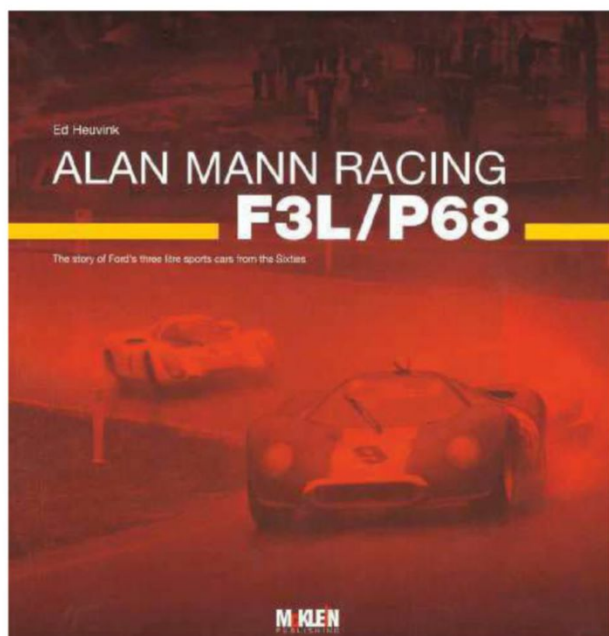
They say that 'Home is where the Heart is', and the Heart of Healeys is without doubt, Warwick, more specifically, The Cape Works. The original home of Healeys has been here since 1945 when Donald Healey first built, at The Cape Works, the Healey Westland Roadster. 7 years later and the first prototype 100 model was born in this very workshop. Jon Everard bought the site in 2008 and JME have been operating here ever since doing the same job in the same manner, with the same skill and same care that we believe all Healeys deserve.

“BRING YOUR HEALEY HOME”



All work is carried out in house by our team of highly skilled craftsmen

The Cape Works - www.jmehealeys.co.uk



Powered by Porsche: The Alternative Race Cars

By Roy Smith, £100, veloce.co.uk, ISBN 978 1 845849 90 0

Porsche must be the most over-catered-for marque in motoring literature. However, this makes Roy Smith's stunning 466-page, meticulously-researched tome on, in effect, Porsches that aren't Porsches, thoroughly welcome.

It takes an unusual decade-by-decade A-Z format, which causes timelines to ping about a bit, but finds itself dividing naturally into two halves – the Porsche-engined specials from the earliest days of Ferdinand's engineering consultancy and nascent marque, and the further developments of its super-successful sports-racers of the Seventies and Eighties.

In many ways it's the American Porsche-based cars that make for most interesting and colourful reading, and which help to reinforce the understanding that often what were seen as factory efforts by the public owed much to the ingenuity of the likes of Brumos, Kremer and Holbert. There's also plenty of madness in here, with twin-engined racing cars, Porsche-engined aircraft and roadgoing Group C cars. An expensive book, limited to just 1500 copies, but beautifully presented and an incredible feat of research.

Tridente Ottovu

By Gippo Salvetti, £40, fucinaeditore.it, ISBN 978 88 88269 55 9

The bulk of this book's 142 pages concentrates on Maserati's V8 road cars of the Sixties, Seventies and early Eighties. Unlike most books of its type, the author has owned examples of all of them and as a result writes passionately and with great humour (that comes shining through even in the English translation) about the appeal and ownership experience of each one.

Salvetti, however, isn't some wealthy collector. As he explains, economic conditions in Italy in the Seventies and Eighties made these cars near-worthless, especially when in need of work. He rescued and restored all his Maseratis, so writes from a down-to-earth perspective rarely found in books like these. Sumptuous photography helps to make this book a real gem.

Alan Mann Racing F3L/P68

By Ed Heuvink, £74.99, mcklein.de, ISBN 978 3 927458 97 0

Ed Heuvink has been very thorough in telling the story of Ford's intended replacement for the successful but ageing GT40. This was the result of three intersecting tangents: the shifting sands of the World Sportscar Championship's technical regulations, the growing prominence of Alan Mann Racing, and the emergence of the Cosworth DFV V8 engine as a game-changer in Formula One.

It's the story of a beautiful car that proved too fragile to be viable. Heuvink presents anecdotes, period brave-face interviews and incredible behind-the-scenes photographs. It's also about the way FIA regulations changed the motoring landscape so completely, and the reason why Porsche didn't have to fight quite so hard to wrest the Le Mans crown from Ford, as the latter had from Ferrari. A very significant book.

MORE TO ENJOY

Willys, The Complete Illustrated History

By Patrick Foster and Bill Tilden, £26.99, enthusiastbooks.com

The full 60-year story of the marque you probably only know for giving the world the Jeep. You'll learn a lot.

The Big Healeys

By John Nikas & Marc Vorges, £14.99, amberley-books.com

Uses small type to pack a huge amount into 96 softback pages. The whole story from the Silverstone to the stillborn 4000. Extremely comprehensive.

The Art Of Mopar

By Tom Glatch & Tom Loeser, £31.50, Motorbooks, quartoknows.com

An interesting, beautifully-shot take on Chrysler's muscle cars, focusing on the evolution of their design, inside and out, rather than performance.

Ford Escort RS1600 – The Story of the 1972 Safari Rally winning Escort RWC 455K

By Ed Heuvink and John Davenport, £74.99, mcklein.de

Taking its cue from Philip Porter's series, the autobiography of the famous rally car, told in great depth. Impressive.

All these books are available from Chatters, many with discounts. Go to chatters.co.uk to find out more.

MODELS



1:18-scale Alfa Romeo 8C 2900B

Truescale Miniatures, £239.99

A dazzling if very delicate resin model of a glorious car, the Clemente Biondetti/Emilio Romano Mille Miglia entry from 1947. The tiny, finely-moulded bars of the radiator grille are the kind of attention to detail that contribute towards this model's hefty price tag. Near-perfect.



1:43-scale Mercedes-Benz 600 Pullman

Truescale Miniatures, £84.99

This is a model of John Lennon's car and may be a 1:43, but thanks to its subject matter it's closer to a typical 1:36 in size. Sadly the detailing doesn't follow. It'd be acceptable at half the price, but the shallow grille, overly-low stance and gloomily nondescript interior don't impress.



1:43-scale Bertone Jaguar Pirana

Matrix, £102.99

Bertone's E-type-based concept, which led to the Lamborghini Espada, makes a fantastic subject for a resin model. Some badges are clumsily applied, but everything else has a clean-cut, beautifully-judged elegance, including louvred grilles you can see through and instruments you can read. Magnificent.



1:18-scale Rolls-Royce Silver Shadow

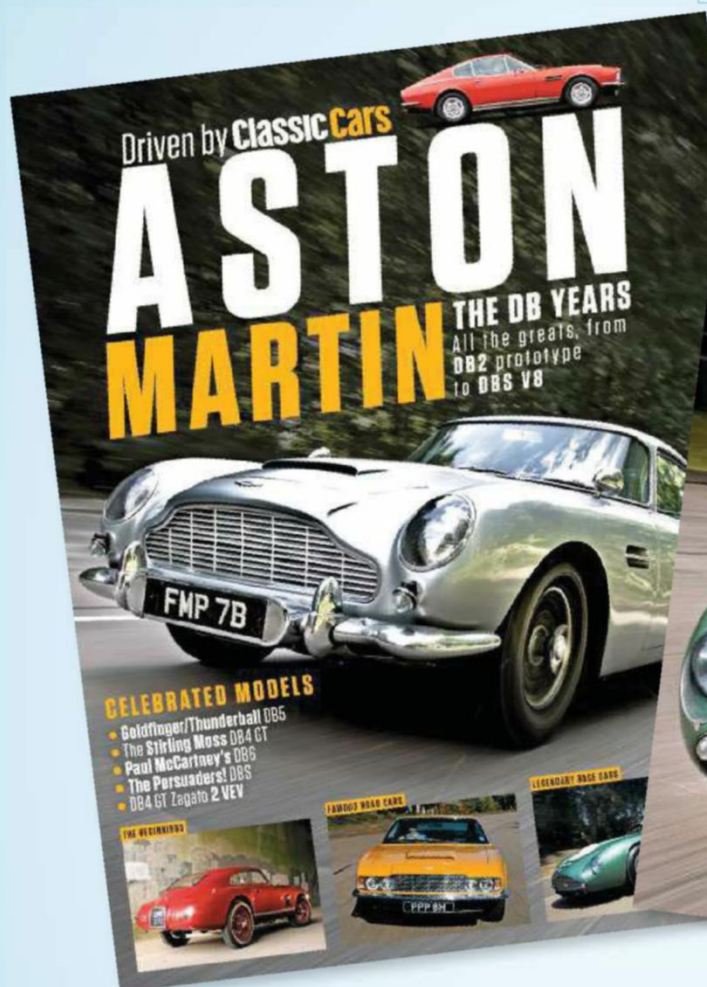
Cult, £181.99

It's odd that the Shadow hasn't had much 1:18 attention before. Cult's has a wonderfully lived-in feel, with RAC grille badge, GB lettering on bootlid, optional foglights and very Sixties clip-on door mirrors. An excellent, subtle piece of modelmaking.

ASTON MARTIN

THE DB YEARS driven by Classic Cars

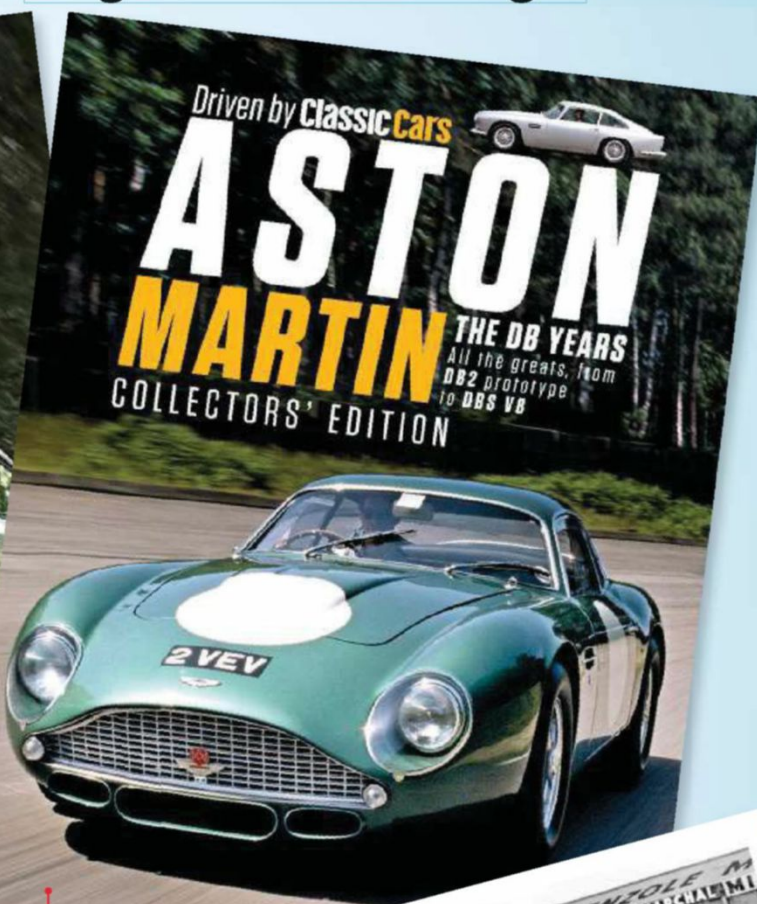
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Edd's Classic MoT

China joins Heritage to help you keep your classic on the road



Edd China and Danny Hopkins in the workshop during filming

Classic car ownership is full of highs and lows. Those great unforgettable drives, the pride you feel in being the custodian of something wonderful, and the simple bond you have with your classic. Every now and again though, the lows that come with any meaningful relationship rear their ugly heads – dings, pings, breakdowns and worse. So how do you maximise the good times? Here are the Heritage Insurance top tips for your classic.

Heritage Checklist

1. Keep a strict maintenance schedule. Put maintenance dates and times in your diary.



2. Join the club for your classic – a great source of expertise – and improve your skills by using online resources such as Skillshack or club forums.

3. Use decent OE quality parts and lubes.

4. Get to know your car intimately when servicing. Delve into its crevices and go underneath to see what lurks.

5. Sign up with a breakdown service provider – the simplest way to prepare for any breakdown.

6. Or why not... sign up to our series of MoT Health Checks by Edd China to see how, armed with some basic knowledge and great tips, you can keep your beautiful classic road and test ready.

BREAKDOWN BRILLIANTLY

Choose your recovery firm wisely – Heritage has!

It's important to choose your breakdown company carefully. Does it provide cover for classic cars? Is it able to provide national and European coverage? Heritage Insurance Services, a company that has been looking after classic cars for over 50 years, has teamed up with a company that does ALL the above enthusiastically. Working with specialist breakdown provider ALPS, Heritage can reach your classic within an average of 40 minutes nationwide, and with knowledgeable response teams

it is also able to fix 80% of cars at the roadside. There is even a free app that will allow its technicians to find you with ease.

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Sir Jackie Stewart tried to ignore Ross and Richard (a.k.a. Riff and Raff) and their Eighties outfits



Five becomes deux

1981 Renault 5 Turbo 1

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

Time owned One year and ten months

Miles this month 112 **Costs this month** £0

Previously Hot, sweaty and exhilarating London-to-Geneva blat

As legend has it, Jaguar exec Bob Berry piloted E-type prototype 9600 HP from the UK to Switzerland and then gave it a quick yet vigorous wipe clean before rolling it on to the Geneva Motor Show stand for its 1961 debut. Well, my admiration for the man and his deed has increased considerably, because it took two of us four bloomin' hours to remove the accumulated high-speed fly debris on the R5T's front end after arriving, post-Euro-blat, at the Swiss concours.

Luckily, the car had been professionally valeted (by sinister-sounding Goldfinger Detailing) before we set off, so once the flies were off, a quick polish and wheel clean had it looking spiffy again. Ready for... oh damn, yet another drive. Not that we were complaining, because the Tour

d'Elegance that kicked off the Concours d'Elegance Suisse was an epic 100km blast through the mountains around Lake Geneva.

As a Lancia Flavia Zagato boiled its brains at altitude, and a variety of other classics from a number of different decades threatened similar ablutions, we experienced a scintillating trouble-free run, jousting in a quartet of homologation specials that included a Ferrari 288 GTO, Lancia Delta Integrale Evo II and Porsche 911 2.7 RS.

The following morning we prepped the car, donned our finest period attire and let the judges do their worst. It was all relatively painless, like a Swiss 'cleanest car' competition, with a bit of Miss World Q&A thrown in. Richard wanted to save the world, I told them about my pets, and then we were free to take in the rest of an event that included spectacular machinery such as five Hispano Suizas and a Figoni et Falaschi-bodied Delahaye 135M Roadster.

On Sunday Sir Jackie Stewart popped by, and after a brief misunderstanding - he misheard my hometown of Wishaw as somewhere further east ('You're never from Russia, no wae an accent like that') - complimented the Turbo. The R5T drew



R5T took second in class at concours

Photo Peter Sinhof

a lot of admiration from the Swiss crowd, many of whom knew of the car, having read of its adventures in this magazine.

Finally, in mid-afternoon, squeaky bum time arrived. The results were in. Those placed would receive a phone call within the hour... but 90 minutes passed, and nothing. We shook hands and took it on our chins. Then Richard's phone went and we were instructed to get in the car. Another hour passed and we found ourselves side-by-side with Alexandre Camelotti's 1985 Maserati Quattroporte.

Overall best in show went to an incredible 1932 Voisin C25 Aerodyne. We placed second in our class - Future Classiques 1975-1985. Anti-climax? Not at all, the Maser was a worthy winner, but the ovation as we rolled the Turbo on to the ramp to collect our prize was priceless. A photographer shouted out in a heavy French accent, 'I don't care if you voted for Brexit, for this car I forgive you!'



A new set of properly matched tyres should help tame the 405's understeer

Slip-sliding away

1991 Peugeot 405 SRi

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

Time owned 6 months

Miles this month 350

Cost this month £172

Previously Shredded, incorrectly fitted cambelt rescued just in time

Engine-related disaster averted, I got down to the business of enjoying the Pug 405. I knew thanks to Barry Anells' inspection that there was a great big list of things that needed fixing, mainly lightly corroded hoses, but they could wait. The weather was glorious, and it was a good feeling to have a car that I could just jump into and drive for the hell of it.

The SRi really does fulfil the original hot-hatch brief (yes, I know it's not a hatchback, but you know what I mean) in that it's a genuine all-rounder serving to remind how important they were to Eighties motorists. Unlike my old Quantum, it doesn't leak in the rain or beach itself on bumpy roads. And unlike the BMW it replaced, it's not a needlessly

complicated, stubborn piece of over-engineering that threatens to cost me a small fortune every time I fire it up.

I exhibited it at the PSA X-Rally at Burleigh House, where it was made to feel at home alongside things like Citroën DSs and CXs. I drove it to one of the UK's biggest antiques and collectors' fairs, where it seemed equally at home alongside the predictable Volvo estates. And then, one morning in May, I set off for a twisting, motorway-avoiding drive to Warwickshire and the National Slot Car Festival at Gaydon. Yes, I know. There's a good reason why Phil gets me to do the model reviews.

While blasting through rural Northamptonshire, enjoying the Peugeot attributes of neat body control and communicative steering, I piled into a deserted, slightly damp roundabout somewhere near Daventry and promptly left at the wrong exit on a trajectory of understeer. Recalling a conversation I'd had with former 405 SRi owner Keith Adams, they're very tyre-sensitive and while not as tail-happy as a 205 GTi 1.9, will still quite happily spit you into a ditch if you're not suitably careful.

SRi proves its dynamic worth on country roads



Inspecting the tyres in the car park of the British Motor Museum, I realised I'd been an idiot. I was so concerned about rescuing the engine that I'd neglected to notice that the tyres were all mismatched, worn, cracked and quite possibly decades old.

A chat with a 205 Rallye owner revealed that the optional steel wheels on my 405 were essentially the same items, and nowadays Falken ZE914s do a better job at wet-weather grip than the original-spec Michelins, thanks to increased silica content in the rubber compound, especially if I fancy a spot of road-rallying. Apex Tyres in Peterborough duly fitted a set, and they proved themselves worthy on another long trip, to the British Touring Car Championship round at Snetterton.

Next job? Sorting the rust in the driver's-side sill and replacing a main fuel pipe. But at least it goes round corners properly now.

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Russ was planning to rebuild the servo, but on inspection declared it only fit for scrap

What did I do to deserve these servos?

1972 Alfa Romeo Spider S2

Owned by Russ Smith russ.smith@gmx.com

Time owned Over six years

Miles this month 130 Costs £165

Previously New clutch and ring gear

The celebration that followed the Spider's return to active service was short-lived. We got out to a well-subscribed show at a National Trust barn near Bedford that was notable for tea-and-cake refreshments served by the WI at the next-door church, at 1972 prices it seemed. But two weeks later, en route to a classic cars, beerfest and model railway event, the brake pedal went squishy approaching a roundabout. I pulled into a layby and found the recently topped-up master cylinder fluid reservoir almost empty. So we drove home... very carefully.

There was no trace of fluid on the garage floor or under the car, which could mean only one thing - an internal leak in one of the brake servos that grow in abundance under the bonnets of Seventies Alfes. Well, there's a pair of them, which has always seemed a bit excessive. Not to mention expensive. A check in the car's history folder showed they were replaced 11 years ago. I could be wrong, but that didn't feel like long for a car that does limited mileage. Is this another case of lower quality replacement parts?

I went for the cheaper option of buying a pair of rebuild kits from Classic Alfa, which cost £160. While that order was being processed I removed the servos and got on with refurbishing the normally inaccessible area of the engine bay beneath them that had been damaged over time by spilt brake fluid. It has been a cosmetic disgrace since I bought the car and I'd always promised to sort it if the servos

ever came out. The paint was well eaten away but nothing worse than surface rust has set in, so it needed just wire-brushing, sanding, cleaning materials and paint.

Back on the Workmate, the first servo - sloshing sufficiently to prove my diagnosis - was stripped to receive its various new rubbers and gaskets. And that's where it all went wrong. The metal piston that runs in the servo's bore was badly scored, and the bore itself wasn't great either. That means the servos will have to be replaced rather than rebuilt - and if there's that degree of contamination in the brake fluid you have to worry about the master cylinder too.

The cost of replacing all three items would come to £738, and I'm not exactly impressed with their longevity. Having spoken to Phil Bell's Alfa-loving friend Rob, I am instead going to fit one of Alfaholics' servo-free competition master cylinder conversions that costs about the same. More on that next time.

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CWB-R1

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CLB200	2 Dr step up	672x310x195	£47.98	£57.98
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CTC500B	5 Dr cabinet	675x335x770	£109.98	£131.98
CTC800B	8 Dr chest/cab set	610x330x1070	£94.99	£113.99
2 CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£139.98	£167.98

PROFESSIONAL RANGE

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
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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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EXTRA LARGE DRAWER PULLS

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CBB210B	10 Dr chest	710x315x475	£129.98	£155.98
CBB203B	3 Dr step up	710x315x250	£67.98	£81.98
CBB215B	5 Dr cabinet	758x468x815	£199.98	£239.98
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CBJ5B	5	185-355	£14.99	£17.99
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WBC180	35/180	£129.98	£155.98
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MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/250	2HP	7.5	24ltr	£93.98	£107.98
7/250	2HP	7.5	24ltr	£94.99	£113.99
11/250	2.5HP	9.5	24ltr	£109.98	£131.98
8/510	2HP	7.5	50ltr	£119.98	£143.98
11/510	2.5HP	9.5	50ltr	£139.98	£167.98
16/510*	3HP	14.5	50ltr	£209.00	£250.80
16/1010*	3HP	14.5	100ltr	£239.98	£311.98

Clarke INDUSTRIAL AIR COMPRESSORS

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

MODEL	MOTOR	AIR DISP. cfm	AIR (HP)RECEIVER	EXC.VAT	INC.VAT
XE11/100(OL)*	9	2	100ltr	£369.00	£442.80
XE16/100*	14	3	100ltr	£399.00	£478.80
XE16/150*	14	3	150ltr	£429.00	£514.80
XE16/200(OL)*	14	3	200ltr	£499.00	£598.80
XE16/150(4000)*	14	3	200ltr	£499.00	£598.80
XE19/200(OL)*	18	4	200ltr	£559.00	£670.80
XE18/200*	18	4	200ltr	£559.00	£670.80
XE26/200*	23	5.5	200ltr	£699.00	£838.80
XE37/270(OL)*	36	2x4	270ltr	£1149.00	£1378.80

Clarke HIGH FREQUENCY BATTERY CHARGERS

Microprocessor provides appropriate charging rate. Variable current output for quick, medium or trickle charge

FROM ONLY £44.99
£53.99 MAX. CHARGE BATTERY EXC.VAT INC.VAT

MODEL	MAX CHARGE	EXC.VAT	INC.VAT
HFBC12	6 Amps 100Ah	£44.99	£53.99
HFBC12/24	20 Amps 200Ah	£79.98	£95.98

Clarke ELECTRIC BELT DRIVEN AIR COMPRESSORS

Super range of belt driven air compressors, ideal for powering all commonly used air tools & spray equipment.

FROM ONLY £289.00
£346.80

Clarke WORKSHOP AIR TOOLS

MODEL	CFM	HP	RCVR	EXC.VAT	INC.VAT
RACER 9/50P	9	2	50ltr	£209.00	£246.80
RACER 9/100P	9	2	100ltr	£239.00	£286.80
BOXER 14/50P OL*	14	3	50ltr	£239.00	£286.80
BOXER 14/100P OL*	14	3	100ltr	£269.00	£324.80
BOXER 14/150P OL*	14	3	150ltr	£299.00	£357.80
BOXER 14/200P OL*	14	3	200ltr	£399.00	£480.80

*110V model in stock # 400V model in stock

Clarke ENGINE STANDS

FROM ONLY £44.99
£53.99 Rotates through 360° Fully tested to proof load

MODEL	CAPACITY	EXC.VAT	INC.VAT
CE5340	340kg	£44.99	£53.99
CE5450	450kg	£64.99	£77.99
CE5560	560kg	£79.98	£95.98
CE5680*	680kg	£99.98	£119.98

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

430mm between centres. Compound slide with 4 way tool post. Power fed screw cutting facility. Forward/reverse lathe operation. Clutch for independent mill/drill operation

FROM ONLY £995.00
£1194.00 FULL RANGE OF ACCESSORIES IN STOCK

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

Clarke TOOL CHEST AND TOOLS

FROM ONLY £259.98
£311.98 329 HAND TOOLS

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

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Clarke HEAVY DUTY PETROL POWER WASHERS
PLS195

FROM ONLY **£219.99** EX.VAT
£262.99 INC.VAT

CAN DRAW OWN WATER Honda engine models in stock

MODEL	BAR/PSI	HP	EXC. VAT	INC. VAT
Tiger1800 110/1595	2.6	2.6	£219.99	£262.99
Tiger2600 170/2465	4	4	£289.99	£346.80
Tiger3000 200/2900	6.5	6.5	£349.99	£418.80
PLS195 186/2696	6.5	6.5	£439.99	£526.80
PLS265 260/3770	13	13	£669.99	£802.80

Clarke JETSTAR PRESSURE WASHERS

FROM ONLY **£59.99** EX.VAT
£71.99 INC.VAT

NEW RANGE

Makes easy work for washing vehicles, patios, stonework, etc. • JET7500, 8500 & 9500 include hose reel

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JS1850	1400W	1523psi	£59.99	£71.99
JS1950	1600W	2030psi	£89.99	£107.99
JS1750	1600W	2030psi	£124.99	£149.99
JS1850	2100W	2810psi	£149.99	£179.99
JS1950	2400W	3045psi	£179.99	£215.99

Clarke TURBO FAN GAS HEATERS
PROpane GAS FIRED

Offering low cost, efficient heating

FROM ONLY **£79.99** EX.VAT
£95.99 INC.VAT

*stainless steel

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
Little Devil II	10	£79.99	£95.99
Little Devil SSII	10.3	£84.99	£101.99
Devil 660 SS*	15	£99.99	£119.99
Devil 700	15	£99.99	£119.99
Devil 900	24.9	£139.99	£167.99
Devil 910 SS*	17.6-24.9	£159.99	£191.99
Devil 1600	36.6	£169.99	£203.99
Devil 2100	49.8	£259.99	£310.80
Devil 4000	70-131	£398.00	£477.60

Clarke PARTS WASHERS

FROM ONLY **£39.99** EX.VAT
£47.99 INC.VAT

BEST BUY

MODEL	TANK CAP.	TYPE	EXC. VAT	INC. VAT
CW20	10litres	Bench	£39.99	£47.99
CW10	45litres	Floor	£99.99	£119.99
CW20	22.5litres	Floor	£139.99	£167.99
CW40	75litres	Floor	£159.99	£191.99

Clarke PRESSURISED SANDBLASTERS

• Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc. **CPSB100**

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

FROM ONLY **£139.99** EX.VAT
£167.99 INC.VAT

MODEL	TANK VOLUME	FLOW RATE	EX. VAT	INC. VAT
CPSB100	32 litre	6-19 cm	£139.99	£167.99
CPSB200	63 litre	12-20 cm	£169.99	£203.99

Clarke JUMP STARTS

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

FROM ONLY **£59.99** EX.VAT
£71.99 INC.VAT

MODEL	START BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400A	900A	£59.99	£71.99
910	400A	900A	£69.99	£83.99
CLIPJUMP	200A	400A	£74.99	£89.99
4000	700A	1500A	£124.99	£149.99
12/24	1000A@12V	2000A@12V	£139.99	£167.99
	500A@24V	1000A@24V		

Clarke JUMP STARTS

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FROM ONLY **£59.99** EX.VAT
£71.99 INC.VAT

MODEL	START BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400A	900A	£59.99	£71.99
910	400A	900A	£69.99	£83.99
CLIPJUMP	200A	400A	£74.99	£89.99
4000	700A	1500A	£124.99	£149.99
12/24	1000A@12V	2000A@12V	£139.99	£167.99
	500A@24V	1000A@24V		

Clarke AUTOMOTIVE WHEEL DOLLY SET
AWD1

FROM ONLY **£15.99** EX.VAT
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BIG 3" CASTORS

• Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke TAP & DIE SETS

• High quality tungsten steel • Supplied in metal storage case (except 16pc)

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TYPE	EXC. VAT	INC. VAT
CH1203 16pc Metric	£15.99	£19.99
CH1302 24pc UNC/UNF/NPT	£19.99	£23.99
CH1303 28pc Metric	£23.99	£28.79
CH1304 33pc Metric/UNF/BSP	£32.99	£39.99
CH1774 37pc Metric	£38.99	£46.79
CH1527 32pc Metric	£46.99	£56.99
CH1776 78pc Metric	£64.99	£77.99

Clarke ANGLE GRINDERS

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

CAG800B

INC. DISC & HANDLE

MODEL	DISC (MM)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800W	£24.99	£29.99
CON1050B	115	1050W	£29.99	£35.99
CON115	115	1010W	£36.99	£44.99
CAG2350C	230	2350W	£52.99	£63.99
CON2600	230	2600W	£79.99	£95.99

Clarke HEAVY DUTY GARAGES/WORKSHOPS

• Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing • Ratchet tight tensioning

FROM ONLY **£229.00** EX.VAT
£274.80 INC.VAT

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIG1015	4.5 x 3 x 2.4M	£229.00	£274.80
CIG1216	4.9 x 3.7 x 2.6M	£299.00	£358.80
CIG1020	6.1 x 3 x 2.4M	£299.00	£358.80
CIG1220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG1224	7.3 x 3.7 x 2.5M	£429.00	£514.80

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CIG1020	6.1 x 3 x 2.4M	£299.00	£358.80
CIG1220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG1224	7.3 x 3.7 x 2.5M	£429.00	£514.80

Clarke LCD INSPECTION CAMERA WITH 9MM LENS

Versatile tool for viewing objects in inaccessible areas • 4 LEDs and 5 brightness settings • 1m long, flexible camera probe • Inc carry case, inspection mirror, magnetic pick up and hook attachments

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CIC2410

Clarke BLAST CABINETS

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

FROM ONLY **£109.99** EX.VAT
£131.99 INC.VAT

MODEL	DESC.	TYPE	EXC. VAT	INC. VAT
CSB20B	Compact Cabinet	Bench	£109.99	£131.99
SB30	Large Cabinet	Floor	£299.99	£358.80

Clarke DIAGNOSTICS

FROM ONLY **£37.99** EX.VAT
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MODEL	EXC. VAT	INC. VAT
E0BD Fault Code Reader	£37.99	£45.99
Engine E0BD/OBD2	£49.99	£59.99
Fault code reader		
Engine Diagnostic & E0BD/OBD 2 Fault Code Reader	£104.99	£125.99

Clarke INVERTER GENERATORS

• Produces pure sine wave & stable power, essential for computers & sensitive equipment • Low noise • 12V battery charging facility • 4 stroke engine

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MODEL	OUTPUT KW	MAX WEIGHT	EXC. VAT	INC. VAT
IG950	800W	9.3	£179.99	£215.99
IG1000	1000W	15	£229.99	£275.99
IG1200	1200W	12.4	£259.99	£311.99
IG2000	2000W	19.4	£369.99	£442.80
IG2200	2200W	26.5	£389.99	£466.80

Clarke GENERATORS
PG3800

FROM ONLY **£99.99** EX.VAT
£119.99 INC.VAT

Honda engine models available

CHECK FRAME TYPE WHEN ORDERING

* was £346.80 inc.VAT

MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7	-	£99.99	£119.99
G1200	1.1	-	£159.99	£191.99
PG2500	2.2	6.5	£179.99	£215.99
PG3800	3	7	£239.99	£287.99
PG3800DV	3	7	£269.99	£322.80
PG6500VDS	5.5	13	£499.00	£598.80

Clarke FUEL TRANSFER PUMPS

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

FROM ONLY **£149.99** EX.VAT
£179.99 INC.VAT

MODEL	MOTOR	MAX FLOW	EXC. VAT	INC. VAT
DF112	12V	40l/min	£149.99	£179.99
DF124	24V	40l/min	£149.99	£179.99
DF1230	230V	56l/min	£189.99	£227.99

Clarke STRUT SPRING COMPRESSOR

• Foot operated hydraulic powered • Adjustable for springs up to 350mm dia. & 254mm in length • Yoke travel: 340mm • Weight 31.5kg

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£131.99 INC.VAT

SSC1000

Clarke CAR TRANSPORTER LASHING

FROM ONLY **£17.99** EX.VAT
£21.99 INC.VAT

5000KG CAPACITY

Clarke CAR CREEPERS

• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY **£22.99** EX.VAT
£27.99 INC.VAT

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CAC36	Car creeper	£22.99	£27.99
CAC40	With tool storage	£36.99	£44.99
CAC45	With adjustable headrest	£29.99	£35.99
CAC50	Folding car creeper	£47.99	£57.99

Clarke GENERATORS
PG3800

FROM ONLY **£99.99** EX.VAT
£119.99 INC.VAT

Honda engine models available

CHECK FRAME TYPE WHEN ORDERING

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MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7	-	£99.99	£119.99
G1200	1.1	-	£159.99	£191.99
PG2500	2.2	6.5	£179.99	£215.99
PG3800	3	7	£239.99	£287.99
PG3800DV	3	7	£269.99	£322.80
PG6500VDS	5.5	13	£499.00	£598.80

Clarke DRILL PRESSES

• Range of precision bench & floor presses for enthusiasts, engineering & industrial applications • B - Bench mounted • F - Floor standing

FROM ONLY **£66.99** EX.VAT
£80.99 INC.VAT

MODEL	SPEEDS	EXC. VAT	INC. VAT
CDP15B	350/5	£66.99	£80.99
CDP102B	350/5	£79.99	£95.99
CDP152B	450/12	£139.99	£167.99
CDP202B	450/16	£185.00	£222.00
CDP106	370/12	£158.99	£238.79
CDP352F	550/16	£229.00	£274.80
CDP502F	1100/12	£499.00	£598.80

Clarke BODY REPAIR KITS

FROM ONLY **£89.99** EX.VAT
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CS10BRK

• Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors • Includes metal case

• Fast action pump

MODEL	CAPACITY	EXC. VAT	INC. VAT
CS4BRK	4 tonne	£89.99	£107.99
CS10BRK	10 tonne	£149.99	£179.99
CS10BRK*	10 tonne	£154.99	£185.99

Clarke SOCKET SETS

Top quality chrome vanadium steel. • 18 Sockets 8-32mm • Reversible ratchet • Comfort grip handle

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LIFETIME GUARANTEE

NEW

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

PRO360

PRO389 62 PIECE 1/2" & 3/4" DRIVE SOCKET & BIT SET

FROM ONLY **£59.99** EX.VAT
£71.99 INC.VAT

1/2" TORQUE WRENCH - CHT141

• 5" Extension bar • 1/2" 3/8" adaptor • 28-210 Nm

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2008 MERCEDES CL600 AMG. Finished in immaculate Magnatite Black with unmarked ivory ventilated leather. The car has every option including command. Heated and cool seats, Multisentric front seat with bolster adjustment and massage setting, night vision, DVD and sunroof, 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 CONDITION! EXCEPTIONAL VALUE!£22,995



1985 MERCEDES 200 AUTO. Finished in immaculate Imperial Maroon with light beige upholstery. Only 1 owner from new and only covered a mere 60,000 miles. Specification includes: electric windows; electric sunroof; central locking and power steering. These 123 series Mercedes are becoming very collectable and hard to find in this condition.....£9,995



1982 FERRARI MONDIAL QV. finished in immaculate gun metal grey with black hide. The car had been in a museum collection in Italy for a number of years before being imported to the UK by the previous elderly owner in 2012 it was taken to a Ferrari specialist for a major service including cam belt and tensioner replacement. LOVELY RUST FREE UNMOLESTED EXAMPLE...£33,995



1997 BMW Z3 1.9 AUTO. Finished in immaculate diamond blue with tan leather. Very high spec car including air/con, electric heated seats, cruise control and leather steering wheel. Only 47000 miles with full service history. HARD TO FIND IN THIS CONDITION AND MILEAGE.....£5,495



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



2002 MERCEDES CL500. Finished in light metallic blue with grey hide immaculate unmarked car very high spec 89,000 miles with full service history SUPERB LOOKING AND DRIVING CAR. EXCEPTIONAL VALUE£7,995.



1974 MERCEDES 280SE. One local owner supplied and serviced by Maloney and Rhodes Mercedes main agents of Cambridge from new until the passing of the owner in 1995 and been in storage since 1995 Comes with all its original books service book spare keys and data card. MUST BE THE BEST IN EXISTENCE. SOUND INVESTMENT£20,000



1936 MORRIS 8 TOURER 2 SEATER SERIES ONE. Only one reg owner from 1936 to 2016 Now had complete restoration. VERY RARE SERIES ONE.....£12,995



1979 MERCEDES 230. Finished in immaculate maple yellow with black/grey check trim. Electric front windows and electric sunroof. 96000 miles service history. Very nice example becoming very hard to find in this condition£7,995



1998 ALFA ROMEO GTV T SPARK 16V. Finished in immaculate brilliant silver with unmarked black hide. Only 52000 miles full service history with 11 service stamps in the service book. This immaculate well looked car should not be confused with the normal Alfa GTV of this era£6,995.



1997 ROLLS ROYCE SILVER DAWN. Finished in immaculate peacock blue with unmarked magnolia hide piped royal blue dark blue Wilton carpets and Lambswool rugs. The car was registered when new in Feb 1997 by Rolls Royce Motor Cars Ltd and then bought by its only owner in November 1997. The car has a full Rolls Royce stamped history and only 51,000 miles the condition can only be described as MINT DO NOT MISS THIS OPPORTUNITY YOU WILL NOT FIND A BETTER ONE.....£22,995



1989 JAGUAR XJS V12 AUTO CONVERTIBLE. Finished in immaculate diamond blue with blue/grey hide and dark blue mohair hood. Cross spoke alloy wheels. Only 50,000 miles with lots of history and MOTs. Spent part of its life Isle of Mann, hence the low mileage. Very hard to find one in this condition and low mileage. Number plate included!£17,995



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



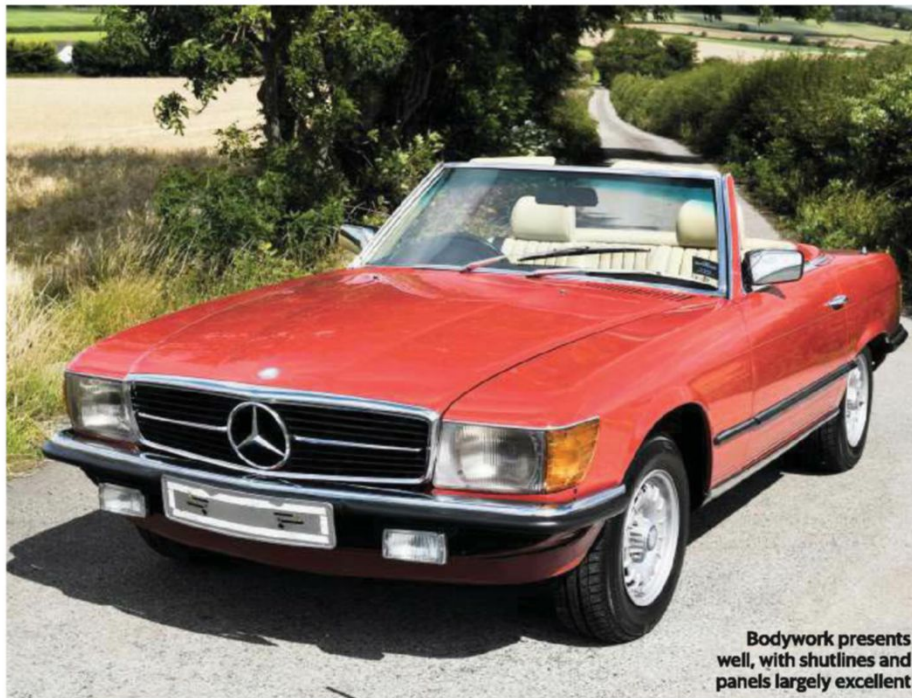
1971 JAGUAR E TYPE V12 COUPE AUTO. Finished in immaculate pale primrose with beige leather and chrome wire wheels. This very unique example is a original right hand drive UK car. Supplied by Henlys of London to a UK diplomat working in Saudi who took the car to Saudi then sold it to another UK business man working in Saudi when he finished his term. It was then brought back to the UK by the 2nd owner in 1989 who kept the car until our recent purchase. The car has now only covered 56000 miles from new has a Jaguar Heritage Certificate and all matching numbers, a large history file for all the maintenance work carried out over the years. The car has never been welded or rusty and only used in the summer months since back in UK. VERY RARE OPPORTUNITY TO ACQUIRE A ORIGINAL RHD RUST FREE UK E TYPE.....£90A



1967 JAGUAR MKII 240 AUTO. Finished in immaculate Birch Grey with Stone Ambler interior. Family owned from new and was last on the road in 1975 when it developed an engine problem and was kept in a bus station work shop until last year with the cylinder head removed. The body is totally original and has never been welded or repaired. Seat covers are on from new having left the seats in virtually new condition. Now fully recommissioned and ready for the road. The mileage is warranted at 59,000. Must be one of the best Jaguar 240's on the market and a rare opportunity and investment at.....£27,995

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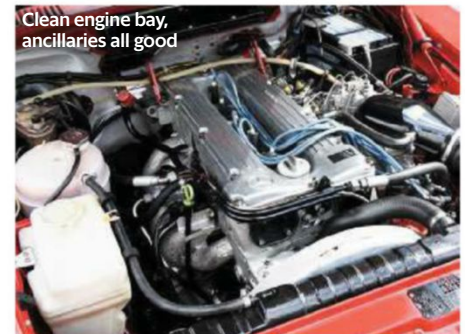
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Bodywork presents well, with shutlines and panels largely excellent



Leather scuff-free, veneer unfaded



Clean engine bay, ancillaries all good

1982 Mercedes-Benz 280 SL £24,900

There's little recent history, but this R107 has been in the care of someone who understands how they work, says **Rob Scora**

Signal Red is an archetypal colour for the square-jawed R107 roadster and this example wears it well, set against a cream leather interior. The overall impression is very good, with only small chips in a glossy and swirl-free finish.

There is a tiny bubble on the edge of the wing above the front nearside indicator and some unevenness between the rear edge of the bootlid and the roof cover. On the driver's side there is wear to the material and rubber dividing the roof cover and body. Rubber seals look good, with just a small amount of perishing at the edges.

Shut lines and fit of panels are largely excellent. However, a slight misalignment of the beltline crease and chrome/rubber strip on the driver's door is noticeable because of the straightness of the design. Unpainted bolts holding both front wings in place suggest those panels have been off, but both sides look symmetrical.

Chrome and rubber/plastic look OK, the former being free of pitting (save for some minor degradation to the edge on the roof cover) and the latter retaining a deep black

colour. Alloys are in fine shape and are shod with good Michelin 185/70 R14s

Like the bodywork, the interior is very respectable. The cream leather is clean and retains a good colour. Seat edges are surprisingly scuff-free though there are a few tiny cuts in the cushion of the driver's seat. The gearshift is unscratched by rings or fingernails. This car has individual rear seats rather than a bench.

Like the leather, carpets are clean and in good condition, while the lacquer on the wood veneer is crack- and fade-free. The hi-fi is an aftermarket Kenwood unit.

This 280 has been in the collection of a classic racing enthusiast and, lifting the bonnet, you get the feeling it's been well looked-after. The engine bay is very clean and the motor and its ancillaries look to be in good order.

Older history with the car is consistent with its owner lineage and 60,805 miles driven, but there is little from recent years. However, there are spares charts, component diagrams and club support information suggesting a more hands-on approach to its upkeep.

The roadster certainly drives like a well-maintained car. The straight-six fires up

immediately and settles to a smoke-free idle. There are no clunks or shunts when the auto is slotted into drive and the car pulls smoothly in all gears.

The R107 is a heavy machine, and the 2.8 isn't the quickest version, but it's still capable of moving off smartly and cruising at a good pace. In S-Class manner the oil pressure gauge rises to the top of its arc on the move, the water temperature needle sits halfway. The motor can sound a little tappety in general (no smoke anywhere) and the transmission is a little reluctant to kick down or drop a ratio as quickly as the driver might wish. It's still a fine drive.

This is a confidence-inspiring motor, ready to cruise, although the meticulous might want to iron out the few niggles.

CHOOSE YOUR MERCEDES-BENZ SL R107

► 350SL is the first of the R107 series, from April 1971. W114 underpinnings, S-Class 3.5-litre V8, rigid open-top body with removable hardtop. 350 SLC coupé, with fixed roof and seating for four, follows that autumn. USA gets 4.5-litre 450 SL and SLC variants from 1972, offered in other markets the following year.

► Fuel-injected straight-six for 1974 280 SL and SLC, while 450 SLC 5.0 arrives in 1977; all-aluminium five-litre V8 produces 241bhp.

► Four-speed auto from 1980. 350, 450 & 450 5.0 models discontinued, with new 380 SL and SLC, plus 500 SL and SLC taking their place. SLC dropped in 1981, 280 SL and 380 SL in 1985 in favour of the straight-six 300 SL and V8 420 SL.

► R107 production ceases in 1989, 237,287 built.

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Car 1982 Mercedes-Benz 280 SL

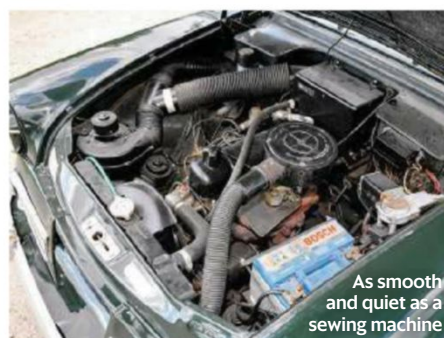
Price £24,900 Contact John Holland Cars, UK (0114 256 5040, johnhollandcars.co.uk) Engine 2746cc, in-line six Power 185bhp @ 6000rpm Torque 176lb ft @ 4500rpm Performance Top speed: 127mph; 0-60mph 10.1sec Fuel consumption 21mpg Length 4390mm Width 1790mm Weight 1500kg



Velvet Green body with Sage Green flash in good condition



Interior has stood the test of time rather well



As smooth and quiet as a sewing machine

1965 Singer Gazelle Series V £6950

This little luxury Rootesmobile is well-presented inside and out and surprisingly nimble. There's little to fault, says **Richard Gunn**

Deciphering Rootes Group's persistent tweaking of its cars can be confusing. The Gazelle is a prime example of how bewildering the alterations were - just what is the difference between a Series IIIA and a IIIB? Fortunately, the Series V version we have here received a radical modernisation to distinguish it from its predecessors, including having many of its Fifties' curves chiselled away, front disc brakes, a fresh interior and all-synchromesh manual transmission.

This one is a particularly fine example. Finished in the evocative combination of Velvet Green with Sage Green, it's in lovely external order, with its paintwork largely free of issues. Up close, there's the odd small mark and the nose and bonnet have some minor stonechipping, but overall this is a tidy car needing no urgent work.

It's always a good sign when the side flash lines up well from the front wing through the doors to the rear; here both flanks flow almost perfectly.

The chrome is all in great condition and Mazak items such as the Art Deco-esque

bonnet trim display just inconsequential pitting. Tyres are a budget brand radial mixture but with plenty of tread left and no cracking visible.

The interior appears largely original and has obviously been looked after. Aside from some light dirt on the driver's seat the grey vinyl has stood the test of time well. The black carpets are mottled and faded around the transmission tunnel, and there's some cracking to the wood veneer, most noticeably on the glovebox lid, but it doesn't offend too much.

All controls and gauges function properly, including the Kienzle clock - usually the first item to stop working. Recorded mileage is just over 43,000, which the cabin's condition supports. History isn't complete, but the 17 MoT certificates included are consistent with the mileage. The engine bay would benefit from further detailing.

Despite not being used for a while the engine fired from cold on the second key-turn. This Singer ran as smoothly and quietly as a sewing machine from its namesake manufacturer.

Oil pressure is a healthy 30-60psi when warm, and the Gazelle drives well

- everything feels tight yet light. The worm-and-peg steering is a little heavy at low speeds, but frees up to such an extent that it's difficult to believe it's not power-assisted. The clutch and gearstick are similarly easy to use. Around 60mph feels a natural cruising speed, albeit overdrive would be a bonus for higher speeds.

While the ride is a bit bouncy, the handling is adept and better than many other Rootes cars we've tried. Brakes are effective and pull the car up cleanly.

There's little to fault with this Gazelle; it drives well, looks gorgeous and retains a nice aura of originality. This is a good price for a fine little classic.

CHOOSE YOUR GAZELLE

► Gazelle debuts in 1956 as the first Rootes-designed Singer. It's a badge-engineered Hillman Minx, with a higher level of trim and an overhead-cam 1497cc 49bhp engine from the Singer Hunter. This is replaced by the Minx's 1494cc overhead-valve engine for 1958's Series IIA, giving 56.5bhp. Six months later, the SIIL introduces trim and two-tone paint differences.

► Rolled-over rear fins and an enlarged windscreen appear on the SIIL of 1959. The gearshift moves from the steering column to the floor, and there's the option of an Easidrive automatic transmission.

► 1592cc engine arrives with 1961's SIIC. The Series V of 1963 has a noticeable revamp, with flattened roofline and rear screen, bigger back doors. Smaller diameter 13in wheels, front discs.

► Audax-style Gazelle bows out in 1967, having graduated to the 1725cc Series VI in 1965.

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1965 Singer Gazelle Series V

Price £6950 Contact Pioneer Automobiles, Newbury, Berks, RG20 8TX (01635 248 158; pioneer-automobiles.co.uk) Engine 1592cc, four-cylinder, ohv Power 56.5bhp @ 4100rpm Torque 87lb ft @ 2100rpm Performance Top speed: 79mph; 0-60mph: 24.9sec Fuel consumption 28mpg Length 4178mm Width 1542mm

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

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



1973 MGB ROADSTER £14,995

Finished in Flame red with a tan leather interior piped in red, the dashboard and centre console have received a wood veneer upgrade. Fitted with Minilite style wheels and unusually fitted with electric windows. Factory overdrive provides comfortable relaxed motoring whilst cruising. Supplied by Brown and Gammons 10 years ago after an extensive restoration by a previous owner. Subsequently driven through France and registered and enjoyed there for a few years before returning to the UK. Still in superb condition and ready to give many miles of enjoyable motoring.



1973 MG MIDGET £10,995

This car has recently been unearthed from careful hibernation having been laid up for 17 years. The garage that found it gave it a thorough check-over, service and put it through an MOT. We were impressed at how well it has survived. The panel fit is excellent and the underside is as good as we have seen. A sweet engine gives lively performance and the car handles very well. Finished in Harvest Gold with blue interior and comes with hard and soft tops.



**1964 PEUGEOT 404 CABRIOLET
£39,995**

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 mohair hood. This fabulous four seat Grand Tourer is no slouch on the open roads and is a true delight to drive. The styling house have been responsible for some of the finest looking cars ever produced. Here is your chance to rub shoulders with some of the legends. Presented in superb condition and ready for the summer.



**1965 MORRIS MINI MOKE
£24,995**

It's becoming increasingly difficult to find an early British built Moke. As can be seen from the Heritage Certificate this car was supplied in 1965 to a dealer in Glasgow in its most basic form-with only the front passenger seat as an option. Recently restored with all new body panels, rebuilt 848cc engine and finished in original colour of Spruce Green with green trim. Rear seats have been fitted together with a new green hood, Minilite style alloy wheels complete the package. A rare find and presented in fabulous condition.



**1960 AUSTIN HEALEY FROGEYE
SPRITE £24,995**

This original UK supplied RHD Frogeye has been the subject of a total ground up restoration and has resulted in a car with the best panel gaps and body fit we have ever seen on a Frogeye. Fitted with a 1100cc engine giving a little more performance than the original. Finished in Speedwell Blue with dark blue interior and black soft-top. Supplied with comprehensive history file including many photographs of the restoration.



**1959 AUSTIN HEALEY FROGEYE
SPRITE £22,750**

This RHD Sprite had major restoration carried out by the last two owners. Special attention was paid to the fitting of the panels resulting in excellent door gaps and body fit. Finished in Old English White with black trim and black soft-top. Supplied with comprehensive history file including old green card continuation log book and Heritage Certificate.



**1955 MG TF 1500
£35,000**

The MG TF 1500 was only produced for one year, 1955, thus making it rare and sort after. There is a four-speed manual gearbox and four-wheel hydraulic drum brakes. An older restoration in red with black leather. Fitted with wire wheels and chrome luggage rack.



1960 MGA 1600 ROADSTER £29,995

Restored with the addition of many sensible upgrades including 1622cc block with 1800cc unleaded head, polybushed, oil cooler, stainless steel exhaust with 4 branch manifold, Petronix electronic ignition, single 12v battery, seat belts all to produce a comfortable and reliable touring car. 14 years and many Continental trips later the car remains in solid and very presentable condition. Finished in Red with black leather interior and black soft top. A very useable example that will give many miles of enjoyable touring.

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LANCIA AURELIA B50 V6 PININFARINA CABRIOLET Right Hand Drive 1951: Opalescent Silver Grey with matching grey hide interior. Many special features having been the 1951 Geneva motor show car. Supplied new to the UK it spent many years in the USA including a prize winning appearance at Pebble Beach before returning to the UK a few years ago. As recently featured in Classic and Sports Car magazine. Please enquire for further information. Photograph courtesy and copyright of Pebble Beach Concours Archives.£275,000



AUSTIN HEALEY 'FROGEYE' SPRITE Mk1 998cc 1958: Speedwell Blue with navy blue interior piped in light blue. Black soft-top and weather equipment. Original RHD example. Extensive restoration to a very high standard.£23,995



LOTUS ELAN SERIES 1 1600cc 1963: Sunburst Yellow with black interior and soft-top. Chassis No.113, one of the oldest surviving examples. Current owner for 35 years. The subject of a meticulous restoration 10 years ago with a new steel chassis, original cylinder head rebuilt with big valves and other recommended engine modifications. Superb throughout.£49,995



JAGUAR XJ SUPER V8 4.2 Ltr SUPERCHARGED (X-350) 2003: Seafrost with Oatmeal hide interior, piped in Cashmere. Solar alloy wheels. One owner. 25,000 miles from new. Full Jaguar history. 400 BHP. Burr Walnut wood trim. Air conditioning, electric sunshine roof etc.



MERCEDES-BENZ SL 350 (R230) 2004: Tellur Diamond Silver with grey hide interior. Nashira staggered 18" alloy wheels. Two owners. 31,000 miles from new. Full main agent and world renowned Mercedes-Benz specialist service history. Command, Parktronic, telephone pre-wire, CD changer and Aluminium centre console, plus other usual refinements.£14,995

JAGUAR XJ8 3.2 (X-308) 1998: Maderia Pearl with Cashmere hide interior. '20 Spoke' alloy wheels. 31,000 miles only from new. Air conditioning, electric seats, retractable door mirrors, wood & leather steering wheel and other usual refinements.£9,750

JAGUAR XJR 4.2 Ltr SUPERCHARGED (X-358) 2007: Emerald Fire with Champagne hide interior and Burr Walnut wood trim. 20" 'Cremona' alloy wheels. 52,000 miles only from new. Superb example of the latest face-lift model, the last of the traditional XJ style cars and the ultimate performer. 400 BHP, 5 seconds to 60 MPH! Very rare in this condition. Previously supplied by ourselves.£17,995

MERCEDES-BENZ CLK 280 ELEGANCE CABRIOLET 2007: Obsidian Black with Stone hide interior. Black soft-top. Alloy wheels. Air conditioning and other usual refinements. Two previous owners. 44,000 miles only. Full service history.£9,495

MERCEDES-BENZ 450 SLC 1978: Opalescent Blue with fawn velour interior. Alloy wheels. 50,000 miles only from new. Air conditioning, electric sunshine roof, cruise control, Blaupunkt radio/cassette player etc. Lovely example. Previously owned by a Malay Princess and her British rock star husband!£22,500

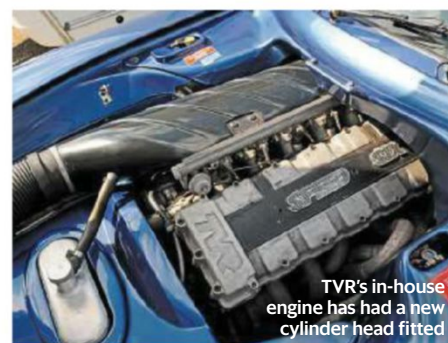
MGC GT 1969: Old English White with black hide interior. Chromium wire wheels. Overdrive. This is a beautifully restored example of what is now a very rare MG, with lots of history.£24,995

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Panels and paint are in good shape on this alluring Cerbera



TVR's in-house engine has had a new cylinder head fitted



Only bad bit of the interior is Rob's dirty footprints!

1999 TVR Cerbera £14,995

As well as having a great-looking body, this gutsy British GT has a fine history file and even better road manners, says **Rob Scora**

Running your eye over this strikingly good-looking GT rewards you with even panels and consistent shut lines, with doors and lids that fit snug and true.

There are no signs of crazing or discolouration in the glassfibre and the paintwork has a deep shine.

Unsurprisingly, there are blemishes in this 18-year-old's finish - the nose has a fair few tiny stone chips and there are two or three hair-thin scratches around the front of the offside front wheelarch.

There is also a slight unevenness to the paint finish atop the passenger side front wing, midway along the bonnet edge. At the rear, there is a slightly untidy edge of the carbon weave-like strip, and a small split in the rubber surround of rear window on the driver's side.

The alloy wheels look smart. There are some thin, touched-up scuffs to their outer edges, and the very low profile Toyo Proxes 255/35 ZR18 tyres look good for another summer or two's driving at least.

If anything the interior is even better than the body, with clean, fade-free

carpets and leather. Seat bolsters are firm, with the only bit of loose stitching around the top of the gearshift gauntlet. The rubber door seals are good, and all switches are present, correct and functioning.

This Cerbera has been well looked after throughout its five-owner history, with a stamped-up service book and a sheaf of invoices from marque specialists, mainly Lancashire-based Track v Road.

The bulk of the car's 33,144 miles were covered by 2008 (30,371), yet fortunately its most extensive services came in the last three to four years.

There was a new cylinder head fitted in 2005. In 2013, new fuel pipes and radiator were fitted during a more comprehensive fettling, while 2014 saw new chassis outriggers (at 33,000 miles), dampers, springs and wishbone bushes.

It's hard to see a great deal in the snugly shrouded engine bay, but there are no signs of leaks, with fluids clean and at the right levels. Once you've mastered the convoluted starting procedure, the straight-six engine fires up very willingly and settles into a steady idle as it warms through. It sounds very satisfying, whether standing still or on the move.

Achieving the latter is simple enough, as the low-slung GT is more than willing to get under way. There is ample push from the 4.0-litre engine, with a power curve that is very linear, and a smooth action to both clutch and gearchange.

The steering feels precise and nicely weighted. Nothing in any of the mechanicals implies undue wear or sloppiness. Pushing on, oil pressure sits between 45 and 55psi and the water temperature remains mid-gauge.

Altogether, this is an involving but not overpowering tourer at a sensible price for a car that has been well looked-after.

CHOOSE YOUR TVR CERBERA

- ▶ First appearing in prototype form at the 1993 London Motor Show, the Cerbera is TVR's first (nominal) two-plus-two. Its name is derived from Cerberus, the three-headed beast of Greek legend and the initial intention is to use one of TVR's Rover V8-based power units.
- ▶ When sales begin in 1996, TVR uses its own in-house 4.2-litre AJP V8 in the 1100kg car, giving 360bhp, 0-60mph in 4.2sec and 180mph.
- ▶ In 1999 TVR adds the Speed Six version, powered by its own 4.0-litre straight-six engine. It is a little more refined than the original Cerbera, with slightly less power, softer suspension and less urgent steering.
- ▶ 2000 sees another addition to the range, with a 4.5-litre V8 giving 420bhp and 195mph. There are changes to headlight design, interior and roofline, as well as the substitution of lightweight bonnet and bootlids. It also gets larger brakes and 17in wheels.
- ▶ In 2002, headlights are faired into the wings and the suspension set-up refined - notably including gas-filled dampers.
- ▶ Production ends in 2003.

1999 TVR Cerbera Speed Six

Price £14,995 **Contact** Spinning Wheel Garage, Chesterfield UK (01246 451772, spinning-wheel.net) **Engine** 3966cc, dohc, inline-six **Power** 346bhp @ 6800rpm **Torque** 330lb ft @ 5000rpm **Performance** Top speed 170mph; 0-60mph: 4.4sec **Fuel consumption** 16mpg **Length** 4280mm **Width** 1865mm

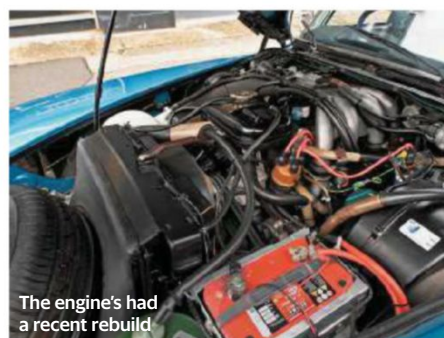
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This well-restored Goddess drives as well as it looks



Retrimmed cabin features leather rather than velour seat covers



The engine's had a recent rebuild

1974 Citroën DS23 EFi Pallas £46,000

It's all of the money but it's also a well-maintained, refurbished, last-of-line top model. Find another like it, says **Paul Hardiman**

This DS - a top-line Pallas model with the largest engine - has led a charmed life. Originally a demonstrator, it appears never to have been welded underneath, even in the boot, which is most unusual. It has an excellent history with 15 stamps in the book to 45,303 miles in 2008; mileage is now 54,620.

Having spent 2011-14 in Denmark, it was refurbished by Centreville in Newcastle at a cost of £20k. This included some welding to the roof rails, an engine rebuild and new paint, fuel tank, suspension spheres and steering rack.

The resulting appearance is excellent with even paint except for a couple of tiny blemishes around the rear wing bolts and two tiny stonechips inboard of the right headlight. Brightwork is mostly good, though the Pallas-only chrome boot hinges are pickling slightly, as normal, and there's light scratching to the rear bumper, plus the rubber overrides are slightly nibbled. There's no corrosion or grot behind the windscreen seal, though there is a little surface rust in the boot shut and on the boot floor, which has lots of sticky

underseal underneath. The small finishing rubbers remain at the bottoms of the door pillars - a good sign. Tyres are 2011-dated Continentals, which at 205-section are too big, but 185-section rubber is available.

All DSs leak a bit, but underneath the suspension is only lightly damp in places (specifically the left rear knuckle), with no drips or big leaks. The exhaust looks fairly recent. The engine bay is clean and tidy, though it's a surprise to still find points instead of electric ignition. Some hoses and the coil are new, and the injectors and engine mounts have been replaced. The motor had been run, so we couldn't check the coolant, but oil is cleanish and within marks, the LHM fluid nice and green.

Seats have been retrimmed in leather rather than original velour. Carpets are probably original and are slightly faded. Dash and instruments are perfect except the odometer reset has come adrift. Headlining is excellent and must have been new at refurb. A modern radio is fitted.

It starts easily, and rises within 20 seconds, kneels on command and rises promptly to full height. The suspension passes the self-levelling test - when you jump on the boot shut it returns to its

ride height within five seconds, the same when you jump out. The front's the same, but as it rises there is a click from the rear suspension, which signals worn pushrods or knuckles. The steering wheel is slightly misaligned - easy to correct. Gears and brakes work well, temperature sits midway, the motor is quiet, there are no transmission whines and this is one of the nicest-driving Goddesses I've sampled.

Sold with a new MoT, this DS isn't cheap but it's the top model and drives perfectly. You'd be pushed to find another like it.

CHOOSE YOUR CITROËN DS

- ▶ DS19 launches to great acclaim at the 1955 Paris Motor Show. Mostly as advanced as it looked, it still uses the Traction Avant's 1911cc engine but with a four-speed hydraulically operated transmission.
- ▶ Cheaper and simplified ID version arrives 1957 with no hydraulic assistance. ID Break estate follows in 1958.
- ▶ Engine changes from three-main-bearing 1911cc to five-bearing 1985cc in 1965, and 2175cc DS21 joins the range.
- ▶ A 1967 restyle by Robert Opron brings the covered-headlight front with inner headlights that swivel with the steering. Suspension fluid changes from red to green LHM.
- ▶ Bosch electronic fuel injection (IE) appears in 1970, as does a three-speed automatic gearbox option and a five-speed manual.
- ▶ DS23 arrives in 1973 with 2347cc engine in both carburettor and injected (141bhp) forms.
- ▶ Production ends in 1975 after nearly 1.5million of all DS/ID models have been built.

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1974 Citroën DS23 EFi Pallas

Price £46,000 Contact DD Classics, Kew, London (0208 878 3355, ddclassics.com) Engine 2347cc four-cylinder, ohv, Bosch electronic fuel injection Power 130bhp @ 5250rpm Torque 144lb ft @ 2500rpm Performance Top speed: 117mph; 0-60mph: 10.2sec Fuel consumption 26mpg Length 4874mm Width 1803mm



1987 Aston Martin V8 Vantage Volante X-Pack (RHD)



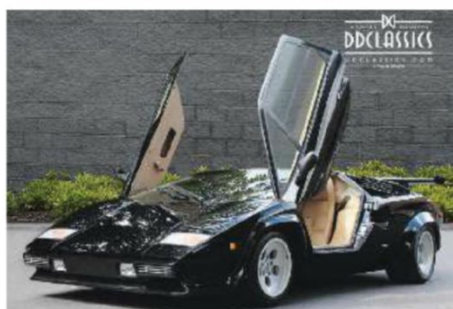
1960 Jaguar XK150 3.8 S DHC (RHD)



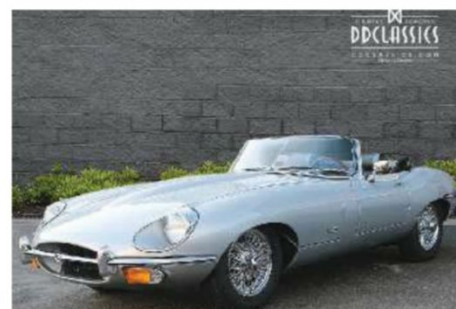
1988 Aston Martin V8 Vantage X-Pack (RHD)



1953 Jaguar XK120 SE Roadster (RHD)



1974 Lamborghini Countach LP400 'Periscopio' (LHD)



1969 Jaguar E-Type S2 4.2 Litre Roadster (LHD)



1980 Rolls-Royce Silver Shadow II (RHD)



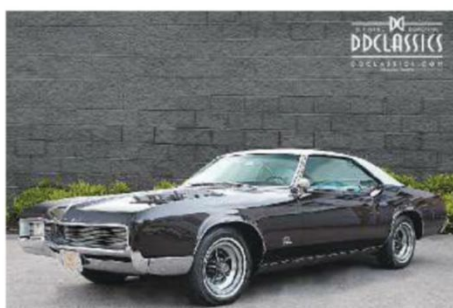
1994 Jaguar XJ220 (LHD)



1971 Monteverdi 375L High Speed 2+2 (RHD)



1985 Aston Martin Lagonda Series 2 (LHD)



1966 Buick Riviera (LHD)



1983 Audi UR Quattro Turbo (RHD)

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Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminium, based on the 1936 SS 100. These cars are very rare only 12 were ever made this is number 12, these cars have over 1000 in the last few years, because of the investment side of it, plus they drive beautiful. Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming black with piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, 16 valve car, 4.2 litre, 4 red vented disc brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking P/A.



Mercedes Sports 300 SL 1987 finished in gleaming signal red, with soft black hide interior, hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used, garaged and stored for many years, making this a very low miles of only 23,500 miles, with service book and old MOTs, this Mercedes could easily be mistaken for new. £55,750



Jaguar E type 1968 2+2 series 11. Finished in gleaming signal red with black hide interior, automatic, tinted glass, original motorola radio, sparkling chrome wire wheels, known to us for many years, this is a very exceptional original E type, with nearly every MOT and piles of service history and handbook, maintained to the highest standard, drives superb, always garaged, very difficult to find another like this one, a fine investment while enjoy driving. £68,750



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



Mercedes 450SL Sports 1980, finished in champagne gold, with superb contrasting interior, headrests, hard and soft tops, automatic transmission, power steering, alloys, abs, expensive stereo system with modern updates, air conditioning, only 79,000 miles, with service history, original owners manual, complete with invoices, and all tools, garaged from new, drives superb. A fine investment. Hence...£19,750



Bentley Arnage 2001 Red Label. Finished in the very popular colour of Verdant green, with barley hide interior, piped in spruce green, with matching carpets and thick lambs wool over rugs, unmarked burr walnut veneers, multi CD stereo system, sat nav, air bags, Arnage RT split rim wheels, tinted glass, power folding mirrors, anti theft device, parking sensors, many more extras. This car is no ordinary Bentley it has never been smoked in, and pampered from new, never missed a service from new, with complete Bentley history, and invoices, accompanied by every MOT and only 59,000 miles. Garaged from new, complete with car cover, and just had a service. This car is just remarkable if you want the best this must be it. £28,750



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 overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old mot's and history invoices, handbook. Looks very similar to new Drives Superb. Garaged. This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one. £139,500



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example. £59,750



Mercedes 300SL Sports 1988 finished in brilliant signal red with black hide interior, headrests, automatic, power steering, rear seats, over mats, hard and soft tops, alloys, abs brakes, power windows, tinted glass, stereo system, always garaged, titled lady owner, full service history, old mot's and many invoices, a superb example. £28,750



Bentley 1956 coachbuilt by Hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMW radio, new tyres, matching thick pile lambswool overruns 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



Corvette 1958 Roadster finished in signal 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



Jaguar SS100 negro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1965 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screen, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment. £145,750



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Silver Marshall 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 just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concours wins in its time. Winning the Rolls Royce Owners Club concours trophy P 2 trophy. Also the Duxbury trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiasts club rally concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, roses, event, tour, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art/craft 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. £118,750



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 road 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



Rolls Royce Phantom V State Limousine 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and over 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 1965 4.2 FHC. Finished in British Racing Green with beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unlested 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 melted into an amazing condition. This car is just remarkable. £165,500



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website. £129,500



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior, and blue dash and carpets, knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci 350HP, L79 V8. A super looking and breath taking Corvette. £118,750



Mercedes E 280 Elegance 6 door 2000 limousine coach built by Binz, face lift model, finished in black with superb hide interior, headrests all round front and rear, glass divider, veneer dashboard, and door rails, automatic, power steering, cruise control, air conditioning, power windows, power mirrors, auto tip tronic, parking sensors front and rear, power seats, stereo, alloys, multiple air bags, only 65,000 miles, original wallet containing handbook and service details. Excellent example and drives superb. £11,750



Mercedes VITO 111 CDI LWB 2006 mini bus 7 seater plus wheel chair access a very unique vehicle, finished in black with like new interior, Automatic, Power Steering, CD and Stereo System, Power windows, Multifunction Steering Wheel, Air Conditioning, Alloys, Tinted glass, Central Locking. Only 77,000 miles from new, original leather wallet with the service book and hand book. This vehicle must be seen for its condition and probably the only one like this. More pictures on our website. Absolute gift only £12,750



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overalls, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new sim band whitewall tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value.....£69,750



Mercedes 300SL 1992, finished in astral silver with dove grey hide interior, rear seats, headrests, hard and soft tops, light up vanity mirrors, power windows, power hood, air bags, abs, alloys, stereo system, only 68,000 miles from new with full history. Superb example £9,750.



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre console, CD stereo system. Brand new 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 roadster 1973 This E Type must be one of the best in the world, easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior, headrests, sparkling chrome wire wheels, with white band tyres, spare wheel unused, power steering, manual transmission, stereo system, tinted glass, drives like new, box file full of history, thousands spent to bring this car to its like new condition, if you want the very very best this is it. Just breath taking, more pics on our website. A fine investment.....£165,750



Jaguar E Type V12 Roadster 1973/4, Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show.....£145,500



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



Porsche 2008 Turbo 997 Coupe 2.6L Tiptronic, finished in the most superb colour of dark metallic bronze (macadamia) with tan hide interior, power sunroof, this car has only 47,000 miles from new, with full service history, to include sat nav, on board security cameras, this car has every extra, please enquire regarding further extras, pampered to the highest of standards, garaged from new, taken in part exchange. Just breathtaking and mint condition excellent investment.....£58,750



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft black hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb.....£119,500



Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged.....£39,750



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



Bentley Continental GT 2004 W12 Finished in silver tempest with Bordeaux hide interior, complemented with black piano wood, and complete with every extra, 19 inch split rim wheels (as new) keyless entry and start, only 48,000 miles from new, with full service history, pampered from new, garaged from new.....£29,750



Mercedes 420 SL Sports 1989, personal reg number, finished in brilliant signal red, with superb interior, headrests, hard and soft tops, automatic, power steering, power windows, stereo system and CD, abs, alloys, tinted glass, none smokers car, complete with all tools, and Mercedes first aid kit, only 37,000 miles from new, with impeccable service history, plus service invoices, and almost every MOT since new, maintained to the highest standard, fitted with new stainless steel exhaust system, garaged from new, drives like new, one of the last of this model, totally superb.....£55,750



Mercedes 560 SL Sports. Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, 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, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning.....£38,500



Mercedes 420 SL Sports 1989, personal reg number, finished in brilliant signal red, with superb interior, headrests, hard and soft tops, automatic, power steering, power windows, stereo system and CD, abs, alloys, tinted glass, none smokers car, complete with all tools, and Mercedes first aid kit, only 37,000 miles from new, with impeccable service history, plus service invoices, and almost every MOT since new, maintained to the highest standard, fitted with new stainless steel exhaust system, garaged from new, drives like new, one of the last of this model, totally superb.....£55,750



Daimler 4.0 hearse 1999, coachbuilt by Eagle Wilcox, finished in gleaming black with gold pinstripe, and superb beige interior, headrests, beater seats to rear, excellent walnut veneer twin decks, with coffin stops, climate control / ac, dual air bags, power windows, remote locking, automatic, power steering, drives silky smooth, this hearse has only covered 46,000 miles from new, with only 2 owners, original handbooks and wallet, just stunning, excellent value at only.....£12,750



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



London Taxi 1999 TX1 diesel bronze model, finished in night fire red, with excellent interior, automatic, power steering, power windows, glass divider, occasional seats, wheel chair access, one previous owner, drives superb, just serviced.....£4,750



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted 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



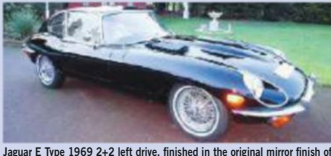
Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning.....£125,500



London Taxi SE TX1, 2001 Diesel, Finished in metallic silver, colour coded bumpers, with superb interior, as new chrome hubcaps, wheel chair access, occasional seats, glass divider, automatic, power steering, many extras including stereo system, drives excellent not many of this model produced. Garaged. These taxis have so many different uses.....£5,750



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 V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.....£145,750



Jaguar E Type V12 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

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One of the last of these rare and unique near 500 bhp spec special order Astons. Finished in 'Gallaway Green' with green leather trim and dark green mohair hood

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1980 ASTON MARTIN V8. With manual gearbox. Full bare metal re paint and retrim just completed. Large history file, First class

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1968 ASTON MARTIN DBS. Finished in Burgundy with tan trim. Very rare and original left hand drive car exported to the USA. Must be one of just a hand full of original US spec cars

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2000 ASTON MARTIN DB7 VANTAGE VOLANTE finished in Mendip Blue with parchment over blue trim and dark blue mohair hood. 60000 miles with full service history. Works service upgrades include Driving dynamics rear light and sports exhaust.

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2001 ASTON MARTIN DB7 VANTAGE VOLANTE. Finished in stunning silver/blue with black trim. 52000 miles with full history.

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2001 ASTON MARTIN DB7 VANTAGE VOLANTE. Finished in Green with magnolia piped green and green hood. 52000 miles with full service history.

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14	AVENTADOR ROADSTER LP700-4 Black/Black Leather Stitched Red, E/Seats, Carbon Interior, 20"/21" Dione Forged Alloys, DMC Carbon Exterior Pack, RHD, 6,000m, Stunning	£279,950
16	488 GTB Avus White/Nero/Rosso Hide, E/Seats, R'Camera, Matt Grigio 20" Corsa Alloys, Front Lift, 400m, As New	£219,950
62	458 SPIDER Grigio Silverstone/Sabia E/Seats, Sat Nav, Carbon S/Wheel With LEDs, Carbon Interior, Carbon Rear Moulding, 20" Forged Alloys, 20,000m FSH	£169,950
03	360 CHALLENGE STRADALE LHD Giallo/Black Leather Racing Seats, Carbon Interior, 8,000m FSH, As New	£179,950
54	360 SPIDER MANUAL Rosso Corsa/Nero Hide With Red Piping, Red Carpets, Challenge Rear Grille, 1,200m, 1 Owner, Just Serviced, The Very Best Available	£149,950
63	AVENTADOR ROADSTER LP700-4 Grigio Estoque/Black Leather, Full E/Seats, Grigio Alloys, Sat Nav, Orange Brake Calipers, 3,000m, As New	£269,950

CLASSICS

1935	BUGATTI TYPE 57 TOURER Yellow & Black/Cream Leather, Fully Restored Original Body, Chassis Number 57324, First Registered 1st April 1944, Stunning	£POA
1973	FERRARI 365 GTB/4 DAYTONA LHD Silver/Black, Air Con, E/Windows, Original Tool Roll & Books, Massive History File, 44,000m, Exceptional Condition	£550,000
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1988	FERRARI TESTAROSSA Rosso/Black Hide, E/Windows, 7,000m FFSH, Just Had Major Service With Graypaul Ferrari, Immaculate Condition Throughout	£179,950
1998	FERRARI TESTAROSSA Rosso/Black Daytona Seats With Rosso Inserts, E/Windows, 1 Of Only 438 RHD UK Cars, 23,000m FFSH, Immaculate Condition Throughout	£139,950
1991	FERRARI TESTAROSSA Argento Nürburgring/Black, E/Windows, 1 Of Only 438 RHD UK Cars, 2 Owners, 41,000m, Just Serviced	£119,950
1988	FERRARI 328 GTS Rosso Corsa/Crema Hide, Rear AeroFoil, Rosso Carpets, UK Supplied, Only 5,400m, As New	£159,950
1983	LAMBORGHINI JALPA P350 TARGA Red/Cream, 1 Of 35 RHD Cars, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000m	£109,950
1995	ASTON MARTIN VIRAGE VOLANTE 'WIDE BODY' British Racing Green/Parchment, 23,000m, Great History File	£149,950
1959	JAGUAR XK150 3.8 DROPHEAD MANUAL Cream/Black Leather, 92,000m, Restored, Ex-Rock Hudson	£129,950

ROLLS ROYCE & BENTLEY

16	WRAITH Dark Sapphire Over Jubilee Silver/Seashell, Sat Nav, Driver Assist One Pack, Cameras, Heads-Up Display, 21" Polished Alloys, Massive Spec, 6,000m FSH, As New	£189,950
17	FLYING SPUR V8 'MULLINER' Onyx Black/Linen Hide, Sat Nav, R'Camera, Paddles, Wi-Fi Hotspot, 21" Graphite Alloys, Big Saving, 500m	£124,950
66	CONTINENTAL GTC V8 'S' MULLINER Glacier White/Beluga Hide, 21" Black 7 Spoke Alloys, Sports Exhaust, White Contrast Stitching, R'Camera, Ventilated & Massage Seats, 1500m	£134,950

PORSCHE

58	997 GT2 Black/Black Leather, Sport Chrono Plus Package, 19" GT3 Alloys, Carbon Package, Sport Bucket Seats, Seatbelts In Yellow, Ceramic Brakes, Park Assist, Excellent Condition, 37,000m	£134,950
13	991 CARRERA 2 S CONV Silver/Black Leather, Sport Chrono Package Plus, 20" Sport Techno Alloys, Bose Sound System, PCM With Nav, Park Assist, 22,000m	£69,950
65	991 GT3 RS 4.0 LHD GT Silver/Black Alcantara & Leather, 918 Spyder Bucket Seats, RS Pedals, FI Exhaust, Clubsport Package, PCCB, Front Lift, Dynamic Engine Mounts, Massive Spec, 4,500m	£184,950
17	991 CARRERA 4S White/Bordeaux Red Leather, Red Roof, 20" RS Spyder Alloys, Sport Chrono Package Plus, Sports Exhaust System, PASM, 500m, As New	£109,950

OTHERS

14	McLAREN P1 LHD Volcano Yellow/Black Alcantara & Leather, Exposed Carbon Exterior, 20" Lightweight Alloys In Stealth, Carbon Roof Snorkel, Meridian Sound System, UK Supplied, 1 Owner, 1500m	£POA
16	McLAREN 570S Onyx Black/Black Leather, Front Lift, 20" Alloys In Stealth, R'Camera, Sports Exhaust, Ceramic Brakes, E/Seats, 1 Owner, 5,300m	£144,950
61	MERCEDES-BENZ SLS ROADSTER Le Mans Red/Black Leather, Sat Nav, R'Camera, Airscarf, Blind Spot Assist, 11,000m FSH, As New	£149,950
65	McLAREN 650 S LHD Brilliant Silver/McLaren Orange, Sat Nav, Parking Sensors, Carbon Side Intakes, Great Spec, Delivery Mileage	£169,950
62	ASTON MARTIN VANQUISH Black/Black Leather, Sat Nav, B&O, Carbon Interior, Carbon Roof, Massive Spec, 22,000m FSH, As New	£104,950
16	McLAREN 675LT COUPÉ Nova Silver/Black Alcantara, MSO Carbon Pack, 1 Of 50 With Roof Snorkel, R' Camera, 400m, As New	£349,950

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1963 ASTON MARTIN DB4 CONVERTIBLE

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The car we are delighted to offer, Chassis #1076/R was delivered in January 1963 to renowned socialite, Sir William Piggot-Brown. Finished in Caribbean Pearl with dark Blue VM.3282 interior hides, with matching hood and carpets.

First changing hands in 1970, just 4 subsequent long term owners have since enjoyed and carefully maintained this very rare car. Upgraded to Special Series engine specifications in the 1980s, major restorative works carried out on 1076/R between 1999 and 2002, by respected marque specialists have included a chassis and body restoration, a bare metal repaint and rebuilds to the engine, gearbox, suspension & brakes, electrics and chrome plating where necessary. Additionally a body coloured, pre fitted and restored factory hardtop is supplied with the car. More recently the interior has received a complete re-trim, in original quality and colour Connolly VM.3282 Vaumol hides. A new leather hood cover and Wilton carpeting have also been fitted.

Annual routine maintenance on 1076/R, has been carried out exclusively by Aston Martin specialists and agents, including ourselves and the car used only occasionally over the last 20 years for Concours and other motoring events. A substantial history file accompanies the car, containing an original copy build sheet, MoT certificates from 1972 onwards, service and restoration invoices, concours results and related ownership correspondence.



1965 Aston Martin DB5 £695,000



1960 Aston Martin DB4 Series III £495,000



1952 Aston Martin DB2 £275,000



2000 Aston Martin Vantage Le Mans £475,000



1988 Aston Martin V8 Efi £165,000



1988 Aston Martin V8 Zagato £POA



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Left hand drive



Aston Martin V8 Volante
Auto 1981



Aston Martin V8 Volante
POW Spec LHD Manual



Aston Martin V8 S2 Coupe Manual
RHD



Aston Martin Virage Coupe Manual



Aston Martin Virage LE
Number 7 of 9 Ex Lennox Lewis



Aston Martin V8 Vantage Zagato
Left hand drive

Arnolt Bristol Works Car
Aston Martin 1933 Tourer
Aston Martin DBS 1970 RHD
Aston Martin DB6 Vantage Man LHD
Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 Vantage X Pack Coupe RHD
Aston Martin V8 S2 Saloon LHD

Aston Martin V8 Volante Auto LHD
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FULL 6.3 Man RHD
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Jaguar S1 Coupe 4.2 Man RHD
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Jaguar XK140 OTS RH
Jaguar MK IV manual LHD
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1964 DB5 LHD Very good condition original car with comprehensive history • **£POA**



1964 DB5 Fully restored by DJ Smail, superb condition • **£POA**



1964 DB5 Beautiful car in stunning condition, full history • **£850,000**



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1968 DB6 Manual, Very good condition car with nice history • **£300,000**



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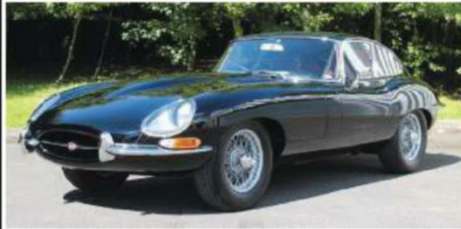
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1952 BRISTOL 401.

Silver with Red Hide, piped Cream. Restored from the ground up some years ago with full photographic record. One of the very best examples still on the road today. Recent new headlight and visors, Upgraded with Overdrive on 3rd & top. Servo, Gearbox Remote Control, Dunlop Disc Brakes, Front Anti Roll Bar, Oil Cooler, Electric Cooling Fan with Revotec controller, Hi Torque Starter, Alternator, Kenlow Fan, Aluminium Fuel Tank, Seat Belts, 185 x 16 Vredstein Tyres, Upgraded Heater, Flashing Indicators with Working Semaphores, Hazard Warning Lights, Overtaking Mirrors Etc A very advanced four seater Grand Tourer.

RHD - £69,995



1965 JAGUAR E-TYPE 4.2 FHC.

Black (Its original and rare colour) with Blood Red Hide. This matching numbers Jaguar, dry stored since 1977, has been totally restored and upgraded to the very highest of levels and is featured in the book 'Factory Original Jaguar E-Type: the Originality Guide to the Jaguar E-Type' by Anders Ditlev Clausager. With the mechanical side being taken care of by ex Jaguar / Daimler engineer Brian Moody and bodywork by RMG Coachworks, all that was required was the final finishing touches, completed by CMC. Spec. include a Balanced Engine, Rebuilt Gearbox, AP 10" Clutch, Stainless Sports Exhaust and Manifolds, 2:88 Diff, Upgraded Cooling, 6" Comp. Wire Wheels, Avon Tyres, Retrimmed Interior with later sports seats (or original seats if required), Coopercraft Brakes, Swan Neck Door Mirrors, Correct Period Number Plate, Original Jack Etc. Etc. This, without question, has to be one of the finest E-Types we have ever had the pleasure of having through our doors and could be a true concours contender but is more than a pleasure to drive at the same time!

RHD - £199,995



1948 MG TC SUPERCHARGED.

MG Red with Vellum Beige Trim. A correct matching number car with the exception of the very desirable 5 Speed Gearbox conversion. 'Daisy' has been beautifully and totally restored to an exceptionally high standard with desirable upgrades along the way including Eaton Supercharger with Engine rebuild to suit, upgraded suspension and brakes, upgraded steering, discreet indicators etc. etc. This much sought after 'classic' has covered less than 1,000 miles since completion and will now keep up with modern traffic. In superb condition throughout and crying out for the open road once again.

RHD - £42,995



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



1956 TRIUMPH TR2- OVERDRIVE

Finished in British Racing Green with Biscuit Interior. A superb example that was restored some years ago, from the ground up to a very high standard. The Triumph is accompanied by a large history file detailing the works, including the fully rebuilt engine with polished crank and unleaded head, the fully rebuilt gearbox and also the rear axle. The original specification includes the above mentioned Overdrive, Painted Wire Wheels, High Torque Starter. In addition to this the interior has recently been retrimmed bringing into its present, outstanding condition. Superb to drive and now ready to be enjoyed once again.

RHD - £29,995



1958 ROVER 60

Dove Grey over Smoke Grey with Red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 20,800. This has to be the lowest mileage Rover extant. Has a most extensive history, including Original Log Book, Hand Books, service Bills Etc. Equipped with Free Wheel, Spot Lamps, Wing Mirrors, 'His Masters Voice' Radio, Rim embellishers Etc. It would be hard to believe that a better example exists.

RHD - £13,995



1938 AUSTIN BIG 7 FORLITE SALOON

Original Reg No - F0 3723. Midnight Blue over Black, Navy Blue Hide Interior, Wool Carpets and Overmats. Metal Sliding Roof. Multi Award Winner. One of the very best Austin's you will ever see! Beautifully detailed throughout with superb attention to detail. Large History file with Photographic Record of Rebuild. Original Buff Log Book, Sales Brochures, Handbooks, Rebuild Time Sheets Etc. Etc. Original 'barnfind' from 1983. Lovingly rebuilt to a standard that is rarely achieved.

RHD - £15,995



1950 MG TD - CHASSIS NO 0502!

This very early TD is finished in British Racing Green with Light Tan Interior, Hood, Tonneau and Side Screens. Originally registered in Nottingham before being exported to The States in the early 70's, eventually returning some years later to be reunited with its original registration number EHS 364. Total Chassis Up Restoration carried out some years ago to a very high standard and still in superb condition today. Large history file contains Full Photographic Record of Rebuild, Workshop Manual, all details regarding Export and Import, Invoices, MoT's Etc. Etc. An early 'prototype' example in superb condition waiting for its next custodian.

RHD - £24,995



1990 PORSCHE 944 TURBO SE.

Guards Red, Black Trim 90" Spec Car with Bridge Spoiler and Design 90 Turbo Wheels, Covered 21,500 since Mechanical Restoration, which includes, Blueprinted 2.5 Litre Engine with Nikasil plated Bores, Con rods Re Rounded and Balanced, New Garrett Ball-Bearing Turbo, Now Running 318 BHP. 377 ft of Torque, Crank Ground and Balanced with Much More Work. The List is Too Long To Write Here!! Front Discs Replaced 2013. Brembo 4 pot Calipers All round, Toyo Proxes PXT1-R1 All Round, Gearbox Oil Changed 2015, New Clutch, Pioneer DAB /MP3/CD Player. New Sony Amplifier and JL Audio Speakers, Looked After the last 10 Years by JMG Porsche, An Outstanding Car with an Incredible History, Lovingly cared for. Could be one of the best 944 Turbos. A Rare Find.

RHD - £24,995



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RHD - £19,995



1960 AUSTIN HEALY FROG EYE SPRITE

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RHD - £29,995



1968 TRIUMPH HERALD 13/60 CONVERTIBLE.

Triumph Racing Green with Black Trim. Family owned from new. Total body restoration carried out some years ago by Marque Specialists. Photographic record etc. etc. A beautifully honest example in superb condition throughout. A full 4 seater convertible that all the family can enjoy.

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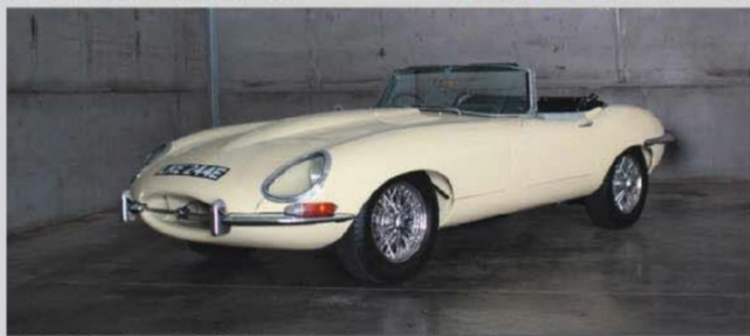
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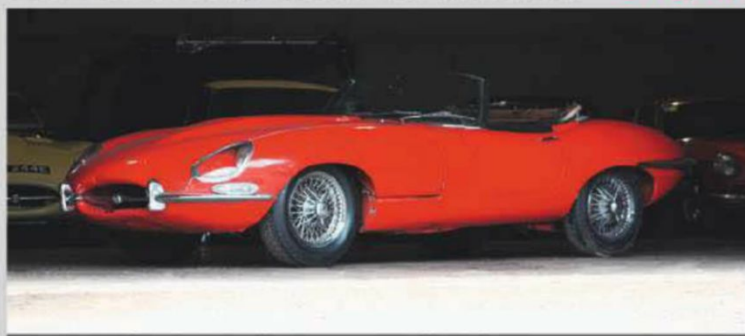
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1966 SERIES 1 4.2 OTS

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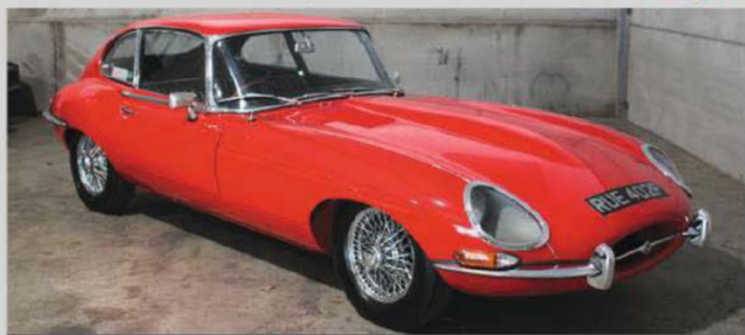
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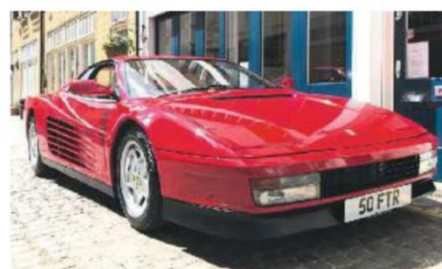
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2010/10 Bentley Flying Spur. Finished in Cumberland Green with 20 inch alloys and electric sunroof. Special order interior in Portland with Arnage style rear seats and picnic tables. Rear park camera and adaptive cruise. Only 31,000 miles, FSH. Immaculate & outstanding value at **£51,950**



2008/08 Bentley Flying Spur Mulliner. Finished in Meteor Blue with electric sunroof and electric rear blind. The interior is finished in luxury Mulliner styled leather in Portland with contrasting Nautic carpets. Fitted with park camera. Only 47,000 miles with FSH and just 2 owners. Immaculate throughout, a must at only **£47,950**



2007/07 Bentley Flying Spur. Finished in Midnight Emerald with Ochre main hide and with Spruce as secondary hide. Heated and cooling seats front and rear, with the 5 seat option and picnic tables to the rear. Only 46,000 miles with Full Service History. Immaculate condition throughout **£38,850**



2007 model/56 Bentley Continental GTC. Finished in stunning Silverlake with French Navy hood and Magnolia interior, with Nautic secondary hide and 20 inch alloys. Only 49,000 miles with Full Service History. Known to ourselves for last 5 years. Immaculate throughout **£51,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Magnolia interior, Beluga secondary hide and Walnut inlays and veneers. Only 63,000 miles with Full Service History. Immaculate condition throughout. Value at only **£32,950**



2005 Model/54 Bentley Arnage R. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with Walnut door inlays and Flying B's to the waist rails. Fitted with DVD screens to the rear. Known to ourselves for last 3 years. Immaculate condition throughout with FSH. Outstanding value at only **£33,950**



2004/04 Bentley Continental GT. Finished in Cypress Green with 19 inch alloys. Saffron interior with Burr Oak veneers. 85,000 miles with Full Service History and in immaculate condition throughout **£29,999**



2003/03 Bentley Arnage T. Finished in Black Sapphire with Mulliner wing vents and '07 model 19 inch alloys. Magnolia interior with French Navy stitching and Flying B's. Turned alloy dash and waist rails with Walnut veneers. Electric rear seats. Only 77,000 miles, FSH. Supplied by us 6 years ago. Immaculate **£32,950**



2003/53 Bentley Arnage T Mulliner. Finished in Silver Storm with electric sunroof. Soft Black interior stitched in Linen with embossed Flying B's and electric rear seats. Known to ourselves for last 3 years. Only 39,000 miles with FSH. Totally unmarked throughout, must be seen. Outstanding value at only **£31,250**



2003 Model/52 Bentley Arnage R. Finished in Peacock Blue with Cream fine lines. Cotswold interior with French Navy carpets and Walnut veneers, with a 2 tone leather trimmed steering wheel. Just 70,000 miles with Full Service History. Immaculate condition throughout **£30,950**



2002/02 Rolls Royce Silver Seraph Last of Line. Very rare, one of only 170. 2 owners, supplied by us 3 years ago. Only 58,000 miles with FSH. In Silver Tempest with St James coachlines. Electric sunroof and all Last of Line features. Interior in Light Grey, with Mulberry carpets. Immaculate. Only **£56,950**



2002/51 Bentley Arnage T Mulliner Finished in Silver Storm with Soft Black Mulliner leather, with embossed Flying B's and Beluga carpets. Walnut veneers with aluminium inserts on the dash and door cappings. Only 83,000 miles with FSH. Known to ourselves for last 10 years. Immaculate throughout, value at only **£26,750**



2000 X Bentley Arnage Red Label. Finished in Silver Pearl with Magnolia interior piped in Slate, with top tinted screen, Granite carpets, Walnut veneers and two tone steering wheel. Electric seats front and rear. Only 89,000 miles with Full Service History. Known to ourselves, immaculate throughout **£23,950**



1999 T Bentley Arnage Red Label Look Alike. Finished in Masons Black with limited edition Le Mans alloy wheels and colour coded bumpers. Magnolia interior with Black piping and Black carpets piped in Magnolia. Only 84,000 miles with history. Immaculate condition **£21,750**



1998 S Rolls Royce Silver Seraph. In Peacock Blue with Cream coachlines, whitewalls and later lamp lenses. Cotswold interior with French Navy piping and French Navy carpets piped in Cotswold, with all the usual luxury extras. Only 2 owners. FSH and known to us for last 6 years. Fantastic condition, only **£32,950**



1997 P Bentley Turbo RL. Finished in Masons Black with Parchment interior with Black piping and Black carpets with Parchment piping. Only 67,000 miles, Full Service History, known to ourselves for last 11 years. Immaculate condition throughout **£17,950**



1995 N Bentley Azure. Finished in Acrylic White with a Black hood, 17 inch alloys and a chrome radiator. Soft Black interior with Piano Black veneers and Black carpets. Only 28,000 miles with FSH. Known to ourselves for many years. Last owner for 15 years. Immaculate condition throughout **£59,950**



1994 L Bentley Turbo R MK III. Finished in the ever popular Wildberry, with 17 inch alloys. Magnolia interior with Mulberry piping and Mulberry carpets piped in Magnolia. 107,000 miles with Full Service History. Known to ourselves for last 8 years. Immaculate condition throughout, a stunning example **£15,950**



1992 J Silver Spirit Mk II Active Ride. Finished in Cobalt Blue with Silverstone interior and fitted with picnic tables. Low mileage with Full Service History. Known to ourselves for last 12 years. Immaculate condition **£17,950**



1992 K Rolls Royce Corniche Convertible Series III. Finished in Vermillion with a Magnolia hood and Magnolia interior piped in St James, with St James carpets piped in Magnolia and Walnut veneers. Only 14,000 miles with full history. Just amazing condition and will only go up in value. Only **£132,950**



1989 G Rolls Royce Silver Spirit ABS EFL. Finished in Graphite with Silverstone interior. Walnut veneer inlays. This magnificent example is not to be missed. Known to ourselves for many years. Full Service History. Immaculate and outstanding value at only **£14,950**



1980 V Rolls Royce Silver Shadow II. Finished in Georgian Silver with French Navy Everflex roof, Slate Grey interior, French Navy piping and French Blue carpets. Only 47,000 miles with history. £21,000 recently spent on repairs to the brakes and suspension plus many other items. A fast appreciating model not to be missed. Immaculate **£34,950**



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 **£75,950**

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1947 ROLLS ROYCE SILVER WRAITH SEDANCA DE VILLE BY H.J. MULLINER Finished in Black over Maroon with Black hide and Grey West of England wool cloth interior. Offered with a huge history file detailing the recent £100,000 restoration The car runs and drives beautifully. Outstanding condition. A show winner..... **£85,000**



1947 ROLLS ROYCE SILVER WRAITH FORMAL SALOON BY BARKER, with Division. Finished in Grey over Black with Grey hide interior. Good History File. Lovely condition..... **£35,000**



1949 BENTLEY MK VI MULLINER SALOON Finished in Royal Garnet with grey hide, piped red interior. Covered 66500 miles with extensive service history and a comprehensive restoration. A very handsome and scarce coach built MK VI presented in stunning condition throughout..... **£50,000**



1951 BENTLEY MK VI ALUMINIUM MULLINER SALOON finished in Old English White over Black with Light Tan hide interior. Large history file with many invoices and original build sheets. Very scarce example. 1 of only 6 made with this aluminium body. Highly original. Excellent condition **£45,000**



1951 MG TD. Two Tone Grey 51,000 miles Black interior. A fantastic original example. Must be seen **£24,000**



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..... **£60,000**



1953 ROLLS ROYCE SILVER WRAITH BY JAMES YOUNG finished in Georgian Silver with Red hide interior. Owned by Harry Ferguson of Massey Ferguson Tractors. Beautiful James Young body. Recent full mechanical overhaul **£50,000**



1956 BENTLEY S1 CONTINENTAL MULLINER SIX LIGHT SALOON finished in Cardinal Red with Tan hide interior. Benefits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout **£100,000**



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**



1963 ROLLS ROYCE SILVER CLOUD III CONVERTIBLE. By Pilkington. Finished in Royal Blue. Light Tan Hide. Excellent history. Beautiful example. Many thousands spent **£185,000**



1964 ROLLS ROYCE SILVER CLOUD III finished in Shell over Tudor Grey with Tan hide interior. Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition **£80,000**



1970 BENTLEY T1. finished Caribbean blue with Grey hide interior Covered 98,000 miles with service history, Very well maintained. Known to ourselves. Exceptional condition **£26,000**



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1953 TA21 DHC by Tickford; 1957 TC108G Saloon by Willowbrook
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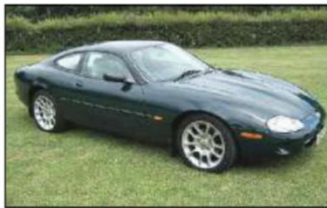
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2001 Mercedes SLK320 Convertible.

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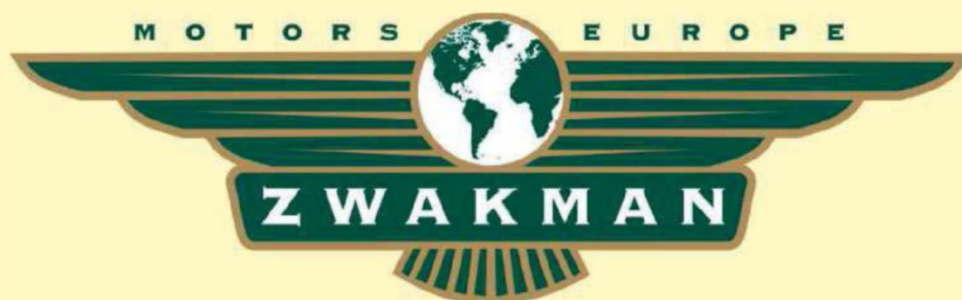
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GTV 6 2.5



1965 AUSTIN HEALEY
100/6 Bn4 - RHD



1970 CITROEN
ID 20 F BREAK



1995 BMW
850 CSI E31 M SPORT



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1500 CABRIOLET SPIDER



1962 FIAT
1500 S CABRIOLET OSCA



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220 SE CABRIO



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1954 MG
TF 1250



1938 MORGAN
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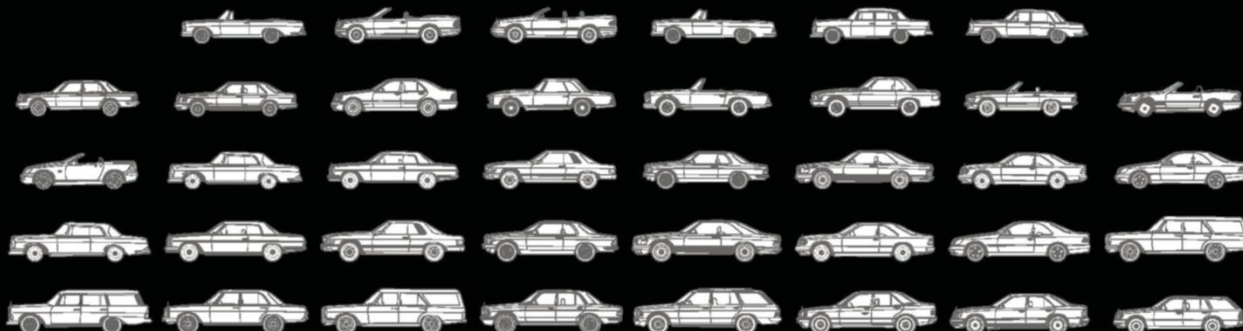
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1968 Aston Martin DB6 finished in Dubonnet Rosso with cream hide interior and sitting on chrome wire wheels. This is a lovely example that has been in the same ownership since 1979. It has been beautifully kept in a heated garage and in 1985 was the subject of a full body restoration and a complete re-trim. Invoices available for much of the work carried out. Has to be seen to be appreciated**£350,000**



1954 Jaguar XK120 OTS finished in British Racing Green with contrasting tan hide interior and matching carpets. Recently chassis up restoration including a full engine rebuild by Jaguar specialists, back to metal re-paint, completely re-chromed and all new weather equipment. The panel fit is exceptionally good and the car is a real pleasure to drive. Realistically priced for one in this condition at**£130,000**



1961 Aston Martin DB4 series II finished in Wedgewood blue with contrasting pale grey hide interior. Supplied by us to its current owner some 20 years ago, the car comes with a substantial history file and a detailed list of all recent maintenance. Rare in this colour and sitting on chrome wire wheels, the car is both cosmetically and mechanically excellent. Very reasonably priced to achieve a quick sale, this is an opportunity to purchase one of these iconic cars at what we consider to be below market price**£365,000**



1990 Ferrari 328 GTS. Finished in Rosso Corsa with Crème hide interior. This beautiful example comes with a very comprehensive service history, largely with Ferrari preparers QV in Windsor. As an original UK supplied right hand drive model, this car is a very collectable classic and becoming increasingly difficult to find in this condition at what we consider to be a realistic price level**£66,950**



1972 Porsche 911T (2.7 RS Evocation) finished in pale Porsche yellow with contrasting black interior and Carrera decals and correct RS duck tail. This is an exceptionally good recreation of a 2.7RS and fitted with a 2.7 engine with mechanical fuel injection and sitting on correct Fuchs wheels. Cosmetically and mechanically excellent and just fitted with new Classic RS seats, this is a well looked after example that is huge fun to drive and realistically priced at**£89,950**



1980 Ferrari 308 GTS finished in Rosso Corsa with Linen hide interior. Stratospheric mileage but excellent service history, hence a very reasonable asking price of**£57,500**



1969 Jaguar E type 4.2 Series II FHC. Finished in Gunmetal Grey with contrasting Burgundy hide interior. This is a fully refurbished E type to a very high standard. It has had the benefit of a complete re-trim together with a full engine rebuild and the replacement or complete refurbishment of all moving parts. It is superb to look at and a joy to drive. E types of this quality are now commanding very high prices and we consider that we have priced this car at below market value for a car that will undoubtedly continue to appreciate**£95,000**



1998 Ferrari 355 F1 GTS (LHD) finished in Rosso Corsa with full black hide interior and F1 Paddle shift transmission. This car comes with a full maintenance record of all cam belt changes and has covered 89,000 miles from new. Fitted with most available options, the car is a delight to drive and sensibly priced at**£67,500**



1961 Jaguar MkII 3.4 finished in Old English White with contrasting Red hide interior and sitting on chrome wire wheels. Recently the subject of a full re-trim, this is a very presentable, enthusiast owned MkII, fitted with EZ electric power steering and 4 speed manual transmission with overdrive. The car has had just 4 previous owners and the continuous history can be traced from when the car was new. Very realistically priced for one in this condition at**£29,950**



1987 Aston Martin V8 Oscar India fuel injected series "V" and one of just 6 cars of this model produced with 5 speed manual transmission. Finished in Chichester Blue with Parchment hide interior, this car has had just one family ownership from new. Extremely rare in this condition and realistically priced at**£195,000**



1972 Ferrari 365 GTC 4 (LHD). Finished in Black with black hide interior and sitting on perfect Borrani wire wheels. Part of an important collection since 1992 and in concours condition. 35,000 miles only from new, just serviced and with all of the correct books. Probably the best in the world**£365,000**



1978 Aston Martin V8 Oscar India finished in Aegean Blue with Beige hide interior with blue Wilton carpet. This is a beautiful example that has been the subject of considerable ongoing maintenance which has included a full repaint and replacement sills within the last 6 years and a full engine rebuild and upgrade by Aston Engineering within the last 7,000 miles. The result is an excellent motor car that performs exceptionally well and is cosmetically beautiful. Reasonable priced at**£139,950**



2000 X Aston Martin DB7 Vantage Coupe. Finished in Lotus Azure Blue with contrasting Peacock blue and magnolia hide interior with blue Wilton Carpet throughout together with most available options. The car comes with a very detailed service history with records of all previous servicing and expenditure together with all MOT certificates which clarify the mileage. Competitively**£29,950**



1966 Lotus Elan Twin Cam FHC finished in bright red with contrasting black interior. The car comes with a detailed vehicle maintenance record which includes a replacement chassis. The car has had just 6 owners from new and has been extremely well maintained and is a delight to drive. Sensibly priced for one in this condition at**£32,950**



2008 Aston Martin DB9 Coupe (LHD). Finished in Onyx Black with contrasting Sandstorm Hide interior. Originally supplied to the Gulf States, this is a beautiful example, now UK registered and fully serviced and with an excellent specification. The car has covered 46,000 miles from new and comes with a stamped up service book. Very realistically priced at**£39,950**



1991 Aston Martin Virage finished in Buckingham Green with Tan hide interior and fitted with manual transmission. This is an excellent example, sold by us to the last owner who has now purchased a newer Aston from us. The car benefits from a comprehensive service history and the rear suspension has been upgraded by Goldsmith & Young to give improved road holding in line with the newer Vantage models. Predicted to continue to appreciate and sensibly priced at **£47,500**



1999 Aston Martin DB7 i6 finished in Cumberland grey with pale grey hide interior piped Black. By far the best DB7 i6 we have seen this year. 19,000 miles only from new and just as it left the factory. This car is completely unblemished and is fitted with automatic transmission, PAS, air conditioning and most other available options. If you are looking for the BEST, look no further. This car will undoubtedly appreciate from our very realistic asking price of**£32,950**



1999 MGB Roadster finished in Burnt Orange with contrasting black interior piped in red. Undoubtedly the best rubber bumper MGB we have ever seen. Just 4 owners from new with a comprehensive history file. Never the subject of a complete restoration but always extremely well kept. It has the benefit of a new hood and the seats have been re-trimmed and the car now sits on Minilite alloy wheels. 44,000 miles from new, the car is without fault. Realistically priced for one in this condition at**£8,995**

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- **Porsche 964 RS** : 21000 km, silver, excellent condition, fully serviced

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1997 BENTLEY AZURE JACK BARCLAY SPECIAL BY MULLINER PARK WARD – Silver with Royal blue interior. 51,000 miles. Limited edition – only 10 ever built. Burr walnut front door panels. DVD screens in headrests. F.S.H. **£74,500**



1963 BENTLEY S3
Smoke green over Sage green. Air con, front & rear seat belts. Vehicle restored to pristine condition **£59,950**



2009 BENTLEY CONTINENTAL GT SPEED – ONLY 25,000 MILES Metallic Onyx Black with Magnolia main hide. Massage seats with diamond quilting and embossed Bentley wings Full Bentley main dealer service history. **£49,950**



1994 BENTLEY CONTINENTAL R
Black Ebony with Black interior. 107,000 miles. Rear ¼ badges. Lots of history. Superb condition. **£34,950**



2004 BENTLEY CONTINENTAL GT
Silverlake metallic blue with Saffron interior. Front massage seats, Heated steering wheel, Sat Nav, Parking sensors. F.S.H Just serviced and MOT. **£26,500**



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**



2008 ROLLS-ROYCE PHANTOM DROPHEAD
Metallic Metropolitan Blue with Ivory hide, brushed steel package and teak rear decking. Sat Nav, Parking sensors, DAB radio. 66,000 miles. F.S.H. **£147,500**



1982 ROLLS-ROYCE CORNICHE CONVERTIBLE BY MULLINER PARK WARD – Willow gold over Nutmeg brown with Parchment interior. 74,000 miles. Late type Rolls-Royce alloy wheels. Beautiful condition throughout. **£49,950**



1979 ROLLS-ROYCE SILVER SHADOW II
Oxford blue with French Navy interior. 67,000 mile. Bluetooth, Whitewall tyres, Rear RR badges. Excellent service history. **£19,950**



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**



1995 ROLLS-ROYCE SILVER SPUR (LWB)
Royal Blue with Magnolia interior piped in French Navy. Just serviced, new windscreens and 4 new Avon whitewall tyres. 108,000 miles. Outstanding value. **£14,950**



1980 ROLLS-ROYCE SILVER SHADOW II
Caribbean blue with dark blue interior. 104,000 miles. Last owner has owned the vehicle since 1992. **£11,950**

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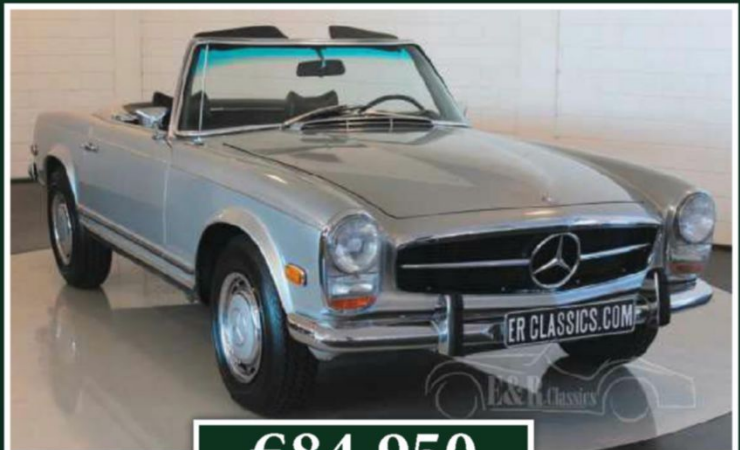
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1937 AUSTIN 12/4 ASCOT 4 DR SALOON
white/brown hide, full resto some time ago – now needs some tlc, private collection **£8,995**



1927 AUSTIN SEVEN MODEL R
Top-Hat Saloon blue /black with dark blue trim, very rare **£18,750**



1937 AUSTIN SEVEN PEARL CABRIOLET
full resto some time ago, nicely mellowed, private collection. **£10,995**



1933 AUSTIN 7 SALOON
fully restored in beige and black with light biscuit trim, ex cond throughout **£10,995**



1998 BENTLEY ARNAGE
red label finished in colloidal silver/ French navy hide trim, 72000 miles **£20,995**



1954 AUSTIN HEALEY
finished in red with black leather 6500 miles since full resto, heritage cert **£59,995**



1955 COMMER EXPRESS VAN
green/red trim, 31000 miles, MoT/tax exempt, ex cond, ex private collection **£11,995**



1956 JAGUAR XK140
hard top in olde English white stunning with red leather trim very good condition **£79,995**



1952 JAGUAR XK120 ROADSTER
LHD, fully restored in 1993, 7000 miles **£119,995**



2014 KIA PICANTO 2
in black, 4 doors, 7000 miles, excellent cond throughout **£6,995**



1971 LOTUS EUROPA
carnival red/black trim, full resto, UK car, ex cond, prov certificate **£29,995**



2009 LOTUS EXIGE sprint 1 of only 20 made finished in yellow, 60,000 miles **£34,995**



2004 MERCEDES SLK 230
in blue with black leather trim, many extras **£5,995**



1997 MINI COOPER LTD ED
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2000 MINI COOPER 1275 S SPORT
black and silver with grey leather trim 6000 miles, 2 owners, ex cond **£16,995**



1957 MGA 1500 SPORTS CONVERTIBLE
finished in white with red leather **£19,995**



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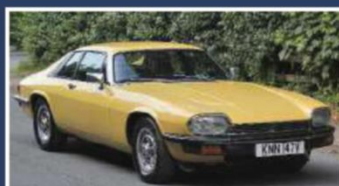
1969 Austin Healey 3000 MKI – Red over Cream with wire wheels, overdrive and wonderful aged red leather upholstery. 20000-25000 miles touring from 1991-2010 and then in Sweden for a few years prior to coming back to the UK. **£74,995**



1966 Daimler 250 V8 Saloon – A beautifully presented example that started life in NZ and came over to the UK in the 2003 after two owners in 27 years. Sold by us previously and thousands spent on keeping the car in first class order. **£19,995**



1982 Fiat X1/9 – 15,326 miles from new. The car is truly exceptional, particularly the first class rust free bodywork. Superbly documented history including the original bill of sale, service book, original manual and clearly from its mileage and condition, has led a very well cared for cosseted life. **£17,995**



1979 Jaguar XJS V12 Coupe Pre HE – This is a true collectors piece; low mileage, original specification, history from new and stunning condition throughout. This totally correct car has covered 71,000 miles from new, comes with an exceptional history from new to include the original service book, handbooks, original dealer window sticker. **£29,995**



1930 Humber 16/50 Saloon – 28 years with its last owner and 10,000 miles covered over this time. Reliable, ready to use and enjoy and incredibly well presented with lots of originality. **£27,995**



1930 Humber 16/50 Saloon – This stunning car has an exceptional well documented history back to new. The car has been with its recent owner since 1989 covering 12000 miles. A glorious original car. **£27,995**



1989 Porsche 911 Carrera 4S – 68000 miles from new and comes to us with an impressive service history. The Guards Red paintwork is excellent, the bodysell first class and the car looks superb on a set of Fuchs alloys. The original alloy wheels are also with the car. The Grey leather upholstery is original and is lovely. **£59,995**



1959 Austin Healey Frogeye Sprite MKI – Iris Blue with Dark Blue trim. Subject of full complete nut and bolt rebuild with Wheeler & Davis Stage 3 bodysell. 775 miles since, £20k spent on parts alone. Truly top class. **£29,995**



1971 Rolls Royce MPW Convertible – Ordered new by Peter Rogers at Feature Film Facilities, Pinewood Studios (Carry on Films). 76k miles from new, £50k of service history/maintenance. Original colour, gleaming paint, lovely original interior and hood. **£69,995**



1966 Jaguar S-Type 3.8 Automatic – Restored between 2003-2005 and 13300 miles since. Engine rebuilt, gearbox rebuilt, fully re-trimmed and subject of a bare metal re-paint. Excellent driving car. **£23,995**



1971 MGB Roadster – Subject of serious restoration work in 1996 and covered of 15000 miles since. Really impressive on the road with a smooth, strong engine unit holding excellent oil pressure. **£12,995**



1947 Jaguar MKIV 2.5 Saloon – This Jaguar had one owner from the 1960's for over 50 years but was taken off the road in 1978 and has recently undergone a £20,000 programme of recommissioning work. The Jaguar is remarkably original, still retaining its original leather upholstery suggesting the recorded mileage of 79,000 is correct. **£59,995**



1991 Ferrari Testarossa – 33,000 miles from new and comes with a full service history with twelve service stamps from Ferrari dealers or specialists plus £18,000 of invoices for maintenance work since being imported into the UK in 1997. **£118,995**



1981 BMW E12 M535i – This stunning, rare BMW M535i has just arrived with us having recently undergone a major programme of work including an engine rebuild. **£29,995**



1974 Fiat 500 110F – 2600 MILES from new. Absolute time warp with as new original interior, excellent mechanicals and an outstanding rust free bodysell with a glass paint finish. Collectors piece. **£14,995**



1993 Jaguar XJS 4.0 Convertible – 77k miles, full history with 15 service stamps. Within last 1000 miles £3k spent including rear brake overhaul. Beautifully presented example. **£19,995**



1991 Jaguar XJS V12 Convertible – 66k miles and presented in excellent order. Superb mechanically, excellent body, paint and trim. Serviced at 10921, 14000, 20162, 25500, 29963, 35183, 42702, 47157, 55871, 57846, 60245, 65850 and 66000. **£26,995**



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. **£15,995**



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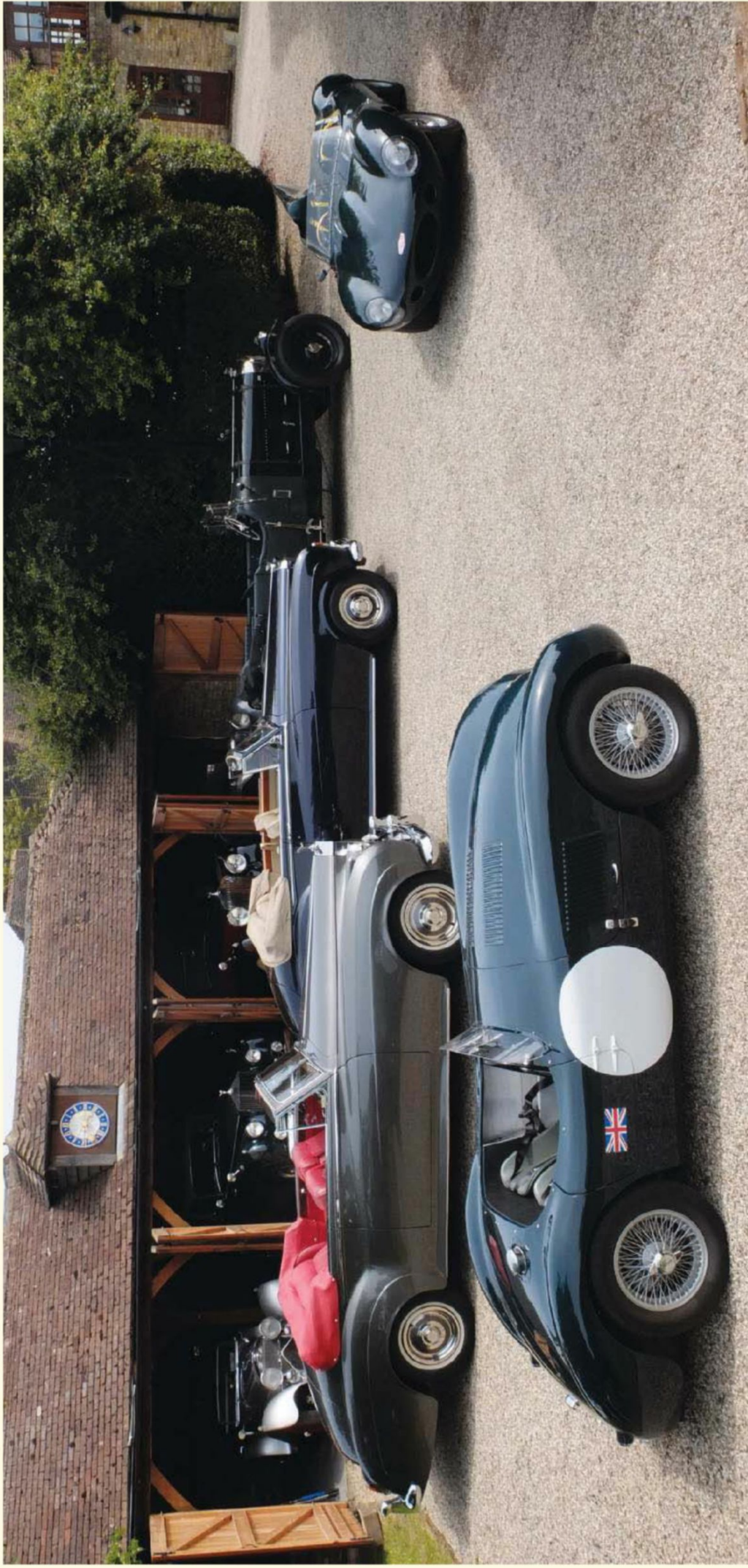
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Rare Swedish build with cow horn bumpers and hockey stick trim. Extensive re-commissioning just undertaken after 20 years in dry storage. 2 owners from new & very well documented service history.



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Most original fully documented car with a warranted mileage of 25,000 miles. Same ownership from new until 2014. Ford 351 cu in V8. Original interior and mostly original paint. Time warp car, driving very well.



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1965 FIAT 2300 COUPE ABARTH

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Fully restored in the 1990's and used little since. Well maintained and serviced with perhaps some early racing history to be researched. Comprehensive file. Gunmetal and black leather interior, manual with overdrive.



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1973 RR CORNICHE COUPE

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Channel Island car has been subject to a total restoration, with the engine, gearbox & axle being rebuilt by Rob Beere Racing & other works undertaken by specialist Jaguar restorers. Upwards of £60k plus spent!



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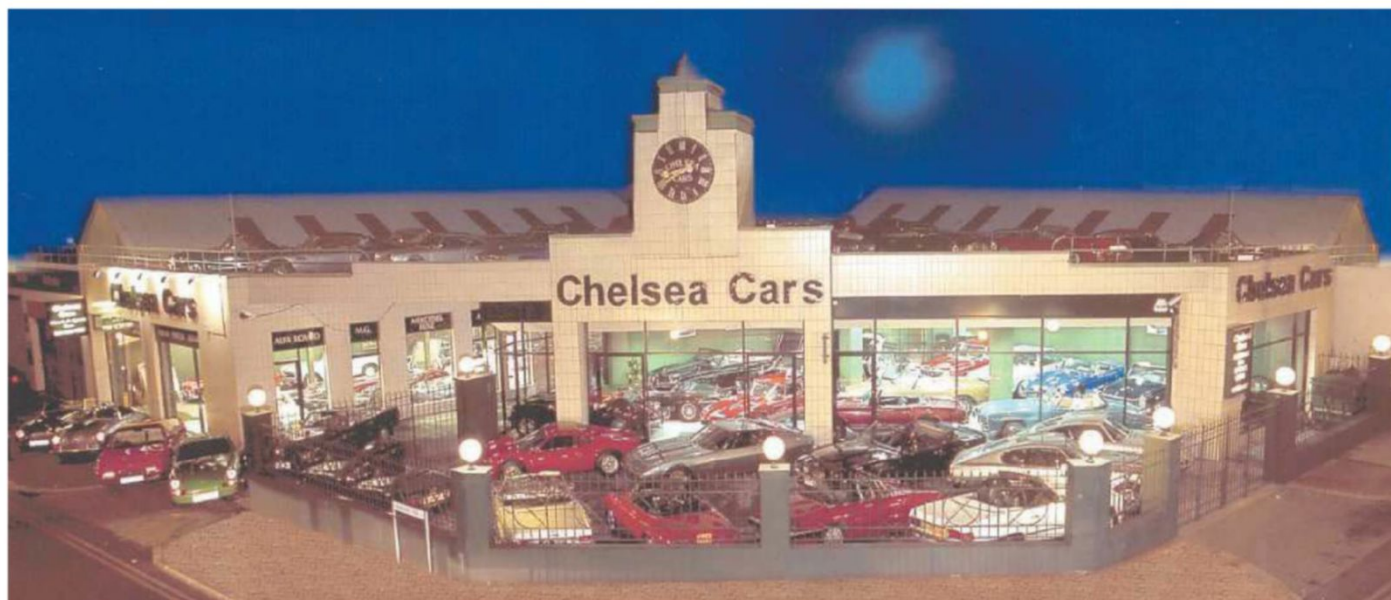


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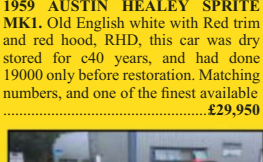
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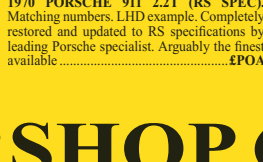
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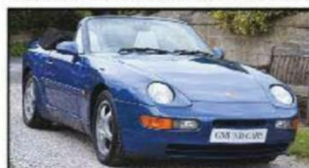
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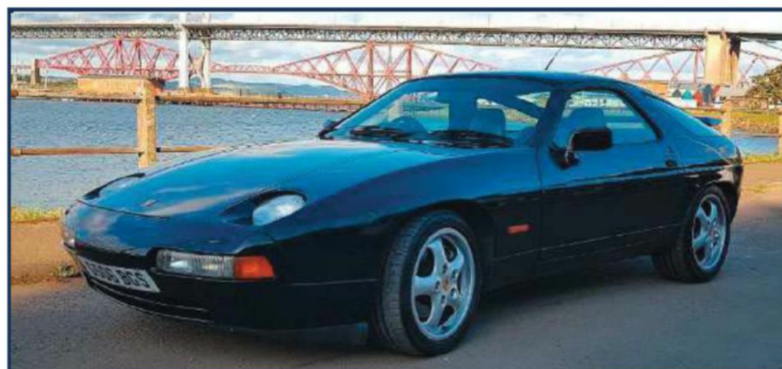
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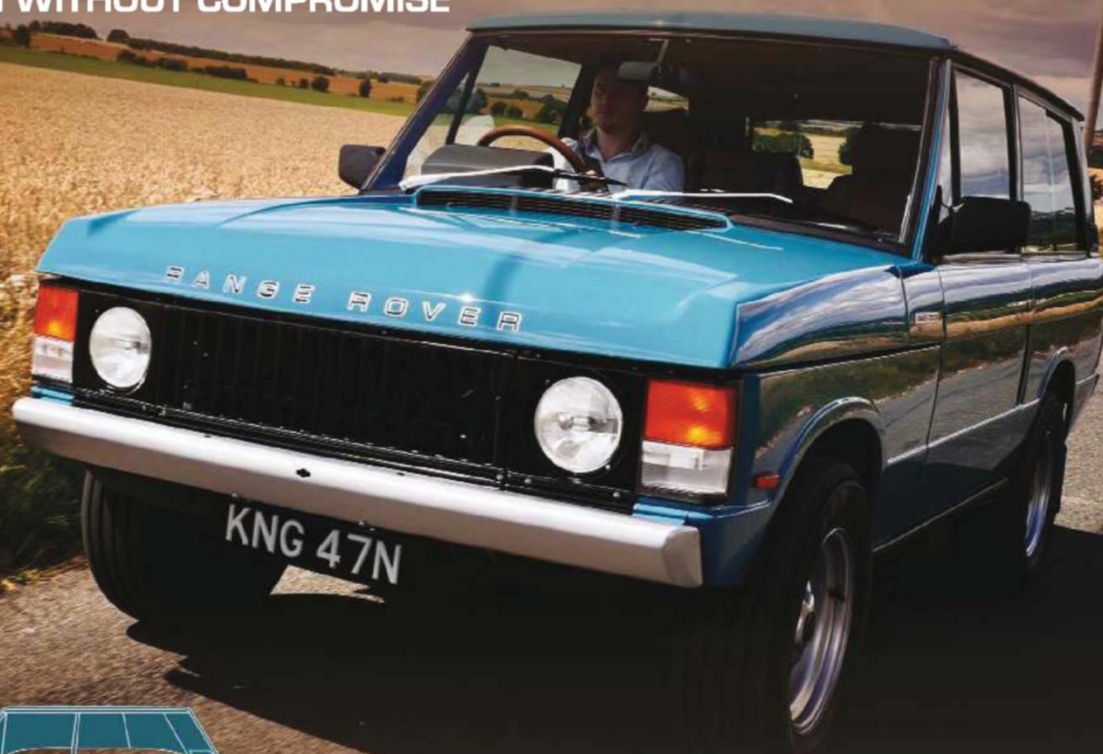
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SL350 Roadster 2014/14

Black, black leather interior, very high spec inc panoramic roof, airscarf, COMAND, 19" AMG Alloy Wheels, FSH, one lady owner, **only 5,000 miles (yes, five thousand) . £37,950**



SLK320 Roadster 2001/51

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S500 Coupe 1994M

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300E Saloon 1988F

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- Year Built: 2000/W
- Engine Size: 4.0L

Just three owners, with a comprehensive history file; finished in Space halycon blue metallic, with Portland grey hide interior; Alloy dash; Leven kit; PAS; Pioneer music; Accumate charger; Optional personal plate: T8 NEP; A lovely colour combination;

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- £17,495
- Body Type: Convertible
- 54,000 Miles
- Year Built: 1998
- Engine Size: 4.0L
- Trans: Manual

Previously supplied by ourselves; With many upgrades, including full stainless steel exhaust, with manifolds, alloy rad, Jump-start kit, Wood rimmed steering wheel, Red silicone hoses & rocker covers; PAS; Up-graded alarm; Sony CD etc; Full service history, including all MOTs and large invoice file; Just fully repainted to a high standard in Rosso pearl metallic, with cream leather interior, black carpets and red roof- this car looks stunning;

TVR CHIMAERA 4.5 LITRE



- £16,495
- Body Type: Convertible
- 42,000 Miles
- Year Built: 1997/R
- Engine Size: 4.5L
- Trans: Manual

• Owners: 4
A 4 owner car, with extensive history file; Alloy rad; Leven kit; Remote boot opener; MP3; Finished in Crimson starmist metallic, with biscuit hide interior and ruby red carpets; Avery genuine car, that has been loved by its former owners;

TVR CHIMAERA 4 LITRE



- £16,750
- Body Type: Convertible
- 38,000 Miles
- Year Built: 1999
- Engine Size: 4.0L
- Trans: Manual

• Owners: 4
Just 4 owners; With full service history; Finished in Crystal topaz metallic with dark blue leather interior, roof and carpets; PAS; Alloy dash; CD; Optional plate: T888 TVR; In a lovely colour combination, a very attractive car;



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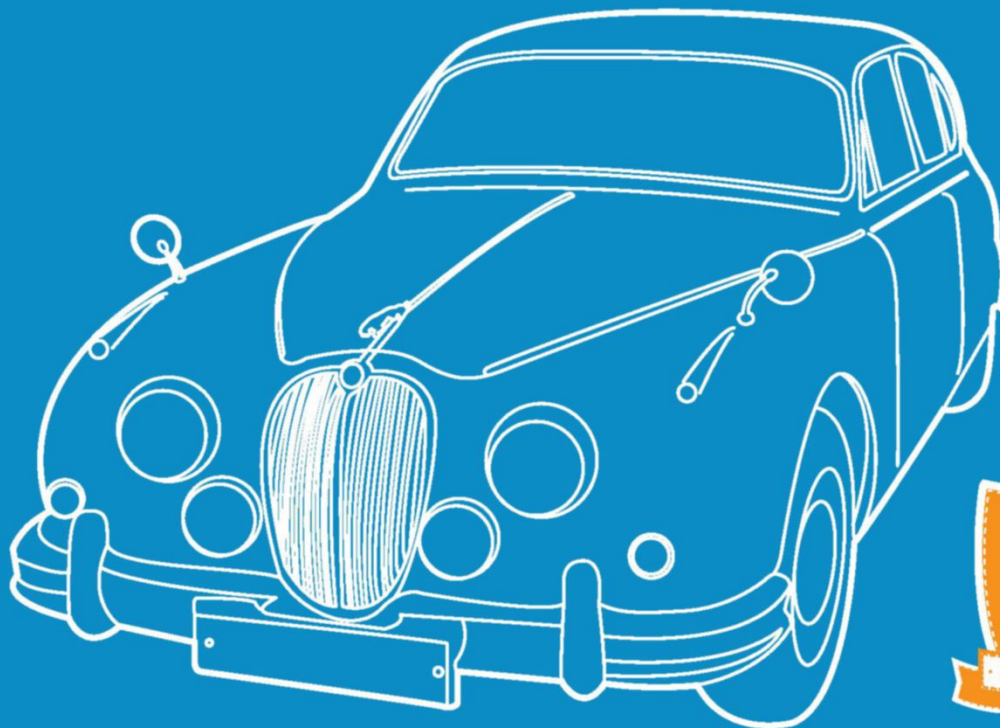
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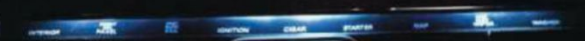
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Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

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	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed
ABARTH							
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							
2-litre	47-56	15,000	11,000	6,750	4,000	1991	83
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9,000	1991	83
Ace (AC engine)	54-63	200,000	150,000	110,000	80,000	1991	102

NE	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ABARTH								
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								
2-litre	47-56	15,000	11,000	6,750	4,000	1991	83	
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9,000	1991	83	
Ace (AC engine)	54-63	200,000	150,000	110,000	80,000	1991	102	
Ace-Bristol	56-63	275,000	210,000	150,000	100,000	1971	118	
Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120	
Aceca-AC	54-63	140,000	100,000	65,000	45,000	1991	104	▲
Aceca-Bristol	56-63	155,000	120,000	75,000	55,000	1971	128	▲
Greyhound	59-63	56,000	42,000	26,000	17,500	1971	107	▲
Cobra MkI/MkII/289	62-69	825,000	650,000	500,000	400,000	4727	138	
Cobra 427	65-67	850,000	675,000	525,000	425,000	6998	145	
428	67-73	160,000	125,000	90,000	60,000	7014	143	
428 con	67-73	200,000	150,000	110,000	90,000	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	

NE	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALFA ROMEO								
6C 1750 GS Zagato	30-33	19m	15m	12m	950,000	1754	95	
6C 2300 Touring	33-37	11m	900,000	750,000	625,000	2309	94	NE
1900C Sprint	51-55	200,000	157,500	107,500	80,000	1884	112	NE
1900C Super Sprint	55-58	225,000	175,000	120,000	85,000	1975	112	
Giulietta berlina	55-62	18,000	12,600	6,000	2,750	1290	90	
Giulietta ti	57-64	22,500	16,000	7,500	4,000	1290	103	
Giulietta/Giulia Sprint	55-64	55,000	42,000	25,000	16,000	1290	110	
Giulietta/Giulia Spider	55-65	65,000	48,500	30,000	20,000	1570	108	
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	30,000	1570	120	
2000 Spider	58-62	80,000	55,000	26,500	16,000	1975	111	▲
2600 Spider	62-65	95,000	70,000	32,000	18,500	2584	124	▲
2600 Sprint	62-66	47,500	35,000	17,500	8,000	2584	125	
SZ-1	60-62	350,000	300,000	250,000	200,000	1290	120	
TZ-1	63-65	800,000	625,000	525,000	450,000	1570	124	
Giulia Ti/Super	62-74	15,000	10,000	5,000	2,250	1570	105	
1750/2000 Berlina	68-76	11,000	7,000	3,000	1,400	1962	115	
Giulia Sprint GT/Velocce	63-68	40,000	30,000	16,500	8,500	1570	112	
Giulia GTA 1300/1600	65-71	220,000	175,000	125,000	90,000	1570	115	
GT Junior	66-77	23,500	16,500	8,500	4,500	1570	115	
1750/2000 GTV	67-77	30,000	22,500	12,000	6,000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9,750	1290	110	
Spider Duetto	66-67	37,500	27,500	14,000	7,000	1570	113	▲
1750 Spider Velocce	68-70	35,000	25,000	13,000	6,500	1779	115	▲
Spider 2000 S2	70-82	17,500	13,000	6,250	2,850	1962	119	
Spider 2000 S3	82-89	9,500	6,250	3,000	1,500	1962	114	
Spider 2000 S4	89-93	11,000	7,500	4,000	2,200	1962	114	
Montreal	70-77	67,500	49,500	27,500	17,500	2593	132	
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	
Alfasud Sprint	76-90	7,000	4,750	2,400	900	1490	104	
Alfetta sal	72-84	10,000	7,000	3,000	900	1962	113	
GTV 2000	76-87	9,250	6,500	3,000	1,400	1962	118	
GTV6	81-87	16,500	10,000	4,500	1,950	2492	130	
75 sal	86-92	7,500	5,000	2,000	1,000	2959	135	
164 20 TS	88-98	5,000	4,000	2,000	1,000	1962	130	NE
164 3.0 V6	88-98	5,750	4,500	2,400	1,200	2959	147	NE
SZ	89-94	36,500	26,500	18,500	14,000	2959	153	

NE	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALLARD								
K1, K2	46-53	110,000	80,000	55,000	35,000	3917	102	
K3	52-54	115,000	85,000	60,000	40,000	4375	96	
L/M	46-53	57,500	37,500	22,000	14,000	3622	86	
P	49-52	36,000	25,000	13,500	8,250	3622	90	
J2/J2X	50-54	240,000	200,000	160,000	125,000	4375	130	
ALPINE-RENAULT								
Al10	65-77	75,000	55,000	36,000	27,500	1565	115	
A310 1600	74-77	27,500	20,000	12,500	8,000	1605	130	
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137	
GTA	85-91	8,750	7,000	3,750	2,250	2849	139	
GTA Turbo	85-91	10,500	8,500	4,650	2,750	2458	149	
ALVIS								
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	
4.3 Litre Tourer	37-39	170,000	125,000	105,000	95,000	4387	100	NE
TA14	46-50	16,000	11,000	6,000	3,250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7,000	1892	72	
TA21/TC21/100	50-55	20,000	15,000	8,500	4,000	2993	100	
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95	
TD21	56-63	32,500	22,500	13,500	7,000	2993	104	
TD21 convertible	56-63	72,500	52,500	32,500	18,500	2993	102	
TE/TF21	63-67	40,000	29,000	16,500	9,500	2993	110	
TE/TF convertible	63-67	89,000	65,000	37,500	22,500	2993	107	
AMPHICAR								
770	61-65	44,000	30,000	22,500	15,000	1147	70	NE
ARMSTRONG SIDDELEY								
Lancaster	46-52	12,500	9,000	5,000	2,750	1991	70	
Hurricane dhc	46-53	20,000	15,000	8,500	5,500	1991	70	
Typhoon coupé	46-50	16,000	11,250	7,000	4,250	1991	70	
Whitley	50-53	11,500	8,500	4,250	2,500	2309	85	
Sapphire 346	53-59	12,500	9,500	4,750	2,250	3435	100	▲
Sapphire 234/236	56-58	11,500	8,500	4,000	2,000	2309	97	▲
Star Sapphire	58-60	14,000	11,000	5,500	3,000	3990	104	▲
ASTON MARTIN								
DB2	50-53	240,000	175,000	120,000	85,000	2580	110	
DB2 con	51-53	325,000	250,000	180,000	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	275,000	225,000	170,000	130,000	2580	120	
DB35	53-56	5m	4.5m	3.75m	n/a	2922	145	NE
DB MkIII	57-59	220,000	165,000	115,000	85,000	2922	120	
DB MkIII con	57-59	500,000	425,000	330,000	250,000	2922	120	
DB4	58-63	475,000	390,000	300,000	225,000	3670	141	
DB4 con	61-63	900,000	825,000	650,000	500,000	3670	140	
DB4 GT	60-63	2.4m	2m	1.5m	1m	3670	155	

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Private sale						
		Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed Price change
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	235,000	175,000	135,000	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	52,000	36,000	5340	162	
V8	72-90	100,000	75,000	45,000	32,500	5340	147	
V8 Vantage	77-89	350,000	275,000	180,000	100,000	5340	168	
V8 Volante	78-90	150,000	120,000	75,000	45,000	5340	130	
V8 Vantage Volante	86-89	300,000	250,000	175,000	100,000	5340	162	
Zagato	86-87	200,000	150,000	100,000	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	93-00	150,000	110,000	75,000	50,000	5340	186	
V8 Coupé	96-99	60,000	45,000	30,000	24,000	5340	155	
Vantage V600	98-00	200,000	150,000	100,000	65,000	5340	200 NE	
DB7	94-99	22,500	20,000	15,500	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	
DB7 GT/GTA	02-03	62,000	50,000	44,000	37,500	5935	185 NE	
DB7 Zagato	03	250,000	200,000	160,000	n/a	5935	190 NE	
Vanquish	01-04	99,000	85,000	70,000	60,000	5935	190 NE	

	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
NE			Mint	Good	Rough				
1800GT	69-74	8000	5500	2500	1200	1275	96		
3-litre	68-71	6750	4750	2400	1100	2912	106		
1800/2200	64-75	3250	2000	800	350	1798	96		
Allegro 1100-1500	73-82	2000	1250	550	300	1275	87	NE	
Allegro 1750/Sport TC	73-75	2650	1650	800	450	1748	104		
Seven/Mini MkI	59	30,000	25,000	19,000	15,000	848	71	▲	
Mini MkI	60-67	12,500	10,000	6000	3250	848	71		
Mini MkII	67-69	6000	4000	1850	1000	998	79		
Mini MkIII-V	70-90	4500	3000	1350	750	998	82		
Mini Cooper 997/998	61-69	20,000	16,000	9000	6000	998	90		
Mini Cooper 1071S	63-64	42,500	32,000	20,000	14,000	1071	95		
Mini Cooper 970S	64-65	37,500	28,000	18,500	13,000	970	82		
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96		
Mini C'r 1275S MkII/III	67-71	32,000	22,500	14,000	9500	1275	96		
Mini Moke	64-85	20,000	15,000	8000	4500	998	70		
Mini 1275GT	69-80	10,000	7000	4000	1750	1275	89		
Mini Clubman	70-80	4500	3000	1300	650	1098	82		

AUSTIN-HEALEY	Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND								
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103		
100M	55-56	135,000	100,000	70,000	50,000	2660	109		
100S	55	625,000	510,000	440,000	380,000	2660	119		
100/6 BN4/6	56-59	47,500	35,000	22,000	13,500	2639	105		
3000 MkI	59-61	50,000	37,500	25,000	13,000	2912	112		
3000 MkII BN7	61-62	75,000	50,000	35,000	25,000	2912	117		
3000 MkII BTJ, BJ7	62-64	57,500	42,000	27,500	15,000	2912	117		
3000 MkIII	64-68	62,500	46,500	30,000	17,500	2912	121		
'Frogeye' Sprite MkI	58-61	21,000	15,000	7000	4000	948	82		
Sprite MkII/III/IV	61-71	11,000	7000	3000	1250	1275	96		

AUTOBIANCHI	(autobianchi.org)								
Bianchina Trans/Cab	57-68	29,500	22,000	15,000	10,000	499	68	NE	

BENTLEY	Bentley Drivers' Club (01295 738886)								
3-litre Tourer	22-25	500,000	275,000	200,000	150,000	2996			
4.5-litre Tourer	27-31	11m	750,000	600,000	450,000	4398	92		
6.5 Litre Speed Six	28-30	3.2m	2.6m	1.9m	1.1m	6597	86		
4.5 Litre 'Blower'	29-31	11m	8m	4.6m	3m	4398	98		
8 Litre	29-31	2.5m	1.65m	1m	500,000	7982	101		
Derby 3.5 Park Ward	33-37	115,000	80,000	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	125,000	87,500	52,500	32,500	4257	96	▲	
Derby 4.25 coachbuilt	36-39	400,000	275,000	125,000	47,500	4257	96		
MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,000	8750	4566	100		
MkVI con	51-52	110,000	80,000	42,000	27,500	4566	100		
R-type saloon	52-55	40,000	29,000	16,000	9000	4566	106		
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106		
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106		
R-type Continental	52-55	1m	840,000	600,000	500,000	4566	115		
SI/52 saloon	55-62	39,000	29,000	16,500	8000	4887	101		
SI Continental Mulliner	55-59	500,000	365,000	185,000	140,000	4887	115		
SI Cont PW coupé	55-59	375,000	275,000	140,000	100,000	4887	114	NE	
SI Cont P Ward con	55-59	550,000	400,000	275,000	200,000	4887	114		
S2 Cont Mulliner	59-62	265,000	190,000	125,000	85,000	6230	115		
S2 Park Ward con	59-62	350,000	250,000	150,000	95,000	6230	115		
S2 Flying Spur	59-62	175,000	125,000	75,000	46,500	6230	120		
S3 saloon	62-65	42,000	32,000	18,000	8500	6230	116		
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120		
S3 MPW con	62-65	250,000	175,000	120,000	80,000	6230	116		
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118		
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120		
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120		
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120		
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118		
Mulsanne/Eight	80-92	12,500	10,000	6000	2000	6750	119		
Mulsanne Turbo	82-86	15,000	12,000	6500	2400	6750	135		
Turbo R/L	85-97	20,000	12,500	6750	2500	6750	135		
Continental MPW conv	84-94	67,500	52,500	40,000	25,000	6750	140		
Continental R	91-02	42,500	31,000	24,000	18,000	6750	151		
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175		
Brooklands	92-98	16,500	13,500	10,000	6500	6750	140		
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	NE	

BERKELEY	Berkeley Enthusiasts' Club (01483 475330)								
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65		
Sports SE492	58-59	12,000	7000	3750	2500	492	80		
B95/B105	59-61	12,500	7500	4250	2750	692	90		
T60 3-wheeler	59-61	8000	6000	3600	2000	328	60		

BIZZARRINI	(isobizzclub.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		
327	37-40	150,000	115,000	75,000	50,000	1971	78	NE	

	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
NE			Mint	Good	Rough				
501 V8/502/2.6/3.2	55-63	45,000	32,000	16,000	10,000	2580	100		
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115		
507	56-59	1.5m	1.2m	1m	800,000	3168	135	▲	
Isetta 250/300	55-65	21,000	15,000	10,000	6500	298	60		
600	58-59	30,000	24,000	16,000	9500	585	65		
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105		
1600/1602/1502	66-77	6500	4500	2200	1000	1573	100		
2002/Touring	68-75	11,000	7500	3500	1400	1990	112		
2002 cabrio/targa	71-74	24,000	15,000	7000	3000	1990	110		
2002tii	71-75	24,000	16,500	7500	3250	1990	120		
2002 turbo	73-74	65,000	50,000	35,000	20,000	1990	130		
2800CS/CSA	69-71	20,000	14,000	7000	3600	2788	120		
2500/2800/3.0/3.3	69-77	8500	6000	3000	1600	2494	110		
3.0CS/CSI	71-75	35,000	25,000	17,500	10,000	2985	130		
3.0CSL	72-75	125,000	95,000	60,000	37,500	3003	134		
3.0CSL 'Batmobile'	72-75	250,000	200,000	150,000	100,000	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		
5-series (E12)	75-81	5000	3750	1850	900	2788	133	NE	
M535i (E12)	80-81	26,000	19,000	11,000	5500	3453	139		
5-series (E28)	81-87	45,000	35,000	1750	750	2788	146	NE	
M535i (E28)	85-87	12,000	9000	4500	2000	3453	152		
M5 (E28)	85-88	30,000	23,000	13,000	7500	3420	152		
5-series (E34)	88-95	40,000	30,000	1600	600	3982	149	NE	
M5 (E34)	88-95	15,000	11,000	5750	3500	3535	155		
M5 (E39)	98-04	18,000	12,500	9000	6000	4941	155	NE	
3-series (E30) conv	86-93	6000	4500	2000	700	2494	130	NE	
325i Sport (E30)	89-91	9500	7000	3500	1750	2494	133	NE	
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143		
M3 Evo II (E30)	88	70,000	55,000	36,500	26,500	2302	143		
Z1	86-91	30,000	24,000	15,000	9500	2494	140		
840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155		
M3/Evo (E36)	92-99	19,000	14,000	10,000	6000	3201	155	NE	
Z3 4-cyl	96-01	40,000	2650	1350	600	1895	127	NE	
Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139	NE	
Z3M Roadster	98-02	20,000	15,000	10,000	6750	3201	155		
Z3M Coupe	98-02	27,000	20,500	13,000	8500	3201	159		
Z8	00-03	135,000	110,000	85,000	65,000	4941	155		
M3 (E46)	01-06	25,000	19,000	12,000	6000	3246	155	NE	
M3 CSL (E46)	03-05	60,000	52,500	45,000	37,500	3246	155	NE	

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	
5-series (E12)	75-81	5000	3750	1850	900	2788	133	NE
M535i (E12)	80-81	26,000	19,000	11,000	5500	3453	139	
5-series (E28)	81-87	4500	3500	1750	750	2788	146	NE
M535i (E28)	85-87	12,000	9000	4500	2000	3453	152	
M5 (E28)	85-88	30,000	23,000	13,000	7500	3420	152	
5-series (E34)	88-95	4000	3000	1600	600	3982	149	NE
M5 (E34)	88-95	15,000	11,000	5750	3500	3535	155	
M5 (E39)	86-94	18,000	12,500	9000	6000	4941	155	
3-series (E30) conv	88-93	6000	4500	2000	700	2494	130	NE
325i Sport (E30)	89-91	9500	7000	3500	1750	2494	133	NE
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143	
M3 Evo II (E30)	88	70,000	55,000	36,500	26,500	2302	143	
Z1	86-91	30,000	24,000	15,000	9500	2494	140	
840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155	
M3/Evo (E36)	92-99	19,000	14,000	10,000	6000	3201	155	NE
Z3 4-cyl	96-91	4000	2650	1350	600	1895	127	NE
Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139	NE
Z3M Roadster	98-02	20,000	15,000	10,000	6750	3201	155	
Z3M Coupe	98-02	27,000	20,500	13,000	8500	3201	159	
Z8	00-03	135,000	110,000	85,000	65,000	4941	155	
M3 (E46)	01-06	25,000	19,000	12,000	6000	3246	155	NE
M3 CSL (E46)	03-05	60,000	52,500	45,000	37,500	3246	155	NE

BOND	Bond Owners' Club (0121 784 6626)						
Minicar Mka-G	48-65	6000	4250	1900	900	250	55
GT2+2/GT45	63-70	4750	3100	1500	700	1296	90
Equipe GT	67-70	4900	3250	1500	650	1998	100
Bug	70-74	10,000	7000	3250	1750	701	75

NE GUIDE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
1000/1000S sal/cpé	58-63	10,000	6750	3400	2000	980	80		
F102 saloon	64-66	3250	1950	950	550	1175	84		

DODGE									
Viper RT 10/GTS	92-02	40,000	30,000	21,000	16,000	7974	165		

ELVA									
Elva Owners' Club (01903 823710)									
Courier sports/cpé	58-61	27,500	21,000	12,000	6750	1498	100		
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7000	1798	110		

FACEL VEGA									
Facel Vega Car Club (01621 818608)									
FV 4.5/4.8/5.4/5.8	54-59	175,000	125,000	80,000	60,000	5801	125		
HK500	59-61	190,000	145,000	100,000	70,000	6286	130		▼
Facel II	62-64	325,000	275,000	175,000	125,000	6286	132		
Facellia/Facel III	60-64	72,500	50,000	30,000	16,500	1647	114		

FAIRTHORPE									
Fairthorpe Sports Car Club (01895 256799)									
Electron Minor	57-73	5000	3750	2250	1250	948	80		
TX-GT/S/SS coupé	67-73	4500	3250	1850	750	1998	112		

FERRARI									
Ferrari Owners' Club (01485 544500)									
166 MM Barchetta	48-50	6m	4.5m	3.5m	2.85m	1995	125		
166 Inter	48-51	1m	750,000	550,000	400,000	1995	115		
212 Inter	51-52	11m	950,000	825,000	700,000	2562	120		
340 America open	51	3m	2.6m	2.2m	1.5m	4101	135		
340 America closed	51	2.5m	2.25m	2m	1.35m	4101	136		
250 Europa S/II	53-55	1.85m	1.4m	950,000	750,000	2963	126		
410 Superamerica	56-59	3.5m	3m	2.25m	2m	4962	165		▲
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157		
250 GT Cabrio S1	57-59	4.5m	3.8m	3.5m	3.1m	2953	155		NE
250 GT Berlinetta TdF	57-59	5.75m	5.25m	4.75m	4.5m	2953	143		
250 GT PF coupé	58-62	525,000	400,000	300,000	200,000	2953	145		
250 Cal Spider lwb	58-62	8.5m	7m	5.5m	4.5m	2953	155		
250 Cal Spider swb	60-63	12.5m	11.5m	10.5m	n/a	2953	149		
250 GT SWB (steel)	60-63	6.5m	6.2m	5.75m	5.25m	2953	150		▼
250 GT SWB (alloy)	60-62	7.9m	7.3m	6.5m	6m	2953	155		
250 GT Cabrio Se2	60-62	1.25m	1m	800,000	650,000	2953	160		
250 GTE 2+2	60-63	360,000	275,000	185,000	140,000	2953	140		
250 GTO	62-64	3.8m	3.3m	n/a	n/a	2953	158		
250 LM	64-66	1.3m	1.1m	10m	n/a	2953	159		
250 GT Lusso	62-64	1.3m	1.15m	975,000	800,000	2953	150		
400 Superamerica cpé	60-64	2.5m	2.1m	1.8m	1.5m	3967	162		
500 Superfast	64-67	2.2m	1.85m	1.4m	1.2m	4962	170		
275 GTB (steel)	64-66	1.6m	1.4m	1.2m	950,000	3286	150		
275 GTB (alloy)	64-66	2.25m	2m	1.75m	1.5m	3286	150		▲
275 GTS	64-66	1.5m	1.2m	1.05m	900,000	3286	150		▼
275 GTB/4 (4-cam)	66-68	2.4m	2.15m	1.9m	1.7m	3286	165		▼
330 GT 2+2	64-67	250,000	185,000	130,000	85,000	3967	150		
330 GTC	66-68	575,000	450,000	375,000	300,000	3967	150		▲
330 GTS	66-68	1.8m	1.5m	1.2m	1m	3967	150		
Dino 206 GT	68-69	465,000	400,000	320,000	250,000	1987	145		
Dino 246 GT	69-73	275,000	220,000	135,000	90,000	2418	150		
Dino 246 GTS	72-74	300,000	240,000	150,000	100,000	2418	150		
365 GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152		
365 GTC	68-70	640,000	550,000	460,000	375,000	4390	155		
365 GTB/4 Daytona	68-74	585,000	495,000	365,000	265,000	4390	173		▼
365 GTS/4 Spider	72-73	21m	1.85m	1.6m	n/a	4390	170		
365 GTC/4 2+2	70-72	280,000	225,000	150,000	120,000	4390	152		
365 GT4 2+2	72-76	65,000	45,000	27,500	18,500	4390	150		
365 BB	75-76	325,000	260,000	200,000	150,000	4390	163		▼
512 BB, BBi	76-85	235,000	190,000	145,000	110,000	4942	188		▼
308 GT4 2+2	73-80	49,500	37,500	23,000	16,500	2926	156		
308 GTB (grp)	75-77	150,000	120,000	80,000	50,000	2926	154		
308 GTB/GTS	77-80	80,000	62,500	42,500	30,000	2926	155		
308 GTBi/GTSi	80-82	60,000	42,500	29,000	20,000	2926	155		
308 GTB qv/GTS qv	82-85	65,000	50,000	32,000	22,500	2926	155		
328 GTB/GTS	85-88	72,000	56,000	37,500	26,500	3195	163		
400/400i/412i manual	76-89	40,000	30,000	17,500	10,000	4823	158		
400/400i/412i auto	76-89	30,000	21,000	11,500	7750	4942	158		
Mondial	81-94	32,500	23,500	14,500	9500	2926	143		
Mondial cabrio	84-94	37,500	27,500	18,000	12,000	2926	146		
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	3496	183		
360 Modena	99-05	69,000	62,000	55,000	47,500	3586	184		NE
Testarossa	84-90	100,000	80,000	55,000	37,500	4942	181		▼
512 TR	91-94	127,500	99,000	65,000	50,000	4943	193		
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194		
456 GT	92-98	48,500	36,000	24,000	17,500	5474	184		
456M GT	98-03	54,000	42,000	28,500	21,000	5474	185		NE
288 GTO	84-87	1.5m	1.35m	1.2m	1m	2855	190		
F40	88-92	850,000	750,000	625,000	550,000	2936	201		
F50	95-97	1.4m	1.2m	900,000	800,000	4698	202		
550 Maranello	96-02	90,000	75,000	55,000	45,000	5474	199		
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186		NE
575M Maranello	02-06	100,000	85,000	70,000	n/a	5748	202		NE

NE GUIDE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
Enzo	02-04	2m	1.7m	1.4m	n/a	5998	220		NE

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	6750	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	35,000	25,000	16,500	9500	2280	120		
850 Coupé	65-73	7500	5000	2400	1000	903	96		
850 Spider	65-73	12,000	9000	4250	2000	903	96		
124/Special 12/1.4	66-73	2650	1750	850	400	1438	100		
124 Coupé	66-75	8500	6000	2500	900	1756	115		
124 Spider 1.4/1.6	66-74	24,000	18,000	10,000	3500	1608	112		
124 Spider 1.8/2.0	75-81	18,500	13,000	6000	2500	1756	108		
124 Spider Abarth	72-75	35,000	27,500	20,000	12,000	1756	118		
Pininfarina Spider	82-85	20,000	15,000	7500	2750	1995	104		
Dino Spider 2.0/2.4	67-73	13,000	100,000	62,500	45,000	2418	130		
Dino Coupé 2.0/2.4	67-73	38,500	30,000	20,000	14,000	1987	122		
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112		
130 Coupé	72-76	17,500	12,500	7000	3500	3235	114		
127 1300 Sport	81-83	3250	2400	1000	450	1301	102		
128 3P coupé	75-78	6000	4500	2000	1000	1301	102		
X1/9	77-89	4250	3000	1400	650	1290	100		
Panda 4x4	84-92	4250	2500	1250	750	999	83		NE
Coupé/Turbo	94-00	4500	3000	1250	400	1998	149		NE
Barchetta	95-02	6500	4200	2200	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 (mccgb.net)								
Prefect	40-53	6000	4000	1850	1100	1172	68	▲
Pilot V8	47-51	15,000	10,500	6000	3500	3622	82	
Anglia/Popular 103E	46-59	6500	4250	2000	1250	1172	61	▲
Anglia 100E/Popular	53-62	4750	3000	1350	675	1172	71	
Prefect 107E	59-61	5500	4000	2000	1000	997	73	
Anglia 105E	59-68	6000	4250	1900	900	997	74	
Anglia 123E	62-68	6750	4750	2250	1100	1197	82	
Consul MkI	50-56	8500	5500	2750	1350	1508	73	
Zephyr Six MkI	50-56	12,500	8000	3750	1850	2262	82	
Zephyr Zodiac	53-56	16,500	10,000	5000	2500	2626	84	
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	25,000	20,000	12,000	6750	2262	82	
Consul MkII	56-62	8750	5750	2500	1250	1703	79	
Zephyr MkII	56-62	12,500	8500	3750	1750	2553	88	
Zodiac MkII	56-62	15,000	10,500	5000	2400	2553	88	
Consul MkII con	56-62	12,750	8750	4750	2500	1703	78	
Zephyr MkII con	56-62	20,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	24,000	17,500	10,500	6250	2553	88	
Zephyr MkIII	62-66	9000	6250	2500	1100	2553	90	
Zodiac MkIII	62-66	10,000	7000	3000	1500	2553	100	
Zephyr 4/6 MkIV	66-72	5000	3250	1500	750	2994	100	
Zodiac MkIV/Exec	66-72	7000	4500	1850	850	2994	100	
Consul Classic	61-63	9500	6750	3000	1250	1498	79	
Consul Capri/GT	61-64	15,000	10,000	5500	2500	1340	80	
Corsair/V4	64-70	6000	4250	1950	1000	1663	90	
Corsair GT	64-67	8000	6000	2750	1400	1996	90	
Corsair 2000E V4	67-70	8500	6250	2950	1500	1996	100	
GT40	64-68	3.25m	2.25m	1.75m	1.5m	4736	198	
Mustang coupé	64-68	22,500	16,000	9000	5000	4727	120	
Mustang fastback	65-68	30,000	22,500	14,000	7500	4727	120	
Mustang con	64-68	31,000	23,000	14,500	7500	4727	111	
Mustang GT350	65-66	240,000	185,000	115,000	90,000	4727	133	▲
Mustang GT500	67-70	125,000	100,000	80,000	60,000	6800	130	▼
Cortina MkI	62-66	7500	4500	2000	1000	1498	82	
Cortina MkI GT	63-66	16,000	11,000	5500	3000	1498	91	
Cortina MkII	66-70	5750	3750	1750	800	1599	87	
Cortina MkII GT	66-70	10,500	7500	3600	1600	1599	98	
Cortina 1600E	67-70	11,500	8500	4000	1750	1599	98	
Cortina MkIII	70-76	6750	4250	2000	1000	1993	104	
Cortina 2000E	73-76	9000	6250	3000	1500	1993	105	
Cortina 2.3 Ghia	76-79	4000	2500	1200	650	2293	110	
Escort MkI 11/13	68-75	6500	4250	2000	1000	1298	83	
Escort Twin Cam	68-71	43,500	33,500	25,000	18,000	1558	113	
Escort GT/Sport	68-73	11,000	7000	3600	1850	1298	96	
Escort 1300E	73-75	10,500	6500	3250	1750	1298	94	
Escort Mexico	70-75	25,000	18,000	10,000	6000	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 MkII Ghia	75-80	7500	5000	2500	1250	1599	97	
Escort MkII Sport	75-80	10,000	7000	3600	1800	1599	101	
Escort MkII Mexico	76-78	20,000	15,000	8000	5250	1593	105	
Escort MkII RS1800	75-77	42,500	32,500	24,000	16,000	1835	112	
Escort MkII RS2000	75-80	20,000	14,000	7500	4750	1993	109	
Escort XR3i/XR3i	81-86	5250	3750	1950	750	1597	116	
Escort RS1600i	83-84	13,000	9000	4750	2500	1597	117	
Escort XR3i cabrio	84-90	3500	2200	1000	500	1597	107	

NE GUIDE	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
				Mint	Good	Rough				
HUMBER		Post-Vintage Humber Car Club (01604 404363)								
Hawk MkI-III	49-50	7000	5500	2500	1200	2267	80			
Hawk MkIV-VI	50-57	6750	4500	2200	1100	2267	80			
Hawk SH-IV	57-68	6000	4000	2000	1000	2267	86			
Snipe	45-48	9000	7500	3000	1400	2731	72			
Snipe/P'zman MkI-IV	45-56	9750	7000	3250	1500	4139	91			
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80			
Super Snipe SH-VA	58-67	9000	6250	2400	1200	2651	106			
Imperial	64-67	9250	6250	2500	1300	2965	102			
Sceptre MkI-II	63-67	4500	3200	1400	600	1725	90			
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98			

ISO	Iso Bizzarini Club (020 8891 6663)							
Rivolta	62-70	87,500	65,000	37,500	30,000	5359	140	
Grifo	63-74	260,000	210,000	150,000	110,000	5359	161	
Grifo 7-litre	69-74	300,000	250,000	175,000	125,000	6998	170	
Lele	70-74	35,000	22,000	14,000	8000	5736	145	

JAGUAR	Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)							
SS90 sports	35	300,000	225,000	175,000	135,000	2663	90	▲
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94	▲
SS100 3½-litre	38-39	420,000	320,000	225,000	165,000	3485	104	▲
1½-litre	45-49	32,500	21,000	12,000	6750	1776	70	▲
2½-litre	46-51	39,000	28,000	15,000	8000	2663	87	
3½-litre	46-51	56,000	39,000	20,000	10,000	3485	92	
MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87	
MkV 3½-litre con	49-51	95,000	70,000	40,000	20,000	3485	92	
XK120 alloy	49-50	285,000	240,000	185,000	135,000	3442	132	
XK120 roadster	50-54	110,000	80,000	52,000	31,000	3442	122	▲
XK120 dhc	50-54	105,000	75,000	50,000	30,000	3442	122	
XK120 fhc	51-54	85,000	60,000	40,000	25,000	3442	121	
C-type	51-54	3.8m	3.5m	3.25m	3m	3442	144	NE
XK140 roadster	54-57	110,000	80,000	52,000	30,000	3442	126	
XK140 fhc	54-57	82,500	60,000	40,000	25,000	3442	125	
XK140 dhc	54-57	115,000	85,000	55,000	32,000	3442	125	
D-type	54-57	6m	5m	4.25m	3.75m	3442	160	NE
XK150 roadster	58-60	90,000	67,500	37,500	26,500	3781	130	
XK150 fhc	57-61	72,000	55,000	34,000	22,500	3781	128	
XK150 dhc	57-61	92,500	70,000	40,000	27,500	3781	127	
XK150S 3.4 roadster	58-60	160,000	125,000	82,000	52,000	3442	130	▼
XK150S 3.4 fhc	58-60	110,000	90,000	60,000	40,000	3442	129	
XK150S 3.4 dhc	58-60	155,000	120,000	80,000	50,000	3442	130	
XK150S 3.8 roadster	59-60	225,000	170,000	105,000	62,500	3781	136	
XK150S 3.8 fhc	59-60	145,000	110,000	70,000	50,000	3781	132	
XK150S 3.8 dhc	59-60	210,000	160,000	100,000	60,000	3781	130	
XK150SE 3.8 dhc	58-61	130,000	100,000	75,000	50,000	3781	141	
Mk VII-MkIX	51-61	35,000	25,000	13,000	6000	3442	105	
MkX/A20G	61-70	12,000	9000	4250	2000	4235	120	
MkI 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96	
Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	120	
Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	114	
Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121	
S-type sal	63-68	22,000	15,000	6750	2750	3781	121	
240	67-68	16,500	11,500	6000	3000	2483	105	
340	67-68	24,000	16,500	8000	3650	3442	123	
420	66-68	14,000	11,000	5000	2000	4235	123	
E-type 3.8 roadster	61-64	220,000	165,000	105,000	72,500	3781	145	▲
E-type 3.8 coupé	61-64	160,000	120,000	80,000	52,500	3781	145	▲
E-type 4.2 SI rdstr	64-67	165,000	125,000	85,000	57,500	4235	145	▲
E-type 4.2 SI coupé	64-67	130,000	100,000	65,000	45,000	4235	145	▲
E-type S1 2+2	66-67	57,500	38,500	19,500	11,000	4235	136	
E-type S1/S2 rdstr	67-70	100,000	67,500	37,500	25,000	4235	145	▲
E-type S1/S2 fhc	67-70	75,000	50,000	27,500	17,500	4235	145	
E-type S1/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136	
E-type V12 roadster	71-75	100,000	65,000	35,000	22,500	5343	150	
E-type V12 fhc 2+2	71-74	50,000	33,500	18,000	9500	5343	150	
XJ6 2.8 Series 1	68-73	6750	4250	2000	850	2791	117	
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1100	4235	124	
XJ12 Series 1	72-73	15,000	10,000	4500	2000	5343	140	
XJ6 Series 2	73-79	9000	6000	2500	800	3442	117	
XJ6 Series 3	79-86	7000	4500	1800	725	4235	125	
XJ12 Series 2-3	75-93	10,500	7500	3200	1200	5343	146	
XJ6 Coupé	75-78	20,000	12,500	7000	2500	4235	120	
XJ12 Coupé	75-78	24,000	16,000	9000	3000	5343	143	
XJR 3.6/4.0 sal	88-94	6000	4250	1750	750	3980	142	
XJ12 (XJ81) sal	93-94	4850	3500	2200	1000	5994	155	NE
XJR X300 sal	94-97	8000	3650	1800	800	3980	155	NE
XJ-S manual	75-80	8000	6000	3200	1600	5343	154	
XJ-S auto	75-81	5500	4250	2000	750	5343	143	
XJ-S V12 HE	81-91	6500	4500	2250	700	5343	150	
XJ-S 3.6	83-89	7500	4750	2000	700	3590	141	
XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134	
XJ-SC V12 cabrio	85-88	8000	5000	2750	1250	5343	150	
XJ-S V12 con	88-91	14,500	10,000	5000	2400	5343	150	
XJS V12	91-96	8500	6000	3200	1600	5994	161	NE

NE GUIDE	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours Dealer	Private sale				cc	Top speed	Price change
				Mint	Good	Rough				
XJS V12 con	91-96	13,500	9750	5000	2500	5994	160	NE		
XJR-S	88-93	16,000	12,500	7000	3000	5993	158			
XJS 4.0	91-96	8250	5750	3000	1500	3980	138			
XJS 4.0 conv	92-96	13,500	10,000	6250	3750	3980	138			
XJ220	89-92	300,000	250,000	200,000	150,000	3498	212			
XK8 4.0 fhc	96-02	7500	5500	2750	1500	3996	155	NE		
XK8 4.0 con	96-02	10,500	8000	4400	2750	3996	155	NE		
XKR 4.0 fhc/con	98-02	14,000	9500	5000	3500	3996	157	NE		

JENSEN	Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
S41R/S	54-63	50,000	35,000	17,500	11,000	3993	123	
C-V8	62-65	47,500	33,500	16,000	10,000	6276	143	
Interceptor	67-75	40,000	28,500	14,000	6750	6276	140	
FF	67-71	100,000	75,000	40,000	20,000	7212	141	
Interceptor SP	71-73	45,000	30,000	15,000	7500	7212	144	
Interceptor con	74-76	57,000	40,000	20,000	10,000	7212	140	
Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120	

JOWETT	Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	9000	6250	3250	1600	1486	77	
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85	

LAGONDA	Lagonda Club (01252 845451)							
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100	
2.6/2.9 con	49-57	90,000	65,000	35,000	22,000	2922	100	
Rapide	61-64	165,000	120,000	75,000	55,000	3995	135	
Saloon SH-III	76-87	60,000	42,000	25,000	17,500	5340	140	
Saloon SIV	87-90	75,000	55,000	35,000	22,500	5340	140	

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	400,000	325,000	265,000	220,000	3929	150	
Miura P400	66-69	850,000	675,000	550,000	460,000	3929	170	
Miura 400S	69-71	1m	850,000	650,000	550,000	3929	172	
Miura SV	71-75	2m	1.75m	1.5m	n/a	3929	175	
Islero	68-70	225,000	175,000	125,000	90,000	3929	160	
Jarama	70-78	135,000	90,000	55,000	37,500	3929	162	
Espada I/II/III	68-78	110,000	75,000	50,000	32,000	3929	154	
P250 Urraco	73-74	45,000	32,000	20,000	15,000	2463	148	
P300 Urraco	75-76	55,000	40,000	25,000	18,000	2997	158	
Silhouette	76-77	75,000	55,000	30,000	20,000	2997	160	
Calpa	82-86	70,000	47,500	30,000	17,500	3485	153	
Ctach LP400 Periscopio	74-76	1m	850,000	700,000	525,000	3929	192	▼
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192	
Ctach LP400S	78-82	325,000	260,000	180,000	125,000	3929	164	
Ctach LP5000S	82-84	220,000	170,000	125,000	85,000	4754	165	
Countach 5000qv	85-90	240,000	190,000	145,000	100,000	5167	179	
Countach 25th Anni	89-90	180,000	145,000	110,000	75,000	5167	179	
Diablo	91-01	125,000	100,000	77,500	62,500	5707	202	
Diablo VT	93-01	137,500	110,000	85,000	68,500	5707	200	NE

NE GUIDE	Private sale							Top speed	Price change
	Year	Concours/ Dealer	Mint	Good	Rough	cc			
Mistral Spyder	64-70	600,000	490,000	400,000	260,000	3692	147		
Quattroporte 41/4.7	63-71	54,000	37,500	24,000	13,000	4136	130		
Quattroporte III	79-90	19,500	12,500	6500	3500	4930	122		
Mexico	65-72	80,000	60,000	35,000	25,000	4719	150		
Indy	66-74	65,000	50,000	29,000	20,000	4719	156		
Ghibli 4.7	67-70	195,000	140,000	80,000	57,500	4719	155		
Ghibli Spyder	69-71	600,000	500,000	400,000	320,000	4719	154		
Ghibli 4.9 SS	70-73	225,000	170,000	100,000	72,500	4930	172		
Ghibli SS Spyder	71-72	700,000	600,000	475,000	390,000	4930	170		
Bora 4.7/4.9	71-79	160,000	135,000	95,000	60,000	4719	160		▼
Merak	72-75	42,500	27,500	15,000	8500	2965	135		
Merak SS	76-83	50,000	36,000	20,000	12,000	2965	147		
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151		
Kyalami 41/4.9	76-83	62,500	48,500	30,000	15,000	4930	150		
Biturbo 220-425	81-88	6500	4500	2200	1000	2491	138		
Biturbo Spyder	84-91	10,000	7000	4000	2000	2491	138		
Ghibli II	94-97	13,500	9500	5200	3000	2790	155		
Quattroporte IV	94-01	11,500	9000	6000	4000	3217	158		NE
3200GT	98-01	13,900	10,250	7750	5500	3217	180		

MATRA						
Matra Enthusiasts' Club (01892 652964)						
Bagheera	73-79	10,000	6500	3000	1250	1442 102
Murena	80-83	11,000	7000	3500	1500	2155 121

MAZDA						
mazdatoratoryclub.com; MX-5 Owners' Club (mx5oc.co.uk)						
Cosmo 110S	67-72	60,000	45,000	30,000	20,000	982 125 NE
RX7	78-86	5250	3500	1650	650	2292 119
RX7 S2	86-91	4750	3250	1750	500	2254 140
RX7 S3	92-95	8000	6500	4000	2000	2608 156 NE
MX-5	90	5500	3750	1750	1000	1597 121
MX-5	91-97	4000	2750	1250	500	1839 123

McLAREN						
F1	93-98	10m	8m	7m	n/a	6064 240 ▲

MERCEDES-BENZ						
M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)						
500K Cabrio A/B/C	34-36	14m	11m	700,000	425,000	5016 102
500K Tourer	34-36	12m	1m	650,000	375,000	5016 102
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016 102
540K coupe	36-39	500,000	400,000	300,000	200,000	5401 104
540K Cabrio A	36-39	2m	1.6m	1m	725,000	5401 101
540K Cabrio B/C	36-39	1.5m	1.2m	725,000	500,000	5401 100 ▼
540K Special Roadster	36-39	5.35m	4.65m	3m	1.75m	5401 106
180/190 Ponton sal	53-62	12,500	9000	4500	2500	1897 87
219/220S Ponton sal	56-59	16,500	12,500	6250	3500	2195 101
220S/SE cabrio	56-60	120,000	85,000	55,000	35,000	2195 101 ▲
220S/SE coupé	57-60	52,500	37,500	22,500	15,000	2195 101
300A/B/C/D saloon	51-62	60,000	39,500	20,000	12,500	2996 101
300 cabrio D	57-62	185,000	140,000	90,000	50,000	2996 100
300S cab/rdrstr	52-55	400,000	300,000	200,000	125,000	2996 112
300Sc cab/rdrstr	55-58	600,000	500,000	375,000	250,000	2996 112
300Sc coupé	55-58	400,000	325,000	250,000	165,000	2996 112 NE
300SL Gullwing	54-57	1m	875,000	750,000	625,000	2996 145
300SL roadster	57-63	950,000	825,000	650,000	550,000	2996 130
190SL roadster	55-63	115,000	88,500	55,000	36,000	1897 109
190/200 Fintail sal	61-68	12,500	9000	4000	1750	1988 90
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281 100
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996 109
220SEb coupé	61-65	42,000	30,000	20,000	12,500	2195 107
220SEb cabrio	61-65	72,500	52,500	30,000	21,000	2195 107
300SE coupé	62-67	60,000	40,000	26,000	16,000	2996 110
300SE cabrio	62-67	150,000	110,000	62,500	40,000	2996 109
230SL sports	63-67	80,000	55,000	32,500	20,000	2496 121
250SL sports	67-68	85,000	60,000	35,000	22,000	2496 121
280SL sports	67-71	95,000	65,000	37,500	25,000	2778 121
600 saloon	64-81	130,000	85,000	42,500	30,000	6330 120
250/280S/SE saloon	65-72	10,500	7000	3200	1500	2778 116
250SEC/280SEC cpé	65-69	45,000	32,000	21,000	13,000	2778 116
250/280SE cab	65-69	90,000	70,000	36,000	20,000	2778 116
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778 116
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778 116
280SE 3.5 coupé	69-71	100,000	75,000	45,000	25,000	3499 127
280SE 3.5 cabrio	69-71	280,000	210,000	150,000	100,000	3499 127 ▲
300SE/SEL saloon	65-69	11,000	7500	3750	1750	2996 115
300SEL 6.3 saloon	67-72	50,000	30,000	16,000	9500	6329 132
200/220/230.4 sal	67-76	6750	4250	2000	700	2197 105
230.6/250/280 sal	67-76	7250	4750	2250	800	2746 125
250CE/280CE coupé	68-76	12,500	8500	4200	2000	2746 125
280/300 SE/SEL 3.5	69-72	16,000	11,000	5250	3000	3499 128
280/350/380/420SL	71-89	20,000	13,000	6000	2500	4196 130
500/560SL sports	82-89	25,000	16,000	7500	3000	5547 142
300SL (R107)	85-89	22,500	15,500	7500	3200	2962 124
350/380/450SLC cpé	71-81	11,000	7500	3400	1250	4520 137
280S/SE sal	72-80	7000	5500	2600	1000	2746 118
350/450SE/SEL sal	72-80	10,000	7000	3250	1200	4520 130
200/230 saloon	75-84	5500	3500	1500	650	2299 114

NE GUIDE	Private sale							Top speed	Price change
	Year	Concours/ Dealer	Mint	Good	Rough	cc			
250/280E saloon	75-84	6000	4000	1650	700	2746	124		
230/280CE coupé	77-85	11,000	7500	3000	1200	2746	125		
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8000	6834	140		
300SL/SL300 (R129)	89-01	11,000	7500	3500	1500	2960	142		
500SL/SL500 (R129)	89-01	11,500	8000	4000	2000	4973	155		
600SL/SL600 (R129)	92-01	15,000	10,000	6000	3500	5987	155		
380/420/500SEC	81-91	12,000	8500	3000	1000	4973	138		
560SEC	86-91	16,000	11,000	4500	1500	5547	151		
300SE-500SE sal	86-91	5250	3250	1500	400	4973	147 NE		
500/560SEL sal	86-91	5500	3750	1750	650	5547	156		
190E sal	82-92	4250	2500	1000	400	1997	119 NE		
190E 2.3/2.5-16	85-93	22,000	16,000	9000	5000	2299	143		
230/300CE	87-93	5750	3250	1250	375	2962	139		
E220, E320 Cabrio	91-97	12,750	9250	4500	2500	3199	142		
500E saloon	92-94	30,000	22,500	12,500	8000	4973	155		
SLK 230 Komp'	97-04	4800	3000	1500	700	2295	140		
CLK-GTR	98-99	1.9m	1.5m	n/a	n/a	6900	199 NE		
SL55 AMG	02-08	18,000	13,500	9500	5750	5439	155 NE		
SLR McLaren	03-10	250,000	200,000	150,000	n/a	5439	208 NE		

MESSERSCHMITT						
Owners' Club (01293 87147); Enthusiasts' Club (01483 769270)						
KR175/200	53-64	27,500	20,000	12,000	7000	191 65
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493 75

MG	Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2322 80
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322 80
VA saloon	37-39	30,000	24,000	16,000	10,000	1548 80
VA tourer/dhc	37-39	42,500	32,000	20,000	13,500	1548 81
WA saloon	38-39	47,500	37,500	27,500	16,000	2561 91
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561 91
TA/TB/TC	36-49	35,000	26,500	16,500	10,000	1250 78
TD	49-53	26,500	17,500	11,500	7000	1250 80
TF 1250/1500	53-55	31,500	23,500	15,000	9000	1466 85
YA/YB	47-53	16,000	11,000	5000	2750	1250 71
YT con	48-51	30,000	20,000	10,000	5500	1250 71
Magnette ZA/ZB	53-59	13,500	10,000	4500	2000	1489 82
MGA Roadster	55-62	32,000	22,500	13,000	8500	1489 98
MGA Coupé	56-62	22,000	16,000	10,000	6250	1489 98
MGA Twin Cam Rdstr	58-60	50,000	36,000	24,000	16,000	1588 115 ▲
MGA Twin Cam Cpé	58-60	36,000	26,500	16,500	11,000	1588 115 ▲
Magnette III/IV	59-68	5500	4000	1800	950	1622 87
MG 1300	62-71	5000	3250	1600	800	1275 97
MGB roadster	62-67	16,000	12,500	6000	2750	1798 103
MGB GT	65-67	12,000	8000	3750	1850	1798 103
MGB MkII roadster	67-71	13,500	10,500	5000	2000	1798 103
MGB MkII GT	67-71	10,500	7000	3200	1500	1798 103
MGB MkIII roadster	71-74	12,000	9250	4500	1800	1798 100
MGB MkIII GT	71-74	8000	5750	2250	950	1798 96
MGB roadster	75-80	7500	5500	2750	1100	1798 96
MGB GT	75-80	5000	3250	1400	600	1798 104
MGC roadster	67-69	24,000	16,500	8000	4000	2912 120
MGC GT	67-69	20,000	14,000	6500	3000	2912 120
MGB GT V8 chrome	73-74	15,000	11,000	5500	2950	3528 125
MGB GT V8 rubber	74-76	12,500	9000	4500	2500	3528 125
Midget MkI	61-64	11,000	7000	3250	1600	1098 86
Midget MkII	64-66	10,000	6000	2800	1300	1098 90
Midget MkIII	66-74	7500	5500	2650	1200	1275 96
Midget 1500	74-79	5000	3500	1500	500	1498 101
Metro Turbo	83-89	6500	4500	2500	1500	1275 110 NE
Montego Turbo	85-91	3500	2500	1200	600	1994 124 NE
Maestro Turbo	89-91	3850	2850	1450	725	1994 128 NE
Metro 6R4	85-86	100,000	80,000	62,500	45,000	2991 120
RV8	93-96	15,000	12,500	9500	6000	3946 136
MGF	95-91	36,000	2400	800	350	1796 126
ZT260 V8	03-05	7250	6000	4250	3250	4601 155 NE

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
911S 2.0	66-69	145,000	115,000	80,000	60,000	1991	140	▼
912	65-69	45,000	35,000	24,000	16,500	1582	112	
911i/T	67-73	69,000	50,000	30,000	21,000	2195	131	
911E	68-73	80,000	58,000	35,000	25,000	2341	138	
911S 2.2	69-71	137,500	107,500	72,000	52,000	2195	144	
914-4	69-75	16,000	12,000	6000	3500	1795	112	
914-6	69-72	65,000	50,000	32,000	21,000	1991	125	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	625,000	475,000	400,000	2687	149	
Carrera RST	72-73	500,000	425,000	350,000	295,000	2687	149	
911 2.7	73-77	33,000	25,000	15,000	10,000	2687	135	
911S 2.7	73-77	44,000	35,000	24,000	16,000	2687	140	
Carrera 2.7 MFI	73-77	160,000	120,000	75,000	50,000	2687	148	▲
911 Turbo (930) 3.0	75-77	105,000	82,000	55,000	40,000	2995	156	
Carrera 3.0	76-77	80,000	60,000	37,500	25,000	2994	146	
924	76-85	3250	2250	1000	400	1984	126	
924 Turbo	78-83	15,000	10,000	4500	2000	1984	144	
924 Carrera GT	80-81	65,000	50,000	32,000	21,000	1984	150	
924S/Le Mans	85-88	6750	4200	1800	850	2479	136	
928S/S2	77-87	14,000	10,000	5000	2200	4664	155	
928 S4	86-95	16,500	12,000	6500	3000	4957	161	
928 GT	89-92	30,000	22,000	13,000	8500	4957	168	
928 GTS	91-95	80,000	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	57,500	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	95,000	75,000	46,500	33,000	3299	158	NE
911SC	77-83	37,500	27,500	17,500	12,000	2994	149	
911SC cabrio	82-83	40,000	30,000	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	39,000	29,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	38,500	28,500	18,000	12,000	3164	155	
Carrera Supersport	84-89	48,500	37,500	24,000	16,500	3164	158	
911 Speedster	88-89	115,000	90,000	67,500	48,500	3164	158	
959	87-88	725,000	650,000	550,000	450,000	2994	190	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	8250	5500	2500	1000	2479	134	
944 Turbo	85-91	19,500	14,000	6750	3250	2479	157	
944S	86-88	9000	6000	3000	1400	2479	140	
944 S2	88-92	10,000	7000	3750	1750	2990	149	
944 S2 Cabrio	89-92	12,500	8500	4250	2300	2990	149	
944 Turbo Cabrio	91-92	32,000	24,000	12,000	7000	2479	150	
911 (964)	89-94	42,500	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	100,000	75,000	45,000	28,500	3299	167	
911 Carrera RS	92-94	200,000	175,000	134,000	100,000	3600	162	
968	92-95	15,000	11,000	7500	4000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7250	2990	154	
911 Carrera (993)	94-97	60,000	45,000	30,000	20,000	3600	160	
911 Turbo 4 (993)	95-98	130,000	107,500	75,000	50,000	3600	180	
911 Turbo S (993)	97-98	390,000	325,000	225,000	150,000	3600	182	NE
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	230,000	200,000	170,000	135,000	3746	172	
911 RS Clubsport	95-96	255,000	220,000	187,500	150,000	3746	175	NE
911 GT2 (993)	95-96	900,000	800,000	650,000	500,000	3600	187	
Boxster 2.5	96-99	6750	5000	3500	1750	2480	149	
Boxster 2.7	99-04	9400	6900	4250	2000	2687	156	
Boxster 3.2S	99-04	10,750	8900	5500	3200	3179	164	
911 Carrera (996)	97-05	39,000	25,000	12,500	9000	3387	170	NE
911 GT3 (996)	99-05	100,000	90,000	75,000	67,500	3600	188	NE
911 Turbo (996)	99-05	69,000	55,000	45,000	30,000	3600	189	NE
911 GT2 (996)	01-05	129,000	122,000	110,000	100,000	3600	198	NE

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 SE5-6/6a	68-80	6000	4000	1650	650	2994	123	
Scimitar GTC	80-85	8250	6500	3000	1500	2792	119	
Scimitar GTE SE6b	80-86	6250	4500	1800	750	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	3300	2000	1000	375	1596	108	NE
Scimitar SS1 1800Ti	86-89	4000	3000	1500	675	1809	126	NE

RENAULT	Renault Owners' Club (reaultownersclub.com/)							
4CV	47-61	9000	6500	3250	1650	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	5000	3500	1650	850	1108	72	
R8/R10	62-71	3750	2500	1250	600	1108	84	
R8S	68-71	6500	5000	2500	1200	1255	90	
R8 Gordini	67-70	35,000	30,000	18,000	12,500	1255	108	
16 GL/DL/TS/TX	65-79	4500	3000	1400	650	1565	105	
17TS/Gordini	72-78	7500	5000	2500	1200	1565	110	
5 hatch	72-84	3000	2400	1500	400	1289	96	NE
5 hatch	84-96	2500	1250	450	150	1397	109	NE
5 Gordini/Turbo	76-84	9000	6000	2500	1250	1397	116	
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397	124	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
5 GT Turbo	86-91	9500	7000	3250	1650	1397	123	
Clio Williams	94-95	8500	6000	2500	1100	1998	134	
Sport Spider	95-97	20,000	16,000	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	
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RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	3750	2443	91	
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Roadster RMC	48-50	40,000	28,500	16,000	8750	2443	100	
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RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91	
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26/Pathfinder	53-59	11,500	7500	3000	1500	2443	101	
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One Point Five	57-65	6400	4500	2200	1000	1489	85	
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4/68, 4/72	59-69	5400	3900	1800	900	1622	88	
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Elf Mk/II 848/998	61-69	6750	5000	2500	1200	998	75	
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Kestrel 1100/1300	65-69	4500	3000	1500	800	1098	87	
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ROCHDALE	Rochdale Owners' Club (01364 654419)							
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GT	57-61	6500	5000	3000	1250	1172	85	
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Olympic	60-73	8000	6750	4250	2750	1489	105	
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ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
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Silver Ghost	07-14	2.25m	1.8m	1.5m	1.2m	7428	75	
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Silver Ghost	18-25	375,000	300,000	225,000	150,000	7428	78	
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Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80	▲
Phantom II	29-35	300,000	185,000	90,000	45,000	7668	88	▲
Phantom III	36-39	250,000	150,000	75,000	37,500	7340	92	▲
Silver Wraith 4.3/6	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	
SCI 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	
SCIII MPW con	62-66	250,000	175,000	125,000	85,000	6230	116	
Phantom VI limo	68-77	110,000	75,000	44,000	29,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120	
MPW/Corniche cpé	66-80	37,500	27,500	17,000	9000	6750	119	
MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	6750	119	
Camargue	75-86	55,000	40,000	24,000	16,500	6750	115	
Silver Spirit/Spur	80-89	12,750	10,000	4500	1500	6750	119	
Corniche II/III	87-94	65,000	47,500	35,000	19,000	6750	119	

ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560923); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
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P3 60	48-49	49,000	10,000	7500	3750	1650	1595	75
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P3 75	48-49	12,500
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Price Guide

NE GUIDE	DENOTES NEW ENTRY TO PRICE								
	Year	Concours Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
TRIDENT Trident Car Club (020 8644 9029)									
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140		
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120		

TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)									
Roadster 1800/2000	46-49	29,000	22,000	13,500	7000	2088	77		
1800/2000/Renown	46-54	7500	6000	2750	1200	2088	74		
Mayflower	50-53	4500	3000	1400	700	1247	65		
TR2	53-55	36,000	27,500	17,500	10,000	1991	107		
TR3/3A 2.0/2.2	55-61	32,000	23,500	14,000	7500	1991	106		
TR4	61-65	28,500	20,000	11,250	6250	2138	109		
TR4A	64-67	30,000	21,000	12,000	6500	2138	110		
TR6 PI	67-68	40,000	31,000	22,000	15,000	2498	121		
TR6 'CP'	69-73	22,500	16,500	10,000	5500	2498	119	▲	
TR6 'CR'	73-76	20,000	15,000	9000	5000	2498	116	▲	
TR7	75-81	3000	2100	1000	450	1998	110		
TR7 convertible	80-81	4750	3250	1650	600	1998	109		
TR8	78-81	8000	6000	3500	1750	3528	135		
TR8 convertible	80-81	11,500	9000	5500	2500	3528	130		
Herald/S saloon	59-64	4500	3000	1250	600	1147	76		
Herald coupé	59-64	7250	4750	2200	1100	948	79		
Herald conv	60-61	6750	4500	2000	1050	948	79		
Herald 1200	61-70	3650	2500	1200	550	1147	80		
Herald 1200 conv	61-67	6500	4250	2000	1000	1147	80		
Herald 12/50	63-67	4750	3250	1350	650	1147	84		
Herald 13/60	67-71	3650	2500	1150	550	1296	87		
Herald 13/60 conv	67-71	7000	4500	2000	950	1296	85		
Vitesse 1600	62-66	5000	3500	1650	850	1596	88		
Vitesse 1600 conv	62-66	8000	5500	2650	1350	1596	91		
Vitesse 2-litre Mk1	66-68	5250	3600	1600	800	1998	95		
Vitesse Mk1 conv	66-68	8750	6000	2750	1400	1998	95		
Vitesse Mk1	68-71	5500	3650	1750	850	1998	102		
Vitesse Mk1 conv	68-71	10,000	7000	3250	1650	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 Mk4	70-74	7200	4750	2250	950	1296	92		
Spitfire 1500	74-78	7250	4850	2200	850	1493	101		
GT6 Mk1	66-70	15,000	10,000	4750	2500	1998	109		
GT6 Mk1/III	70-74	12,500	9500	4250	1650	1998	112		
2000 Mk1	63-69	6750	4650	2250	1100	1998	98		
2000/2500 Mk1	69-77	6000	4000	1750	900	1998	98		
2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107		
2500S	75-77	7500	5500	2850	1400	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	8500	5500	2750	1350	1998	117		
Acclaim	81-84	1650	1000	500	250	1335	97	NE	

TUCKER (tuckerclub.org)									
Torpedo	48	1.3m	1.15m	1m	n/a	5474	120		

TURNER Turner Register (01895 256799)									
803/950 Sports	55-59	12,500	9000	5500	2000	948	90		
Climax	58-66	17,500	15,000	10,000	5000	1098	102		
Mark I/II/III	59-66	16,000	12,000	7500	3500	1498	100		

TVR TVR Car Club (01952 822126)									
Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107		

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	Private sale			cc	Top speed	Price change
				Good	Rough				
Griffith 200/400	63-65	65,000	52,500	40,000	30,000	4727	155		
Tuscan V6	69-71	16,500	13,000	6500	3750	2994	125		
Vixen S1-4	67-73	15,500	12,000	6000	3250	1599	107		
1600M	72-77	11,500	8500	4250	2500	1599	105		
2500M	72-77	11,000	8000	4000	2250	2498	109		
3000M/Taimar	72-79	13,000	9500	5000	2650	2994	121		
3000S convertible	78-79	14,500	10,500	6250	3500	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	15,000	12,000	8500	6000	4441	165		
400/450SE	88-91	9500	8000	6000	4000	4441	155		
S 2.8/2.9	86-92	6850	5000	3250	1600	2922	141	▲	
V8S	91-94	15,000	11,500	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		
Chimera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152		
Chimera 450/500	96-03	15,500	12,500	9000	7000	4988	162		
Cerbera 4.2	96-03	21,000	15,000	10,000	7000	4280	180		
Cerbera 4.5	97-03	32,000	28,500	23,000	20,000	4441	195	NE	
Cerbera Speed Six	00-03	22,500	20,000	16,000	12,000	3948	170	NE	
Tuscan Speed Six	99-05	27,500	25,000	20,000	16,500	3996	184	NE	
Tamora	02-06	22,500	19,000	16,000	12,000	3605		NE	
T350	02-06	32,000	26,000	21,000	15,000	3605		NE	
Sagaris	04-06	69,000	59,000	n/a	n/a	3996		NE	

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	3250	1500	700	1275	87		
1500/1517	74-80	2250	1500	700	300	1748	90		

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)									
Wyvern/Velox L sal	48-51	5500	3950	1650	900	2275	75		
Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82	▲	
Cresta E	54-57	11,500	8000	3000	1500	2262	84	▲	
Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94		
Victor F	57-61	6000	4500	2100	1000	1507	74		
Victor FB	61-64	3650	2650	1200	450	1594	77		
VX4/90 FB	61-64	4300	3200	1500	600	1507	88		
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94		
Victor 101 FC	64-67	3350	2250	1050	525	1594	83		
VX4/90 FC	64-67	3950	2700	1350	700	1594	89		
Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99		
Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95		
VX4/90 FD	69-72	3500	2200	1000	500	1975	98		
Ventura FD	68-72	4400	2600	1250	650	3294	105		
Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100		
VX4/90 FE	73-76	3750	2500	1200	600	2279	104		
Ventura FE	72-76	4000	2400	1100	600	3294	106		
Viva HA	63-66	3200	2100	1000	600	1057	76		
Viva HB	66-70	3000	2000	900	450	1159	82		
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90		
Viva HB GT	68-70	6750	5000	2250	1000	1975	101		
Viva HC	70-79	2600	1750	800	400	1256	83		
Firenza/Magnum	72-78	4250	3000	1100	550	VAR	100		
Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119		
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117		
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125		

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	tc			
Astra GTE MkI	83-84	7500	6000	3250	2000	1796	110	NE	
Astra GTE MkII	84-91	5000	3500	1750	850	1998	134	NE	
VX220	00-05	10,500	8500	6500	4000	2198	137		
VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151		

VOLKSWAGEN		VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs W57 8SB						
Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	66	
Cabrio	49-53	30,000	22,500	15,000	9000	1131	66	
Beetle (oval)	53-57	17,000	12,000	6500	4000	1192	69	
Cabrio	54-58	21,000	16,000	9000	6000	1192	66	
Beetle 1200/1300	57-68	11,000	7500	3600	1650	1192	72	
Cabrio	58-67	13,000	9500	5000	3000	1192	72	
Beetle 12/13/1500	68-78	8000	5200	2200	850	1493	81	
Cabrio	67-70	11,000	8000	4500	2500	1493	81	
Beetle 1302/1303	70-75	6000	4000	1650	600	1584	84	
Cabrio 1302S/1303S	70-80	11,500	7750	4400	2400	1584	82	
Karmann-Ghia cpé	55-74	14,000	10,000	5250	2750	1584	92	
Karmann-Ghia con	58-78	18,500	13,500	7500	4500	1493	87	
Karmann-Ghia T-34	62-69	13,500	10,000	5500	3000	1584	87	
Kombi/Camper	50-67	65,000	40,000	20,000	10,000	1493	65	
Camper (Bay)	68-71	21,000	16,000	9000	4750	1584	79	
Camper (Cabrio)	72-79	17,500	13,500	7000	3750	1970	79	▲
1500/1600 Type 3	61-73	6250	4250	2200	1100	1584	87	
411L/E, 412 1/7/1.8	68-74	4850	3600	2000	1000	1795	90	
Scirocco MkI	74-81	7000	5000	2500	1200	1470	114	
Scirocco MkII	82-92	3250	2250	1000	550	1781	130	NE
Golf GTI MkI	75-84	15,000	10,000	5000	2000	1781	116	
Golf GTI MkII	84-91	6500	4000	1850	800	1781	123	
Golf convertible	80-93	6000	4000	1750	750	1781	116	
Golf GTI MkIII	92-97	3900	2750	1500	550	1984	134	NE
Golf MkIII VR6	92-97	4500	3250	1900	950	2792	138	NE
Polo G40	91-94	4250	3500	2200	850	1272	119	NE
Corrado	90-95	4000	2750	1350	450	1781	132	NE
Corrado G60	90-92	5500	3650	1650	750	1781	140	
Corrado VR6	92-95	7500	5000	2250	950	2861	146	

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CIG1224	7.3 x 3.7 x 2.5M	£429.00	£514.80

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WHY I LOVE...



...world-class rallying which took my life from total mess to success, says **Penny Mallory**



'I'll never forget that car!' Penny and co-driver Sue Mee twirl the tinware after Network Q Rally success with their works Focus

'Rallying had become my saviour. I'd been determined to master it and impress my father, and I did it. Through a love for adventure I achieved my crazy dream, and turned my life around'

lied, I stole, I did everything possible to get into rallying, I was totally focused on a dream I'd had since I was six. However, as I grew up life at home became very troubled and at the age of 14 I left never to return.

After some years in homeless hostels, sofa-surfing and being a self-destructive young girl, everything just spiralled out of control. My boyfriend was a heroin addict and I was shoplifting and drinking - things were pretty grim. The day I hit rock bottom I had a realisation, 'Only you can change things'. I set my mind on turning my life around and getting into a rally car. It was a considerable challenge, a huge adventure.

I knew nothing about rally schools, so I looked in *Yellow Pages* and booked a day at the Bill Gwynne International Rally School. My heart was thumping and I felt weak at the knees as I pulled on my helmet, but by the end of the day I'd achieved my goal. All I wanted to know was, 'Where do I go from here?' I needed a team, a car and, most important, money. I got a £6k loan saying I wanted to buy a car - in fact it was for more rally lessons. I began by reading everything I could about rallying, what was involved and how other people had started.

I had no personal life; all my waking hours were spent working on raising sponsorship. Luckily, everything began to come together very quickly. I found a sponsor who bought me an Escort MkII and I entered the Welsh Rally Championship. I borrowed more money from the bank - it took 14 years to pay it all back.

I quickly learnt how sponsorship worked and realised my entire career would hang on whether I could raise the money. I persuaded Vidal Sassoon's Wash & Go to sponsor me, and in 1993 I entered the Mintex rally series and became National Ladies Champion. I climbed the rally ladder and in 2000 I became the first woman in the world to compete in a works WRC car, in a Ford Focus on the Network Q Rally of Great Britain. That was the most exciting time of my life - I'll never forget that car!

The sport created so many opportunities for me including a fantastic career in TV, and precision driving acting as the stand-in for Nicole and Papa driving a Renault Clio in TV ads. Rallying had become my saviour. I'd been determined to master it and impress my father, and I did it. Through a love for adventure I achieved my crazy dream and turned my life around. I have to thank rallying for all of that.

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