







Classic Cars



Experts tip 2018's fastest-growing classics from £15k



PLUS Inside a racer's collection from Ford Capri to Jaguar XK150 / Buying a Scimitar GTE while it's still a bargain / Reader's captivating Alfa Montreal first drive / Emanuele Pirro on his best race memory





MILLE MIGLIA 2017 RACE EDITION (168571-3002)



Welcome

October 2017 Issue 531

A weekend in Wales reaffirm's Phil's E-type love, before our lead feature reminds him of the opportunities he *did* miss



aguar-loving dinner guests at the Brecon Castle Hotel fell silent as Jonathan Heynes began to recall precious memories from the late Fifties when his father Bill created the first E-type prototype, E1A, 60 years earlier. We were all looking forward to recreating its seminal 1958 test run the following day (see News, p27) - and watching him unfurl a blueprint for a D-type coupé, engineering test reports and a series of early design sketches as he coloured in pivotal moments in E-type history had us transfixed. One of the four roadsters showed evidence of a coupé roofline crudely sketched onto the stylist's rather more refined rendering. 'Father used to bring home scrap paper from work for me to draw on,' admitted Heynes sheepishly.

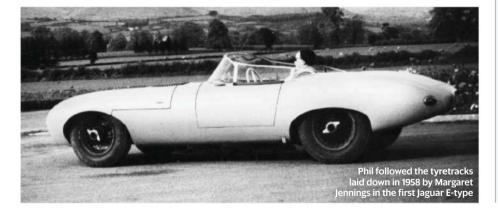
Charming though the coupé efforts of Heynes Jr were, I prefer the production version by Bob Blake and refined by Malcolm Sayer. To my eye, it's even better-looking than the roadster and I was delighted when the planets of Bell bank account and market value passed closely enough in 2009 for me to buy a decent example. I could see prices were being

swelled by growing interest ahead of the E-type's 50th anniversary and sensed that my opportunity might be transient. And it's clear now that if I hadn't moved quickly, I might never have owned one.

Despite how far the Series 1 E-type has moved, it still has some way to go, according to the market experts that we consulted for their 30 best buying tips of 2017. Our six wise men - including auctioneers, dealers, an insurance consultant and a classic car finance specialist - had no trouble recommending cars to scoop up now before the opportunity passes.

I wish I'd consulted them 13 years ago and spent wisely on, perhaps, an Aston V8 Vantage, Alvis Speed 25, Porsche 911 2.4S and a barn full of other cars on the Bell wish list, instead of squandering my money on a house.





Cars in this issue

- 56 Alfa Romeo Junior Zagato
- 6 Alfa Romeo Montreal
- 68 Aston Martin V8 Vantage
- 62 Aston Martin V8 Volante
- 121 Aston Martin V8 Volante
- **56** Austin-Healey 3000
- 65 Bentley 3 Litre Tourer
- 61 Bentley Continental T/R Mulliner
- **69** Bentley S-Type Continental Fastback
- 84 BMW 328
- 53 BMW M5 (E28)
- **54** BMW M635CSi
- **52** BMW Z4M Coupé
- **64** BMW Z8
- 76 Ferrari 250 GT Lusso
- 72 Ferrari 365 GTB/4 Daytona
- 66 Ferrari 365 GTC
- 60 Ferrari 550 Maranello
- 64 Ferrari F512M
- 50 Fiat 124 Spider
- 122 Fiat 500L
- **16** Ford Capri
- **57** Ford Sierra Cosworth RS500
- **61** Jaguar E-type S1
- 113 Jaguar E-type S1
- 69 Jaguar XJ220
- 73 Lamborghini Countach LP400
- 60 Lancia Fulvia HF Fanalone
- 70 Maserati 3500GT Spider by Vignale
- 65 Maserati Ghibli Coupé
- 52 Mazda MX-5
- 72 McLaren F1
- 126 Mercedes 280 SE
- 20 Mercedes 300 SLS replica
- **53** Mercedes SL55 AMG
- **92** MGA
- **57** Porsche 911 (993) Coupé C2
- **58** Porsche 911 (930) Turbo 3.3
- **68** Porsche 911 2.7 RS
- 73 Porsche 911 RSR
- 22 Porsche 914 Bumblebee
- 106 Reliant Scimitar GTE
- 116 Reliant Scimitar SE5
- 114 Renault R5 Turbo
- **125** Triumph TR6

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'Whether it's a high-end rarity, a supercar bargain or an affordable roadster, these are the cars to buy now' P48







'Our low-tech cars will be painted as an environmental beelzebub'





Contents

October 2017 Issue 531

The month in cars

- 24 Ignition Festival of Motoring Classic F1 cars take over the streets of Glasgow
- 27 Silverstone Classic Group A touring cars including the Spa 24 Hours-winning Sierra Cosworth and the only 4wd Nissan Primera return to a storied battle ground
- 29 Historic Winton Pre-1960 racers head for the 41st running of Oz's biggest historic meet
- 31 Heveningham Concours An Alfa 8C pairing with fascinating histories charm visitors
- 33 Barn Finds A pre-WW1 time-warp duo and a unique Lincoln Zephyr
- **36** Events planner September and October's highlights, including a Snetterton double
- 38 Next Month Celebrating the 25th anniversary of the TVR Chimaera with an epic trip
- 39 Your Letters Pegaso-tinged melancholy and fond Lancia Augusta memories
- 41 Quentin Willson rallies the troops in anticipation of a political classic car witch-hunt
- 43 Tom Tjaarda In his last-ever column, Tom tells us about his fateful dragster fascination
- **45** Gordon Murray Even the legendary designer fantasises about cars he'll never own
- 47 Simon Kidston In his last column, Simon discusses the upside of inevitable automation
- 210 Why I Love... Repeat Le Mans-winner Emanuele Pirro on the thrill of his debut race

Owning

- 84 Epic Restoration After an intense 80-year relationship with 'Zoe', his BMW 328, one man decided to treat his shapely little beau to a complete makeover but skindeep dilemmas tested the resolve of its restorers to the limit
- 92 Life Cycle The tale of an MGA that dodged a revolution, and the crusher, and survived a little amateur race action
- 98 The Collector A motor trader's life of hoovering up unwanted trade-ins has led to a fabulously random collection
- 113 Our Cars Phil's Jaguar E-type takes one step forward, multiple steps back (p113), Ross's enviable Swiss road trip in his **Renault R5 Turbo** (p114) and time for Nigel to finally face up to his **Reliant Scimitar SE5** starting woes (p116)

Driving

- 76 La Dolce Vita After driving a 250 SWB, Russ was left wondering why the gracious Ferrari 250 Lusso is deemed five times less valuable by the market. According to him, this was the perfect reason for him to take one for a drive...

Buying

- 14 Willson's top tips Quentin notices UK prices for Alfa 2600 Sprints handily lagging behind the European market, and Mercedes SLC values being pulled up by R107s
- 16 Market analysis Russ explains why we've just seen the highest auction sale rate of the year (in Poole, no less), and notices the **Lotus Elan Sprint** blazing a trail
- 20 Market highlight Since when is a replica more valuable than a good example of the donor vehicle? Since September 2017, according to Bonhams' estimate for this Mercedes 300 SLS tribute
- 22 Temptations A rare Porsche 914 creates a buzz at Beaulieu, and a unique Germanbuilt Ferrari comes up for sale
- 48 Hot 30 In a classic car market that constantly ebbs and flows, more gems have undeservedly been left straggling behind than you may think. With the help of six experts, we tip 30 diverse buys before 2018 brings them back up to speed
- 106 Buying Guide Expert buying advice for a Scimitar GTE
- 111 Books and Models The latest reads and miniatures
- 121 Ads on Test Aston V8 Volante (p121), Fiat 500L (p122), Triumph TR6 (p125), Mercedes-Benz 280 SE (p126)
- **170** Advertise your classic for free

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aiting with a welcome cup of tea for Classic Cars reader Chris Bale I can't help but feel a little apprehensive about today. There are a couple of reasons for this - for a start Chris already owns a DeLorean DMC-12. That was a past dream drive car featured in these pages and about as iconic and attention-grabbing as any classic gets, as I discovered during our The List feature just over two years ago - we were practically mobbed every time we stopped. Chris has also driven all the way from Norwich to our

rendezvous in Somerset with Montreal owner Derek Johnson. I'm nutty enough about these Alfas to think that's OK, but I hope it's going to prove worthwhile for him.

The early signs are good because when Chris pulls up on the driveway it turns out his daily driver is a red Alfa Romeo 159, and the clue that he's properly got the Alfa bug is confirmed when he mentions that this car recently replaced a 156. Then I see the look on his face when he glimpses Derek's Montreal. It's like one of those rom-com movie moments where they pull on the soft-focus filter and fade in some Lionel Richie on the soundtrack. Maybe I shouldn't be surprised - after all, this is no ordinary Montreal but a trophy-winning example of just 180 right-hand drive models out of the already miniscule total of 3925 Montreals that Alfa Romeo built between 1970 and 1977.

Chris is on the hook already, saying in a slightly awed tone, 'I did wonder if it would be left-hand drive, though it wouldn't have been a problem because I'm used to that with my DeLorean. I still can't quite believe this is happening - I've only seen these before at car shows, and they're so striking and so different to anything else ever built. I've been trying to remember when I first came across the Montreal but in truth I can't recall a time when I didn't like them. I keep thinking of Michael Caine in The Marseille Contract, but I'm sure I first watched the film because there was a Montreal in it rather than the other way around. I've always been a car nut, I got it from my father - he's owned two BMW 635s, a Holden VXR8 and a 1985 Chevrolet Camaro among other things. With all that going on I probably didn't stand a chance!

Everything goes quiet for a moment while we simply stare at the Montreal. These cars can have that effect on people. Finally Chris admits, 'That shape is really amazing, it's so beautiful. I just can't believe I'm about to drive one of these at last.' Yes, it's definitely time to put Chris behind the Montreal's wheel before his expectations go right off the scale.



CHRIS'S DREAM DRIVE LIST

Alfa Romeo SZ "Il Mostro" is the ugly duckling Alfa, so

you know it makes

up for it by being a great drive. BMW M3 (E30)

'Some kids had Disney, but I grew up on Duke BTCC season review videos - the M3 was my favourite.'

'Based on the same E30 chassis as the M3 but a roadster. And it has those drop-down doors.

Buick GSX

'Used in promo material for the video game Driver - I've wanted one ever since.

Ferrari F40

'A legend and the defining supercar of the era.

Lancia Stratos

'A homologation special built with just one purpose in mind."

Lotus Esprit

'In the mid-Nineties I got to sit in an Esprit S4 police car doing press duties for Norfolk constabulary.

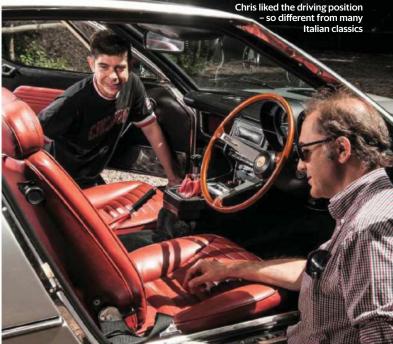
Maserati 3200GT

'Maseratis are so cool - the 3200GT was cheap enough to buy until I factored in the servicing costs.

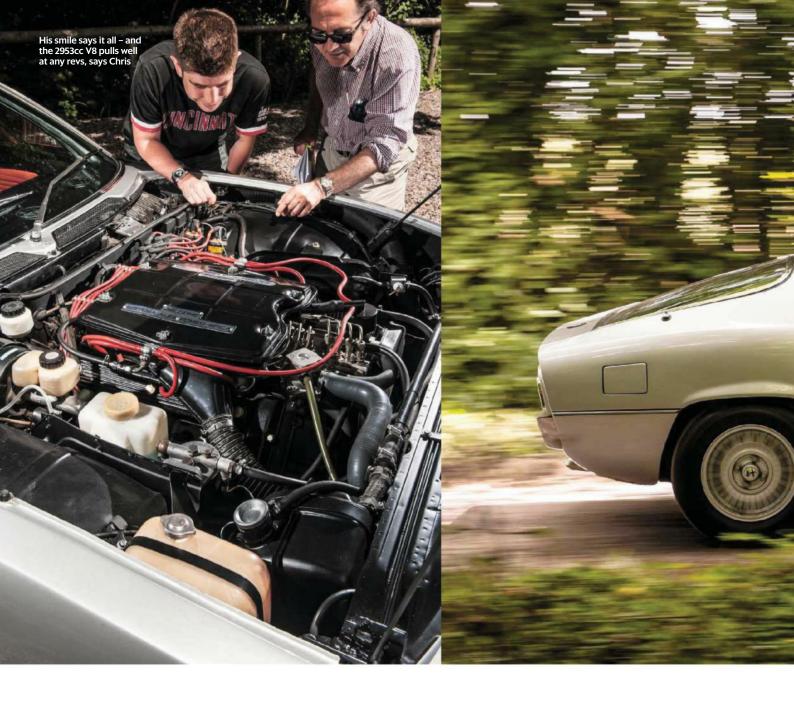
Plymouth Superbird

'Hard to believe something so wild was ever sold as a road car.'









He eases into the driver's seat and the grin returns. 'This is a very nice place to be, with the leather and everything. Alfa Romeo is always good at that sense of occasion. My first surprise is that it has a very good and not typically Italian driving position. I'm comfortable in here right away and not having to stretch for anything or angle my legs awkwardly.'

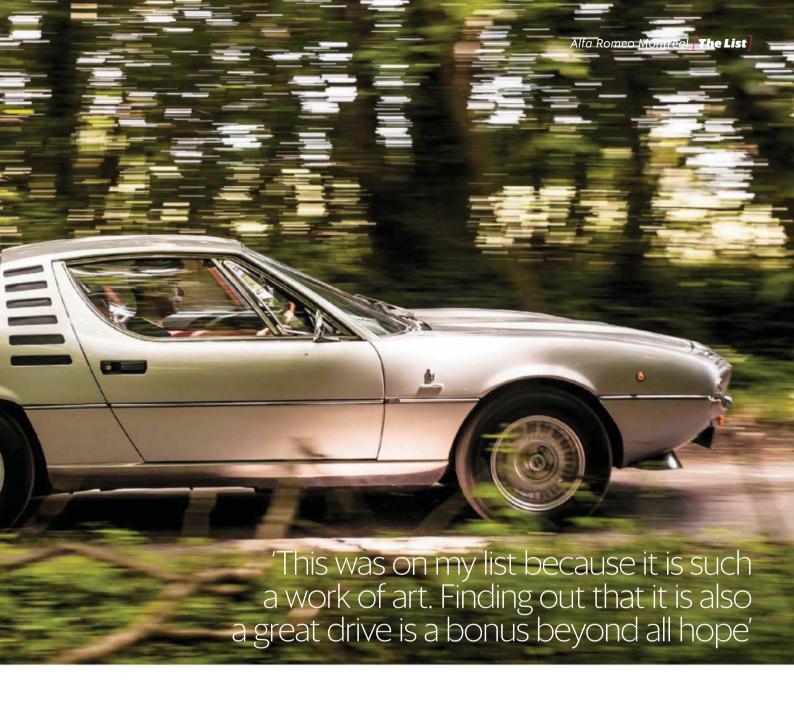
Time to twist the key, at which the pre-warmed engine churns enthusiastically into life with a tone that's actually closer to Detroit than Maranello, at least at lower revs. 'I do love that V8 sound,' says Chris. 'It's muted but... assertive, I think that's maybe the right word. And it sounds even nicer when you give it some revs,' he grins after a blip of the throttle. After a little practice to fix the notion of a dogleg first gear into Chris's head and to get used to the clutch bite we're off.

Straight away he seems impressed. 'It pulls really well at just about any revs - I'm really surprised by the engine's flexibility,' is Chris's first comment. 'You have to be deliberate with the gear change, which is also a bit notchy going into first, and it's so tempting to keep it in each gear for longer so you hear the engine more - that sound really makes you tingle at higher revs. The gear lever is well sprung to sit in the second-to-third plane, which helps remind me that I have to move it across and down for first. The clutch pedal is a little hard to modulate when manoeuvring in first and reverse but fine through all the other gears.

'At low speeds the steering is also a bit heavy, but once you get above walking pace it lightens up perfectly. With a lot of the older cars I've driven you tend to find a lot of slack in the steering, like the 1965 Mustang I hired from Thunder Road for a holiday a year or so back, but there's none of that vagueness with the Montreal. I love the wheel's thin rim too, it so suits the car. There's so much feel and smoothness to the steering, you can tell exactly what it's doing all the time – it's not numb like so many cars, especially more modern ones. You do have to work it a bit in tighter turns but it's always a pleasure to use.

'I like looking out over that sculpted bonnet with all those curves. It goes back to that Alfa Romeo sense of occasion thing. The only downside is that with the sun at some angles you get some quite bad reflections in the windscreen, and glancing across it looks even worse on the passenger side.' That's something I was trying to ignore from the passenger seat but can confirm. 'I guess that's just of its time - manufacturers have got a lot better at dealing with things like that in the 50 years since this car was designed. There's also a massive blind spot in the rear three-quarters which you have to learn to make allowances for and the mirrors don't cover all of it.

'My third, and I promise final, criticism is that the electric windows are really slow, especially going up. I wonder if all Montreals are prone to that or if it's just that these are a bit tired?'



Being midweek a near-deserted RSPB car park looks like a handy spot to take a break and talk some more. I'm also keen to probe deeper into the earlier comment Chris made about hiring a Mustang to go on holiday in. That sounds a bit odd coming from a guy with a DeLorean in his garage. 'The thing is I can drive the DeLorean any time I want, and I like to have something special to go on holiday in,' he explains. 'I'm keen to try as many classics as I can and have also hired a couple of others from a more local classic car hire place for other trips.'

I'm not about to argue with that kind of logic, and Chris is

understandably keen to put the Montreal back on its pedestal. 'It's simply brilliant - what a privilege. I love all the design details that are so gloriously unnecessary but completely captivating, like those

slatted eyelids over the headlamps and the rows of side vents. They're what first catches your eye.

'I can now remember the first one I saw at a car show. It was in tangerine, which helps, and you just get drawn to those vents. The sweep of the door window, which is just like that on a Miura, is great too. It's probably the best thing about a Montreal: you can just keep looking at it all day long. I wonder if that would ever wear off if I owned one?'

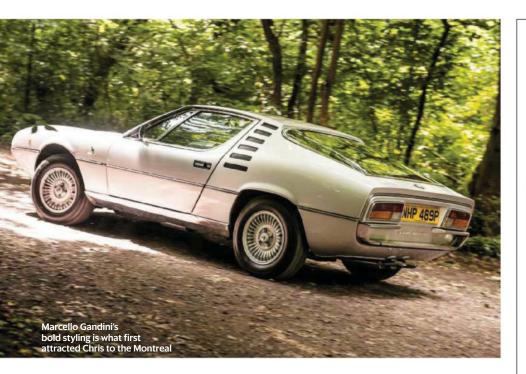
Back on the road Chris is still feeling the love and taking in more of the Montreal's myriad design details. 'The gauges - with a take on the traditional Alfa twin-binnacle layout - are so stylish with touches like the speedo numbers that read times ten, so not cluttering the face with a load of zeroes you don't need. Then there's the internal door releases that are built into the door pull/armrest. You can't see them but they are so perfectly positioned your hand just falls on them. This car really is all about the design,

it wasn't just thrown together from handy parts.

'I feel more comfortable and relaxed in it now. I'm starting to drive the car without thinking too much about what I'm doing, and the more I relax the better it all feels. To be honest it handles far better than I expected. Beforehand I thought it would obviously look great but would drive like, well, an old car. But it's so much better than that - you can drive it perfectly easily in today's traffic and it's OK, you don't have to worry about anything. Once you get onto an

1976 Alfa Romeo Montreal

Engine Light alloy 2953cc V8, DOHC per bank, Spica AIBB fuel injection Power and torque 200bhp @ 6500rpm; 174lb ft @ 4750rpm Transmission Five-speed ZF manual, rear-wheel drive Steering Burman recirculating ball Suspension Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, trailing arms, reaction trunnion, telescopic dampers, anti-roll bar Brakes Ventilated discs, servo-assisted front and rear Weight 1270kg (2796lb) Performance Top speed: 137mph; 0-60mph: 7.0sec Fuel consumption 20mpg Cost new £5077 Value now £27,500-£67,500



open road it just eggs you on to go faster and faster but never feels scary. I can imagine myself driving across Europe in it, eating up the miles. Already I can feel how you just start to flow with it.

'The brakes are much better than expected too, you simply cannot fault them for stopping power and feel. That Mustang I drove wasn't very much older, but with that I felt I had to keep looking far down the road and leave a big gap in front of it, just in case. I'm used to the gearbox now and feeling more confident in changing up and down it a bit quicker each time. It's so positive and you always know where you are and can find the next ratio without having to look or really think about it. It's quite unlike my DeLorean on that score.'

I'm also feeling pretty relaxed in the passenger seat, with my earlier apprehensions long forgotten. It's been a real pleasure watching all the early nervousness Chris showed ebb away, to see him relax and start to gel with the Montreal. Pretty much the same happened to me when I first drove one, so I can understand what he's going through and know how hard it will be to hand the keys back. This looks like one of those rare occasions when you introduce someone to one of their heroes and they wind up as friends. At least I'm pretty sure that's how Chris feels, so I have to raise the subject.

'I've been trying to think of something clever and objective to say about the car but even after reflection I can't think of a single thing to criticise about it,' he replies. 'Even those trivial things I mentioned earlier don't really matter or take anything away from the overall experience. There's nothing I'd change and there's no need to make any allowances for the car's age; the steering, brakes and power all feel good by any standards, not just for the time. I'm sure this is in no small part because Derek has clearly kept his Montreal in immaculate condition. The car is a credit to him.

'This was on my list mainly because the car is such a work of art. Finding out that it is also great to drive was a bonus beyond all hope. Is this Alfa still on my dream list? Absolutely. The Montreal is everything I had hoped it would be and much more besides. There's such an amazing sense of occasion around the whole car – did I mention that earlier? If I had the money I'd definitely find room for one in my life.'

Thanks to the Alfa Romeo Owners Club and Derek Johnson for letting Chris drive his Montreal.

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 gou've owned to classic cars go bauermedia. couk. Be prepared for the photoshoot glamour of an early start and a long drive to get there.



CHRIS BALE'S CAR CV

Based heavily on childhood influences, Chris has ranged from flux capacitor to rally limo.

BMW 316I E30

'My first car, in 2004, because of my love of BTCC racing. I started looking for something sensible but that all went out of the window when I spotted a 316i at a local showroom. It was my daily driver until the winter off 2008 when I skidded off the road and hit a tree.'



DELOREAN DMC-12

'Since seeing *Back to the Future* as a child I set my heart on owning a DeLorean and in 2007 I made it happen. I'd joined the owners club and drove from Norwich to Sheffield to look at one only to find it had been sold. A couple of weeks later one came up for sale ten miles from home, so I didn't hesitate to buy it. During the decade I've had it I've twice driven it to the Belfast factory where it was built.'



BMW 318IS BAUR CABRIO

I needed another BMW and in 2010 managed to find a 318is, which is a Baur conversion rather than a factory convertible. The roof can be a bit fiddly to put up but I prefer the look as it matches the Matchbox version I had as a child.'



BANGER RALLIES

Tive had a share in three cars bought specifically to take on rallies across Europe: an Eagle Quest limo (based on a Vauxhall Senator) bought for £450 to do the Crumball Rally to Munich, a Volvo 850 estate to which we spent days fitting 1994 BTCC graphics for the Barcelona Bangers run, and a £350 220,000-mile Toyota Celica we drove through seven countries to Prague, including a lap of the Nürburgring.'





- IO.09.I7 -

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1960 MASERATI 3500 GT SPIDER Chassis no. AM 101 775 €800,000 - 1,000,000 *



1937 HORCH 853 STROMLINIENCOUPE Chassis no. 853433 €700,000 - 900,000 *

Bonhams



Alfa 2600 Sprint is a UK bargain

Now is the time to reprise the Sixties Carabinieri and chase down a steal

he Alfa 2600 in its day was a real piece - 120mph, twin-cam six-cylinder, all round discs, five-speed gearbox and swanky options like leather and power windows. One of Guigario's first designs (along with the Gordon Keeble), it had rakish Italian glamour and was a high-speed pursuit car for the Sixties Carabinieri chasing down mafia bank robbers.

Legend has it that despite slow sales of the Sprint, Alfa kept production going purely because the top brass liked the newspaper and TV news coverage of all those dramatic Polizia chases.

The Sprint and even more glamorous Spider were also favourites of movie directors, making appearances in over twenty Italian and French art house movies of the era plus TV shows like *The*

Champions, The Man From Uncle and The Saint. Prices don't yet properly reflect their rarity - only a couple of hundred 2600 Sprints survive and in July Historics sold a rare UK-supplied rhd '66

example (one of only 596) with only 72,000 miles for £20,720, while a private seller in York has a '63 lhd car that's been fully restored for £35,750. As the last of the grand touring Alfas and the final model to be powered by a twin-cam six, the 2600 Sprint is a very special and strangely underrated Sixties Italian GT

Tatty projects start at ten grand but why bother when you can by shiny cherished or restored cars for between £20k and £35k? While European dealers price 2600 Sprints

nearer £50k the UK market doesn't value them as highly and it's still possible to find decent cars here sitting twenty grand below Dutch, French or German money.

VALUE 2010

Back in 2014 Silverstone sold a fine silver '64 rhd Sprint for £16,675

so values have risen in three years but only modestly. The obvious comments about rust apply, but only buy restored or prized examples and any corrosion issues should have been sorted.

Experts say parts aren't easy but I looked on Italian eBay and found heaps of used engines, instruments, bumpers, window glasses and even a full interior. That right-hook Sprint sold by Historics was an epic bargain at £20k. Make sure you don't miss another.





Standard Steel RR&Bs still going for £30k... for now

VALUE 2012

hile watching an episode of Columbo with my wife recently, she remarked that the villain's Bentley S2 looked really cool. Mrs W is a good judge of such things, indeed every year John Blatchley's perfectly proportioned shape ages with increasing grace.

The trade is now pitching nice Silver Clouds and S-series Bentleys at £65k with exceptional examples heading for £100,000. But you can still find well-kept or restored cars at less than £35k. Historics' July sale saw a lovely Sage Green S2 with 89K and £13,000 worth of recent bills make just £28,000. An Oxford private seller has a silver '62 Cloud with 47,000 miles for £27,950 and at a recent Silverstone auction the very same '61 S2 that my wife and I saw in that episode of Columbo made £24.950. repatriated from LA, resprayed, retrimmed and recommissioned. What are the chances of that?

I prefer the V8s for their extra heft but the sixes are silky smooth. Remember that they all need power steering (optional on early Bentleys). Only buy proper cars with perfect bodies and fine leather and wood. History makes a huge difference to values so a solid sheaf

of invoices going back several decades is extra desirable. Brisk and reliable enough for motorway work, these old Standard Steels are huge lumps of classic value in today's market. You'll need a sizable garage and a couple of grand put aside each year to keep the old girl mint, like an old manor house. But find a good one and there's no more impressive way of arriving down the crunchy gravelled drive of a country hotel.



Mercedes C107 SLC springs from the shadows

avbe the sun is finally shining on the '71 to '81 C107 Merc SLC. Left languishing in the gloom for decades by the more fashionable R107 SL, low-mileage examples of the tin-top coupé are now rising significantly. Perhaps the Dutch seller with a 35,000km 450 SLC is being a little optimistic at £70k but canny dealers like Howard Wise clearly see the growing potential too. He's pitching a mint 18k-mile 450 at £50k. Rarer than the SL (the DVLA lists only 257 examples on the road) and often in much better nick, the SLC is starting to radiate a chic Seventies glow with trendy velour interiors and colours like Icon Gold and Thistle Green.

While the lines aren't as well proportioned as the convertible, those 14 extra inches of wheelbase make it a full four-seater and it actually drives better than the SL, plus the V8s are good for 120mph.

In July Silverstone Auctions dispatched a lovely 17k mile 380 SLC for £17.780, which may be the last of the really cheap low-milers. Edward Hall in Buckinghamshire has a '78 380 in Icon Gold with 79k, long history and £7k of recent bills for £25.950 while

a private man in Solihull has a '77 450 in Astral Silver with blue hide, three owners, FMBSH and 78k for only £17,250.

These wide price variations between private and trade sellers won't continue for long - and to show how prices have moved recently, back in 2014 Silverstone knocked down an '81 380 SLC with just 20k and broad history for a bargain £9450.

CLASSIC ON THE CUSP



Mercedes CL63 AMG

he 2006-on CL63 AMG isn't just gorgeous; it has supercar heave too. Delimited, it can knock on the door of 190mph and nail the 60 sprint in just 4.5 seconds. Yet you can buy an '07 example for less than £25k and it needn't have racked up an intergalactic mileage either. Bournemouth High Performance has a 2007 CL63 in black with 46,000 miles and FMBSH for just £22.950.

But to understand what a ground-trembling bargain the AMG CL really is you need to take a moment to soak in the menacing muscularity of those lines and savour the wobwobwob of that glorious V8.

The previous-generation CL55 was fierce enough but the later 2006-on versions have even more grunt yet a much more refined and complete character.

Find a high-spec example (new list was near £120k with options) and you'll get heated, cooled and massaging seats with electric cornering bolsters,

soft-close doors, keyless entry and start, night vision cameras and even an IWC clock in the dashboard.

Select the Comfort gearbox setting and despite 19-inch rims and wafer-thin low-profile rubber the ride quality could shame a Bentley. This is a sensationally well-rounded performance missile.

And while it might not have the petite accuracy of a Golf R you can still hustle it around with surprising confidence thanks to ABC body control, adaptive dampers, poised and communicative steering plus a zillion different suspension and gearbox settings.

The 7G gearbox works better in the CL63 than in many other AMG offerings, with lightning-fast shifts and a demonic exhaust cackle on the overrun.

Punt the CL63 hard and it feels like it could worry a Ferrari 458 with its relentless surge and epic stopping power from composite discs the size of dinner plates. You'll find your brain backs off the power long before anything beneath you on the tarmac comes unstuck or starts to slide.

In a straight line it rips through those seven gears and bounces off the speed limiter like hitting a punchbag. Restricting this car's

velocity is like asking Pablo Picasso to paint with an aerosol.

Later Mercedes CL AMGs were downsized with the 5.5-litre bi-turbo engine, but the old-school normally aspirated 525bhp 6.3 V8 gives this generation of CL its visceral magic.





Sale of the season for SWVA

A good catalogue combined with low estimates pulls in the buyers

outh West Vehicle Auctions played a blinder with its July 28 sale in Poole. All but three of the 78 offered cars sold, which translates to an incredible sale rate of just over 96 per cent. We've not seen that anywhere for a long time. The other headline figure was that 67.9% of cars went for over their top estimates, so did everyone go a bit bidding crazy on the day? Only in places, because SWVA had played it a bit crafty and had most cars estimated on the light side. Buyers were largely paying market-correct prices - markets always find their correct level. But that shouldn't take away from SWVA's success, which was commendably based on putting together a nicely varied catalogue of good-quality and affordable classics, and kicking the sale off with 13 'no reserve' cars to get bids rolling. Standout result was £35,072 for the mint 28k-mile Capri 280 Brooklands pictured below - £7500 over estimate.



The 'above estimate' figure is a little misleading because it was inflated by almost across-the-board low estimates, but this was still a stunning sale by any measure.



Market indicators Some eyebrow-raising, but don't allow estimates - low or high - to inform your bidding strategy



▲ 1973 BMW 3.0 CSL £137,250

Silverstone Auctions, July 29.

This result sets a new benchmark for top examples of the CSL, after consistent demand has more than doubled values in the last three years. This was a rhd UK car – though almost half were – and was restored back to a bare shell using an already remarkably rust-free example. This was largely done using refurbished original or new-old-stock parts with stunning results. It rightly smashed its £85k top estimate.



▲ 1966 MGB GT £9206

South West Vehicle Auctions, July 28.

Much fuss was made post-sale about how this early GT sold for 56% over its estimate. Our view is that this – and another similarly tagged '66 B GT in the same sale – were merely underestimated to entice. For a three-owner MkI GT in this lovely restored but mellowed condition, the price paid was bang-on market value. The other car wasn't quite as good and sold for £7672. Always check the CC Price Guide.



1938 Alvis Silver Crest £18,160

H&H Auctions, July 26.

Given the flying values of the marque's pre-war 'Speed' models, you'd think buyers would have cottoned on to the delights of all six-cylinder Alvises. This was 'only' a saloon, but nicely presented with its recent bare-metal respray and slightly earlier mechanical overhaul. Surviving numbers are said to be in the teens, making them rarer than Speed 20s, so at this price the buyer should be very pleased.

Lotus Elan Sprints running clear of siblings

ne of the all-time great drivers' cars, the Elan Sprint is always finding new fans but owners tend to hang on to them. In turn, that's once again driving up values, which are now way above those for regular non-Sprint examples of the lightweight icon.

As if to prove the point, UK Sports Cars is currently offering a nicely presented yellow drophead that the last owner kept for 31 years. With no imminent needs, it carries an asking price of £48,995, and that's pretty much where the market is for good ones now.

If it seems a lot for a small, glassfibre Lotus, don't worry. Not only will one drive down a country road make you instantly forget any logical financial reasoning - buy well now and you will also never struggle to find the next buyer when the time to part does come.



Ferrari 308 GTB/GTS pairing stalls at Silverstone

here's good news for anyone who's had an eye on these sharp-looking and even sharper-driving mid-engined Ferrari beauties. So far this year, away from the highly collectable early glassfibre Vetroresina model, values have stalled - and on anything less than totally immaculate examples they seem to be gently easing.

Dealer asking prices are still up there, but Silverstone Auctions recently sold a welllooked-after 49,000-mile right-hand-drive GTS with carburettors (always preferred to the later fuel-injected cars) for a below-estimate £51,750, which looked a good buy.

By contrast, at the same auction Silverstone failed to drum up sufficient interest in an even nicer 34,500-mile UK-market GTB of similar age,

for which the owner wanted something close to £77000

Maybe there is still a buyer out there willing to pay that for it, but that level is looking a bit like last year's price - keen sellers may have to adjust their expectations.





1968 laguar E-type \$1.5 coupé £90.000

Silverstone Auctions, July 30.

This was a remarkable score for a Series 1.5 E-type - they're usually overshadowed by the earlier covered-headlamp cars. The £60-70k estimate looked right, so were bidders seduced by the indicated but unclaimed 15,500 miles, or was it the fresh paint? It was an overall nice example, though not without flaws - like large modern speakers. A one-off, or are S1s now just too expensive?



▲ 1975 BMW 2002tii £19.180

South West Vehicle Auctions, July 28. Around a decade ago the tii got left way behind by its traditional rival, the 105-series Alfa GTV. They're almost level again now. This was a strong result for any tii, never mind one with rusty doors and insufficient evidence to back up its indicated 73,000 miles. It also needed much work to pass its last MoT after ten years' storage. This shows how hard it is to find any tii, never mind a good one.

PRICE GUIDE MOVERS

On the up

True to their dynamic nature, Aston V8 Vantages have steamed ahead and you'll now pay at least. double; at the other end, Matras are on the make

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo Giulietta berlina	55-62	18,000	12,500	6000	2750	+20%
Alfa Romeo Spider 2000 S2	70-82	17,500	13,000	6250	2850	+6.1%
Alfa Romeo Spider 2000 S3	82-89	9500	6250	3000	1500	+6.1%
Alfa Romeo Spider 2000 S4	89-93	11,000	7500	4000	2200	+10%
Allard P	49-52	36,000	25,000	13,500	8250	+20%
Aston Martin DB2	50-53	240,000	175,000	120,000	85,000	+14%
Aston Martin V8 Vantage	77-89	350,000	275,000	180,000	100,000	+89%
Aston Martin V8 Volante	78-90	150,000	120,000	75,000	45,000	+11%
Aston Martin V8 Vantage Volante	86-89	300,000	250,000	175,000	100,000	+54%
Bentley S1 Continental Mulliner	55-59	500,000	365,000	185,000	140,000	+43%
Bentley S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	+18%
BMW 2002 Turbo Bugatti EB110	73-74	65,000	50,000	35,000	20,000	+33%
Ford Prefect	92-95	400,000 6000	350,000	250,000 1850	175,000	+33%
Ford Pilot V8	40-53 47-51	15,000	4000 10,500	6000	1000 3500	+20%
Ford Anglia/Popular 103E	46-59	6500	4250	2000	1100	+8.3%
Ford Capri 280 Brooklands	87-88	22,000	16,500	8250	4500	+10%
Ginetta G21 1800/1800S	71-78	10,000	7000	3500	1600	+11%
Hillman Minx Ph. III-VIIIA	48-56	5000	3200	1500	700	+25%
Hillman Minx Ph. III-VIIIA con	48-56	10,000	7000	3000	1400	+43%
Hillman Californian	53-56	8000	5250	2400	1200	+60%
Iso Lele	70-74	35,000	22,000	14,000	8000	+7.7%
Jaguar SS90 sports	35	275,000	225,000	175,000	135,000	+10%
Jaguar SS100 2.5-litre	36-39	325,000	225,000	175,000	125,000	+18%
Jaguar SS100 3.5-litre	38-39	400,000	300,000	225.000	165.000	+6.7%
Jaguar E-type S1.5/S2 fhc	67-70	75,000	50,000	27,500	17,500	+15%
Jaguar XJ12 Series 1-3	72-93	10,500	7500	3200	1200	+24%
Jaguar XJ6 Series 2	73-79	9000	6000	2500	800	+50%
Jaguar XJ6 Series 3	79-83	7000	4500	1800	725	+7.7%
Jaguar XJ220	89-92	300,000	250,000	200,000	150,000	+50%
Lotus Elan Sprint con	71-73	45,000	35,000	18,500	12,500	+10%
Lotus Elan Sprint Coupé	71-73	38,500	30,000	37,500	30,000	+13%
Lotus Carlton/Omega	90-92	23,500	17,500	12,000	7500	6.8%
Matra Bagheera	73-79	10,000	6500	3000	1250	+82%
Matra Murena	80-83	11,000	7000	3500	1400	+91%
Mercedes-Benz 380/420/500SEC	81-91	12,000	8500	3000	1000	+9.1%
Mercedes-Benz 560SEC	86-91	16,000	11,000	4500	1500	+14%
MG TA/TB/TC	36-49	35,000	26,500	16,500	10,000	+6.0%
MG 1100/1300	62-71	5000	3250	1600	800	+18%
Panther J72	72-81	40,000	30,000	20,000	14,000	+25%
Panther De Ville	74-85	45,000	35,000	25,000	16,000	+13%
Renault 5 Gordini/Turbo	76-84	7500	5000	2500	1250	+71%
Renault 5 GT Turbo	86-91	9500	7000	3250	1650	+19%
Riley One Point Five	57-65	6400	4500	2000	1000	+11%
Riley Kestrel 1100/1300	65-69	4500	3000	1500	800	+13%
Rolls-Royce Camargue	75-86	55,000	40,000	24,000	16,500	+5.8%
Saab 99 Turbo Saab 900 Turbo	77-82 79-93	12,000	8000 5000	4000 2000	1900 850	+20%
Singer 9 Roadster/4A/4B	39-52	16,000		6000	4000	+14%
Standard Vignale	58-61	4500	10,500 3200	1500	750	+5.9%
Standard Eight	53-59	5000	3200	1500	700	+39%
Standard Ten/Pennant	54-59	5200	3400	1600	750	+30%
Sunbeam Talbot 90 Coupé	49-57	14,000	11,000	5500	3650	+12%
Sunbeam Alpine V sports	65-68	15,500	10,000	4500	1850	+11%
Sunbeam Harrington GT	61-63	20,000	14,000	7250	3750	+25%
Triumph Herald saloon	59-70	4500	3000	1250	600	+20%
Triumph Herald 12/50, 13/60	63-71	4750	3250	1350	650	+19%
Triumph Vitesse 1600	62-66	5000	3500	1650	850	+3.1%
Volkswagen Beetle 12/13/1500	68-78	8000	5200	2200	850	+6.7%
Wolseley 6/90	54-59	7500	5000	2500	1250	+15%
Wolseley 1500	57-65	5600	4000	1800	900	+12%
Wolseley 1100/1300	78-79	4000	2750	1400	750	+11%
Wolseley 18/85, Six	46-53	6500	4000	1750	750	+44%

On the slide

While the SS lags of the Thirties are enjoying

renewed interest, demand for their immediate Forties successors has cooled a little

Make and Model	Year	Concours	Mint	Good	Rough	%dwn
Aston Martin DB2/4 MkI/II	53-57	185,000	140,000	92,000	65,000	-5.1%
Aston Martin DB2/4 con	53-57	275,000	225,000	170,000	130,000	-8.3%
Aston Martin DB4 con	61-63	900,000	825,000	650,000	500,000	-5.3%
Ferrari 308 GTB/GTS	77-80	80,000	62,500	42,500	30,000	-3.8%
Jaguar 1.5-litre	45-49	29,500	19,500	12,000	6750	-1.7%
Jaguar 2.5-litre	46-51	39,000	28,000	15,000	8000	-2.5%
Jaguar 3.5-litre	46-51	56,000	39,000	20,000	10,000	-6.7%
Lancia Flavia Sport Zagato	63-67	52,000	37,500	24,000	15,000	-5.4%
Singer SM Roadster	51-55	14,500	10,000	6000	3600	-3.9%
Sunbeam Alpine IV sports	64-65	13,000	8250	3950	1600	-3.7%

Russ Smith's market news



Top 15 classic climbers revealed

Thought everything cooled off in 2014? These rebels prove not

he received wisdom from many market
commentators is that the classic market hit its peak
in late 2014. And that is largely true at the very top
end of the market, where super-rich collectors
deal in seven- or eight-figure sums. But at a lower
level a large proportion of classic cars have actually
continued to rise in value since then, in some cases
by considerable amounts. Taken as a percentage, we found 14
classics that have actually more than doubled in value, with
our 'winner', the Porsche 924 Turbo, trebling in price during
that period. In fact three of the top five are Porsches, which
is no surprise given the growth of interest in the marque.

Lamborghini also seems to have benefitted from growing factory support for its heritage. And it's good to see some former boy-racer Eighties favourites in there, such as the Ford Capri and Peugeot 205 GTI.

TOP 15 BY PERCENTAGE

Porsche 924 Turbo 200%
Mercedes-Benz 190E Cosworth 175%
Porsche 928 GT 150%
Peugeot 205 GTI 1.9 138%
Porsche 944 Turbo 136.4%
Lamborghini Espada 131.6%
Maserati Sebring 129.0%
Lamborghini Silhouette 114.3%
Rover P6 3500S 108.7%
Volkswagen Golf GTI Mkl 106.9%
Maserati Bora 106.3%
Maserati Bora 106.3%
Fiat 124 Spider 100.0%
Ford Capri 2.8i 100.0%
Lancia Flaminia conv 93.9%

IN THE TRADE



MAZDA TO RESTORE MX-5S

Hot on the tailpipes of laguar and Land-Rover starting to restore its own early cars comes Mazda's announcement of a restoration programme for early MX-5s. For now the service is only being offered to Japanese customers. A trial restoration has taken place and work on customer cars is set to begin in 2018. No prices have been mentioned vet. but one factor expected to benefit all early MX-5 owners is the reintroduction of various currently unavailable parts.



BONHAMS HEADS TO ITALY

Bonhams is to hold its first classic car auction in Italy. It'll take place alongside Auto e Moto d'Epoca - Italy's bestattended classic car show - on October 28. The event is held annually in Padua, near Venice, and last year attracted 4500 vehicles and 90,000 visitors. Early entries include a rare Zagato-bodied Lancia Flaminia Sport 3C. Restored in the early Nineties and used sparingly but regularly since, it's one of 70 examples built with the ultimate 2.8-litre triple-carburettor engine. Estimate is £360-450k.



PININ FARINA XK120 RESTO

Shropshire-based Jaguar specialist Classic Motor Cars (CMC) has announced it will be unveiling its top-secret restoration project at Pebble Beach. The car is a one-off 1954 Jaguar XK120 coupé that was bodied by Pinin Farina for New York luxury car importer Max Hoffman. Bought from a German collector who never got round to restoring the car – shown pre-restoration above – the car has been rebuilt by CMC over the last two years.

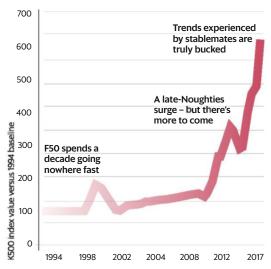
WHAT THE K500 MARKET INDEX SAYS ABOUT THE ...

Ferrari F50



K500's Simon Kidston says, 'Who saw this one coming? Values of the F50, Ferrari's third – after the 288 GTO and F40 – 'analogue'

hypercar have accelerated nearly as fast as the 512bhp missile itself. And much of that increase has been post-August 2014, which many consider to have been the market's peak. After only 273 288 GTOs and frankly too many (1311) F40s, the run of 349 F50s – in a variety of colours – struck the right note but arrived during the Nineties stall. Massive footprint and gloopy looks not for everyone, but there's no denying its engine's close links to Prost's F1 V12 and its driving fizzle.'





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1964 ASTON MARTIN DB5 SPORTS SALOON

1934 ASTON MARTIN MARK II SPECIAL SPORTS SALOON

Bonhams

Panamericana SLS race replica

It's an exciting machine, but how much value does recent competition success add?

his September, Bonhams will auction a unique Mercedes-Benz 300 SL roadster at its Chantilly sale in France. Based on a 1957 roadster, it was rebodied in aluminium by Zagato in a project for German businessman George Distler that started in 1986 as a recreation of Paul O'Shea's 300 SLS Competition Roadster. That was raced extensively in America in the late Fifties.

Distler's car was built to compete in the 1997 Carrera Panamericana, a re-run of the legendary early Fifties events. This was odd because O'Shea's car never competed there in period - it wasn't even built until three years after the last running. Nevertheless Distler's recreation did well, winning its class and coming 11th overall. It has since competed in other historic events, but how much value does that confer on what is effectively just a replica? We asked classic car valuation expert John Mayhead.

'Bonhams has valued the car at between £1.3m and £2.2m, which puts it above the Hagerty Price Guide's top value of £1.2m for a standard 300 SL Roadster, and RM Sotheby's sold a similar SLS Roadster recreation in 2013 for £593,600. Have values doubled in four years? In this market, it's a big call.

'The valuation also begs the question whether any recreation is ever worth more than a pristine example of the donor model. My gut reaction is to say no; originality is king. But as so often is the case in the classic car world, things are not necessarily that simple. Despite being a replica, the car has created its own recent racing story, and established its credentials for other historic events - something for which collectors pay a huge premium.

That said, Bonhams has to get the right buyers in the room who will be willing to pay the asking price - a task that I feel in the current climate will be a big challenge?





Rare bee to land at Beaulieu

1974 Porsche 914 2.0 Bumblebee

For sale at Bonhams' Beaulieu sale, September 2, bonhams.com/cars Why buy it? Why buy it? One of a limited edition of 500 Bumblebees built to celebrate Porsche's domination of CanAm racing, this rust-free example was imported to the UK last year. In superb order and now registered here, this rare survivor is all original apart from a documented replacement engine of the correct type. Price estimate £25,000-£35,000



1993 Ferrari 328 Conciso

For sale at Bonhams' Chantilly sale, September 10, bonhams.com/cars Why buy it? You may never see a more unusual Ferrari. A one-off by German coachbuilder Michalak, it was built in 1993 on a 328 GTS chassis and displayed at the Frankfurt and Geneva shows. It's roadregistered and has so

far racked up 7900km.

Price estimate





1975 Alfa Romeo GT Junior

For sale at Anglia Car Auctions' August 26 sale, angliacarauctions.co.uk

Why buy it? GT Juniors rarely come up in this price range, so this rhd car is worth a look. An older restoration, its seats have recently been retrimmed and it has an MoT and 69k miles on the clock. The Webasto roof needs refurbishing, but at least it has one. Price estimate £7500-£9000



1972 Jensen Interceptor

For sale at Dorset Vintage and Classic Auctions' Autumn sale, September 7, dvca.co.uk

Why buy it? How often do you find a car like this that's been with the same owner for 39 years? He bought it when it was six years old and seemingly kept it tucked away too – the mileage is 58k yet it's been kept MoT'd. Recent welding done and a tempting estimate. Price estimate £6000-£8000

UPCOMING SALES

AUGUST

Sat 26, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk

SEPTEMBER

Sat 2, Oxfordshire. S'stone Auctions' Salon Privé sale, Blenheim Palace. silverstoneauctions.com Sat 2, Hampshire. Bonhams, National Motor Museum. bonhams.com/cars

Wed 6, London. RM Auctions, Battersea Evolution. *rmauctions.com*

Thu 7, Dorset. Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester. *dvca.co.uk*

Sat 9, West Sussex. Bonhams, Goodwood Revival, nr Chichester. bonhams.com/cars Sat 9, Italy. RM Sotheby's Ferrari sale, Ferrari

factory, Maranello. rmsothebys.com

Sun 10, Chantilly, France. Bonhams, Chateau de Chantilly. *bonhams.com*

Sun 10, Essex. Essex Classic Car Auctions, Crowne Plaza Resort, Tolleshunt Knight, Maldon. essexclassiccarauctions.co.uk

Wed 13, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. charterhouse-auction.com

Sat 16, Surrey. Barons Auctions' Jaguar Heritage sale, Kempton Park. barons-auctions.com

Sat 23, Surrey. Historics at Brooklands, Brooklands Museum, Weybridge. *historics.co.uk*

Sat 23, Warks. Classic Car Auctions,
Warwickshire Exhibition Centre, Leamington Spa.

classiccarauctions
Wed 27, Herefordshire. Brightwells, Easters

Court, Leominster. *brightwells.com* **Thu 28,** Derbyshire. H&H Classics, Donington Park, Castle Donington. *handh.co.uk*

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Bonhams



Classic F1 descends on Glasgow

Clydeside echoed to the sound of long-hidden F1 greats at the Ignition Festival

he first Shadow, and the Arrows that
Damon Hill spent a controversial year
driving after his championship win,
headlined an exciting celebration of motor
sport at the second Ignition Festival
of Motoring in Glasgow, alongside an
unprecedented five rally world champions driving
the cars that made them famous.

Arrows FA13 and A18

'It's the first time these cars have been seen in a historical context,' said collector and racing driver Eddie McLurg of his Arrows F1 cars. 'I bought the FA13 from Arrows and raced in the BOSS [Big Open Single Seater] series in the Nineties, but they're not eligible for historic race series so they don't come out very often.

'The Footwork Arrows FA13 was driven by Aguri Suzuki and Michele Alboreto in 1993. At the time it had a Honda V10 but you can't get parts for them any more, so it's now running a Hart DFR. The A18 was driven by Damon Hill after he was controversially sacked by Frank Williams after winning the F1 World Championship for him. Very harsh, but Williams thought Heinz-Harald Frentzen could beat Michael Schumacher.

'The A18 ran a Yamaha engine in period, but after the firm withdrew from F1 it had all its engines tracked down and destroyed, so it now runs an AC-Ford Formula 3000 unit. Hill's best result was second in Hungary – he was on course for a win when something broke on the last but one lap and he was overtaken by Jacques Villeneuve. I found it in France where Michelin had been using it for driving experience days.'

Ex-Arrows race engineer Chris Tee now looks after both cars. 'The Footwork was the most reliable of all the F1 cars thanks to its Mugen-Honda V10. It could've gone faster but after Tyrell, which was running the same engine, put



Stefano Modena on pole at Monaco, Ron Dennis lobbied the organisers and got the Mugen engines detuned. After that, Alboreto said to us, "If I finish seventh again I swear I'll bin it!" You only got points for the top six places back then.

'I also worked with Hill at Williams during his championship-winning year. We did lots of airflow







research because he's tall for an F1 driver so his helmet would block the air intake – he had to tilt his head to the side on fast straights.'

Shadow DN16A

It's the first time this Shadow, one of the first eight built for the 1973 Formula One season, has been in action in Europe since it was new. 'It's been in a private US collection for a long time, liveried as George Follmer's car from the 1973 US Grand Prix,' said Rick Hall of Hall & Hall. 'It was Tony Southgate's first post-BRM design, and shares a lot with the BRM P180 with its wedge shape and rear-mounted radiators, but its V8 created vibration problems, because Southgate was used to working with V12s. There were fractures in the engine mounts – the BRM V12 hadn't been a stressed chassis member, unlike the Shadow's Cosworth DFV.

'It was mainly driven by Jackie Oliver, whose best finish in it was third in the Canadian GP but, as part of the conditions of sponsorship, UOP boss Don Nichols wanted an American driver. Reigning Can-Am champion George Follmer was brought in and drove this car in the US Grand Prix, finishing 14th.

Ecurie Ecosse-Lola

Hugh McCaig, current proprietor of Ecurie Ecosse, arranged an imposing eight-vehicle centrepiece display highlighting the team's successes from the Fifties to the present day, including the first historic appearance for 'Reggie', the Austin Rover Group's foray into Group C racing.

'It started life as De Cadenet-Lola number three, which had been written off at Silverstone in 1984, so we bought the remaining bits,' recalled McCaig. 'We built Reggie in 1986 with outboard rear brakes – the inboards had cooling problems. It looked funny alongside the other Group C cars with its small wheels and no ground effect, but they were because of the Seventies Lola origins – it was a real fag-packet design.

'We had a deal with Austin-Rover to use a four-cam Honda V6, which John Davenport, ARG's competitions manager, said was a fantastic engine – but it blew up after three test laps of Oulton Park. John Dunn of Swindon Engines said, "The bloody thing's shredding its cambelts, there's not enough wraparound," so engine builder Guy Wood did another fag-packet redesign and got Uniroyal in Edinburgh to make us some new belts. We took it to Brands Hatch and won the C2 category.'

Vauxhall Cavalier Super Tourer

Appearing in public for the first time since the Nineties after spending years in a private collection beyond the Arctic Circle, the ex-David Leslie BTCC Vauxhall (pictured left) was instantly recognisable. 'It came about as a result of Peter Livanos selling Aston Martin to Ford,' said McCaig. 'Ford wasn't bothered about racing, which left engineer Ray Mallock high and dry. During a British Racing Drivers' Club dinner in London, slightly inebriated, I said, "Let's do the BTCC." After all, Mallock had run an Opel Manta in Thundersaloons in the Eighties. We built this car for 1992.

'The other teams were great at building bodyshells, but Mallock put things on such as motorcycle-derived disc brakes at the rear when everyone else was using heavy road-car-derived items, and a kart-derived sequential column shift. His attention to detail made all the difference.

'We won the TOCA shootout, which resulted in Ecurie Ecosse being given the contract to run the works Vauxhalls for 1993. It was just a pity we couldn't bring David Leslie with us – not only was he fast, he was a fantastic test driver. I found him an interim drive with HKS in the Japanese Touring Car Championship, but he said he didn't want to leave his wife and kids, and signed for Mazda instead. That was David!'







1934 Alvis Speed 20 SB Sports Tourer Coachwork by Cross & Ellis; Serial no. 16394

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roup A touring cars dominated the paddock and tarmac at the Silverstone Classic, with iconic figures arriving from all over the world.

Ford Sierra RS500 Cosworth

The 1989 Spa 24 Hours-winning Ford Sierra RS500 was reunited with driver Gianfranco Brancatelli and race team boss Rüdi Eggenberger on its first race in Europe for 28 years. Owner Peter Sturgeon brought the Bastos-liveried RS from Christchurch, New Zealand, while Eggenberger drove from Switzerland in his motorhome.

Said Eggenberger, 'After Spa the brake discs, bearings, engine, and pistons were like new. It could have done the 24 Hours again. After I sold it in 2005 it maybe did a hillclimb, but it's still exactly as raced at Spa. The only problem now is finding the right cable to connect the computer to the engine management system.'

His biggest problem in the Eighties was the limited scope for modification, 'The regulations is the Bible, but we could only make small changes – moving the suspension pickup points 20mm, for example.'

Nissan Primera PX4

This unique four-wheel drive version of the Nissan Primera touring car is back in action after decades being used as a trackside ornament at a karting circuit in Kirkcaldy.

'Its 4x4 system was its Achilles' heel,' said owner Allister McMillan. 'It handled well, but suffered drivetrain losses and had propshaft issues too.

'Nissan built it in 1995 to challenge Audi in the European Touring Car Championship and it had a good driver in ex-F1 star Ivan Capelli, but its development had been rushed. I had to get its gearbox engineer to redesign it as the drive-distributing compound drop gear kept shearing.

'Nissan actually built 500 4WD Primeras just so it could homologate this one car. The grip's superb; I'll run slicks unless it's torrential.'



McLaren M8B

This McLaren M8B made its Silverstone debut, its first race in Europe since Jo Bonnier drove it to second in the 1968 Swedish Grand Prix at Karlskoga. It was also a debut for Max Banks of Alfaholics, who's only raced Alfas. 'I thought I would be terrified – it's incredibly fast – but it's so natural, like a big go-kart.' Sharing with brother Andrew he finished third in the Historic Sports Cars race.

After the Swedish GP Bonnier took chassis to America and contested five rounds of the 1968 Can-Am Challenge Cup with a best place of eighth at Las Vegas. For 1969 it was one of three McLarens raced by John Cordts to secure 10th in the Cup.

'It had been restored by an originality nut. As soon as I sat in it I knew one day I'd own it,' said Banks.



Theodore PR1

Phil Hall debuted his newly-acquired Theodore at Silverstone, the site of its only victory. 'Keke Rosberg won the non-championship Daily Express Trophy in 1978 – it hammered with rain and everyone else fell off,' said Hall. 'Rosberg was a demon in the wet. Otherwise, it never finished.

'Before this car, Theodore boss Teddy Yip rebadged other cars. He wanted his own chassis, so hired Ron Tauranac who put F1 parts on a Ralt F3 tub. Mine is chassis two; chassis one was written off at Kyalami.

'It was run on an absolute shoestring... Yip used secondhand tyres. Loads of things failed – engine, oil pipes, electrics. But he was a true independent. This is the only true Theodore on the Masters F1 grid – the other one is a rebadged Ensign.'



JAGUAR 'E1A' PROTOTYPE 60TH ANNIVERSARY RUN, WALES Retreading the first E-type's tyretracks

More than 30 Jaguars marked 60 years of the first E-type prototype by retracing its secret south Wales test route. The 2.4-litre XK-engined car known as E1A was scrapped after its development duties with chief test engineer Norman Dewis, but not before it was lent to The Motor editor Christopher Jennings and his wife, ex-Brooklands racer Margaret, in May 1958. They both tried it on their favourite 48.5-mile route near their Welsh country retreat, averaging 67.7mph over 43 village-peppered miles between Carmarthen and Brecon.

Speeds were more sedate for the Jeff Davies-organised re-run, which included the second right-hand drive E-type coupé built, AFD 250, and the earliest surviving roadster, 77 RW. Said coupé owner John Burton, 'It was only after I'd bought it that I discovered that it had been raced by its first owner, Anthony Frederick Davenport.' Results included a third at Oulton Park in September 1961, then in 1962 fourth at Snetterton and first at Oulton Park. Burton was presented with the Spirit of the Event award during a stop at the Jennings family home.





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Winton's wonders

Aussie craftsmanship and Euro exotica hit the track

he 41st running of Australia's biggest historic race meeting placed emphasis on pre-1960 racers, prompting restorers of some very eclectic machinery into action, delivering a combination of European origins and home-grown engineering.

Chandler Lancia Ford V8 Special

I got the car just this year; we rushed to get it ready in time for Historic Winton – and just made it,' said Warwick Beanland of his unusual Lancia Lambda-based racer. 'it had been sitting in a barn in Mildura for many years. 'The owner before me had the car for more than 40 years. The car – as a 1927 Lancia – belonged to my father's boss. It was converted into a hill climb special in 1946 with the Ford V8, something he helped to do as a 16-year-old.

'It competed quite a bit in the period and even held a record at Rob Roy hill climb for about six months in 1951. It's got a good power-to-weight ratio – it's only 900kg.'

Cooper-MG

'This is this car's first outing in 22 years,' said Graeme Louk of his 1948 Cooper-MG special. 'I'm lucky, I've only had to do a bit of sorting – a new camshaft, a better cylinder head gasket, new wiring and plumbing.

'It was one of the first in Australia. Originally powered by an 880cc JAP engine in the back. Arthur Wylie used it to smash the record at Rob Roy. Keith Martin also won the 1950 Australian hillclimb championship with it.

'After that it was sold to George Pearse. The engine blew in at the 1953 Australian Grand Prix, and it would've cost him too much to replace, so he put a supercharged MG TC engine in the front with the driver sitting in the back where the JAP engine used to be. His greatest personal victory was to beat Jack Brabham at New Bluff in 1955. In 1956 George rolled the car badly at Southport.



'The wreck was bought and rebuilt by Ray Revell who had quite some success at local speedways with it. Then it was owned by Lionel Ayres who installed an XPAG engine and bigger supercharger, which made it fast but fragile – it would finish on the podium or on a tow rope. The car was resurrected by Greg Smith, who sold it to me, and I think we have it pretty much sorted now.'

Jolus

'When I got the car it was a pile of parts in a trailer, only 20 per cent of it was left,' said Geoff Fry of his recently-completed Jolus. 'Over the next 20 years I collected the rest of the parts to restore it.

'It was one of the first rear-engined Formula Juniors, but it only raced for two years, 1961-2. Its constructor's surname was Joas and it copied the Lotus 18, hence the name Jolus. It's number two of three cars built.

'In 1962 it won a trophy for the best performing local FJ at Wakefield Park, and later that year it placed fourth behind three Lotuses. But after that it was broken down by its owner who planned to turn it into a sports car, this never happened, hence the state I found it in.



CHINON CLASSIC, FRANCE

Tours racers settle in at Chinon

Ten pre-war Bentleys crossed the Channel to compete in the Chinon Classic, essentially a slight relocating of the GP Commemorative de Tours street race. Its appeal to British historic/classic car owners, as well as owners of British historic/ classic cars, seems to grow incrementally, this year with new monomarque classes for MG/Austin Healey and Morgan.



Rosengart LR2 Sport

'I had to refabricate much of the chassis from scratch and build a complete new body in my garage at home,' said Sylvain Marchais of his 1930 Rosengart LR2 Sport, making its Tours debut at Chinon.

'I'm only its second owner in 87 years,' he exclaims. 'In 2005 I bought it from a viticulteur near to my home in Cour-Cheverny. His family owned it from new but it had been in a barn for ages. It was a sorry sight but thankfully wasn't beyond redemption.

'It was a complicated, total restoration,' Sylvain says. 'Finding engine parts was easy. They're compatible with the Seven and I sourced them in Britain. The chassis and body work was less so. It involved more than 500 hours' work in three years.'



Matra Djet V Luxe

René-Bernard Bouchet's Matra Diet was another newcomer to the event. I bought it in the South of France in 2011 - It was rolling but needed some restoration,' he says. 'That didn't worry me because I worked in Matra's engineering department from 1976 to 1986. While this was post-Djet - mainly I was involved in testing the Murena - it enabled me to achieve a factory condition rebuild. This became my passion. Nothing was left untouched. I rebuilt the motor and gearbox completely. The steel chassis was sandblasted back to bare metal, zinc coated and painted, and a vast amount of time was expended on perfecting the glassfibre bodyshell.'



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Alfas top Heveningham

The silverware went elsewhere – but this pair of storied pre-war Alfa Romeos were the unexpected stars of the returning event

amiliar Astons and Jaguars – including D-type
 'OKV 1' – drew the crowds in at the second
 Heveningham Hall concours. However, a pair of Alfa
 8Cs with significant ownership histories stole the
 show – if not the pre-war Best in Show award, won
 by a twin-supercharged 1935 Frazer Nash.

Alfa Romeo 8C 2300 Zagato Spyder

Chassis 2111044, one of the first cars to wear the Scuderia Ferrari's prancing horse shield, made a rare public appearance at Heveningham after more than 80 years in private collections. First registered to Ferrari in July 1932 when it first adopted the emblem, it was commissioned



as a 'wolf in sheep's clothing' at Enzo's behest – a Monza chassis bodied by Zagato as a sports car. Nuvolari drove it to victory at Piemonte and the Klausen Hill climb, but after a series of disqualifications it was sold after five months, first to privateer racer Lelio Pellegrini, then a series of dealers, including Clifton Penn-Hughes in 1934.

It was sold as a birthday present to Michael Crowley-Milling, then a student at Cambridge. He kept it for more than 60 years, taking it with him to CERN in 1971 where he helped invent the computer touch-screen, restoring it out-of-hours in the machine-shop, discovering such secret racing features as a cut-down driver's door to allow Nuvolari more elbow-room. It took more than 20 years to complete, the car returning to the UK in 1999. It's only had two owners since Crowley-Milling's death.

Alfa Romeo 8C 2300

One of the first Alfa Romeo 8Cs built, this 1931 2300, chassis 2111022, was sold new to Sir Roy Fedden, former chief engine designer at the Bristol Aerospace Company. Unusual at the time for being a road car from the start, its Touring coachwork is one of just three examples in this style.

Fedden bought the Alfa while working on the supercharged Bristol Perseus. He left Bristol before the firm built cars, but his legacy includes one of the first successful uses of a turbocharger.

GP HISTORIQUE DE BRESSUIRE, FRANCE

One-off Bodin hits Bressuire

André Bodin entered his selfbuilt PRAB 1100 sports car racer in the Fifties-style street race weekend in western France.



1969 PRAB 1100 Berlinette

'Back in the Sixties, Paul Rétailleau and I put in over 10,000 hours to create our car, the PRAB,' says co-creator André Bodin. 'We were in the final year of our engineering baccalaureates and wanted to create a pair of sports coupés, one for each of us.

'We started with an accident damaged Renault R8 Major which provided the chassis, motor and mechanics. Using plywood formers, we shaped the body lines and used these to produce moulds for the glassfibre body parts. The wooden dashboard is bespoke, the seats scratch built and hand trimmed in leather, and we hand-finished the bodies when they returned from moulding. Much preparation work followed to make the car acceptable for homologation by the Services des Mines (the French MoT test equivalent). But it eventually issued a certificate of conformity.

'The 1108cc four-cylinder R1132 engine, with a four-speed manual gearbox, is untuned so produces just 50bhp. However the car's good for a maximum 130kph – I proved mine on the Dijon-Prénois circuit,' Bodin explains. 'It handles well and the industry seemed impressed. But there are so many good projects and not all get to production.'

THREE CASTLES RALLY, LLANDUDNO, WALES

Porsche curio wows Three Castles

This year's Three Castles Rally was truncated to a single day, down from its usual four, but still made for frantic, enjoyable road-rallying.

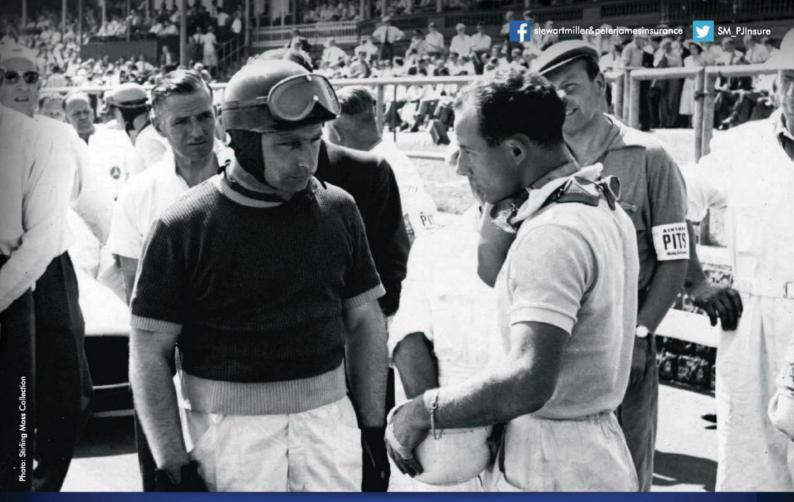
Porsche 911 SC Martini

'My car was first registered in November 1977, but the SC is only listed from 1978 in Porsche's catalogue,' said Paul Tomlinson of the unusual 911 he was using to contest the rally. 'Also, despite being supplied as a Martini special edition, it only had stripes on the side, and no boot spoiler – these had to be added later. According to the Porsche Owners' Club's 911SC Register, there are no earlier-registered UK SCs.

'The engine had a full rebuild at 127,000 miles after a couple of the cylinder head bolts had gone – a common problem – so I took the opportunity to refresh the lot,' said Tomlinson.

'Dampers have been upgraded, polyurethane bushes fitted along with braided brake hoses, better wheel bearings, brake discs and pads.' Certain aspects of originality, however, fell foul of the rally's regulations. 'The car was originally supplied with the optional Fuchs 16 inch wheels,' said Tomlinson. 'Unfortunately, these are not allowed on the Three Castles because the tyre profile they require does not meet the MSA rules.'





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

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

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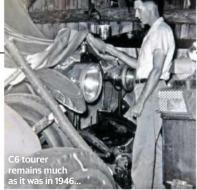
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MONTH IN CARS Barn Finds

SIDENS-DUCTA Price dust of Parts Price dust of Parts Price dust of Parts



Finest survivors of the decade?

Amazing pre-WW1 time-warp duo is set to surface on the US East Coast

onham's American office is lucky enough to deal with the sale of two of the most striking time-capsule cars to emerge in recent times, perhaps all the more startling because they come from different sources. On October 2 at the Simeone Museum in Philadelphia Bonhams will be offering several cars from the collection of one Roderick Rice, among which a 1913 Stephens-Duryea C6 tourer really stands out for its great age and incredible original condition.

It has been in the same ownership since 1946 and comes with a history file that beggars belief - there are letters between the owner and Frank Duryea, one of the pioneers of the industry. Old photos appear to show almost no change in the car's patinated but thoroughly intact condition between 1946 and the present day. It's estimated at \$150k-\$225k (£115k-£175k).

Even older and a lot more dashing is the 1910 Regal Underslung tracked down in New England by Bonham's 'Brass Era' specialist Evan Ide. These cars were little brothers to the more famous American Underslung and an early effort of Harry Stutz, created just before he founded his eponymous luxury marque. Incredible as it seems for a 107-year-old car, this sporty two-seat runabout wears its original convertible top and interior trim, with no tears in either. It's estimated at \$100k-\$150k (£75k-£115k).

Both are offered with no reserve and are in running or close to running condition, though the Regal's spark plugs may well be older than anyone attending the sale...

Rusted Jaguar XK150 'is not as rough as it looks'

This 1959 Jaguar XKT50 DHC attracted so many critical comments when it appeared for sale on bringatrailer.com that the car's long-time owner and vendor joined the fray to defend it.

At first glance it does look extraordinarily rough – but that's no surprise as it has spent three decades outside in Canada. However, the seller insisted the chassis was pretty solid, and even though it retains its original power unit, a spare engine and gearbox were included in the sale.

For a brave restorer the maximum bid of \$19,750 (£15,375) might have felt like a good buy.



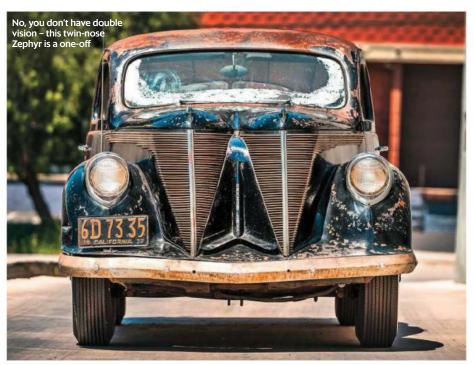


Barn Finds

Twin peaks

Nobody is quite sure why an automotive inventor called Willard L Morrison decided to modify a new Lincoln Zephyr Fordor in 1937. But modify it he did, in an eccentric piece of proto-custom-car building that left the V12 saloon with two noses. In the mid-Fifties the car joined the collection of Lee Roy Hartung of Glenview, Illinois, who kept it stored until his death in 2011 after which his cars were sold off. When the twin-nose appeared on sale with Sotheby's in Santa Monica earlier this summer it had gained a re-trimmed interior but the exterior remained untouched. Another original oddity was a safe in the boot constructed of half-inch-thick steel, which may have helped the car to find a new home for \$57,750 (£44,950).









Back to the Past

Reader Ben de Campos contacted us with news of an unusual find, as he explains. 'I stumbled across an apparently forgotten DeLorean in a darkened corner of a warehouse owned by my

significant other's family in a very rural part of Pennsylvania. It was last on the road in 1990 and is delightfully adorned in years of garage detritus.'

That detritus seems to include a customised chopper motorbike and at least two plastic skulls, so it looks like Marty McFly made a decent attempt to hide the car before rushing off to mess with the fabric of space-time.









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1-3 Concours of Elegance Hampton Court Palace, Surrey concoursofelegance.co.uk

2 Brighton Speed Trials Madeira Drive, Brighton, Sussex brightonandhovemotorclub. co.uk

2 Vale of Clywyd Rally Ruthin, Clywyd, North Wales hrcr.co.uk

2-3 Beaulieu International Autojumble Beaulieu, Hampshire

beaulieu.co.uk 3 Regis Tour & Picnic Eartham, Sussex

hrcr.co.uk 8-10 Goodwood Revival

Goodwood Circuit. Sussex goodwood.com 9 CSCC Donington Park

Donington Park, Leicestershire classicsportscarclub.co.uk 10 Chantilly Arts & Elegance

Domaine de Chantilly, France chantillyartsetelegance.com

10 Mintex Classic Brands Hatch, Kent

classicsportscarclub.co.uk

10 Madresfield Driving Tests Madresfield Court, Worcestershire

vscc co uk

10 Chico Concours d'Elegance Chico, California, USA

chicoconcours.com

10-24 Odyssey Italia Liguria-Tuscany, Italy

rallyround.co.uk 14-16 Rallee Classicagh Isle of Man Castletown, Isle of Man

hrcr.co.uk **15-17** Circuit des Remparts

Angoulême, France

circuitdesremparts.com 15-18 Spa Six Hours

Spa-Francorchamps, Belgium sixhoursofspa.co.uk

16-17 Manchester Classic Car Show. Eventcity, Manchester manchesterclassiccarshow.com

17 Snetterton Vintage Festival Snetterton, Norfolk

snetterton.co.uk

23 Snetterton Historic Car Championships



Snetterton, Norfolk

snetterton.co.uk

23 HERO Challenge Bicester Heritage, Oxfordshire heroevents.eu

23 The Mint Sauce Tour Derbyshire, Staffordshire &

Yorkshire hrcr co uk 23-24 Motor Gallery Modena

ModenaFiere, Modena, Italy motorgallery.it 23-24 Sywell Classic

Sywell Aerodrome, Northamptonshire

sywellclassic.co.uk

28-30 Hungaroring Classic Hungaroring, Mogyoród, Hungary hungaroring.hu

30 AMOC Race Meeting & Equipe GTS 3-Hour Relay

Silverstone, Northamptonshire

silverstone.co.uk

30-October 1

Historic Tour Le Vigeant Le Vigeant, France

historictour.org

30-October 1

Devon Classic Rally Exeter, Devon

shmc.co.uk

30-October 1

American Autumn Classic Prescott Gloucestershire prescott-hillclimb.com

October

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

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

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

7 Castle Combe Autumn Classic Castle Combe, Wiltshire

hscc.org.uk

7 Oulton Park Classic Car Championships Oulton Park, Cheshire

oultonpark.co.uk

7 The Devils Own Rally South Lakeland, Cumbria hrcr.co.uk

7-8 Dijon Motor Cup Circuit Dijon-Prenois, France hscc.org.uk

7-8 VSCC Welsh Trial Presteigne, Powys

vscc.co.uk

8 4th Ludlow & The Marches Classic Tour Ludlow Castle, Shropshire

12-15 Motorclassica Concours d'Elegance & Classic Motor Show Melbourne, Australia motorclassica.com.au

THINGS YOU NEED TO KNOW ABOUT SNETTERTON VINTAGE FESTIVAL & HISTORIC CAR CHAMPIONSHIPS

Fancy a late-summer week in rural Norfolk?

Snetterton has organised back-to-back weekends of historic racing. The Vintage Festival on Sunday September 17th has a pre-war theme, ranging from Edwardian aero-engined monsters to streamlined voiturettes. The following Saturday - the 23rd - will see Fifties, Sixties and Seventies action, with single-seaters from the cigar-tube era through to slicks and wings.

Forties ambience

The Vintage Festival aims to create a period look and feel, with an adjoining car show, special parking areas, and a programme of live jazz, rock 'n' roll and big-band swing. Register your classic on the website for a free admission ticket.

All the way from Cadwell

Traditionally contested at Cadwell Park, the John Holland trophy will be awarded at Snetterton this year, promising to provoke some spectacular racing on one of the UK's tightest circuits.

Anything goes (so long as it goes quickly)

On the 23rd, the HSCC's Classic Racing Cars race embraces the spirit of Formula Libre, with almost anything from the Sixties allowed to take part so long as it doesn't have downforce or slick tyres. Expect intense cross-discipline battles.

Fancy going?

Discounts are available if you book in advance at snetterton.co.uk; otherwise they start at £15.

Equipe GTS 3-Hour Relay, Sept 30

Incorporated into the Aston Martin Owners'

Club Silverstone race meeting, the 3-Hour

Relay is an unusual and ambitious concept in classic racing. The Equipe GTS series was created back in February for pre-1966 sports cars with displacements up to 2700cc, and the Relay was always intended to be its greatest challenge. Teams of between two and four cars will contest the long-distance race; car and driver changes are key to its strategy with only one car per team allowed on track at any one time. Buy tickets for the AMOC meet for £10 at silverstone.co.uk



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



Aston Martin DB4 GT driven • Epic restoration of a Mercedes 190 SL
• Inside a farm collection, from Land Rover to Aston DB6 • Life story of a Lister-Jaguar/Chevrolet • Porsche 968 Cabriolet prototype driven • Luxuriating in a Lincoln Continental MkII • Mercedes 450 SEL 6.9 dream drive

• Austin-Healey 100-3000 buying guide



Pegaso poignancy

It was touching reading the authoritative posthumous views of designer Tom Tjaarda on the Pegaso Cúpula (September 2017 issue). As a Pegaso OF THE MONTH fan and author of the book La aventura Pegaso, I have never read such a thorough piece of work on this particular car.

Ahead of the 2016 Amelia Island Concours, event founder Bill Warner honoured me by asking me to join him on the car selection committee and judging panel for the Pegaso class. The Cúpula was an instant serious 'Best in Class' contender, but I was thrilled when a special jury declared the Cúpula 'Best in Show'. Regrettably, however, I missed my only opportunity to meet Tom in Florida.



Mario Laguna

170mph balls of steel (or not...)

I have just read the World's fastest E-type article (June 2017 issue). Among my E-type collection, holding pride of place, is the late Sybil Lupp's 1962 E-type roadster.

Sybil was a famous New Zealand racing driver who regularly beat our best male drivers of the time. She was also a competent and acknowledged Jaguar mechanic, and owned her own dealership in Wellington, New Zealand.

In this particular car in 1964, Sybil was clocked officially at over 170mph at the Ardmore airstrip in the North Island of NZ. This has been recorded in several publications including Racing Jaguar in New Zealand by Brian Watson.

I have just completed a full body-off restoration of this very original car, taking it back to its original livery. It's a wonderful car, and I might add that I have the utmost respect for anybody who can drive a Jaguar E-type at 150mph, let alone 170-plus!

Trevor Bills

The overtaking lane: not so fast...

I would've thought a motoring magazine would know better! I quote from The List (Sept 2017): 'Fast lane is free...' Presumably a reference to the outside lane. There's no such thing as a 'fast lane'. The UK speed limit for cars is 70mph in all lanes. It is the 'overtaking lane'.

Peter Bush

GD's SM

The Seventies GT feature was excellent. I have been privileged to cover a few miles in both an XJ-S and 911; both so capable in their own individual way. Unfortunately I've never managed a drive in an SM, but I had a Corgi model that's still in a drawer somewhere; I've always loved its design.

Heart would go with that, but head would be sensible and go for the Capri. You just know you could get it fixed anywhere.

And the Diablo... well, say no more.

Gordon Dow

Love for a little Lancia

Throughly enjoyed your article on the Farina-bodied Lancia Augusta (July 2017). When I broke my leg after falling off an AJS 500 twin many years ago, I enjoyed using my grandfather's four-seat convertible Augusta during my rehabilitation.

It only went at about 65mph but had hydraulic brakes, excellent steering and independent front suspension. At 18 years old, I thought it an excellent vehicle to take my pals to Silverstone and Oulton Park, or convey rugby teammates to Moseley.

I used it for six months and during that time it compared excellently to my selfbuilt Austin 7 Special, and even cars like my father's Bugatti Type 57. Well, almost.

I was loathe to give it up; but when my grandfather offered me a ten-year-old MG TC provided I gave up the AJS motorcycle, it took me about five seconds to agree.

Lovely little car, that Lancia Augusta. Mike Virr

ON FACEBOOK

Which car would you pick from the Silverstone Classic supercar line-up?

There is only one true supercar: the Jaguar E-type. All the rest are just pale imitations trying to emulate the best. You cannot surpass perfection. John Cunningham

The F40. It's funny how it still looks the most aerodynamic despite being at least 15-20 years older than the rest! Chris Walker

The Bugatti isn't a supercar, it is a truck. A supercar cannot weigh two tonnes. Alessio Davì F40 - the first hypercar, and the most beautiful.

The Bugatti Veyron is the wrong way to make a supercar. Andrea Rossi

I feel like a traitor to the F40 but I would take the Pagani. Joe McCarthy

One car is missing here – the Bristol Fighter T. Better than the Veyron for a third of the price! Georg Hagnauer



Classic Cars

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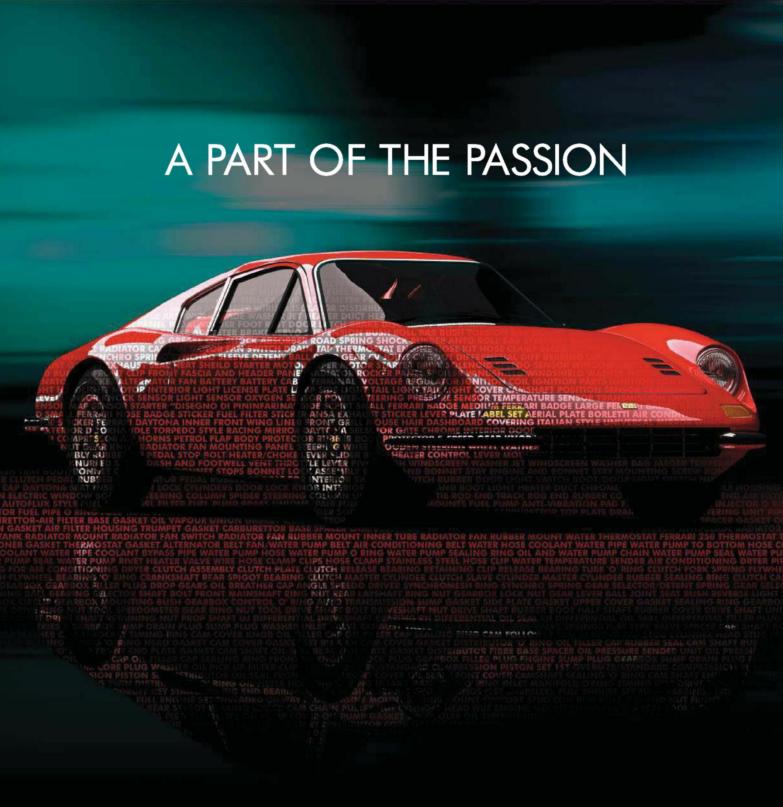
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Quentin Willson



Quentin sees a political fight on the horizon – and urges us all to bunker down and prevent our hobby from becoming a policy pawn

017 may be remembered as the year of the death warrant motor car. government's announcement that all new cars and vans must be electric by 2040 is the biggest change to personal mobility for a century. Backed into a corner by the Greens and their High Court action to lower roadside nitrogen dioxide levels, Michael Gove had no option but to drop his bombshell announcement. A massive chorus of worried voices have already asked all the obvious questions about the practicalities of such a radical ban but we old car owners need to ask some too. Will the car-hating Green Party try to legislate classic cars off the road as well, and what are we going to do to protect our hobby from the marginal politicians that nobody votes for? This is one of the most important questions our industry and hobby will ever face.

My experience of dealing with Westminster, the European Commission and green politicians isn't great. Heavy on evangelism but light on facts, they rarely have any significant experience of roads, cars or fuel and exist in a political bubble. Their assumptions are often questionable and the pollution and gridlock in our cities are largely the results of the unintended consequence of their poor transport policies. Gove's nuclear announcement was a political reaction to a European Commission claim that 40,000 of us die prematurely as a result of diesel pollution. Look at those EC figures, do the sums and look at their tables, and you'll see that per capita those deaths are actually premature by just 3.5 hours. But this mischievous headline in an executive summary has made politicians all over Europe tremble and firmly embedded itself as an immutable truth in the media. The war on cars just got very serious indeed.

And we're a prime target. We're in their crosshairs right now. Our low-tech cars will be painted as an environmental beelzebub spewing out unfiltered tailpipe emissions. We'll be seen as unreconstructed Luddites, resistant to change and selfishly enjoying the dirty technology of a forgotten era. You can already hear the lectures from the

greens from their lofty moral high ground. But what they don't realise is that most classic cars travel only a few hundred miles a year and their collective emissions add up to a raindrop in an ocean. We preserve rather than consume and the CO₂ produced to originally build our cars has been dissipated over decades. Nobody knows what percentage of NOx, CO2 or particulate emissions comes from our classics because it's too small to measure. I bet more NOx and PMs come from the nation's millions of wood-burning Agas than from the exhaust pipes of our classics.

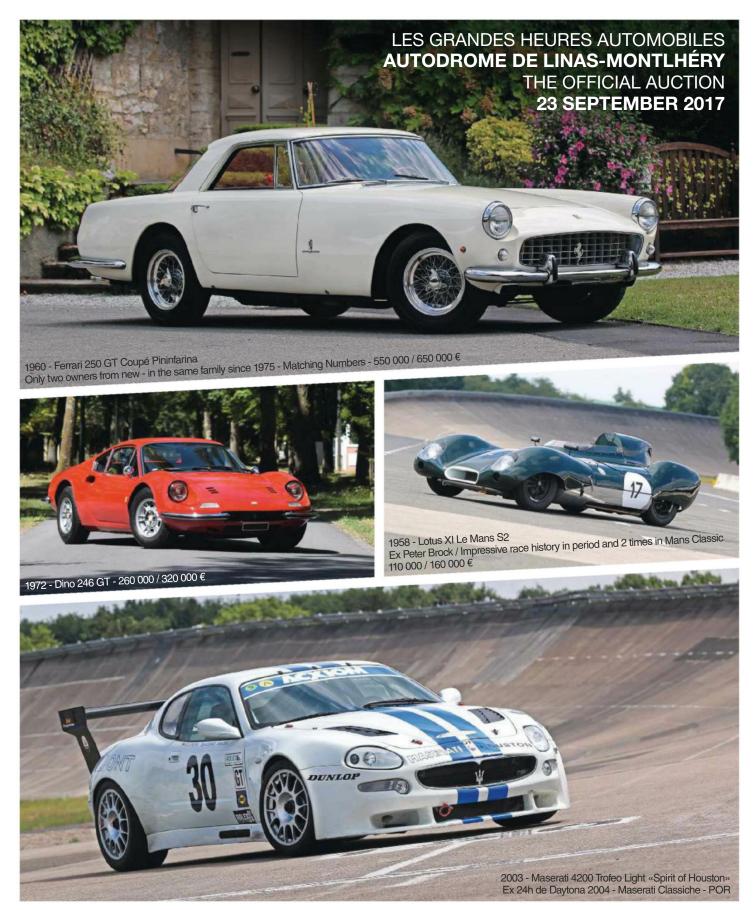
But we need to roll our sleeves up and get ready for the Big Fight. Write to your MP and to Number 10 and demand an undertaking that our hobby with its 35,000 jobs and £5 billion of economic activity will be protected. Demand that they really will understand how little we use our cars and how tiny our collective emissions actually are. Because if we don't the greens will deal a mortal blow to our innocent and charming hobby. We're squaring up to the most serious threat to our hobby for 100 years and we all need to fight back hard.

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.



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Tom Tjaarda



In the final column submitted before his death in June, Tom tells us how his dragster fascination fatefully inspired a slow-burning Ghia concept car

he drag-racing phenomenon never really caught on in Europe. It was a California thing that expanded after the war and is still popular today. Just looking at some of these vehicles standing still sends shivers up my spine - how on earth can anyone want to risk their life in such a bizarre automotive competition? But among those that do there is little hesitation, because the winners become cult heroes for exposing themselves to such odds of plain survival.

Over time the constructors of these cars have come up with every possible technical solution. The first post-war attempts saw surplus WW2 aeronautical auxiliary fuel tanks fitted with an engine and four exposed wheels. These lakesters were then drag-raced on the Utah salt flats.

The extreme came many years later - those long tubular chassis with vertical exhaust stacks and what looked like bicycle wheels in front, giving the impression that they couldn't possibly hope to have any influence over direction.

When I came to work for Ghia in the summer of 1958 there were many unorthodox cars being designed by the Torino Carrozzerias. Bertone had its BAT prototypes and Luigi Segre at Ghia was greatly influenced by the design centres in Detroit, having done prototype work for all of them. One of my first designs at Ghia was the Selene with the driver in front of the front wheels, six passengers facing each other between the wheels and the engine in the rear. This car went on to influence the design of a Moscow taxi using the same layout with shorter overhangs, four passengers and the engine in the rear. About fifty of these experimental taxis were built and used in the Russian capital for many years.

What to do next? Segre was searching for some shocking new idea for the 1960 Torino Auto Salon. By chance, I'd left a sketch on my table and Segre came by and asked me what it was; what on earth did I have in my mind? I explained that it was a streamlined dragster. He said we should create a two-seater sports car using this idea, but that proved impractical.

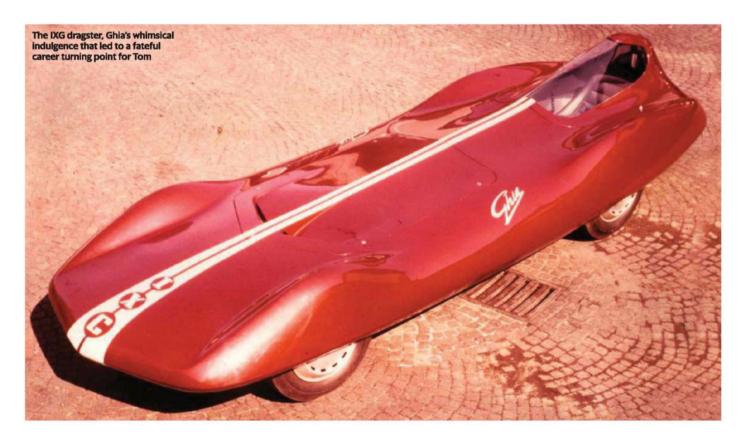
However, he loved bizarre ideas and the next day said that it would be built exactly like it was in my sketch.

The Torino Auto Salon in those days was a mecca for automotive designers. All the big styling executives converged on the city to see the latest styling trends. It wasn't unusual for a designer like Giovanni Michelotti to have created up to 35 new prototypes for one show. Looking back I was fortunate to have had this opportunity to come to Torino during its height of design influence and creativity. First the Selene, now the Ghia dragster - and all of the sudden 'The Americano', as I had become known, became the first foreigner to design cars in Italy. The IXG dragster was a curious subject of conversation, though it never had the success of the Selene.

But for me this unusual show car changed the course of my career. After the 1960 Torino show the IXG remained in a corner of the Ghia workshops until one day - ten years later - Alessandro de Tomaso asked who had designed it. The answer led to his personal telephone call to me and the job as head designer at Ghia.

Tom Tjaarda, 1934-2017, had a design CV including

Tom Tjaarda, 1934-2017, had a design CV including Ghia, Pininfarina, Italdesign, Ford and Fiat. He first wrote for *Classic Cars* in 2013. His family wished that we publish the remaining columns.



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Gordon Murray



Gordon reflects on the time when old racing metal barely had scrap value, and why there's one competition car he'll eternally admire from afar

subject that has always fascinated me is the positioning of racing cars as classics. There has been a huge increase in the value or perceived value of classic cars in the last 15 years or so, but the racing car segment has seen an even steeper climb in value, and I am extremely interested in the driving factors behind this trend.

As I have been involved with racing cars for most of the life, I obviously fall into the group of classic car lovers that see racing cars as more important than road cars when it comes to classic status, but I equally understand that many others are not really interested in classic racing cars. The growth of interest in historic racing and the increase in the number of organised events has certainly been a factor and the growing interest in cars with good provenance has been influenced by so much more available literature on the history of these cars, the drivers and

their competition records. The very limited numbers built of works team cars is, of course, another factor when it comes to value.

I remember in my early days at Brabham in the mid-Seventies, the only chance we had of selling the Formula One cars was if they were current enough and competitive enough to be raced by a privateer team. The two- or three-year-old cars were not really saleable. In today's climate an iconic racing car that achieved a high level of success at the hands of a great driver can command quite stupendous numbers. A Mercedes W196R driven by Fangio in 1954 achieved nearly thirty million dollars at auction a few years back. This trend has now begun to filter down to racing cars with more humble backgrounds and today the lesserknown margues and even specials are increasing in value.

In a previous column I wrote about my 1951 Cooper Mark IV, which I bought for nostalgic reasons in memory of my father. I have to hold myself in check sometimes when I see one of my all-time favourite racing cars for sale. A recent example was when I saw a Lotus 25 for sale and I had to give myself a good talking to - I'd probably not be able to get more than one leg in a 25. As much as I'd like one, it's better that these cars are owned by folks who will look after and race them so that many more people can experience the enjoyment of seeing and hearing them in action. At the Goodwood Festival of Speed recently, where there were several of my Seventies Brabham Alfas and Brabham BMWs, I had so many classic car fans come and tell me how happy it made them to see the cars driving up the hill.

There's a group of cars that keep both classic car camps happy - the Fifties and Sixties GT cars and homologation specials that can be enjoyed on both the road and the track. I'm happy to say that I enjoy cars from all three categories - everyday road car classics, pure racing cars and the GT crossovers - but I still lust after that Lotus 25!



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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Simon Kidston



Politicians have mapped out a combustion-free automotive future for the UK, but our departing columnist draws a promising equestrian parallel

o that's it. The British government has announced that from 2040 no new petrol or diesel cars will be sold in the UK. Instead, we'll all be whooshing around in battery-powered boxes, and soon enough they won't even need us to drive them.

Think about how much less driver involvement there is now compared to 50 or even ten years ago and ask yourself if that's such a bad thing after all. Sure, there's less noise, but most moderns sound rubbish anyway. More usefully, you don't have to read a map, fiddle with levers to get the right temperature, watch gauges like a hawk, judge parking extremities while heaving a two-ton steering wheel, or learn Origami to put up your soft top.

If your daily drive was in a Ferrari Cal' Spider along the Amalfi coast, you might miss the sensory experience. But most commutes are around the M25, so leaving the hassle to Robochauffeur sounds like progress. If in doubt, ask how many classic car dealers drive one every day.

Which of course brings us to the big question. Where does this landmark announcement leave classics? Confined to the cinema, along with petrol pumps and road trips? Imagine the Goodwood Festival of Speed celebrating its 50th anniversary in silence, the whirring Priuses and Teslas drowned out by the thunder of hooves on earth at the neighbouring horseracing track. Restorers, auctioneers, dealers and brokers (heaven forbid) forced out of business, and the sound of a V12 at full chat just a tale passed down from grandfather to grandson before finally being forgotten. It conjures up the Statue of Liberty washed up on a beach centuries from now in The Planet Of The Apes.

Yet, somehow, I don't think so. The former chairman of a well-known supercar maker once pointed out to me, after a provocative dig I'd made as commentator at the relevance of his latest 200mph offering, that a century ago we all travelled by horse. Who does now? And yet today the best of the breed are as coveted, and far more valuable, than our ancestors could ever have imagined. Created with

fanatical attention to every genetic detail in the quest for perfection, pampered like four-legged rock stars, raced for pride and passion, traded amongst a fortunate few and of zero practical use. Sound familiar?

It feels like time for a change here too. After nearly a decade I'm leaving you in the hands of brilliant fellow columnists like Gordon Murray who have so much to share. Being part of the *Classic Cars* family has been a great experience and I can't count how many readers have spontaneously introduced themselves at events as a result. You've followed my quest for family cars - still going strong, and one up recently thanks to this magazine (a Porsche 911S) - and the twists and turns of one of the most colourful businesses to work in. One day I'll get a proper job, but that's unlikely before 2040.

It's always been about the people meeting hero drivers, legendary designers, playboy first owners, humble but uniquely talented restorers, 'total recall' historians and, above all, the devoted enthusiasts who keep this world alive. On that note, I'm off for a drive.

fina Cidstan

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



















































In a turbulent market, even great cars can slip into a backwater. We asked six experts to tip those Set to move again soon words ROSS ALKUREISHI Photography TOM WOOD



fter the boom there has been no bust. Yes, the market has selfcorrected, but that's taken place mainly at the top end. In the mid-tolower price ranges many cars have continued to gently increase in value, with the odd outlier exceeding expectations. Whether it's bagging a high-end rarity, a supercar bargain or an affordable roadster, our six experts have dug deep to pick the cars to buy now before prices move again.

Our six market experts



Will Smith

Sales manager, Silverstone Auctions, Warwickshire Smith started in the classic auction industry in 2008 and helped to found Silverstone Auctions three years later. He heads up a sales team and has achieved a number of world-record auction prices for modern classics. His own cars include an Alpina B9 and early Mini.



John Mayhead

Proprietor, Mayhead Media, West Sussex

As well as continuing to edit the Hagerty Price Guide, Mayhead has just started his own company providing motoring content and valuation services. An Italian car fan, in addition to his classic Alfa Romeo Spider he owns a VW Campervan and Porsche 944.



Emanuele Collo

Managing director, Kidston SA, Geneva

While still at university Collo contacted Simon Kidston asking for work experience. The move paid off – he's now the company's managing director. He has a soft spot for homologation specials but that hasn't stopped him buying a Mercedes-Benz 300 SEL 6.3 restoration project.



Stephen Halstead

Chief operating officer, JBR Capital, London

Halstead has a finance background and his long-standing interest in classic cars made a perfect fit with an opportunity to grow high-end vehicle finance provider JBR Capital. His own preference is for V12 engines and he aims to get a Ferrari with one up front.



Daniel Donovan

Proprietor, DD Classics, London

Donovan has more than four decades of experience in dealing in classic cars through his companies Straight 8 and, later, DD Classics. He's an ardent classic car enthusiast himself and his company stocks vehicles from all price brackets of the market.



Tim Schofield

Director, Bonhams Motor Car Department, London A member of the Vintage Sports Car Club and Veteran Car Club, Schofield has been involved in the classic car market since 1994. He joined Bonhams at the turn of the century and has handled the sale of many high-end collections. His daily runner is a BMW M5 Touring.







£20,000

>Fiat 124 Spider TIPPED BY EMANUELE COLLO

'I think you can get a good 124 Spider for way less than £25k,' says Emanuele Collo. 'It looks great and reminds me of a Ferrari 275 GTS. One is many, many times the price of the other but you can probably have the same amount of fun, if not more, with the Fiat. Handling is great, it's supremely chuckable and is combined with that sweet Aurelio Lampredi-designed twin-cam engine. For me, the 1.6-litre in particular is almost as good as the 1.6-litre Alfa Romeo unit, and that's a serious compliment.'

There's a big variety of models including early, pure, chrome-bumper models through to later impact-bumper cars. Engines range from the first 1.4-litre unit, to 1.6- and 1.8-, and the later 2-litre lumps. The character of each is dictated by carburettor, fuel injection and even supercharger (on the Volumex) fuel systems.

'My preference would be an early chrome-bumper car in Giallo Positano (yellow) or another Seventies colour scheme,' says Collo. 'Impact-bumper cars suit smaller budgets but still have lots of character, and the later Volumex engine is also quite interesting.'

Early chrome-bumper models usually get all the glory and attract higher asking prices with, as Collo points out, the 1.6-litre variant being a particular sweet spot. However, the Pininfarina Spidereuropa seen here, and up for sale at Spider specialist DTR European Sports Cars, proves just how good later variants can be.

Despite twin-tube bumpers and the larger rear light clusters, its Tom Tjaarda-designed lines remain sleek and purposeful. Inside, a parcel shelf replaces the plus-two rear seats and there's more in the way of mod cons including electric windows and side mirrors.

The 2-litre twin-cam now features Bosch L-Jetronic fuel injection and that has a distinct calming and modernising influence on the driving experience. Gone is the carburetted intake blare, with the engine eliciting a smoother, much more refined character. This ensures this 124 Spider is more at home as a city cruiser and excels as a long-distance touring option - another bonus is the lofty 32mpg fuel return.

You get a short-throw, positive gear change and beneath all that fuel injection plumbing there's still the engine's inherent willingness to rev - plus enough aural pleasure through the exhaust back box to keep you interested. Out on B-roads it remains pure 124 Spider - poised, balanced and totally predictable as long as you don't do anything silly, such as lift of the throttle mid-corner when charging hard.

'It's at least as much fun as a Ferrari 275 GTS but at a fraction of the price'

When buying, bodywork is key, because a full restoration will be expensive and for later examples possibly more than the car's worth. Post-1975 metal was of poorer quality and has a greater tendency to rot, particularly around the wheel arches and sills, the latter from the inside out. Parts availability is first class and, unlike the 275 GTs, it has Fiat running costs.

There's also the badge question. The Fiat Spider never officially hit UK shores, so it's always been under the radar and never fully appreciated. This car from Pininfarina, which took the production reigns post-1981 for the final two years, will have all and sundry looking at the 'f' badges on bonnet and boot and trying to guess what on earth it is.

As for a popular rival for your cash, 'Drive an MGB and a 124 Spider back-to-back and there's no comparison,' Collo advises.



£20,000

>BMW Z4M Coupé TIPPED BY WILL SMITH

'I love the quirky fastback looks of the Z4M Coupé. It's a real nod to the past,' enthuses Will Smith. 'With that big straight-six and a manual gearbox it's a real high-performance M car - for me once they moved on to turbochargers they lost their heart and soul. The interiors are clean and simplistic and on the road it just does everything so well.'

Smith believes the Coupé will continue to command a premium, currently £10k-£15k, over its soft-top equivalent. 'The rigidity of the hardtop means it's the better handling of the two. Once people cotton on to the model I think it'll be a safe place to put your money and it will continue to increase in value.'

In the current market £20k will buy a nice car, but for a lower-mileage example you'll be looking at up to £25k. The most popular

colours seem to be dark shades, with black interiors. 'Check the service history carefully, ensuring that the all-important running-in service has been done at the correct interval,' says Smith. 'Avoid heavily modified cars and inspect carefully, looking for evidence of accident damage. Be patient with your search and always buy the very best you can afford because it will only serve to get you a higher price when it comes to selling. The Z4 or 'M' forums

tend to be a good place to start, with friendly advice and genuine enthusiasts on hand to steer you in the right direction.'

>Mazda MX-5 TIPPED BY

Tim Schofield also chose the Mazda MX-5 MkI in the £10k price band of our 2014 Hot 30 list, which indicates how the model has moved up in the market.



'The MX-5 Mkl is a defining roadster in the world of modern classics'

'Sub-£10k will still buy you a circa-20k miles, UK-supplied car on an G or H (1989-90) plate but you'll now be looking at closer to £15k for the very best,' he says.

'My ideal has to be a red-with-clothinterior car and ideally with fewer than 20k miles on the clock. Like all these cars, subsequent models put on weight, so go for the original with pop-up headlamps.'

For Schofield's £15k top price you'll get the best example of what is a defining roadster in the world of late-Eighties and early-Nineties modern classic cars. With 115bhp, delicately balanced handling and fingertip-light steering, it's a joy to pilot.

'This mass-produced two-seat Japanese roadster draws obvious similarities to the MGB but just edges it in terms of performance and design. It's such a pretty little car and one that resolutely remains on my wishlist.'







tin. It's comfortable, fast, and a coupé and a convertible at the same time. You can drive any distance in a single sitting and still get out feeling as fresh as you did when you got in. They also already came fully loaded, with the only options being confined to wheels and a panoramic sunroof.'

From a financial point of view, he expects them to follow suit of the 107 Series brethren. 'Ten years ago the 107 was a £20k car and now it's worth £40k. I think the SL55 AMG will easily fetch £40k-£50k in eight years.'

Schofield advises avoiding modified or high-mileage or cars or any that have been thrashed. 'Find a loved one with original paint and trim, totally stock just as it left Mazda, that's been garaged and had summer use only. These are now becoming cars sought by collectors and it might one day make the same kind of money that the as-new £30k MG Midgets made at Bonhams' last auction.'

>Mercedes Benz SL55 AMG TIPPED BY DANIEL DONOVAN

With a 476bhp supercharged V8, at launch this was Mercedes-Benz's most powerful road-going car yet and a real slayer of supercars. 'It's still a great all-round car today,' says Daniel Donovan. 'And you get a former F1 pace car for the price of a Volkswagen Golf. It was supremely important, commanding a £20k premium more over list price when new. Plus the roof comes down too. Who would have thought one day it would only cost £20k to buy?' For that price Donovan says you can expect a good car with 40k-60k miles on the clock, but an excellent low-mileage example will cost more.

Ensure any potential purchase has been properly maintained, serviced at the correct intervals and provides a totally trouble-free driving experience. Poor-quality examples can cost a fortune to put right, so it's imperative you buy a good one. 'They're pretty bulletproof cars and an SL55 AMG does everything it says on the

>BMW M5 TIPPED BY STEPHEN HALSTEAD

'The original M5 is one of those cars we all wished were on our parents' driveway in the Eighties,' says Stephen Halstead. 'The M535i might have slightly racier looks but the M5 is the wolf in sheep's clothing. It's got understated looks, with just a nod to the designation with its front and rear M5 badges, but a whopping 282bhp under the bonnet. Low-mileage examples are quite hard to come by but well worth the investment.'

That said, Halstead says not to be put off by those with a few more miles on the clock, just ensure a full service and maintenance history is included and, ideally, some new or recent brake discs. 'You also shouldn't be put off by some wear in the leather seats and a nick or two - remember, these E28s are 30 years old and were typically used as daily drivers - but keep an eye out for cracks in the dash. Owners' clubs and forums can offer a wealth of insight on what to look for, but if you're uncertain it's worth enlisting the help of a knowledgeable dealer to assess a potential purchase.

'There's really only one direction the prices for these will be going and with fewer examples coming to the market it may be a good time to take the plunge and get that dream Eighties sedan onto your own driveway or, preferably, into your garage.' And once there, you can enjoy its thrilling performance at will.

£50,000

>BMW M635CSI TIPPED BY COLLO

For more than a decade we were told the M635CSi was the next big thing, but values stayed at around the £20k mark. Until now. A 15,300-mile example sold for £100,100 at the NEC Restoration Show in April this year, though Emanuele Collo reckons that was a spike rather than the norm. '£50k will buy a top example, with very good ones being achievable in the mid £30ks,' he says.

The shark-nose profile of Seventies BMWs reached its zenith not in that decade but with the 1984 release of the M635CSi. Here was the ultimate thrusting Bavarian super-coupé, and yet one that managed to remain discreet, bordering on a sleeper, thanks to minimal use of the 'M' for Motorsport badge.

And it's those E9 series aesthetics that Emanuele Collo cites as the big BMW's biggest selling point. 'I love the shape and it's ageing very well. In today's market the overall shape of a car is important because more and more people will maybe not drive their cars as much and will be into appreciating their beauty.'

However, its looks aren't the only reason you'll want to buy one, because shoehorning in a modified version of the M1's six-cylinder M88 engine transformed the model's performance. How does 68bhp over a standard 635CSi, itself no slouch, grab you?

'Open up the bonnet and look at that M1-derived engine - it's a piece of art. Its 286bhp was seriously impressive for the period and 0-60mph takes just six seconds, but it's also a very useable classic and with ABS it's starting to get like a modern car - you wouldn't be worried if lending it to a friend.'

Your visual clues that this is something special are limited to a few M badges - front grille, rear bootlid and one on the tachometer, plus a small strip of Motorsport colours on the steering wheel - and that's your lot. Leave them wanting more.

The seating position is spot on, visibility is excellent thanks to slim A-pillars and lateral and medial support are first class thanks to its body-hugging seats. And that's a very good thing because for a big lump this car can certainly handle. Thanks to stiffened suspension there's very little body roll, and prodigious levels of grip when you lean on it.

'How does 68bhp more than a standard 635, itself no slouch, grab you?

Wind up that engine and it undergoes metamorphosis, transforming from an easy-natured burblefest to a full-on Teutonic demon. It will hit 155mph and barrel four adults and luggage along the autobahn in great comfort, yet return to being a plain Jane 635 when you get back into town.

Corrosion is the biggest enemy of this generation of BMW, so check the body thoroughly because front wings, roofs and sunroof panels are particularly prone to rust. Matching engine and chassis serial numbers are also key because some examples are likely to have been re-shelled when values were low.

'It's a stunning car, and I do think it has big potential,' is how Collo sums it up.













(£50,000)

>Alfa Romeo Junior Zagato I JOHN MAYHEAD

Like many classic cars fans, John Mayhead has a familiar reason for choosing the Junior Zagato. 'I kick myself that I didn't buy one of these when they were about £10k. They're cracking little cars. Many consider them to be the best handling of the 105-Series Alfa Romeos, plus Ercole Spada's styling is sharp enough to draw attention at any classic car meet.

'They're light, agile and very well balanced. The all-alloy engines, either 1290cc or 1570cc, are revvy, sound wonderful and tend to be very reliable if well maintained.'

With most mechanical parts being interchangeable with the other cars in the Giulia series they are relatively easy to maintain and upgrade. 'Companies such as Classic Alfa and Alfaholics supply a range of replacement parts, plus options to improve handling, cooling and power.'

Like any other 105-series Alfa, the Junior Zagato's weaknesses are corrosion and electrics. Rust tends to strike in the usual areas: sills, front and rear valances, boot floor and wheelarches.

'Being a low-volume car - only 403 examples of the 1600 Junior Zagato were built - finding trim items is nigh-on impossible, and you'll have to have body parts fabricated. That said, prices are rising: good ones are now regularly advertised in the mid-£40ks and values seem to be on the up. You should get a good return on your investment - try finding another Zagato-bodied classic Alfa Romeo for this money.'

>Austin-Healey 3000 TIPPED BY

In this price bracket Will Smith opts for the 'Big' 'Healey. 'Prices of all 'Healeys have started to move on in the last 18 months - they were dramatically undervalued before that,' he says.

'People are starting to realise that they're such great drivers' cars and offer the quintessential British sports car experience. And



their race and rally pedigree adds a further element of interest.' Given the choice he would plump for either the earliest 100/4 or the last of the 3000 models. You'll find one or two of the former below the £50k mark, but you should expect them to need work; of the later six-cylinder cars you'll have significantly more choice.

'The MkIII is slightly more refined than other Big 'Healeys,' Smith continues, 'and of course you get two more cylinders and a power hike over the earlier four-cylinder cars. However, with any example, there's a real honesty and sweetness about them.

'Parts availability and specialist back-up are strong but they're so straightforward mechanically that you can easily fix one yourself. Home market cars command a premium over left-hand-drive examples - expect to pay 10-20 per cent more for right-hookers but don't be put off by conversions, especially if completed by a marque specialist.'

Smith adds a word of caution, though. 'Make sure you buy one that's had the chassis and body restored in the last ten years. Then you'll have a great-looking car that everyone loves and that you can enjoy driving without worry.'

>Porsche 993 Coupé C2 TIPPED BY

The last of the air-cooled 911 range is one of Porsche's most desirable models for those looking to spend about £50k, reckons Tim Schofield. 'For me it's an obvious choice. It has pretty, rounded styling and all the modern comfort and driver aids you expect in a much more expensive vehicle, but all in a classic





originality. Prices have climbed in recent times and while that may continue they're more common on the market now.'

>Ford Sierra Cosworth RS500 STEPHEN HALSTEAD

'Cossies are fast becoming collectors' items and while I'd be quite happy with one of the 5545 Sierra RS Cosworths, it's the RS500 that's particularly exciting,' says Stephen Halstead. 'Just 500 were converted by Aston Martin Tickford and they're good for 0-62mph

in 6.2 seconds. It's essentially an evolution of the RS Cosworth, with an additional 23bhp and upgrades to the engine and suspension. Rarity plays a large part of the appeal, as does the feeling of owning a car that won 40 British Touring Car races on the trot. The enormous spoiler might not suit today's tastes but this is an eminently practical car with loads of boot space that's so much more exciting than its modern equivalent, the Focus RS'

modern equivalent, the Focus RS? Prices are, unsurprisingly, on the up - what could have been bought for around £30k a few years ago will command around £50k today but they aren't showing any signs of slowing down. Low mileage examples - sub-40k - are upwards of £70k.

'Check the chassis numbers and VIN to ensure you're looking at a genuine RS500 and watch out for aftermarket and replaced items such as spoilers and bumpers which, like some other parts, are no longer available from Ford. This is a model that may well have been thrashed early in its life, so service history, garage receipts and a thorough inspection and test drive are essential.'

package. It's purer in two-wheel drive than four-wheel drive, and definitely go for a manual gearbox.'

This is a car that's mileage-sensitive from a Porsche collector's point of view. 'You'll be looking to pay £50k-£60k for a 65k-80k mile car, with a good-colour, low-mileage example up around the £75k mark. Early service history and

MoTs give comfort that the mileage is genuine and correct, but recent service history is key. Has it been owned and not driven? Talk to the people who have serviced it?

Parts availability is very good and there's a raft of dealers and independent specialists who can look after the model. 'With any purchase, look at the last four to five years. Has it been quickly detailed - a quick coat of paint, interior Connolised - to look good in the showroom or garage for two months? The value is in keeping the car with the spec it was born with; a different rear spoiler, wheels or side mirrors may look good but detract from



modern comfort

and driver aids in a

classic package











£100,000

>Porsche 911 (930) Turbo 3.3 TUPFED BY

Some names are indicative of their era - 'blower' in the Twenties, 'roadster' in the Fifties and 'turbo' in the Seventies. What we have here is the car responsible more than any other for the last of these, bringing turbocharged race technology to the road and endowing the 911 with epic supercar performance. Well, not this car exactly, because the earlier 3.0 Turbo has long since broken through the £100k barrier, so it's the later 3.3 that Will Smith has chosen in this price bracket. 'The very first time I drove a 930 Turbo I was blown away by the performance,' he says. 'Even today I can't quite believe it came out in 1975. The leap in performance was a game changer for the car industry.'

And that's not hyperbole. In later 3.3-litre flavour that extra 300cc, combined with the integration of an intercooler, means the 3.3 gained a whopping extra 40bhp, raising it to 300bhp. Also for 1989 only you got a Getrag G50 five-speed transaxle. A five-speed 'box in a 911 Turbo? 'Heresy!' I hear you cry. So what does all that add up to? Monumental performance, that's what.

At low speeds it's all a bit 'so what?' But build the revs, get the KKK turbocharger on boost and you experience an automotive double punch to kidneys - this is flat-six, air-cooled Porsche, but not as we knew it. The overall package, no-nonsense interior, big brakes, superb grip and handling, all wrapped up in a muscularly curvaceous package that's topped off with the mother of all rear spoilers remains as viscerally potent today as back in the day.

There's a lot of choice out there, says Smith, so it doesn't necessarily matter which one you go for. 'Right-hand drive cars are more prone to rust, so check the bodywork thoroughly because full body rebuilds are achingly expensive. They're quite easy to appraise - you can see the welds and check if they're original factory ones. And lift the carpets to inspect the floorpan - you can't do that with the cars of today.'

'The explosion of power when the turbo kicks in will make anyone smile'

Be sure to check for accident damage. Read any feature written on the 'widow maker' theme and the 911 (930) Turbo is always there. And for good reason. Get your cornering wrong by entering too fast or booting the throttle too early and the model's infamous snap-away handling at the limit will bite you in the seating department. But get it right and satisfaction is guaranteed.

The best bit thing about the car pictured here - for sale at Hexagon Classics in London - is that you get to try to attain that goal with the wind in your hair. Shades on, roof down, turbo whistling on full boost - life doesn't get much better.

'I challenge anyone not to smile when the turbo kicks in and you experience that raw explosion of power,' says Smith. 'I took a friend out in one. He was amazed and when he returned to America he bought one on the strength of that passenger-seat ride. It's so of its era. Simple, beautifully built and, of course, it has that all-important motor sport connection.'



£100,000

Lancia Fulvia HF Fanalone JOPPED BY

The been singing the praises of the Lancia Fulvia for years, declares John Mayhead. 'And I still think that they're underrated cars. Even the most collectable - the HF "Fanalone" - is relatively well priced for buyers. It has that great combination of racing history, instantly distinctive styling, Italian cool and a real gem of a 1584cc V4 engine.

'Although earlier Lancia models had achieved some rally success, it was the Fulvia that began the marque's dominance from 1972, when it took the first of Lancia's manufacturer titles. The HF, or High Fidelity, sported an aluminium boot, bonnet and doors, plus added lightness through removing the radio, bumpers and other unnecessary items, but it still had only a 1.2-litre engine with a modest 88hp. It took the larger 1.6-litre engine

in 1968 for the car to start winning in earnest. The Fanalone (big headlamp) cars, with their ZF transaxle, magnesium wheels and glassfibre wheel arches offered 115hp in basic specification, but the works cars put out a great deal more.'

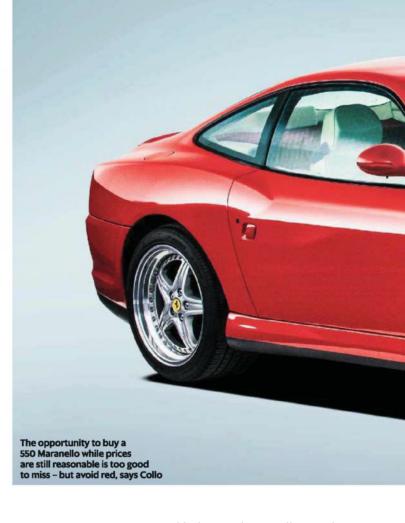
Although the HF Fanalone is the collector's favourite, Mayhead reckons the great thing about the Fulvia is the sheer breadth of the model range. There's something for every budget,

with a standard 1.3S coupé starting at less than £10k.

'Look out for rust, especially in box sections and sills. Parts are not easy to find, although this is slowly improving. If you want something slightly rarer the Fulvia Sport Zagato is another option. These are still out there being advertised at less than £30k.'

>Ferrari 550 Maranello IIPPED BY

'I dreamt of this car when it was new,' says Emanuele Collo. 'There was an English magazine that tested a series of cars, including a Peugeot 106 Rallye, Lotus Esprit V8 and Ferrari 550 Maranello. It



'A 911 2.4T will cost the same money but I'd rather have the Maranello' was a black car and I can still remember it on the race track looking very mean. I think it made a greater impression on my generation than some of the Ferraris that followed it'

A key factor for Collo is buying one of these in the correct colour. 'Red is too boy racer, and that's reflected in lower dealer prices for cars in that hue,' he says. 'The image of this car is of a discreet, long-distance tourer, so light

blue, green or any shade of grey works best.'

Check the maintenance history of any potential 550 Maranello purchase because, as with any Prancing Horse, servicing costs are high, so it's important to be sure the one you're looking at has received the correct level of care.

'Prices have softened slightly. You can definitely get one in this price bracket, although some people are asking significantly more than that. The range is probably currently sitting between £75k and £140k. Now is the right time to invest a bit more though, because the gap in the medium-to-long term for the better cars will only get bigger.







'The chance to buy a proper V12 big GT Ferrari for a reasonable amount of money is too good to miss. A Porsche 911 2.4T will cost roughly the same but I'd definitely rather have the Maranello.'

> Jaguar E-type Series I FHC TIPPED BY

'In my opinion, this is an infinitely more appealing choice than an Aston Martin from the same period,' says Tim Schofield. 'A restored example with matching numbers would be the ideal choice, finished in a period correct colour - opalescent silver grey or opalescent blue are my favourites.

'These E-types still continue to perform very strongly at auction and over the past three years they have consistently outperformed the general collectors' car market.'

Schofield reckons E-types are still showing good potential for growth in value. 'They remain a very attractive proposition to buy. With the E-type S1 fhc we're into the domain of the Aston Martin DB4 and DB5 - but are these worth three, four or even six or seven times the E-type's price? Personally, I don't think you're getting that multiple. In terms of useability, driveability and sheer smiles per mile you get driving one it would have to be the E-type for me every time. And of course it still remains a stunning looking motor car.'

Check for body corrosion and matching numbers and that the car is in its original specification and colour. 'You also need the right names associated with any restoration and general servicing and maintenance of a car. In this price band you'll probably secure a 4.2-litre car that scores eight out of ten. We did sell a fair-to-good 3.8-litre example for less than £100k recently, but it had body and trim imperfections. Keep in mind the earlier the car, the more valuable.'

>Bentley Continental T or widebody Conti' R Mulliner HAPPED BY DOMESTIC BONDOVAN

'For this price, it has to be the Bentley Continental T or a wide-body Continental R Mulliner,' says Daniel Donovan. 'At the time of launch the list price of these cars was circa £280k and they were built to special order only. It was the epitome of a "gentleman's carriage" and today a super-low-mileage example will most definitely be one for the future.'

For £70k-£80k you'll get a good example of either of these quality handbuilt behemoths. 'They're quite happy driving at 20mph or 150mph,' says Donovan. 'As big cars, they do wallow a little in corners but you'll never get fed up or tired driving one.'

Bentley did make more right-hand-drive than left-hand-drive examples and lefties now carry a premium of around 20 per cent. Otherwise there were no real option boxes to tick when these cars were new, although some customers did pay huge amounts for a bespoke interior or a one-off exterior colour. 'There's no premium for either today,' says Donovan. 'Those tend to be quite garish. Last year we had a yellow car with a peacock hide interior and it was quite an eyeful.'

'With regular services and oil changes they're virtually indestructible and surprisingly affordable to maintain. There are plenty of independent specialists who will do just as good a job as a dealer and at a fraction of the cost.'

£250,000

>Aston Martin V8 Volante JOHN MAYHEAD

Nothing of the period intimidates in the rear-view mirror like an Aston Martin V8. The sheer design brutality of this big slice of British beefcake lends it a snarling presence.

'The V8 is the epitome of Seventies cool - big, powerful, purposeful and slightly ostentatious,' says John Mayhead. 'It's very much the car of the moment and one that must continue to grow in collectability. As ever with Astons, the Volante is the most desirable option and with a top Hagerty Price Guide valuation of £268k you can still find a superb example within this price range.'

Pop the door on this stunning Warwick Blue example, currently for sale at Aston Martin specialist Desmond J. Smail, and the luxurious interior provides an interesting juxtaposition to all that external aggression, with magnolia Connolly hide, thick dark blue Wilton carpets and a profusion of walnut.

Under load the 5340cc quad-cam V8 is animalistic with its quartet of Weber 42 DCNF carburettors greedily ingesting fuel and air and twin exhausts emitting hefty bellows.

The power-assisted steering is light but at low speeds you'll be aware of the car's heft. That weight means that the V8 is no sports car. Instead it remains an incredible devourer of asphalt and a peerless gentleman's tourer.

With 320lb ft of torque there's never a deficit of heave but make sure you bag a European-spec car or, even better, a rare right-hooker. 'US safety legislation prevented the production of a soft-top Aston Martin V8 until 1978,' explains Mayhead. 'When the V8 Volante was released it was an instant success in the US, despite an additional 70kg over the coupé and a conservative 262bhp against the European 305bhp. Today the most desirable cars are the later Vantage models, especially those with the X-pack engine and 16in Ronal wheels. RS Williams prepared a tiny number to 6.3-litre or 7-litre spec but these command a hefty premium and have long since broken this price bracket.

'Specialist support is good but like any old Aston, running costs can be high,' cautions Mayhead. 'Parts are also expensive, but the canny buyer can sometimes find components that were

'It's an incredible devourer of asphalt and a peerless gentleman's tourer'

fitted to other makes that will help to soften the blow. Finding a well-maintained car is key. Oil needs changing every 3000 miles. Standard V8s were relatively cheap only a few years ago, so some were neglected. Repairs to the steel sills, which weren't treated by the factory and require chopping off the bottom of the aluminium wings for access, can account for substantial restoration costs.'

In recent years it's relative youngsters like the V8 Volante that have seen most growth in the Aston Martin world and buying a good example should prove an excellent investment - with the added benefits of brooding top-down looks, thumping performance and larger-than-life aural output.













£250,000)

>Ferrari F512M TIPPED BY DANIEL BONOVAN

If you're buying a Ferrari, it should be a 12-cylinder, reckons Daniel Donovan. 'As the last of the iconic Testarossa series, the F512M is one seriously well-put-together car and highly underrated. Maranello ironed out the defects of the earlier car, such as chassis twist when driving fast. It makes all the right traditional flat-12 noises, not a high-pitched roar that's fantastic for five minutes and then gets grating. In addition you can turn off the anti-lock braking if you want to and have the sensation of driving the old way.'

Only 501 cars were manufactured worldwide including just 75 for the US market. 'They are still a closely guarded secret in certain circles,' explains Donovan. 'However, after 25 years they can go to the USA without being federalised and when that happens it can only enhance their value. Current US cars sit at around \$440k-\$500k (£340k-£385k), a huge leap in value compared to what one is worth in Europe. You can bet there are more than 75 buyers for an F512M over there and if anything the US model is a bit ugly and less pure, so it all stacks up from an investment point of view.'

F512Ms are pretty reliable cars but key checks you need to make include when the cambelts were last changed and evidence of regular oil changes – even if the car hasn't been used. Colour isn't critical, although you can't go wrong with traditional Rosso Corsa. 'It epitomises Eighties' styling and is certainly a supercar worthy of *Miami Vice*,' says Donovan.

>BMW Z8 TIPPED BY STEPHEN HALSTEAD

BMW's decision not to fit an automatic gearbox to its Z8 roadster may have cost it sales in period, but Stephen Halstead reckons that means all of today's examples are real driver's cars. 'Although I doubt it could ever reach the status of a true Bond car – despite starring in *The World Is Not Enough* – the all-manual Z8 has been



punching well above its weight, more than doubling in value in the last decade. It's become a highly sought-after car and prices are expected to keep rising.'

He believes its popularity is largely down to the most beautiful coachwork in the Z series, along with rarity and performance. 'It's far more iconic than a Z3 and it's the retro Fifties style of Henrik Fisker's design that sets the Z8 apart. Just 5700 were produced, against 300,000 Z3s, and on the road it's no slouch. The 4.9-litre V8 delivers 400bhp and the precise gearbox, combined with the car's light weight, ensure a thrilling driving experience. That said, the ride can be a little harsher than its saloon stablemates.'

With the Z8 now highly sought-after, he expects prices to keep rising. 'Expect to pay at least £200k for a low-mileage, concours quality example - if you're lucky enough to find one. Support is second-to-none, with OEM parts relatively easy to come by thanks to BMW's own 50-year commitment to keeping spares.'

>Bentley 3 Litre Tourer TIPPED BY

According to Tim Schofield one of the most enjoyable things about 3 Litre Bentley ownership is the doors it opens to the rallies and events you can take part in. 'Pre-war rallies and races such as The Flying Scotsman and Le Mans Classic are some of the most thrilling motoring events to take part in and the 3 Litre is a perfect toe-in-the-water car in which to participate. It's relatively easy





'Driving a 3 Litre depends on the gearbox and set-up - some are tricky but rewarding to use. And no two are the same, so trying more than one car is a must.'

> Maserati Ghibli Coupé EMANUELE COLLO

The Ghibli's GT style is what attracts many people into the classic car world, believes Emanuele Collo. 'They read in *Classic Cars* magazine about driving to the south of France in one, and that draws them in. Never mind that the reality is you might get stuck in traffic and the car will then start overheating; you'll then find yourself worrying about it the whole way. We are all here because we dream of something and the Ghibli Coupé is the type of car that propagates this dream feeling.'

to drive, an iconic design and, most importantly, it has good brakes! An original-bodied example with matching numbers would be the best option to acquire. The values of a Bentley is inherently linked to those matching numbers, originality, coachwork type and how pretty it is.

'A long-chassis saloon or rebodied open tourer should be yours for less

than £250k. On the other hand, a beautiful short-chassis tourer with original coachwork will be significantly more, and that's before you factor in cars with fabulous histories.'

Schofield offers a note of caution. 'Today there are more 3 Litres than were built by Bentley in period, so ensure a specialist looks at the car for you. All have numbers, including significant mechanical parts, that can be checked and verified. You can buy some great publications for a relatively small amount of money that will give you great insight, and there are also websites that will allow you to check chassis numbers.

Collo also reckons that the model remains undervalued when compared to similar classics of the same period. 'It has all the right ingredients including that race-bred V8 engine, the elegant Sixties styling, plus it's almost as good to drive as a Ferrari Daytona and the brand is just fantastic. I don't mind a bit that Ferrari is always regarded as being the number one.'

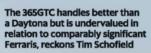
Both the 4.7-litre and the more

powerful 4.9-litre SS models fall into our price bracket here, although the Spider soft-top is well north of £500k. 'Beware of rust, of course, watch out for bad restorations and avoid US automatic specification cars. Mileage isn't such an issue because these are quite strong cars. Try to ensure any purchase is in its original colour and specification. People buying them in period had a bit more fantasy in their choice compared to Daytona owners - a Ghibli is best in bronze, copper or green.'

Whichever Ghibli you go for, the car's strongest suit remains those unsullied GT looks. 'It's so purely Sixties,' enthuses Collo.















£500,000

>Ferrari 365GTC TIPPED BY

This generation of Ferrari exudes style in every way, before it all got a little diluted in the Seventies and then hardcore in the Eighties. Factor in small production numbers and rarity and the result is that the many are fighting over the few.

You could happily spend many evenings inside this car just taking in its understated ambience, with the prancing horses that adorn the three-spoke Nardi steering wheel and the cool black Veglia Borletti gauges your only indicators of who built it.

'With only circa 170 of these cars built over two years it is the rarity and beauty of the vehicle which, for me, makes it a more attractive and better option than the Daytona,' says Tim Schofield. 'It is one of the most desirable grand touring Ferraris from the late Sixties. It handles better than a Daytona too.'

He's right. Where a Daytona can feel leaden, particularly at low speeds, this 365GTC - currently on sale at Hexagon Classics - provides a firm but surprisingly subtle ride, its unassisted ZF worm-and-roller steering lightening up at speed and faithfully transmitting road surface nuances to the driver.

The best bit is the 4.4-litre V12's flexibility. With 320bhp on tap it offers a beautiful surge of mid-range punch. And like all the best Italian powerplants, the higher you rev it the better it responds.

Therein lies the glory of Maranello in this period. You're buying into the era primarily responsible for the Ferrari legend. With its quad Ansa tailpipes singing and the triple twin-choke Webers fuelling the dream, all's well in the Sixties GT world.

'You're buying a significant car and one that I've always thought is undervalued, says Schofield. 'It's hugely pretty with quite a

'This is one of the most desirable grand touring Ferraris of the late Sixties'

small number built. I'll never know why the ones you see for sale on the auction block and at events lag behind the Daytona in price.' You could buy the 365GTC for the seductive Pininfarina aesthetics alone. Where the Daytona sits with the Aston Martin V8 in the school for brutes, this car is from an altogether more stylish pen. You'd never tire of its rear three-quarter and dead-on rear views, both of which are simple, chic and suggestive of force within.

'It defines Ferrari in that period as a maker of luxurious GT cars and it will always be sought after,' says Schofield. 'For the last ten years they have remained at a similar sort of value ratio to a 275GTB, Daytona or Lusso - but I've always thought that's not quite right. History is important and matching numbers are more important than they've ever been. With a Ferrari it's become a huge factor that it has a red Classiche book [proving Ferrari certification], which seems to give the market the reassurance that the car must be all right. You'll get a very good example for £500k.'

Go for a discreet Sixties metallic colour, such as this example's Grigio, and you'll be hard-pressed not to spend as much time visually savouring the car as you will driving it.



£500,000

>Porsche 911 2.7 RS TIPPED BY EMANUELE COLLO

'It's a bit of an obvious choice,' admits Emanuele Collo, 'but it is iconic and I've always thought it was the ultimate package. When I first got the classic car bug my ultimate dream was to take a 2.7 RS through the Alpine mountain passes.

'It's not rare, but it is fantastic to drive. The engine is glorious, with just the right amount of power, plenty of torque and it makes a great sound. Factor in exquisite handling transmitted through that tactile steering and you're in driving heaven.

'Prices rose to around £700k a few years ago but have now softened, adds Collo. 'You have some choice because there are quite a few on the market. Many have been heavily modified, so go for a standard specification car. Avoid cars raced in later years and then badly restored, reshelled or

with non-original engines.

'Fakes abound, so getting it inspected by a specialist is a must. Colour is down to personal preference but Grand Prix White is too common and almost always used for replicas. I like purple.'

The number currently on the market gives the buyer some negotiating power. 'If you can get one cheaper than a few years ago, that's great. It's like a Mercedes-Benz 300SL Gullwing

- prices will go up and down but it will always be collectable - it was considered so even 20 or 30 years ago.'

>Aston Martin Vantage TIPPED BY DANIEL BONOVAN

'The Aston Martin V8 stuck with me ever since I saw Timothy Dalton drive one across a frozen Czech lake in the James Bond film *The Living Daylights*;' recalls Daniel Donovan. 'The Vantage is a genuine British supercar with the panache of a Rolls-Royce,



'The Vantage is a mean-looking car and makes you feel like James Bond'

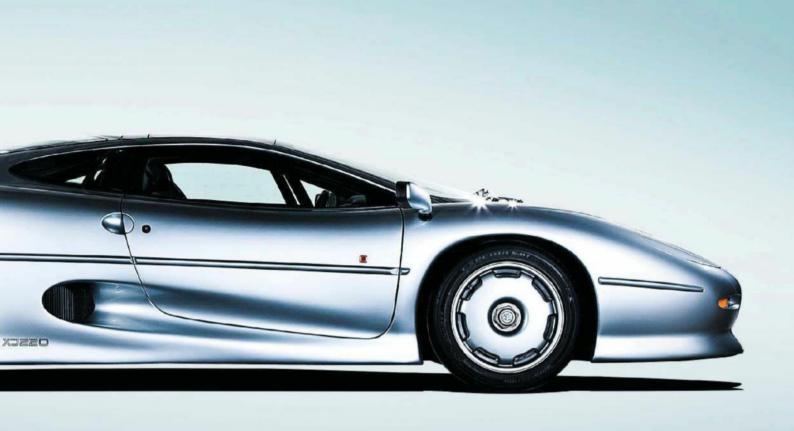
complete with Wilton carpets and Connolly hide interior and genuinely capable of reaching 175mph. It's a mean-looking car that will make you feel like James Bond and the rasp of the exhaust pipes will make you smile every time you put your foot to the floor and blip the throttle.'

Given the value, it's crucial to check it's a matching-numbers car; the engine and gearbox numbers must correspond

to the build sheet. 'Unlike some Astons they never dipped to be £10k or £20k cars and have always been important, so most have been treated and maintained well. Prices vary between £350k and £700k depending on mileage and exactly what it is. We sold a 90k-mile car for the lower price last year and the very last left-hand drive X-Pack car for £435,000.'

A Volante will generally command a 25 per cent premium over a coupé and right-hand drive cars are more desirable than left-hand drive. You also need to factor in power output because







the standard Vantage has 400bhp while those with the X-Pack kick out a walloping 432bhp. 'There were also 20 PoW (Prince of Wales) Vantage-specification Volantes with no flip tail and not quite so muscular bodywork.'

>Bentley S-Type Continental Fastback

TIPPED BY STEPHEN HALSTEAD

'Both the S-Type and R-Type Continental Fastbacks have increased in value over the past ten years but the S has lagged behind to the extent that it might well be undervalued right now,' offers Stephen Halstead. 'If that price gap between the two models closes you could see HJ Mulliner S Continentals changing hands for even more significant sums.'

The R was the original model and built for speed, so it has enjoyed the most attention from enthusiasts and buyers alike. The S Fastback is a rarer beast; Mulliner produced just 151, including 123 with right-hand drive, versus 193 R-Types.

'The S-Type also offers a little more comfort than its predecessor, with electric windows, air conditioning, automatic transmission and power steering, so the driving experience was more suited to long-distance touring.

'While nowadays you may not want to put quite so much strain on the car, or miles on the clock, it's a timeless post-war classic in which to enjoy some of our beautiful country roads. After all, the car was designed to provide a speedy drive, carrying four adults in supreme comfort.

'They are not easy to come by and finding one with a sound chassis may be a bit of a challenge,' cautions Halstead. 'But it's worth the effort if you can pick up a 1956/57 model for around £450k.'

> Jaguar XJ220 TIPPED BY WILL SMITH

'The Jaguar XJ220 is half the price of a Bugatti EB110 or Ferrari F40,' explains Will Smith, 'But

just look at it - it's absolutely spectacular. I had a model of one when I was six years old and I still have that sense of childhood excitement when I see a Jaguar XJ220. Yes, the design was flawed because it should have had a V12 rather than the V6, but it's still monumental and so quick to drive.'

Prices currently range from £350k to £500k depending on specification and condition. 'I think the upper end of that will buy the very best UK right-hand drive car in the right colour combination with almost delivery mileage. They're so far and few between, especially in right-hand drive, so expect to pay a 10-20 per cent premium for one of those.'

Running costs are fairly steep, so make sure the bag fuel tanks have been replaced. Fundamentally though, XJ220s aren't that complicated mechanically. Smith suggests having Jaguar itself or a specialist such as Don Law inspect any prospective purchase for you. 'When you get into this kind of money you need to ensure the car hasn't been crashed or abused.'

Smith cites the driving experience as an XJ220's finest virtue. 'It sounds boring at tickover, but get the revs up and it's the turbocharger that's the overriding force you can hear. And oh, it flies. It's stonkingly quick even by today's standards. It was the fastest car in the world when it was new and for that reason alone I'd have one.'

£500,000+

>Maserati 3500GT Spider by Vignale

TIPPED BY STEPHEN HALSTEAL

It's good to see a fresh face coming to the £500k-plus end of our high-end party in the shape of Maserati's 3500GT Spider by Vignale. 'The gorgeous Maserati 3500 GT/GTi Spider may not have captured hearts or wallets as much as its convertible peers such the Aston Martin DB4, Ferrari 250 GT or Mercedes-Benz 300 SL Roadster,' says Stephen Halstead. 'But thanks to the resurgence of the Maserati brand there's great potential for the 3500GT to increase in value and catch up with its counterparts.'

The example pictured here, for sale at McGrath Maserati in Hertfordshire, was built in 1960 when Maserati was in its pomp. Both the Touring-styled Coupé and Vignale's Giovanni Michelottipenned Spider have film-star looks but for sheer visual drama the choice has to be the rarer soft-top car. It's sleek in profile, with the steel body's swage line kicking up elegantly behind the door and mildly aggressive air intakes set low into the front wing. The front end is simple but imposing, with a huge grille adorned with the Trident badge. The cabin is chic, with luxurious tan leather, a large-rimmed plastic steering wheel and chrome-rimmed dials.

The beauty of the Spider is that it will happily glide along, but give it some pedal and the 3.5-litre straight-six, a distant relative of the 250F's race unit, snarls throatily as it thrusts you forward and you hear Maserati's racing pedigree in the rasp from the tailpipes. It's aided by a short-throw gearshift that snicks wonderfully between ratios, and a good front-disc/rear-drum brake set-up. The ride is supple and forgiving and it's not a car you would, or should, consider tipping it fiercely into corners, although its current owner says it has the capacity to surprise.

'Maserati's resurgence should ignite interest in its classic models'

On paper there's little to separate the 3500GT Spider from its peers in terms of performance, however the Aston Martin and Ferrari are rarer - with 70 and 200 exmples produced respectively, compared to 242 of the Maserati.

'That isn't the only factor holding back the 3500GT's price; Mercedes rolled out 1858 of its Roadster,' says Halstead. 'Maserati has always lagged behind its counterparts when viewed as a high-performance marque but the brand's recent resurgence should ignite interest in its classic models.'

Will the Maserati catch up with the Aston, Ferrari or Merc? 'In short, no,' replies Halstead. 'But I see a huge amount of potential in the 3500GT to appreciate in its own right. The non-Vignale coupés are, naturally, valued lower than the Spider and offer a very tempting entry into classic Maserati ownership at around £250k. For a concours condition right-hand-drive Vignale Spider you can expect to pay around £800k.'

It's a lot of money until compared directly to its supposedly more illustrious contemporaries, and then this stunning 'new kid on the block' seems like decidedly good value.













Only 64 McLaren F1 road cars were made – but more people have the desire and means to own one, which will always keep upward pressure on prices

£500,000+

>Ferrari 365GTB/4 Daytona

TIPPED BY DANIEL DONOVAN

Daniel Donovan thinks now is a good time to buy a Ferrari 365GTB/4 Daytona. 'Having peaked 18 months ago at £800k-£900k and now at £600k-£700k, they represent good value for money in the current market. Prices were hiked when everyone had to have one, so it's a good time to invest. Putting aside values, it'd have to be

one of the very rare cars built for just one year **with the Plexiglass** panel over the headlamps, before it had to be changed to comply with US federal rules. However, it was Plexiglass cars that ran at Le Mans and that continue to be associated with GT racers, so it's worth stretching that little bit extra for one if you can.'

With its 325bhp quad-cam 4.4-litre V12 up front, the Daytona is a serious piece of GT kit, all wrapped up in an intoxicating Sixties silhouette – one that should never go out of fashion. 'I've done a lot of miles in them,' says Donovan. 'It's a real beast of a car. That said, you could do 1000 miles in one and, while you'd be a bit tired when you got out, you'd have a smile on your face the whole time.'

Again matching numbers are key - so check that the car is what it purports to be - as is regular and careful maintenance and evidence of, and receipts for, any restoration work.

'Every time you climb in it, you'll feel like Tim McIntire in *The Gumball Rally.*'

>McLaren F1 TIPPED BY JOHN MAYHEAD

If money were no object, why would you buy an F1? Mayhead looks at it the other way around. 'Why would any true motoring enthusiast not want to own one? This isn't the product of a money-is-no-object exercise intended to show industrial dominance like the Bugatti Veyron, but the creation of an



automotive design genius at the top of his game. Gordon Murray's concept, incorporating so much of McLaren's F1 technology, didn't just create a car that led the pack - it left everything else a decade behind, and did so with a body as beautiful as it is utterly effective as a driving machine. This is the Supermarine Spitfire of the automotive world.'

'The big price differentiator is the spec with which it left the factory. The 64 standard road cars are the most 'affordable' at £7.7m-£10.7m; the five LM-spec cars are worth significantly more (£10m-£12.75m). F1 GTRs are history-dependent, with significant provenance worth proper money. I know of one insured for £18m.'

He says there is very little to be wary of, if buying one. 'As Rowan Atkinson F1 showed, even accident damage doesn't really affect their values if repaired by the factory. McLaren looks after the servicing, and while it's not cheap, that's unlikely to be an issue if you're an F1 owner. Most have the benefit of celebrity ownership along the way, too. The best bit about owning one is access. Tell the organiser of any show, concours or tour that you're bringing your F1 and you'll be treated like royalty.'

>Porsche 911 RSR TIPPED BY WILL SMITH

'Okay, we're into real dream territory here,' says Will Smith. 'For me, this is the epitome of a true racing car. It was raced by the





think it's a replica - but you'll be driving it, so who cares. RSRs are always, always going to be sought after.'

>Lamborghini Countach LP400 IPPED BY

Just like the Porsche 2.7 RS, LP400 prices went up a lot and have now come down a bit. 'It's your opportunity to buy one of the all-time supercar icons at a price that, in the long term, can be considered "cheap", states Emanuele Collo. 'The last one at

short period.'

auction made approximately £700k, but I know of others that have sold privately for significantly more - that's a big discount, and in a considerably

Avoid bad restorations, checking for rust and accidents as well. 'A few LP400s were updated to a later specification and then reconverted to early spec when prices went up. Watch out for those cars, and if you do come across one then check

perceptions of Lamborghini.'

exactly how the process was carried out.' For Collo it's the LP400's purity of line that sets it out as the one to have. 'To me it's the Seventies supercar and that Bertonestyled body remains absolutely fantastic to look at. The early cars are also the ones that drive best, thanks to the narrower certainly compared to the later Anniversary models and their like - tyres. For me, either you buy an early Countach, or you don't. Compared to the Miura it's cheap, and in terms of Lamborghini history it is almost as important. If you talk to Lamborghini people that worked in the factory, it's the Countach and Marzal, much

more than the Muira, that are the "real things" and changed

factory and also by privateers, and massively outperformed its rivals in period competition; BMW's CSL is iconic, but for me the RSR is motor sport in its purest form. Anyone could buy one in period, race at Le Mans and be a hero; it had such reliability and driveability, and even now can be hooned around, revving to 9000rpm

with that crazy howl and the perfect flat-six Porsche wail. Speak to any works driver of the period and they'll tell you it's the most balanced, most versatile, most complete machine there is.'

Prices vary wildly, with individual histories being critical to a car's value, and that makes detailed research of a car's past key. Smith believes it doesn't matter whether it's in 2.8- or 3.0-litre form, but he does offer one caveat. 'They went on to evolve in many forms, but for me it'd have to be a naturally aspirated example. Owning an RSR gains you entry to the world's most prestigious concours events, as well as every historic race and rally of importance for its era. Nothing could be better than competing in the Tour Auto in an RSR. While on the road most people will



but you'll be drivi

it, so who cares







'The very best examples of almost any model have seen big increases – but you should buy what you like, and particularly what you like driving'

>The verdict

All our experts agree that, although it's smart to choose cars that will look after you financially, you should buy what you like and particularly what you like driving. With that in mind, our six 'class winners' - and indeed this year's entire Hot 30 - was chosen by them to reflect just that.

The Fiat 124 Spider reminds us that an exquisite classic roadster experience can be had for a fairly small outlay, while up in the land of Maserati, Ferrari and Aston Martin, cars that appeared ferociously expensive several years ago can now be viewed as relative bargains when compared to their peak prices.

Which would I snap up? It'd be a Fiat 1224 Spider and BMW M635CSi combo, or if the lottery came in, Fiat and Ferrari 550 Maranello. Either pairing ticks all my boxes. The good news is that

it's now a buyer's market. 'That's definitely the case, unless you have something different or keenly priced,' says Emanuele Collo. 'For some cars, you'll always find 25 or so examples for sale, and their owners need to be pragmatic.'

The classic car world also remains decidedly buoyant. 'The whole industry is getting bigger,' says Will Smith. 'I'm seeing more and more first-timers coming to auctions, wanting to own a classic car and experience the lifestyle that goes along with that.'

Money of course will always remain a factor, so a final piece of buying advice comes from John Mayhead. 'The Hagerty Price trends have shown that the biggest value increases in the last year have come from the very best examples of almost any model.' So happy hunting, and choose carefully out there.

Thanks to: Hexagon Classics (hexagonclassics.com), DTR European Sports Cars (dtrsports.com), McGrath Maserati (mcgrathmaserati. co.uk), Maserati Club UK (maseraticlub.co.uk), Desmond Smail (djsmail.co.uk), the Maserati 3500GT Spider owner, Kidston SA (kidston. com), Bonhams (bonhams.com), Silverstone Auctions (silverstoneauctions.com), Hagerty Insurance (hagertyinsurance.co.uk)

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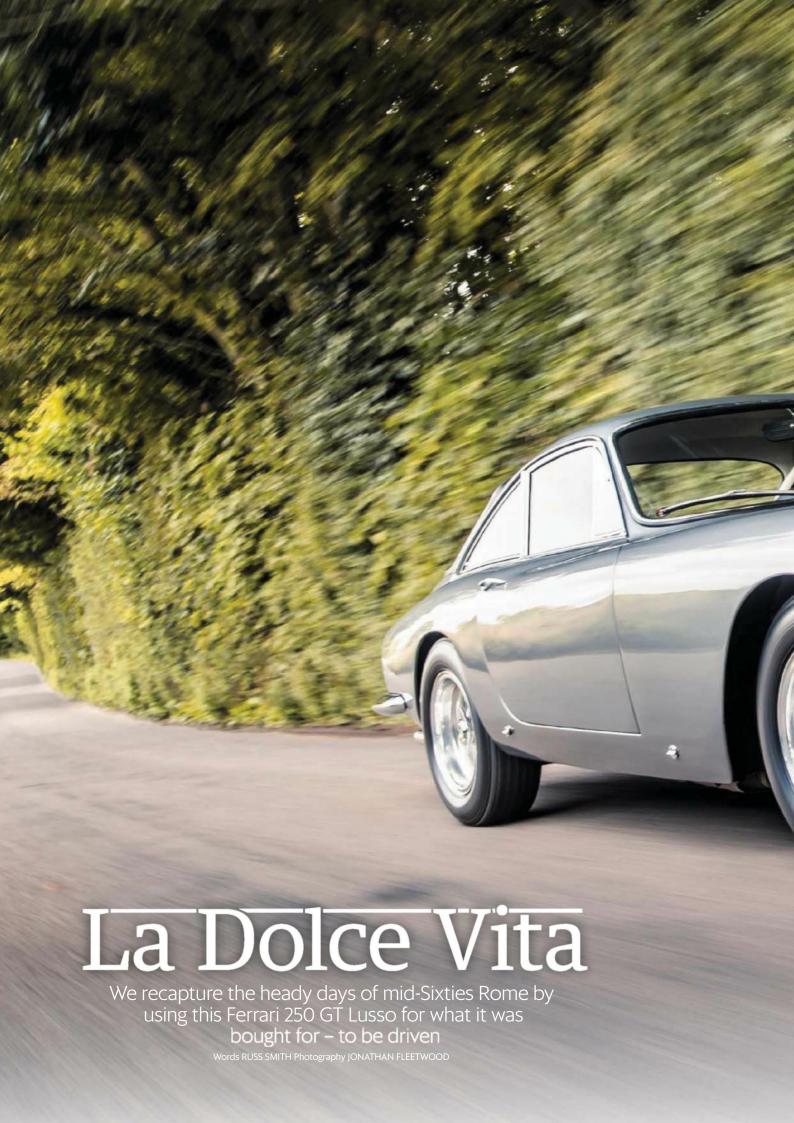




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Ferrari 250 GT Lusso

he car sits idling gently in a nondescript Buckinghamshire trading estate. Surrounded by the usual collection of trucks, trailers and four-by-fours, spotting it is like a surprise encounter with Joanna Lumley in a Rotherham fish and chip shop. Clad in Grigio Fumo - which, typically of the Italian language, sounds like a top design label but simply means 'smoke grey' - the Ferrari 250 GT Berlinetta Lusso is elegance personified. Even that idle is little more than a murmur, with only the occasional stumble to hint at the V12 mayhem that waits to be unleashed.

This is a car with a big price on its head, though it falls well short of the numbers applied to other Sixties Ferraris. Only the truly

decadent would call a car with a million-plus price tag a bargain, but all things are relative. Relative in this case refers to the likes of the Lusso's slightly older and sportier 250 GT SWB brother, one of which would cost you at least five times as much as a Lusso. And don't get me started on the now £35m-or-more 250 GTO that sold alongside the Lussos from 1962-64. Put in that context, the 250 GT Lusso looks suspiciously under-valued. In the highly scrutinised market for collectors' Ferraris and their pecking order, there has to be a well-established reason. Is it a bit of a duffer, perhaps?

I rather hope that's not the case. Despite never having driven one before, the 250 Lusso has become my stock answer to the regularly asked question, 'What's the classic you'd most like to own?' The last of the 250-series Ferraris, there's a purity to the lines of Pininfarina's design that borders on perfection. The larger and more delicately pillared glasshouse than other 250s is what delivers the Lusso's visual balance and height of good-taste elegance. This is complemented by various styling risks that shouldn't work but do. Walk round a Lusso and you won't find a bad angle to view it from. It almost doesn't matter what it drives like, but experience with other V12 Ferraris told me that was unlikely to be an issue.

'It was the perfect tool for evading Rome's Vespamounted paparazzi'

The first owner of this one certainly appeared to enjoy the driving her car. Chassis 5783 GT was delivered new to Maria Damasio in Rome on 6 July 1964, near the end of the model's production run of 350 cars. By the time of its third service, just two years later, the Lusso had racked up 32,000 kilometres. That's daily-driver territory, in the heart of the hedonistic early Sixties Rome depicted in Federico Fellini's epic film La Dolce Vita, where the bored rich sought shallow pleasures while studiously wearing their sunglasses at night, and the height of decadence was actually not a Ferrari but a Cadillac convertible 'the size of an apartment'. Fifty years on we can find no trace, but it's not hard to imagine Maria Damasio as one of the city's socialites who was continually pursued by the paparazzi - a term that was actually derived from the name of a character in the movie. If so, the Lusso was perhaps the perfect tool on Rome's then much-less-crowded roads for evading the hordes of Vespa-mounted photographers. We're unlikely to find any of those on the streets of Amersham, but it's nice to dream, and I don a pair of Ralph Lauren shades just in case.

The engine is well warmed up now so it's time to slip - trying hard to look like I do it every day - into the beautifully leather-trimmed but unpretentious low-back bucket seat. This is so of

















'The Colombo V12 is not a torquey motor and point-blank refuses to accelerate from less than 2500rpm'

its era and was widely copied (though in vinyl) for sale in Sixties speed shops. The same goes for the diamond-quilted black covering for the rear compartment's luggage area, which featured in any number of hot rods and specials well into the Seventies. Being buckets there's no adjustment for the seat backs, but sliding mine a couple of notches forward on the runners puts me in what feels like a perfectly tailored driving position: arms at just the right angle for long-term comfort and control, pedals exactly where my feet want them, and when my right hand drops to the gear knob it's on it without needing to look. Only the odd upright handbrake is a stretch and lean away beneath the dashboard. Leaning's easy though, because there's only a lap-belt fitted, possibly a hangover from the middle part of this car's life which was spent in America. Getting into character, what crosses my mind is that at least the belt won't crease my jacket, though I must sadly admit that was made in China, not Italy.

A blip of throttle brings a small shiver and a grin, then I slip the lever easily into first and head off in search of a tank of *benzina* because the gauge is hovering close to the zero mark. I'm immediately struck by how easy a car this is to drive. The whole legend that has grown up around Ferrari 250s suggests they are such highly strung thoroughbreds that the 250bhp 3.0-litre V12

will need an experienced jockey to tame it. Maybe it's different at the limit, but at normal road speeds the reality is that it's no harder to pilot than the Nineties Volvo I drove down in. The big difference is in the quality and amount of tactile feedback you get from the Ferrari's controls. That and the free-revving engine's enthusiasm that can quickly get you into trouble, compounded by the large and beautiful Veglia speedometer being in the right hand one of the two large binnacles in the centre of the dashboard, about 45 degrees from your line of sight and therefore virtually invisible once you do start to pile a bit of speed on. The nearer one contains the rev-counter and is barely any more readable on the move. Enzo was obviously more concerned that the driver kept an eye on his beloved engine's temperatures and oil pressure.

Filled up with Super, it's now time for the starting 'event'. Come on, it's a classic Ferrari, you're not going to simply turn a key; there should be a bit of theatre. So the key is turned halfway until you hear the faint whirr of the fuel pump, boot the throttle pedal to dump some fuel into the inlets, then push and turn the key the rest of the 180 degrees to engage the starter. The resulting snarl turns every head in the busy Shell station, though truth be told this car is never short of an audience.

Out of town and onto some empty roads it quickly becomes clear that although the Lusso is happy to potter along at 1500rpm without temperament, it's not a torquey motor and point-blank refuses

to accelerate from such revs. You have to drop to whichever gear in the four-speed box puts at least 2500rpm on the (also hard to see) dial, and then all those horses can be turned loose. Which is exactly how you'd expect to drive a car like this and it produces a heavenly mix of thrust and music from the engine. Having run up

like that through the gears just once I know why it appears that this car has never had a stereo fitted. Yes, it is a little noisy, but it's the a sound you could never tire of, though maybe a fifth gear wouldn't hurt for fast touring use.

The gearchange itself is meaty but precise, as is the clutch. I started to feel that in my left thigh after about an hour - it would probably be a bit sooner in Rome traffic - but it's no worse than you'd find in other properly fast cars of this era like Astons or E-types. Some might take a while to adapt to the Ferrari's floorhinged pedals but I have similar in my Alfa Spider so it felt normal. What I really loved was the sculpted cutouts in the far side of the gear knob, designed to fit your two middle fingers and make you hold the knob the correct way. It was such a lovely detail and felt so right that I immediately wanted one for the Alfa. Other than the cutouts it's just plain black plastic, but the perfect topping for the slim chrome stick protruding from the smallest possible leather boot. The Lusso's interior looks all the more stylish for not having the traditional shiny open gate, and that minimalist vibe carries through the rest of the cabin - simple things done expensively, like the finely etched finish on the solid spokes of the black-lined woodrim steering wheel. It's a work of art on its own and the kind of detail a moneyed Signora would appreciate.

> Using that wheel is a delight, too. Even without rack-and-pinion, Italians are very good at turning out steering systems that are smooth and full of feel, and that's exactly what you get in the Lusso. It's never heavy, even at crawling speed, and doesn't kick back over bumpy stuff. It combines perfectly with suspension that strikes a fine compromise between sporty and pliant - all the better to remain unruffled on period Italian roads, which could be far from smooth. There's nothing clever about it - in fact there are still parallel leaf springs at the back - but this was old technology that engineers knew how to get the best out of. I follow a modern BMW 5 Series for a while and it's picking its way slowly over speed bumps and potholes that the Ferrari barely registers.

> When I do try pushing things a bit on some quiet twisties the Lusso remains composed and predictable. The photos later show that it lists a bit in a tight turn but it never feels like that from behind the wheel. And even though once up in the power band it snaps into action with the slightest throttle press, eager to leap forward, and the grip is well matched to the power on offer. The all-disc brakes are similarly reassuring. Of course on this age of car you don't get the largest discs and calipers but it's also not a heavy car and I'd put its stopping ability on par - again - with my Alfa Romeo.

It does take a while to get used to the absence of outside mirrors, but they would spoil those clean lines a little and it's



250 LUSSO REALITIES



So you've got a million or so to invest in a 250 GT Lusso. But what are they like to look after and get parts for, and what is it likely to cost to run one? We asked James Cottingham of

DK Engineering to spill the beans. 'They're strong and durable cars. If one has been well restored and maintained you should only need to carry out annual servicing. Every few years that will need to include setting up the carburettors, brakes and suspension – a fine art. But on average you should get change out of £2000 for annual servicing.

'From the Sixties all 250-series Ferraris were similar mechanically, which has helped with the parts situation; and there's a good worldwide network for them. Ferrari keeps a good stock of parts and when something becomes needed someone will make it.

'The key is to buy the right car in the first place. You want something that's never been accident damaged, so a complete history file is important. Look out for corrosion, of course, and don't buy a Lusso without carrying out a compression test, because that's the first sign of engine issues and putting those right will be expensive.'



'It must have been quite a sight in mid-Sixties Rome, when Alitalia airplanes still had propellers'

common to see Lussos without them. The other oddity is the row of seven switches spread across the underside of the dashboard for all the minor controls. From a practical point of view it's plain daft - they point down and even if there are labels on their faces you can't see them from the driver's seat. For a first drive it's awkward - I never do find the light switch - but you'd learn them over time, and it does so suit the clean, minimal style of the interior.

Feeling cheeky I try the high-end De Vere Hotel at Chesham for a break and backdrop. Turns out they are classic friendly - their corporate-logo'd Minor Traveller is sitting by the front steps - and are pleased to see the Ferrari. It has that supermodel effect on everyone and one De Vere boss, who stops by on the way to his brand-new Range Rover, gets so excited that for a moment I think we have a customer.

I take some time to drink in some more details, like the clean Kamm tail that carries the large round tail-lights that have remained a Ferrari trademark to this day - this was the first model on which they were used.

Then there's the genius of Pininfarina's design games. No-one in their right minds would think of fitting a car with a front bumper that's only the width of the grille, then putting 'over-riders' on each wing beneath the sidelamps. Yet somehow it works and it's impossible to imagine the Lusso any other way.

This is also one of few cars that has been styled and finished all the way underneath, beyond the visibility point. Look at most cars from ground level and you see seams, rusty jacking points and other untidy resolutions, but not here.

I hit some traffic on the way back, and once again the Lusso takes it all in its stride. It gets hot but not too hot, and doesn't get cranky with it. A dual-carriageway blast quickly settles all the gauges back to normal levels, and restores the grin to my face that's been there for most of the day. I've met one of my heroes and not been disappointed in any way I couldn't easily

forgive. I can also now make a direct considered comparison between the 250 Lusso and the five-times-as-expensive 250 SWB I drove previously. Even if they were of equal value, the Lusso is the car I wish I could be bidding on at the RM Sotheby's auction in September. It's no wonder Signora Damasio enjoyed it to the full. It must have been quite a sight - and certainly a rare one - in mid-Sixties Rome when Alitalia planes still had propellers and a TR3A could still be a cool man-about-town's car.

To sum up, this isn't a Ferrari that dazzles with numbers. It doesn't do anything better than its stablemates but the sum of its parts and Pininfarina styling mastery add up to what I believe is the most complete, desirable and usable classic car there is. For me, at least. The 250 Lusso really does deliver The Sweet Life (*La Dolce Vita*). But it has aged immeasurably better than Fellini's film.

With thanks to RM Sotheby's, which will auction this car in Maranello in September, Torque Agency Group and DK Engineering.

1964 Ferrari 250 GT Lusso

Engine All-alloy 2953cc V12, sohc per bank, three Weber 32DCS twin-choke carburettors Power and torque 250bhp @ 7000rpm; 188lb ft @ 5500rpm Transmission Four-speed manual, rear-wheel drive Steering Worm and sector Suspension Front: independent by double wishbones, coil springs, telescopic dampers and anti-roll bar; Rear: live axle with semi-elliptic leaf springs and telescopic dampers Brakes Dunlop discs all round, servo-assistance Weight 1312kg (2889lb) Performance Top speed: 149mph; 0-60mph: 79sec Fuel consumption 17mpg Cost new £5607 Value now £1m-£1.5m

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n 1950 Guy Crossley-Meates was a 21-year-old with a motorcycle. His parents were concerned about the risks of two-wheeled transport and attempted to encourage him onto four wheels instead. 'I knew of the BMW marque, I admired the 328's beautiful lines and had read about its fantastic performance,' says Guy. 'So we sought one out and I named her Zoe.' She and her new owner began a long and happy life together, touring abroad, competing in speed hillclimbs, and taking part in classic reliability trials. For quite a number of years, Zoe was Guy's everyday transport.

'She has given more than 70,000 miles of pleasure from her outstanding handling characteristics. I felt she deserved a facelift in her old age which, because of her rarity, implied a thorough and sympathetic mechanical strip-down and rebuild.'

It is a rare car - just 460-odd BMW 328s were built at Eisenach between 1936 and 1940. Of those, only 48 were imported to Britain with right-hand drive and sold as Frazer Nash-BMWs. However, rarity didn't save this example from the ravages of time and when Guy sent the car to Thornley Kelham in south Gloucestershire, hopes of restricting the project to the mechanical aspects of the car soon faded.

'It became a full nut-and-bolt restoration,' says Guy. 'Going back to a bare chassis, it's taken just over two years to complete. Thornley Kelham concentrated on preserving the car's originality while returning Zoe as close as is possible to her new condition in 1937.'

The task becomes clear

Zoe arrived at the workshop after some years away from regular use and in non-running condition, though with no known major faults. The 328 is based on two large-diameter steel chassis tubes on top of which sits a body tub made from a wooden frame with an aluminium skin. The bonnet and door skins are also aluminium while those long flowing wings are made of steel. And while aluminium may not rust, it can corrode and sustain other damage, as well as concealing what lies beneath.

'We were a bit dismayed at what we found,' says Simon Thornley. 'For a start, the aluminium on large parts of the tub was too far gone to re-use,' says Simon. 'The wood frame had survived rather better but certain areas were clearly rotten.' Elsewhere, the wings, tub and badly battered aluminium belly pans were





Low Point

'Guy had hoped we could do a mechanical rebuild and a bit of light preservation, but when we saw the damage to the aluminium and wood we knew it would be a lot more involved'

carefully laid to one side while the oily bits were exposed. Thornley Kelham's team removed the advanced BMW 2-litre straight-six engine and its four-speed synchromesh gearbox, the independent front suspension and the back axle, reducing little roadster to bare poles. While some components had survived incredibly well (there was hardly any rust

in the chassis tubes, for instance), eight decades of wear had clearly taken their toll.

Body beautiful - more than skin deep

The body's wooden frame went to Thornley Kelham's favoured ash-work specialist, Alan Swanson.

'It's actually made in beech, not ash, which seems to have been BMW's choice in those days. It's a very tough, hard wood - I reckon about 95% of the frame was rescued,' he says.

The area under one door had rotted completely and been crudely replaced with a piece of mahogany, with nothing at all under the base of the B-post, but that rail was the only entirely new section. Elsewhere, Swanson was able to plane off damaged wood, glue on new beech and shape it to fit.

A glut of work for Thornley Kelham's own metalworking team meant that the body tub then departed to another sub-contractor, GP Panelwork in Bracknell, Berkshire. Sadly, the tub's skin offered very little original metal worth saving, so the decision was taken to create a new one. The steel wings were repaired at Thornley Kelham where Tom Wilkes took on a challenging bit of aluminium work - the bonnet.

'The swage lines didn't meet the ones in the body, it was short in various places and it was dented,' says Wilkes. 'They weren't made to the same standards people expect of a good restoration today and when you add in 60 or 70 years of being opened and shut, removed and re-fitted, you've got brackets wearing, holes moving or enlarging...'























He trails off, recalling the nervestretching patience required to get it absolutely right. 'If I said we'd had it on and off again 100 times, I'd probably be 100 out.'

Wilkes had to move the swage line down so it ran perfectly into the body. This involved cutting, dressing and re-welding both sides of the bonnet before re-forming the swages, but before even this could be done he had to weld a two-inch strip right the way around the edge. Making the panel oversized

meant it could be cut and filed to a perfect fit - once the contours of the edges were right.

Wilkes used an old-school technique he'd learned when making bonnets at the Morgan Motor Company. 'I put oil on the large steel roller in our workshop and massaged the edge of the panel by moving it back and forth while leaning on it gently. It's such a large, fragile piece I had to have someone holding the other end of it the whole time.'

One other glimpse of the skills directed at Zoe's bodywork is provided by Wilkes' solution to dents. Do you shrink it? Heat it and whack it flat? No, you chase the bulge all the way to the edge.

'I moved a big dent to the edge of a panel by using a slapper, a kind of heavy flat bar with a kink in it. It took about 45 minutes to get it there and then I just had to worry about dressing the edge.'

Wilkes also made special tools to straighten the bonnet louvres, another feature that was less than perfect when new. With every part of the bodywork subject to this kind of attention to detail, the time invested becomes frightening.

Re-engineering the engine

The BMW 328's six-cylinder engine was a potent unit for its time, featuring hemispherical combustion chambers. At first glance looks like a twin-cam, but actually relies on just one camshaft in the side of the

block. Pushrods rise up to one rocker shaft controlling the inlet valves and actuating other rods that cross the head to the second rocker shaft, opening the exhausts.

Developments and improvements made to the BMW engine by Bristol have long since been an advantage to 328 owners and Zoe arrived at Thornley Kelham with a Bristol cylinder head. Danny Kerger worked on the engine.

'The cylinder head looked like it could be saved, but the bottom end was just too corroded. The cylinder block is a new Crosthwaite and Gardiner BMW 328 item with a new crankshaft, con-rods and pistons matched to it. After a skim and new valve seats the head was ready.'

Bristol and BMW items are not quite a straight swap, as Kerger explains. 'The distributor tower's fixing has to be modified because the holes in the bracket don't line

High Point

'Winning Best in Show at the City Concours. It was great see how happy it made Guy and his wife Minnie, and how humbled they were by the applause from the other competitors' up,' he says. 'You also need to cut and re-weld the thermostat housing on top of a Bristol water pump to get it to line up with the outlet for the BMW's radiator.'

Other Bristol improvements added during the rebuild included a stronger oil pump, requiring the sump to be an inch deeper.

'We sliced the bottom off and welded in an extension strip,' says Kerger. 'We also fitted a Bristol crank pulley with a damper inside and machined the block to accept a

lip seal for the crankshaft rather than the scroll that's there as standard?

Getting the power to the wheels

Like the engine, the gearbox rebuild was influenced by the use of Bristol parts. Those triple Solex 32s and the Bristol camshaft boost the power and over decades of experience, BMW 328 owners have learned the hard way that damage can ensue. Danny Kerger explains the solution, 'Third gear has a single keyway for the whole gear, so we cut another one on the opposite side to make sure it kept hold of the shaft.'

The other gears were serviceable despite such a long and active life, though the synchromesh (third and top gear only) needed replacing. They are not brass or phosphor-bronze cones on these BMW 'boxes, but little iron castings with steel tapers inside. Parts for the 328 and related models are not extinct but what is available is certainly patchy. For items like the synchromesh and other parts used in the driveline and running gear, Thornley Kelham worked with a German specialist called Feierabend, based in Würzburg.

They supplied new gearbox bearings throughout, with input and output shafts machined or sleeved to take modern seals. Elsewhere on the chassis, the old kingpins and steering ball-joints were too worn to save though the steering rack was successfully refurbished, as were the piston-type dampers in the

front suspension. Brake drums were skimmed and re-shoed.

Danny Kerger explains one final challenge - how to set up the clutch on a BMW 328. 'It has three sprung arms acting on the pressure plate, and unless they're all pushing at the same rate you'll get clutch judder. So you clamp the clutch down on the flywheel, lay it flat on the milling machine where it's easy to measure the heights, and then adjust each arm on a thread until they're exactly the same.'

MY FAVOURITE TOOL



Jason Wilkins keeps his SATA spray gun in a locked strongbox, in a locked paint room, in a locked workshop building. That and its as-new condition (it's eight years old) should tell you how much he cares for it. 'DeVilbiss make very good guns, but only SATA actually grind in the needle to the fluid tip and test each gun. The fan they produce is totally consistent. You can buy the whole gun for £400-£500 or new air caps, or tips and needles for about £130. Bargain.'

Painting and perfecting

Jason Wilkins is Thornley Kelham's head painter. He sprayed the car in stages but with as much done at once as was possible, for reasons that seem obvious when Wilkins explains them. 'We had the body tub in one spray booth and the wings, nose and doors in another. We wanted to make sure they were



painted with the same batch of paint from the same gun, held by the same painter, to remove as many variables as we could.

Only the bonnet and spats were done later, because they needed to be filed in raw aluminium after being sized against the fully assembled body for perfect gaps. With two coats of direct gloss on the primer, the car was rubbed down and another two coats applied. Then came Wilkins' highly specific approach to getting a perfect finish - first remove any hints of orange peel or tiny dust motes trapped in the paint with P1200 paper, then repeat with P1500 and P2000, all used wet and rubbed by hand. Moving to a DA sander, Wilkins then uses 3M Trizact - equivalent to P3000. Finally, a cutting compound and then polish on the DA's mop revealed the deep and even shine Wilkins was after.

The hood, side-screens and tonneau cover were tackled by Gary Wright Coachtrimming. That ox-blood leather is Italian, and to return the seats to useable condition they were reduced to bare frames.

The chrome trim was almost all saved and re-used, albeit with some minor compromises - that long strip on the bonnet was heavily pitted and by the time the pitting was sanded away, the strip had lost a lot of its meat. It was just about re-usable.

The last leg

Jim Hodges took charge of the build-up process - a lot more involved than simply assembling the parts of a kit. One early task was the creation and fitting of the windscreen assembly while replacing the hopelessly scratched old glass. 'I made templates out of plywood of the right thickness so we could have the glass cut exactly to size, but also so I could get on with making the hood seal against the windscreen,' he says.

That's a big ask - the screen has no top frame and the hood just pulls down onto the glass, meeting it with a rubber extrusion. Or it does if the catches in the hood work; these didn't, meaning more problem-solving for Hodges as he remade them and the posts they fastened on to. 'The doors were tricky too, because I had to hide shims behind the hinges to get a perfect fit and the front wings were a nightmare - they're very long and not very stiff so it took two or three of us to offer them up, and there are 15 bolts each side.'

Paul Northcott stepped in to fit the loom, but before he could do that, he had to create it. From scratch.

'The car had its wiring stripped out when it arrived,' he says. 'I constructed a loom from a wiring diagram using the right cotton-braid cables for the period. Luckily I'd done one for a 328 before, so with a bit of memory it wasn't impossible.' As Zoe neared completion in April 2017, she was invited for display in the foyer of the RAC Club. While there, she was admired by an organiser of the City Concours event and duly invited. The result? Best in Show.

To say that Zoe's facelift is a success is an understatement, so the last word should go to her protector over these last 67 years. 'Thornley Kelham's patient attention to detail is such that she should last for at least another 80 years.'

Thanks to John Giles for his assistance with the project

After eight decades
– the majority of
which saw Zoe used
regularly – a painstaking
restoration has
extended her life by the
same amount again,
according to her ultralong-term owner







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[Life Cycle]

The life story of an Additional Control of the life story of the life story

This roadster has been with Trevor Hunt since day one of the Sixties as a fun car, racer, hard-working banger and now a restored and cherished classic

Words SAM DAWSON Photography JAMES PARDON

hen I was 16 in 1958 my dad bought me a 200cc Triumph Tiger Cub,' recalls Trevor Hunt as he leafs through old photographs in his rural Somerset home. 'Although I grew up in this village, my family came from Derby where we ran a busy tobacconist and post office in a large council estate, so I used to travel up and down the Fosse Way on it in a time before motorways. I had the only crash I've ever had in my life on that bike. A friend was riding pillion on the road to Cheddar when a coal lorry suddenly came out of a narrow bend.

'My dad said, "Whatever I say you're going to ride fast so you'll need the right bike." The Triumph was replaced by a 500cc Velocette Venom. This was the TT-winning superbike of its era, very fast for a

We had nowhere to go.

16-year-old lad. My mum absolutely hated it and talked my dad into getting me a car instead. We looked at secondhand options but in December 1959 we saw this MGA on a plinth in the window of Kennings MG in Derby. We bought it, with delivery scheduled for January 1, 1960 - although whoever writes the DVLA's software hasn't taken into account the fact that New Year's Day never used to be a public holiday, so the car's registration date has since been backdated to December 31, 1959...'

1962 - racing at Silverstone

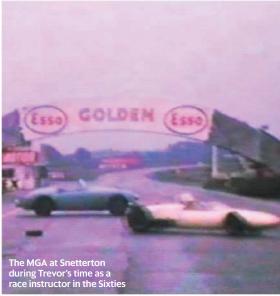
'The MG was a great car to own as a teenager - a great bird-puller, plus I got invited to loads of parties because of it,' Hunt recalls. 'But in 1962, aged 19, I fancied getting into motor sport. I only raced the MG once, at Silverstone in a club race, and finished second out of 29 cars. The winner was a works MGA Twin Cam. I later found out that the drivers I'd beaten











included Jem Marsh, co-founder of Marcos, who was driving one of his own creations. This impressed Jim Russell, founder of what is now the biggest race school in the world. He took me on as a volunteer race instructor at Snetterton, where I'd occasionally race Formula Juniors, and he taught me all about the "Russell Line" – a rule by which you apex the corner early on anything wider than 45 degrees. You'd be amazed how variable professional racing drivers are with their cornering lines. Nowadays Jenson Button drives closest to the Russell Line.

'At the time I was working at Snetterton at weekends and in the family shop during the week. The MG was a second, fun car. I'd drive it down to the track but I commuted in a Mini I shared with the rest of the family, while my dad had a Jaguar Mk2 3.4.

'I made my first modifications to the car in 1962. I read in a car magazine about heavy-duty lightweight glassfibre replacement wings and was reminded of what Colin Chapman always said about "adding lightness". Cars used to rust badly back then and the wings would always be the first bits to go. If replacing them helped to make the car lighter and faster at the same time, so much the better. I also bought a hardtop that had a plug-in ceiling light.

'These modifications were followed in 1963 by a headlamp flasher controlled by a toggle switch sticking out of the central speaker grille, plus another toggle switch for the indicators. I never liked the original rotary knob because you couldn't flick it with your fingertips while steering.'

1967 - load-lugging on holiday

'My soon-to-be-wife Joyce and I started caravanning with the MG,' continues Hunt, recalling a trip up to Derwentwater in 1967. 'The car started misfiring. I knew it was the condenser at fault so I stopped at the BMC agent in Kendal and asked if they had one. They didn't but I asked if they had one for a Morris Oxford, which they did - and they're exactly the same.

'I went back to the campsite, took the grub screw off the distributor and promptly lost it in the long grass. Thankfully, I had some wood screws and washers from a pop-riveter with me, so I bodged it back together. I told Joyce I'd fit the condenser properly as soon as we got back to Derby. When I first restored the car ten years later the bodge was still there. 'When we married in 1968 we had two cars: my MG and Joyce's Reliant three-wheeler. I'd take the Reliant to the cash-and-carry to pick up stock because its boot was much bigger than the MGA's. Also the MG had become a right rotbox despite being just eight years old and fitted with glassfibre wings.

'We still took it on holiday because it was the only thing we had with enough torque to tow the caravan. In 1968 we took it to Austria at what turned out to be a scary time. The Russians invaded Czechoslovakia in an attempt to oust Alexander Dubček after the Prague Spring, and everywhere we went there were Czechs fleeing the opposite way. On many roads our MG was the only car heading east.

'It was a difficult holiday. The caravan lost a wheel on the way to Dover and I had to fit it with the car's spare. On the way back the MG broke a rear spring in Saint-Dizier, just east of Paris. The RAC sent out a new spring but the French railway service managed to lose it. When we managed to get one we drove straight back to Derby.'

1970 - seeing off Capri and E-type rivals

'The MG was in a very bad way by 1970. However, I'd started my own business and was doing well, so I fancied replacing it with a new Ford Capri. Prime Minister Edward Heath had just abolished Retail Price Maintenance, thereby legalising discounting, so cars were being sold at below list price.

"The new Capri was £1450, £180 below list. I had intended to trade in the MG, but even with the discount the main Derby Ford dealership only offered me £200 off. I asked if that meant they valued the MG at only £20. Their response was, "Yes, to be honest we'll just scrap it." I thought, in that case I'll keep it.

'I retired the MG and didn't do anything with it for five years other than making sure the engine still turned over. The Capri was awful. It was a V4, the shortest engine on offer installed under a bonnet designed for straight-fours and 3.0-litre V6s, so it had a very light front end that would change direction alarmingly on motorways in high winds. I had to pack concrete into the front valance to weigh it down.

'In 1975 I bought the car I'd always wanted, a Jaguar E-type. It was right at the end of the production run when they were being discounted to make way for the new XJ-S. My E-type was a bronze V12 from Sytner in























Nottingham. Unfortunately, the fuel system proved to be horrendously unreliable and when I opened the bonnet to fix it I saw its spider's web of pipes and thought, "No way".

'So my thoughts turned back to the MG and I began its first rebuild. In 1978 we moved down to Weston-super-Mare, then in 1983 we went back to the Somerset village I grew up in. The MG followed in varying states of disrepair.'

1991 - 'it lacks integrity'

'By the time I finally settled back in Somerset the glassfibre wings were the best parts of the car,' laughs Hunt. 'I felt it was scruffy but roadworthy and in 1991 I remember taking my youngest son out in it for a run to Cheddar, pushing it a bit, before restorer Alan Peace took a look at it.

"The body always looked good - the wings were obviously rust-free and the scuttle and boot panels were pretty solid. But after putting the car on ramps and checking the chassis Peace told me, "It lacks integrity." I felt I daren't drive it and left it with him to restore. He took his time - it was 1997 when he finally finished. It was an emotional moment, though, seeing it coming up the drive as good as new.

'A year later I went to see Mum and Dad in Westonsuper-Mare and took Mum out for a drive. While we were out the mileometer clicked round to 77,777 so we pulled to the side of the road and took a photo.' The restored MG also made it into fiction. 'I'm a published author,' says Hunt, holding up a copy of his 2005 collection *Ibiza Shorts*, set among the island's British expat community. 'In the story *Sancho's Heart Attack* a retired Yorkshire cricketer drives this MGA on D-roads through France and Spain. I've made that journey myself, though admittedly not in this car.'

2012 - upgrades begin... again

'I figured it needed some upgrades to make it easier to use,' says Hunt, 'so I sent it to Ratcliffe Brothers to fit hardened valves, an alternator, digital ignition and a five-speed gearbox, plus chrome wire wheels because they look better. I wanted to drive the car more and fettling the old SU carburettors was a hard job so they were replaced. It now runs on unleaded petrol and is faster and more powerful than when it was new and handles better thanks to extra chassis cross-bracing.

'In 2015 it received its third respray, courtesy of Wessex Purchase, which used two-pack Iris Blue paint - 90 per cent of its mixture is white.

'It was the first car to cross the bridge in the Somerset village of Bagley after it had been closed for many years. Local MP Tessa Munt officiated at the re-opening ceremony and was in the passenger seat.

'Nowadays I love driving the car. I've got a particular route I like: down to Cheddar Gorge then off to the village of Priddy, over Glastonbury Tor and the Vale of Avalon. In an open car it's absolutely perfect.'



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've been in the motor business since I was 16 years old,' says David Howes as he heaves open the doors of the large barn behind his secluded, self-renovated Buckinghamshire farmhouse. 'And in the case of nearly every one of my cars, I'm their second owner. I'd come across them in the course of buying nice secondhand vehicles to trade. Often they'd be a little bit too old or unusual for people to want to run, but far too good to scrap, so I'd take them in simply because I hate to see waste.'

You may recognise Howes from a previous issue of *Classic Cars* - he was the creator and driver of 'The Beast', the fearsome AMC Javelin touring-car he campaigned in the British Saloon Car Championship while he ran the UK's only AMC dealership back in the Seventies. The Javelin is currently contesting historic race series in the hands of new owner Marc Devis. 'It's one of only two of my own cars that I've ever sold in 40 years, the other being a Jaguar E-type when I needed some money to do some work on the house, but that's it,' says Howes.

'Originally I wanted to be an agricultural engineer, because I

had spent some time on a farm when I was young and loved tractors. I left school aged 15 and was apprenticed to Ferguson in Tring, Hertfordshire. But after a year the company suddenly upped sticks and moved 20 miles away. I was too young for a motorbike to commute, and there were no buses for the journey. However, Stirling Moss - a big influence on me back then - lived in Tring in 1956-57 and Triumph TR2s had the same engines as Ferguson tractors, so I figured my skills would be transferable...

'Alan Moore, a friend of the family, had a garage and raced with Archie Scott-Brown. He'd heard I'd lost my job and took me in. I worked on sports cars for four years - BMW 328s, Jaguar XK120s, Frazer Nash Le Mans Replicas - I even had to fetch an Invicta once. And once I'd established myself as a mechanic I set up Howes Motors with my brother in 1967, which went on to become a dealership.'

Austin Seven Chummy Tourer

The had this car since 1961, says Howes of the oldest car in his collection. I bought it for my wife two years before we were married – it came as a pair with a stationary engine for £200. I acquired it from another friend with a garage business. I'd called round, he was getting rid of things he didn't need because he'd run out of room and I asked, What's that thing in the corner?'

'It was yellow and black when I first got it - all Chummies were two-tone - but the logbook said it was red and black. My wife never actually drove it, so for 50 years it just sat in a barn. I didn't get around to touching it until four years ago, when I repainted it in its original colours.

'It's totally original mechanically and structurally, to such a degree that it still has a stencilled number on the rear of the chassis from 92 years ago. The mileometer shows 5077 miles, which isn't trustworthy, but then again it was built in 1925 and registered in Devon, and in those days people only did small mileages. I don't know much about its ownership before my friend acquired it. The chairman of the owners' club couldn't believe its condition though, which suggests it was well looked-after and only used sparingly.'

Jaguar XK150

The XK150 is another totally original car, says Howes. He's known the coupé since it was new. 'I went with my future father-in-law to buy this car,' he recalls. 'It was advertised in *The Autocar* in March 1961 and had been a customer demonstrator at a dealership

'I've also got the only unused original set of spare Jaguar XK150 doors and wings in the world'

on the Winchester bypass. He wanted it because it's an automatic and he had a gammy leg. It was built in September 1960, one of the last XK150s made before the E-type came out, and was heavily discounted. I guess it wasn't everyone's cup of tea.

'Sadly, he died in 1965 when the car was just five years old. My brother-in-law didn't want to keep it so I bought it. I only did one proper trip in it - ten days in Ireland in 1966. But I was just too busy setting up the business to do anything more with it, so I put it away and haven't used it again. It's still got its 1967-expiry tax disc

in the windscreen.

'Water has since got into the cylinder bores and seized the engine, but it's the next in line for restoration. I might get Jaguar Classic to do it - I've been to see what they do in Coventry, and Jaguar Classic was very taken with the car's story. Back in those days you could take your car to Browns Lane for servicing - Lofty England was the service manager in 1962-63 - and I remember driving it up there, before the M1 had been built, so it would be going home.

The also got the only unused original set of spare XK150 doors and wings in the world, adds Howes, gesturing up to the barn's loft. Thought them from Henleys Jaguar back in the Sixties when they told me, "You won't be able to get these for much longer." They were £104 - I've still got the invoice. Jaguar Classic is going to

laser-scan them so they can be reproduced?

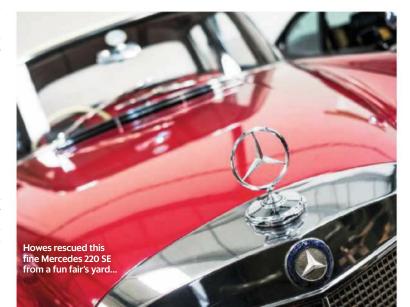
GETTING THEM RUNNING

'As you can see, many of them aren't actually running at the moment.' Howes notes. 'However, they're all essentially pending restoration. Having my experience in the motor trade helps when I want to get something on the road, as does having a well-stocked set of tools and spares - I've never thrown anything away. However, I also employ Giles Daniels, an old friend of the family, to help out around the place, and we restore cars together as a hobby."

Mercedes-Benz 220 SE

'This is a one-owner car with just 59,000 miles on the clock, totally original upholstery, all its service stamps in the driver's door jamb, and it'll do 100mph,' says Howes as he recalls the reasons that led him to a fairground yard in the early Seventies.

'Stanley Thurston owned a fairground in Bedford and I was there picking up some secondhand cars I'd bought for the dealership when I noticed this sitting in the corner of his yard. I enquired about it and a lady said, "Oh, that bloody old thing,











The Collector David Howes

you wouldn't want that!" I had a bit of a haggle and £300 later it was mine. It needed a respray because it had faded and it's now in need of a mechanical refresh, but it would only take a day to do it. It ought to be done, actually, because it's such a lovely car.

'I didn't get to drive it much because various pals of mine had a habit of borrowing it. One mate had it for four months once - I thought he'd never bring it back.'

Morris Minor

Howes is particularly pleased with the rarity of this early 'high-lamp' Morris Minor. 'It's a 1952, early badge style, split-screen and sidevalve engine,' he points out enthusiastically. 'It was bought in Dunstable by a gentleman who had it serviced at our garage. We had petrol pumps out at the front in those days and he'd stop once a

month to put four gallons in, so I knew that it was hardly used but was well-maintained.

'I said "When you want to part with it, I'll have it," but when he put it up for sale everyone in the village of Eaton Bray wanted it because it was well known that he never drove it in the rain, kept it in a heated garage and always seemed to be polishing it.

'It has an aftermarket heater driven off the fan belt too. As you can imagine, it's never needed any restoration work, just routine servicing and new tyres.'

President Eisenhower's Willys Jeep

'This was President Dwight D Eisenhower's Jeep, and the only car I've ever spent big money on' says Howes of his most prized vehicle. 'It's a Willys - I've got a Ford too, which I bought to do a practice restoration on because I didn't want to jeopardise the patina and history of this one.

'I bought it in 1978 at an auction down in the West Country. When Howes Motors had a Jeep franchise we used to advertise in the *Sunday Times*, and I saw a one-line advert in the paper's classifieds stating Eisenhower's Jeep would be sold by the National Trust in ten days' time. I figured it would be a good promotional tool for the business.

'It ran well but there was a lot of rust. Someone had attempted a restoration and it was full of filler. The leather is original, and I certainly didn't want to lose that because that's where Eisenhower sat. All the body panels were saved in the end, apart from a small section of the front floor - I sent it away to a coachbuilder in Bicester for that. I had to keep it as original as possible otherwise if you use all-new panels you're just left with a copy.

'It was presented to Eisenhower as a thank-you in 1946 by the National Trust for Scotland along with the upper floor of Culzean Castle - where he stayed during World War Two. I have correspondence between Eisenhower and the National Trust about this car, because it was prepared to offer him any car to use at Culzean, including limousines, but he deliberately chose the Jeep because it was small, practical and easy to maintain. He comes across in his letters as a very humble, polite man who was genuinely overawed by the kindness being shown.'

Ford Capri 3.0S

'This is a 1976 car that I bought in 1982 when it was six years old,' says Howes of his striking JPS-liveried Capri S. 'It wasn't a trade-in, but bought at auction. I used to buy ten cars at a time from an auction house in Northampton and this



one came up. One owner from new, Ziebarted from new and it came with full service history - where would I find another, especially a 3.0S? It cost me £2500. All the other motor traders thought I must be mad. It was a very similar story with my Vauxhall Royale, which cost me £5000.

'The only thing I didn't like about this Capri was the aftermarket glass sunroof, although that's a period detail now - at the time people cut holes in the roof of all sorts of cars. The same goes for its Revolution alloy wheels. But it's a lovely car. It could do with better brakes, but it's a lot of fun, especially when you hang the tail out.'

Chrysler DeSoto

'What could I say? It was there and I just couldn't walk away...' says Howes of the most imposing car in his collection. 'It's a very unusual car, built in 1929 by Chrysler in the US then shipped to Australia where it was bodied by Holden, before Holden became a General Motors brand. It comes from a very dry part of Australia, so there's no rust.

'It came to the UK 20 years ago and was used by a friend of a friend of mine as a wedding car. He was selling his business, but I had to have this car.

'Nowadays it's probably worth about £20k, but it's such good value for an American tourer of the art-deco era. It'll run all day without trouble, and mechanically it's so simple. It's not my usual style if I'm honest, but I love its engineering. It will pull away from 10mph in top gear, its battery is no bigger than an Austin 7's even though it has to start a big six-cylinder engine, and you can test its water temperature gauge by dipping it in a kettle.

'As you might have guessed, it wasn't always white. When it came to this country it was two-tone green. It's got a fabulously strong chassis, and will happily sit at 50mph.'

What's next?

'I have an awful lot of restoration projects - I've just finished my Triumph TR3 which I've been driving a lot lately - so I wouldn't look to add to the collection,' says Howes. 'I'll just continue to get these cars back on the road - I've got the time to do it now I've retired. The XK150 will be next, and I've also got a pair of Jaguar Mk2s from which one very good 3.8-litre can be built. Then there's the Scimitar GTE - that's a fairly easy

project - and another Austin Seven that's scruffy but sound. They'll get done eventually - it's why I saved them in the first place.'



ALL THE CARS

1925 Austin Seven Chummy 1929 Chrysler DeSoto Holden Tourer 1938 Austin Seven Cabriolet 1945 Ford Jeep 1946 Willys Jeep 1948 Rover 14 1952 Morris Minor 1956 Triumph TR3 1960 Mercedes-Benz 220SE 1960 Jaguar XK150 Jaguar Mk2 2.4 Jaguar Mk2 3.8 1966 Rambler Ambassador Convertible 1973 Ford Cortina 1600L 1976 Ford Capri 3 0S 1976 Reliant Scimitar GTE SE6a 1980 Vauxhall Royale 1991 Land-Rover Defender











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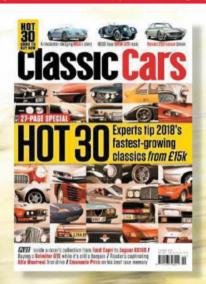
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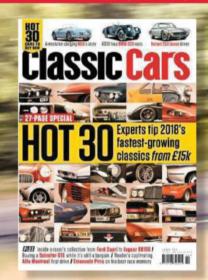
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As prices start to move, now is the time for a GT bargain words MALCOLM MCKAY Photography TOM WOOD

espite being fast, fun, practical, durable, immensely strong and surely the car that has enjoyed the longest and most faithful Royal patronage, Scimitar GTEs have remained stubbornly cheap. They offer brilliant value for money and pundits have tipped them for decades as bargain classics. Princess Anne still owns and drives Middlebridge no.5 and supports the excellent Reliant Sabre Scimitar Owners' Club (RSSOC), which you really ought to join if you're thinking of buying one.

But increasing numbers of GTEs are being restored by enthusiasts and professionally, and this is finally having an effect on prices, with cars at both ends of production - SE5s and Middlebridge - showing significant upward trends, so you'll need to act soon if you want one. Really good cars are few and far between and unless you're happy with a project car it's worth seeking out the best you can find because restoration costs still exceed final values.

Nigel Palmer at QRG knows Scimitars inside out, supplying a vast range of parts and rebuilding them.

[What to pay]

Prices of the SE5/6 are led by condition and specification rather than model or year. Examples of all in need of restoration can be picked up for £500, really good examples are £4k-5k. while exceptional cars in high spec with a good history and colour scheme can command well over £10k or even £20k. An exceptional, fully-restored Middlebridge has sold for more than £30k but £15k-20k is more normal for a really good example and £8k-12k for a good running example. Rough projects are £4k-5k.

With a vast stock of secondhand parts, Graham Walker and his team have more than 30 years' experience of repairing, restoring and selling Scimitars. Finally, Jim Pace is SE5/5a Registrar of the RSSOC.

Which one to choose?

▶ SE5 1968-71 A brilliant enlargement by Ogle's Tom Karen of the V6 Scimitar Coupé with an all-new chassis by ex-BRM designer John Crosthwaite, the sports estate SE5 pioneered split-folding rear seats and a rear wiper. An electric radiator fan replaced the mechanical unit early in production. These cars have durable glassfibre bodywork and black (or tan from 1971) trim. The lusty 144bhp Ford Essex V6 gave 115/111mph and 10.2/11.3sec 0-60mph (manual/auto) and high gearing gave reasonable fuel economy; 2469 were built.

▶ SE5a 1971-75 Smoother and quieter, the 5a could top 120mph and do 0-60mph in 8.7sec. You could have beige interior trim, and electric windows were often fitted. In 1972 power went up by 7bhp; 6635 were built. ▶ SE6 1975-76 Reliant sharpened styling and made

the GTE longer and wider for 1976, adding 4in to the wheelbase and 3in to the track. Dramatically improved



rear seat space with bigger doors, moulded bumpers and better soundproofing added less than 100kg but (with emissions modifications) this took the edge off performance; 543 were built.

▶ SE6a 1976-80 A stronger scuttle, stiffer front springs and improved brakes and power steering; 3877 built.

▶ **SE6b 1980-86** Reliant followed Ford in fitting the Cologne 2.8 V6. A scuttle hoop improved stiffness while a simpler grille, side rubbing strips and bigger front spoiler were distinguishing features. Cooling was also improved. Chassis galvanising was adopted in 1981; 437 were built plus 442 GTC convertibles.

▶ Middlebridge 1989-90 Middlebridge bought the rights to the GTE and GTC and began production in 1989 with a 2.9 injected Ford V6 with a five-speed manual or four-speed auto and uprated suspension. One GTC and 77 GTEs were built before Middlebridge failed; Graham Walker assembled a few more.

Rot is the most likely cause of a Scimitar's demise, even though the entire body is glassfibre. The chassis is immensely strong, as is the tubular rollover protection bonded into the body, but neither is

immune to rust. Some can be repaired in situ but if rot is severe, especially on the top faces of the main rails (check for swelling/layering rust oxide between the top of the chassis rail and the glassfibre above), removing the body is the only option. Graham Walker sells galvanised rebuilt SE5a chassis for £2640, while QRG has new original galvanised 6b chassis at £3k.

Other areas to check on the chassis are the front box metalwork around the radiator and bumper mounts (remove spare wheel to check), SE6-on bottom front wishbone brackets (cracks and rot here can be dangerous), chassis side rails and chassis outriggers - especially the round ones in front of the rear wheels that carry the radius arm mounts and bolt to the rollover bars - plus the links between chassis and rear seat belt mounts and the rear diagonals either side of the fuel tank. All the steel reinforcements in the body can suffer from condensation leading to rust. As well as the rollover protection, the A-posts, sills on 5/5a (bulging sills are a sure sign of rot), window apertures and door hinge supports inside the doors can rot.

It's all labour-intensive to repair: typical replacement of both A-posts at QRG costs £1800. The top of the

It may have glassfibre bodywork but rust is still the Scimitar's most deadly enemy if it takes hold in the chassis or the tubular rollover protection inside the body



'Prices of both early and late cars are showing significant upward trends, so act soon if you want one'

Ford's Essex and Cologne V6 engines are robust and reliable units, and



huge 75/90-litre fuel tank is another favourite rot spot. as are the heater fan boxes behind the headlights on SE6 and later. A new fuel tank is £430. Chassis were galvanised from 1981 (including Middlebridge) but the fixings are mild steel and can still rot.

Glassfibre bodywork is durable, but crazing from stress and impact damage is unsightly and timeconsuming to eradicate, making a respray potentially more expensive than on a steel-bodied car. Check for poor repairs. New panels are available.

Trim items unique to the GTE can be hard or impossible to find, though the situation is improving: formerly unobtainable SE5/5a rear bumpers are available as a car set in stainless steel for £900.

Interior trim is mostly unobtainable new. Soft trim can be refurbished, replaced or upgraded by a competent trimmer; it was black vinyl only at first, though leather (and tan) soon became optional on the SE5, then blue on the SE6. More options followed.

The 5a had a vacuum-formed dashboard that's prone to cracking and is unobtainable new; glassfibre replacements have been produced in the past, and Walker has a few salvageable secondhand originals.

Engine The low-revving Essex V6 has few weaknesses beyond its fibre timing gear, which eventually strips. For decades only noisy steel replacements were available, but current alloy replacements (£199) are '50 per cent quieter than steel, but still 50 per cent noisier than the originals', says Nigel Palmer. Without additives cylinder heads will need hardened valve seat inserts if you habitually drive much over 3000rpm.

The Cologne 2.8 V6 on the SE6b is less torquey but more free-revving, so Reliant fitted a lower axle ratio; Middlebridge used the injected 2.9 version. Expect 40-plus psi oil pressure at 2000rpm hot. Poor performance is usually down to a worn camshaft; cams and followers wear quickly if oil changes are neglected. All engine parts are available and a specialist rebuild of a worn engine costs £3.5k-6k.

Overall gearing was high, especially on the automatic. This was initially the ubiquitous Borg Warner 35, which suited the car well and is cheap and easy to rebuild at about £750. A Ford C3 automatic box replaced it during SE5a production, which can be rebuilt by a specialist for around £1500. Manual cars used a Ford gearbox with overdrive on third and top, giving six useful ratios and 2700rpm at 70mph. A dragging clutch may mean





a bent clutch release fork, a gearbox-out job. Budget £600-1500 for a gearbox rebuild if needed, plus fitting. Middlebridge used the Ford Type 9 five-speed.

Brakes were excellent, with servo assistance and dual circuit by the SE6. The front discs were unique on SE6s but are available new from specialists, and new Girling calipers for SE5-6 have been reintroduced at £107 each.

Cooling system becomes marginal over time. A new radiator should fix overheating, but simply installing a new or bigger electric fan won't. The SE6 and 6a benefit from adding an expansion bottle.

Suspension is derived from the Triumph TR6 at the front and is at the limit of its load capability, requiring frequent lubrication and bush replacement; Polybush conversion is worthwhile. Radius arms, coil springs and a Watt linkage give excellent location to the Salisbury live rear axle. A limited-slip differential was optional. Noisy axles can be rebuilt for £1700-plus.

Electrics can be troublesome because the glassfibre body requires individual earths for everything. The fusebox can also suffer from poor connections.

「Owning a Scimitar]



John Parker, Bristol

A chance conversation with my barber in 2004 led me to buy this SE5a locally for just £350. It was towed to my local garage which rebuilt the

front suspension and brakes. I finally drove it in 2005. It was a manual, but I bought a scrap Scimitar for £50 for the parts and converted it to automatic

I put it in for body repairs and a respray in 2009. It's a glorious vellow – the painter couldn't match the original paint code but this is very close. I got the car back in July 2010 and spent the next three years working through reassembly, making my own carpets and improving all manner of details.

I'm very happy driving it. My MoT man spotted play in the lower steering coupling last year so I fitted a new one from QRG and it transformed the handling. We've taken it to France for RSSOC internationals and up to Durham this year.

It flies up the motorway, though I prefer driving it on winding country lanes. I've spent a lot on it and will never get that back, but I'm very happy with it.



Terry Rickard, Bristol

I bought my very early Ivory Beige, manual-plusoverdrive, manual-steering SE6a at the end of 1985 when it was only nine years old. Since then it has

been used almost continuously, sometimes as my daily driver. Initially I concentrated on mechanical repairs and maintenance to get it running well, then in 1993, at just over 100k miles, I did an in-situ engine rebuild, changing the big end and main bearing shells and the piston rings. It has since had gas-flowed, unleaded cylinder heads, a high-torque camshaft and a steel timing wheel fitted.

The car had been resprayed before I got it – badly; the paint was blistered and peeling off in places. It was resprayed with two-pack paint in 1996, still Ivory Beige.

By 2014 it was in need of serious body and chassis work so was stripped out completely, the body lifted off for glassfibre repairs, and the chassis shot-blasted and weld-repaired. The doors were split and the internal steel-work, which had expanded with rust, was replaced with stainless steel and the inner and outer door halves were re-joined with glassfibre.

I am still rebuilding the car, which should be on the road next spring just in time for its tax-free historic registration.



The brilliant Scimitar

sporty performance

end that makes it a

useful load lugger

with an estate car rear

design combines

Will Anderson, Moray

I bought my first SE5a in the late Seventies. I still have it, though it's laid up now. I bought another 5a in 2002 which I've been doing up over the years,

but I'd wanted a Middlebridge since they were being built new. I'm Middlebridge Registrar for the RSSOC. I bought my first in 2012. There are so few that you have to buy whatever

comes up - I'd wanted metallic blue, auto and leather, but ended buying a red manual car with velour. I've changed it to leather but kept it red because it grew on me.

It was overhauled by Graham Walker at 145,000 miles and given a new gearbox, but the engine is original. It's now on 196,000 miles and has been faultless. The engine's never been touched but I've put on new springs and dampers all-round.

The Middlebridge is a great cruiser, with a more luxurious feel than the SE5a; that feels more sporting, but the Middlebridge is also fairly quick off the mark when it needs to be. It's reliable, easy to look after and cheap to keep

I've thought about selling the 5a but each time I get in it and drive it I think, 'No, I know why I bought this car and I'm keeping it.' It's such an enjoyable drive!

ClassicCarsForSale.co.uk



1985 Reliant Scimitar GTE Se6b £5950

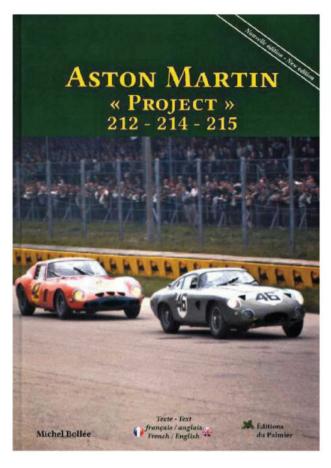
Excellent mechanical condition, faultlessly maintained by marque specialist QRG during my ownership.

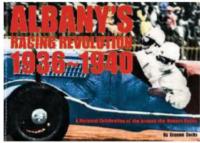
Major works last year totalling £3500. Good oil pressure, punchy 2.8-litre Cologne engine, responsive handling. Original unaltered interior in good overall condition. External paintwork fair, some crazing, doors need hinge adjustments.

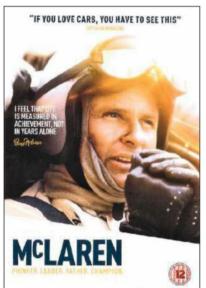


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Aston Martin Project 212-214-215

By Michel Bollée, £43.95, editions-palmier.com, ISBN 9782360591053 Michel Bollée's exhaustive investigation into the creation and racing record of Aston Martin's 'Project' cars may purport to be a straightforward historical document, but in reality it's a story of obsession. As Bollée states, while the DBR1 proved Aston had the ability to dominate sports-racing, David Brown wanted to unite road car commercial success with unassailable GT-class track pedigree. His enemy was the Ferrari 250 GTO, and as this excellent book demonstrates, beating the GTO was a fixation that was to end in tragedy.

The French/English text is clear and unflashy, telling the story in forensic detail. Every race is recorded, typically ending in retirement after something broke. But it isn't a book about failure, rather one of dogged determination.

Albany's Racing Revolution 1936-1940

By Graeme Cocks, £30.30, motoringpast.com.au

This 147-page softback is a window on a world that would potentially be forgotten without the diligence of author Graeme Cocks. The so-called Albany Round-The-Houses race served pre-war as the Australian Grand Prix, and yet the fact that Cocks has had to assemble this account from local newspaper clippings and cadged photos from locals sums up what an undertaking this pictorial study has been

It's the story of a wild race, the variable surface making it closer to rallycross than F1. Through the eyes of its spectators we see it evolve from local mechanics battling each other in specials to works Bugattis and MGs fighting for supremacy on one of the few road-races to be suburban, as opposed to city-centre or TT-style country lanes. Local anecdotes and behind-the-scenes accounts of charming amateurism add further colour to a unique story.

Universal Pictures DVD, £19.99, universalpictures.co.uk

This sumptuous biopic - part drama, part documentary, seamlessly integrated - may well change your opinion of Bruce McLaren.

The film feels intensely personal, drawing heavily on letters McLaren wrote to his mechanic father back in New Zealand as well as interviews with his close friends and family

This is a must-view film for motor sport aficionados, but it's consistently a human story about a man who overcame disability to achieve unprecedented success in both sport and engineering, making the film's inevitable conclusion utterly gut-wrenching.

MORE TO ENIOY

Lotus Esprit

By Matt and Mike Younger, £14.99, amberley-books.com An in-depth guide with plenty of advice from brothers who have been there and done it. Essential if you're buying an Esprit.

Rover V8 - The Story of the Engine

By James Taylor, £30, véloce co uk The full GM and Rover development history of the famous engine and all the cars that used it. Vital stuff.

Jaguar Lightweight E-type: The Autobiography of

By Philip Porter and James Page, £60, porterpress.co.uk The low-drag E-type's life told in incredible detail and beautifully illustrated.

Second To None: The European Formula 2 Story

By Chris and Tony Ellard, £40, simonlewis.com A three-volume epic meticulously cataloguing every F2 race and driver in Europe from 1967-84. Terrific value for so much research.

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



1:18-scale Mercedes-Benz SL-X

AutoCult £226.99

North of £200 for a model with no interior seems a lot – but the real thing hasn't got one either as it's the study model for what became the Mercedes C111. It really does look like something that could have graced stylist Paul Bracq's desk. Still a lot of money though.



1:18-scale Mini Clubman Countryman

Cult. £160.99

Cult understands the, er, cult appeal of Seventies BL cars, and finishing this large-scale resin Clubman in beige and brown with a tartan interior was a great idea. There's genuine delight to be had in its use of realistic-feeling rough black plastic and the BL pie-dish wheels are intricately recreated.



1:18-scale Simca Aronde

Norev, £64.99

Norev steps up a gear yet retains its good value with this gorgeous diecast Aronde. Under the bonnet Norev has modelled the whole engine, yellow bulbs nestle behind clear headlamp lenses, all its rocket-age badges are legible and the triple-tone interior is there in all its French-modernist glory.



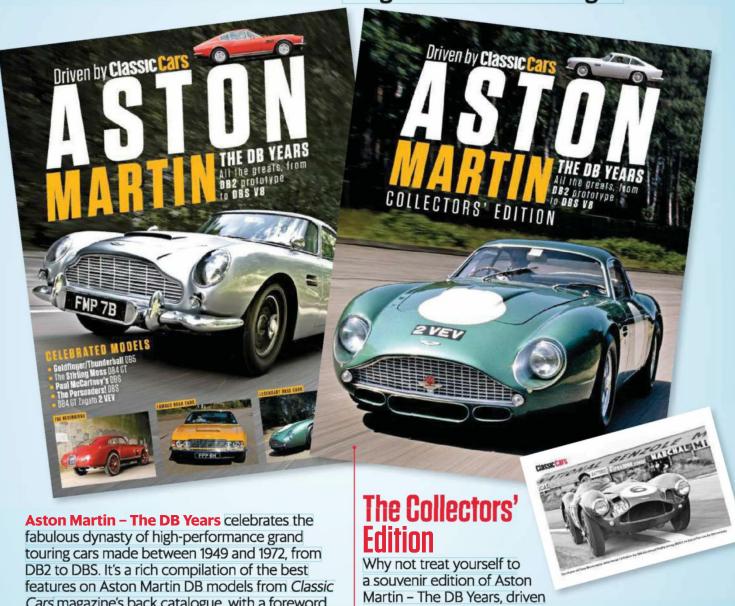
1:43-scale Alfa Romeo Alfasud

Maxichamps, £34.99 It may be a budget brand, but the attention to detail in Maxichamps' blood-red diecast Alfasud is commendable. The panel gaps may be shallow, but that's easily made up for by intricate grille and wheel detailing, neat badging and the well-finished interior. Great stuff for £35.

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From simple jobs to saga

1962 Jaguar E-type FHC

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

Miles this month Nil Costs this month £254.55 Previously It tried to catch fire on the way back from I e Mans

his was not part of the plan.
A year in Phil's E-type life is supposed to run like this: spend the dark, wet winter months fixing accumulated problems from the previous season; then a crescendo of late nights in the garage to get it back together for spring; put off non-essential jobs that will disable the car during peak driving weather; repeat.

This year I broke the cycle, working through a list of minor winter jobs early. My reward for being so organised? A trip back from Le Mans that created a fresh job list and a return to dry dock - gearchange problems, speedometer failure (again) and fuel leaks. I didn't want to push my luck by using the car further with so much wrong.

None of the faults looked particularly difficult to fix so I estimated a week of

dismantling, ordering parts and fitting them. Yes, I know, after more than seven years with the Jaguar I should know better.

The speedometer, seized only a few hundred miles after rebuild, is easy to remove. Next I

tried to rotate the cable - it shouldn't while the square drive at the far end is engaged in the gearbox angle drive. It turned. Broken cable? Nope - withdrawing it revealed it to be in perfect condition, though it seemed a tighter fit that it should. Must be the angle drive unit - also previously repaired. Replacing that would involve removing the centre console and gearbox cover, which first requires removing the seats and disconnecting the handbrake cable at the rear brakes. Nothing is simple on an E-type. Sure enough, the square drive on the angle drive unit had sheared where it engages in the gearbox.

With the interior of the car strewn around my garage I attacked the engine bay, removing undertray, air cleaner and carburettor trumpets to access the clutch master cylinder, then part-bleeding the front brakes so that the pedal could be depressed enough to clear the clevis pin securing the clutch master cylinder

rod to the clutch pedal. By the time I'd removed the clutch slave cylinder from the bellhousing, I had received new seal kits to rebuild both cylinders.

Progress was looking good, until I stripped the cylinders. The master looked perfect inside, but it was from a later E-type so the seal kit wouldn't fit. When I removed the rubber boot from the end of the slave cylinder a flood of rusty water and brake fluid sloshed into my bench. Cleaning out the brown sludge revealed a heavily corroded bore. So, I ordered a later master seal kit and a new, stainless steel slave to avoid a repeat of the problem.

The new clutch parts, repaired speedometer head and drive, plus a new cable, arrived the day before I was due to set off for a Jaguar run in south Wales celebrating 60 years of the E-type prototype, E1A. I was running out of time, and now I've run out of space. Catch you next month.



Suisse dreams in an R5T

1981 Renault 5 Turbo 1

Owned by Ross Alkureishi and Richard Head (rossalkureishi@yahoo.com)
Time owned One year and nine months
Miles this month 746 Costs this month £0
Previously Roof-mounted Panasonic Cockpit installed and fresh rubber boots fitted

eparture time and with about 750 miles ahead of us our chills, if not multiplying, were definitely building - everywhere that is except in the air as El Scorchio arrived with 32 deg C weather. Cue some nervous fretting about the R5T keeping its cool - which on the spin from London to Ashford I'm pleased to report it did.

No, it was the ever-worsening lack of power that had us losing self-control and threatened to turn destination Geneva into a pipe dream. Articulated lorries battered past us at a lofty 35mph on the M20 as we begged the Gallic motoring gods in vain for access to all the Turbo's horses.

Cue a quick service station stop, where we found an HT lead had worked its way loose. After an easy fix all was well with our world again. Thankfully, the rest of our journey in Blighty proved as pleasurable as the first section had been excruciating.

Once through the Channel Tunnel we were released into

the R5T's natural habitat. Visiting France always seems like falling down the rabbit hole in *Alice in Wonderland* – surreal, as the UK's pitted, angst-ridden and overcrowded motorways fade to memory, replaced by kilometre after kilometre of smooth, empty *autoroute*. At Saint-Quentin we left the A26 for a cross-country play before arriving in Reims in the early evening.

Next morning we took in the grandstands of the old Reims-Gueux motor racing circuit, attempting communication in our finest Franglish with local petrolheads and admiring their cars, including an Alfa Romeo SZ, Merc 190 SL, Porsche 356B and Corvette Sting Ray.

Biding them adieu, we drove due east to the WWI citadel city of Verdun for an eerie and chastening visit. Tickling the western fringes of the Parc Naturel Regional de Lorraine, we then spent a memorable afternoon barrelling along majestic D-roads via Neufchâteau and Langres to Dijon. Our journey could best be described as a hazily pre-defined zigzag, but we'd allowed ourselves plenty time to test the rebuilt engine and suspension in our empty European playground.

The best, though, was reserved for the final day and an epic climb over the Jura Mountains. Driving nirvana with even the ever-rising temperature failing to dampen our spirits, if not our backs.

Then came the reality of rush hour traffic in Geneva where despite only having a single fan - many upgrade to a twin arrangement - the R5T admirably maintained its cool. While there we popped into Kidston SA where I interviewed managing director Emanuele Collo for this month's *Hot* 30 and shared a cup of tea with him and proprietor-cum*Classic Cars* columnist Simon Kidston.

The contrast couldn't have been more striking - two debonair gents and two sweaty growlers who had spent three exceedingly hot days in a Renault 5 Turbo - the gents' envy was palpable.

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Stalling for time. Again

1971 Reliant Scimitar SE5

Owned by Nigel Boothman (nigel.boothman@btinternet.com) Time owned Four years

Miles this month 0 Costs this month £130

Previously Placed new engine in engine bay, moved house, forgot about car

hen I ventured into the garage recently I found a box containing some nice Carboniferous-era plant fossils. It's been so long since I was in there - renovating a house soaks up infinite time - that they may well have been healthy, living ferns when I last worked on the Scimitar.

My pal Richard Hamer administered the arse-kick I needed, 'I'm not doing anything next Thursday, why don't we get your Scimitar going?' I could hardly refuse. The engine, still resplendent in new paint from

its rebuild at Brayon Engineering near Loch Lomond, was minutes away from running for the first time, or so I thought.

Richard and I fitted an electric fuel pump and pressure regulator, plus a blanking plate for the old mechanical pump mounting. But the fuseboards had been out and the photos I took of their wiring were AWOL. Then, while fitting some expensive new silicone coolant hoses and over-engineered Mikalor clips, I discovered one of the connecting steel pipe sections had rotted at one end.

I thought my luck was in when I spotted a piece of Alfa Romeo exhaust pipe of the right diameter, so I cut the length I needed and welded it on. After a fashion. Ever tried making a gas-tight butt weld with paper-thin, unevenly-corroded pipe and an ancient MIG machine with a dodgy wire feed? Having wasted two hours on this, I stopped and decided to spin the engine over with its plugs out to make myself feel better. Richard had worked out the

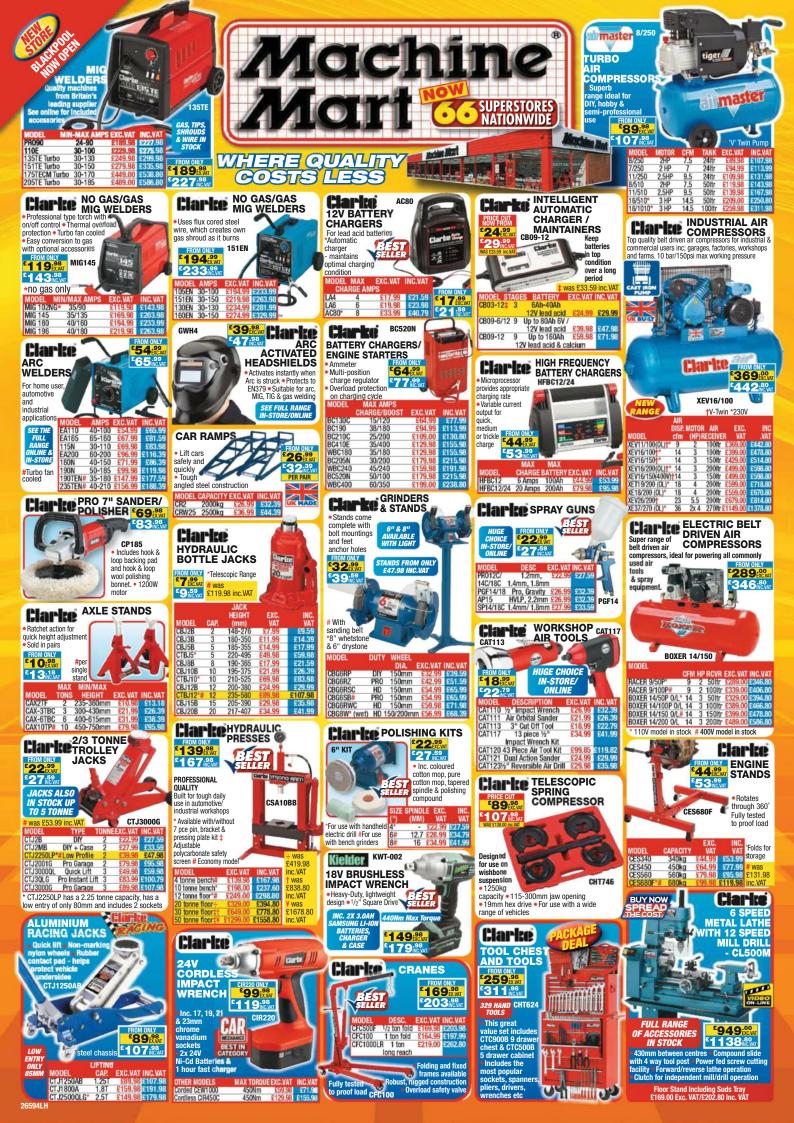
fuseboard connections, but announced that the battery live cable seemed to be missing. Why? How? A jump lead did the trick. Or rather it didn't; all we managed to do was release some smoke from the cable. So next time I'll be removing the starter.

Soon after, I was visiting my parents and had a chance to meet my father's new pet, a patinated but very original 1938 Lancia Aprilia. The little Zenith 32 VIM carb was crusted with the crud of ages and the linkage was maladjusted, but with a hurried rebuild and most of the oil wiped off the spark plug connectors, it ran well enough for us to drive it up and down the road. Until it boiled, anyway. It's a total joy - light, well-suspended and with such a good 'crash' gearbox you can almost treat it like a modern car. Now I want one too.

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1979 Aston Martin V8 Volante £175,000

Having been well cared for and with all the right upgrades, this looks and runs exactly the way it should, says Russ Smith

ou want to see plenty of paperwork for an Aston Martin and this car's bulging history folder is about three inches thick. It's stuffed with bills for work carried out by AM specialists right up to a recent service where the seats were also repadded and recoloured. The file also details major expenditure in 2011, after the last of the car's five owners bought it, including replacing the original autobox with a later Aston's six-speed manual and fitting AP Racing brakes. At the same time the speedo (reading 44,000 miles) was changed; the new one now reads around 34,000.

The car presents very well with immaculate Tourmaline Blue paint, even panel fit and flawless flanks. The chrome is good too, with just some wear to the driver's door button and peeling from one of the fuel fillers, but that's hidden under a flap. The hood has recently been replaced and has a well-fitting cover.

The GKN alloys are unmarked, having obviously been refurbished not long ago. They wear matching Avon Turbosteel tyres with good tread and no sidewall cracking.

The underside looks good, with plenty of shiny bolt heads, new bushes (some polyurethane) and gleaming dampers. There's no sign of corrosion anywhere.

The engine bay is tidy, but if you demand show standard there's room for detail improvements. Plenty of shiny clips and bolts - always a good sign - and it has a set of 10mm race-spec HT leads that almost match the seat piping. No leaks were evident and fluids were clean and to level.

There's nothing to fault with the recent seat refurbishment, but the leather on the obviously original steering wheel is starting to lose its colour and some of the stitching is coming apart. Wood veneers are mostly good, but there's a crack in the lacquer on the passenger door and it's a little dull around the electric window switches. Those windows, by the way, slide up and down smoothly and without hesitation. If you want to be really picky, there's some corrosion on the cigarette lighter and some of the switches are fading a bit, but the carpets are good and the overall impression is of a car that's been used but looked after.

The tatty original ignition key adds a bit of character, but if it bothers you there's a new-looking spare as well. The engine responds instantly and shows a healthy 80psi at 3000rpm, dropping to 25psi at idle. Water temp settled at 75 degrees. The engine pulls strongly and smoothly though you do get the odd pop from the carburettors on the over-run, but that just makes it sound racey. That six-speed gearbox has a precise and short-throw shift and is a massive improvement over the auto in most Volantes. I don't imagine anyone will care that it isn't original.

The asking price is quite stiff for a Volante, but you'll need to search far and wide for one in better condition.

CHOOSE YOUR V8 VOLANTE

- ▶ Drop-top Volante version introduced during 1978, the sixth year of AM V8 production. Same spec as the V8 S4 though it pre-dates that model by four months. Differences are the lack of a rear spoiler, while body strengthening adds 70kg. Most early cars are LHD for US market. Auto 'box is standard, manual a £1000 option.
- After 1979 all US cars get rubber impact bumpers, but European cars retain chrome ones. From 1983, 8in BBS alloys become standard. Total of 439 built.
- ▶ Volante S2 introduced January 1986. Carbs replaced by Weber fuel injection, which lifts power to 315bhp and allows much lower bonnet line, but weight up another 25kg. There's also a Vantage version with 400bhp, wider arches and spoilers; topping 160mph, it was the world's fastest four-seater convertible. 166 of these are built along with 304 of the regular model. ▶ V8 is replaced by Virage in 1989 and Volante is
- V8 is replaced by Virage in 1989 and Volante is discontinued; Virage Volante arrives in Jan 1992

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1979 Aston Martin V8 Volante

Price £175,000 Contact Oselli, Great Horwood, Milton Keynes (01993 849610, oselli.com) Engine 5340cc V8, dohc Power 320bhp @ 5500rpm Torque 350lb ft @ 3000rpm Performance Top speed: 140mph; 0-60mph: 7.7sec Fuel consumption 14mpg Length 4666mm Width 1829mm







1971 Fiat 500 L £8990

Nothing quite says summer like a classic 500. This one is ready to enjoy and has an opening roof to boot, says Rob Scorah.

iminutive though it might be, you're not going to misplace this car in archetypal Fiat yellow. The car's last-but-one owner can be thanked for the Fiat's sunny glow - he commissioned its restoration in 2007. There is a record of its painting by SJ Restorations of Nottingham in the history folder.

The bodywork remains largely in good condition, with panels that fit well, and doors and lids that shut squarely without creaks or resistance. Despite only having done 3500 miles since its restoration, it's showing its age in places. While most seams and joins look good, the paint around the rear bumper mounts is starting to look a little untidy and the metal below the nearside passenger door sill has cracks in the paint along its length. There is also light surface corrosion on the underside of the front wheelarches. However, the yellow wheels look smart.

Like the paint, overall, the brightwork looks to be very good, with the (refinished) chrome showing a deep shine. The main exceptions are the discoloured metal on both sides of the opening quarterlights.

The black vinyl sunroof is in good shape, opening and closing smoothly. It adds a welcome further dimension to driving this little car in the summer. Beneath it, the stylishly minimal black interior is clean and in excellent condition right down to nooks and crannies such as door wells and hinges.

Like the restoration record, the history file imparts confidence as to how the car might drive. Besides the original, tatty handbook and a very comprehensive workshop manual, there is a good number of bills from 2014 on. In that time, the Fiat has had a carburettor rebuild, had its fuel pump replaced, and had a new front wheel bearing and brake overhaul. Under the bonnet everything appears tidy, though the little aircooled engine is spitting some oil through the dipstick O-ring – a repair set to be done before the car leaves the dealer.

The 500 is not a car in which to take yourself too seriously, but that makes driving it all the more fun. The experience is enhanced by the fact that this example does all the right things - at least Fiat 500-wise - to keep you entertained. The four-speed is a crash 'box, but that shouldn't deter a non-synchro novice - with a little less haste and smooth

pedalling, gear changes are crunch-free. The floor-mounted, over-centre pedals can feel a bit odd at first, but power take-up and acceleration are smooth. There are no whines or rattles and the air-cooled motor sings away agreeably, but the little car is easily intimidated by steep hills.

Price is probably about right for a solid example - some are pitching a lot higher for ever more fashionable retro-minimalism. It's mechanically sound and ready to drive right now, though some might think it's getting ready for a cosmetic refresh. That could wait for a winter break.

CHOOSE YOUR FIAT 500

- Designed by Dante Giacosa, the Fiat 500 'Bambina' supercedes the 500 Topolino in July 1957.
- Earliest and rarest models have suicide doors and a 13bhp engine, later beefed up to 15bhp in the 'Economica' and 'Normale'.
- ▶ Fiat introduce the 'Sport' from 1958 to 1960, which boasts a 499cc, 22bhp engine and a metal roof; previous versions had foldback canvas. Also in 1958 comes the 500N – the 500 largely as we know it now – also with sunroof.
- ▶ For more space there's the 'Giardiniera' estate with full-length sunroof, made from 1960 to 1975.
- From 1965, with the arrival of the F, the suicide doors was dropped and the windscreen enlarged.
- ▶ 1968 sees the introduction of the 500L 'Lusso' with a new interior and a little more chrome.
- ▶ The 500R 'Rinnovata' of 1972 is the final incarnation of this iconic design. Its 594cc engine kicks out 23bhp and sports a synchromesh gearbox
- Although the Fiat 126 is introduced in 1973, 500 production doesn't end until 1975.

HAGERTY

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1971 Fiat 500L

Price £8990 Contact City Road Cars, Sheffield, Yorkshire (0114 239 9994, cityroadcars.couk) Engine 499cc, two-cylinder, ohv Power 22bhp @ 4400rpm Torque 26lb ft @ 3500rpm Performance Top speed: 59mph; 0-60mph: n/a Fuel consumption 51mpg Length 2972mm Width 1321mm

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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.



1958 MGA 1500 ROADSTER £40,000

This car also has an excellent history as it dates right back to its' MG Guarantee and service book. The first owner kept the car kept the car for 30 years and we still have service invoices, RAC membership details and some lovely old photographs recording some of the adventures he had with the car. More recently the car was carefully restored to a very high standard retaining it's original specification. Finished in Glacier blue with black leather interior and displaying first class panel fit, superb mechanicals and a great drive.



1947 MG TC

Some 500 hours were taken over the restoration of this TC by specialist MG restorer, in the intervening 34 years the 2 owners have only covered 1500 miles, most recently some £6000 has been spent on fettling and detailing inc uprating the steering. Supplied with the original green log book, instruction manual and all the protection invoices. the restoration invoices. Finished in MG Red with Beige Leather upholstery, it is a testament to the quality of the restoration that after 34 years the car is presented in such amazing condition.



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 MGTF 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.

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ALFA ROMES 2000 SPIDER 1976: White with black interior and soft-top. Three owners. 47,000 miles only from new. Comprehensive history from new to include its original sales invoice and period photographs.....£29,995





LANCIA AURELIA B50 PININFARINA CABRIOLET Right Hand Drive 1951: 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......£275,000



MG TF 1250cc 1954: Cream with green hide interior and fawn weather equipment. Silver wire wheels. An original RHD matching numbered example supplied new to Australia from where it has recently returned and benefited from a complete body-off chassis restoration in its original colour scheme to an exacting standard including the fitting of a 5-speed gearbox.....£39,995





MERCEDES-BENZ SL 320 (R129) 1995: Silversand with Mushroom hide interior. Silversand hard-top. 16" Alloy wheels. 155,000 miles only from new. Air conditioning, rear seats and other usual refinements. Excellent throughout, as recently taken in part-exchange.

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

 $\mathbf{MG}\;\mathbf{TD}\;\mathbf{LEFT}\;\mathbf{HAND}\;\mathbf{DRIVE}\!:$ Navy blue with Beige hide. Fully restored.

... Expected shortly.

MG MIDGET MK 2 1964: Tartan Red with matching interior and soft-top. Steel wheels.

.... Just arrived, please enquire for further information.

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1974 Triumph TR6 £15,995

Following a body restoration just over a decade ago, this original UK market TR6 is holding up extremely well, says Russ Smith

ith so many repatriated export Triumphs about, there's always interest in original UK cars. This is one of the later 'CR' chassis code models with the slightly lower power output that allegedly makes them more refined. The extensive history file contains plenty of photos and bills for a body restoration just over 10 years ago. Since then the car has said to only have been used in summer months.

All that is borne out by how the car looks today: nice panel fit, with a paint finish that is obviously not in the first flush of youth but is still good and even across the car, with no dings and, more importantly, no rust bubbles popping up anywhere.

The chrome is less good, though far from bad. The front bumper is scratched in places and has a small dink in the centre; the rear has been polished through the plating at one end. There are a couple of pits in the door handles, but the rest is OK, including the shiny twin exhaust tips. It wears the right reflective numberplates, but a black and silver set is included.

The tyres are matching Michelin Energy 195/70x15s with plenty of tread, although the date stamps say they're around 10 years old, so they should be replaced fairly soon. They are mounted on well-painted steel wheels with unmarked trims, although the TR6 badges on the centre caps are faded.

Under the bonnet there's plenty of evidence of recent work, with some freshlooking pipes and a newish radiator, alternator and Lumenition ignition module. The 'high output' HT leads look pretty new as well. Oil is clear and up to level. In places the engine bay could use a bit of detailing work if you plan on showing it off anywhere, but this car feels like more of a driver and on that score it has a recent Lucas fuel injection pump and alloy rather than rubber steering rack mounts.

The interior is largely very good, with new sill kick plates, black leather seats that barely look sat on and doorcards in similarly good condition, all adding to the impression that this TR has had plenty spent on its upkeep over the years. There's also a modernish Sony CD stereo unit and a small diameter leather-rimmed Moto-Lita wheel. All we could fault was some deterioration to the dashboard lacquer

in places and a small split in the dash-top vinyl above the glovebox.

Unsurprisingly the car drives very well with no flaws in any area - even the overdrive kicks in and out instantly. Oil pressure holds at a decent 70psi above 2500rpm and even on a hot day the temperature gauge never reached halfway.

This is a nice car in the kind of condition that would allow you to enjoy it properly without feeling too precious. Refreshingly, it has been priced accordingly, which allows room to spend a few quid on improving some cosmetics.

CHOOSE YOUR SIX-CYLINDER TR

- ▶ The 2498cc straight-six fitted to Michelotti's TR4A body creates the new TR5 for 1967. It offers 150bhp from Lucas fuel injection for UK-market cars, resulting in 121mph, with twin carburettors and 105bhp for US-spec TR250.
- A replacement for the TR5 is required, but money is short so the job passes to Karmann of Germany, which leaves the central tub the same, but changes front and rear panelling to produce 1969's TR6. Non-US TR6 Pls are fuel-injected with 150bhp; US ones have twin Stromberg carburettors and 104bhp.
- Gear ratios are altered in 1971 to rationalise them with the Triumph Stag.
- At the end of 1972, power on the PI models drops by 17bhp in an attempt to make the car more refined and the engine less stressed.
- A lip spoiler and overdrive become standard as part of 1973's improvements.
- ▶ UK TR6 deleted in 1975 and US exports cease in 1976, after 255,571 separate-chassis TRs built.

HAGERTY

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1974 Triumph TR6

Price £15,995 Contact TRGB, Cambridgeshire (01487 842168/07801 631632, trgb.co.uk) Engine 2498cc in-line six-cylinder, ohv Power 125bhp @ 5500rpm Torque 164lb ft @ 3500rpm Performance Top speed: 119mph; 0-60mph: 8.2sec Fuel consumption 25mpg Length 4089mm Width 1575mm







1974 Mercedes-Benz 280 SE £20,000

This one-owner, low mileage, shorter-wheelbase W116 has to be one of the best currently on offer, says Nathan Chadwick

his is one of those rare gems that comes along every so often. The shorter wheelbase version of Mercedes' W116 S-class, it was bought new from Mercedes-Benz dealer Maloney and Rhodes in Cambridge and serviced there until the Nineties. Fastidious servicing has continued since it was passed on to the original owner's son, despite the car having clocked up just 48,948 miles in its 43-year life - all confirmed by the stamped-up history, of which there's a vast amount.

The exterior is exquisite. The gold paint is perfectly matched all round the car and the shutlines are factory tight. We spotted no dings or ripples in the paintwork, and no corrosion bubbles anywhere. The chrome has some minor pitting here and there but nothing major. The window rubbers are all in good condition, as are the hubcaps. The matching budget-brand Marshal tyres are fairly recent and all have a good level of tread remaining.

The interior barely looks used - after a long time trying to find faults, it turned out that we couldn't, so we just relaxed and enjoyed the ambience. There's plenty of room inside and the combined MB Tex and cloth seats are super-comfy. The wood panelling is unmarked and all the control surfaces look as if they've just been formed in the Sindelfingen factory. The dials all work correctly, as do the fans. Once the engine had warmed, the oil pressure sat healthily at just above the halfway mark at idle, while the temperature gauge never rose above 180° Fahrenheit.

As is the Mercedes-Benz way, this 280 SE fires up instantly and without fuss, settling to a light and refined background burble from the straight-six. Though this is a heavy car to haul, with 185bhp it is far from underpowered and would still make a great long-distance tourer. Kickdown engages calmly and the steering, though customarily light, exhibits no deadzone or slop. There's a lot of body roll, but that's just typical of the era - we didn't hear or feel anything untoward in either the drivetrain or the suspension. Brakes are sharp yet predictable, and ride comfort is excellent with a wafting smoothness.

The vast bonnet opens to reveal a well-kept unit, with no signs of the corrosion often found around the damper turrets. There's only minor surface corrosion on

engine components and the brake servo, with a few areas having lost areas of their original black finish, but that's being picky and is easily rectified. All fluids were up to their maximum marks and none appeared to be escaping. All the underbonnet sound-deadening is in place too.

It's hard to imagine a better W116 on the market for this money. True, this is the smallest engine in the line-up, but it's more than quick enough - after all, this is not supposed to be a track warrior. Overall it is one of the finest W116s we've encountered and it wouldn't take much to make it a concours contender.

CHOOSE YOUR MERCEDES W116

- ▶ Replacing the W108/109d range, the W116 S-class is launched at the Paris Motor Show in 1972 with a straight-six 280 S with carburettors (only briefly sold in the UK), 280 SE with fuel injection, and the V8-engined 350 SE.
- ▶ A 4.5-litre version of the V8 is added the following year in the 450 SE and 450 SEL, the latter being a long-wheelbase version with the extra four inches being mostly used to increase rear legroom. From early 1974, the 280 and 350 are also offered with the longer wheelbase.
- ▶ To celebrate an easing of the early Seventies fuel crisis, MB adds a new flagship for 1975: the 450 SEL 6.9 with a thumping 286bhp V8.
- At the other end of the scale the range is extended in 1978 (for the US only) with the 300 SD a 115bhp turbodiesel 3.0-litre
- Production ends in 1979 to make way for the W126 S-class, though unsold stock is offered into 1980. A total of 473,035 W116s are built.

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1974 Mercedes-Benz 280 SE

Price £20,000 Contact Kim Cairns, Snettisham, Norfolk (01485 541526, kimcairnsclassics.co.uk) Engine 2746cc in-line 6-cyl dohc Power 185bhp @ 6000rpm Torque 176lb ft @ 4500rpm Performance Top speed: 120mph; 0-60mph: 9.7sec Fuel consumption 18mpg Length 4961mm Width 1864mm

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1972 Ferrari 365 GTC 4 (LHD). Finished in Black with black hide interior and stitting on perfect Borrani wire wheels. Part of an important collection since 1992 and in concours condition. 35,000 miles only from new, just



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



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



1991 Aston Martin Virage Coupe in the same careful ownership for the past 12 years, during which time it has only been used on dry days and for special occasions. Finished in Aston Green with contrasting tan hide interior with Walnut dash and door cappings and Wilton carpet throughout. The specification includes automatic transmission, air conditioning, 16" alloy wheels with speed rated tyres, electric heated seats and electric mirrors. This low mileage example comes with a comprehensive service history and an original book pack and the condition is a compliment to its previous owners. Very realistically priced for one in this condition at £49,950.









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



1951 Alvis TA21 finished in Black over silver and recently the subject of a huge amount of improvements carried out by Red Triangle and Early Engineering. We do not pretend to be experts in this age of Alvis but we are advised that at£14,950, it represents excellent value.















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Jaguer SS. 100 built in 1966 by the famous Birchfield coach buildes in hand crafted aluminum, based on the 1981 55 IUI, These cars are ver race on 1/2 were ever made this is number 1/2, these cars have ver trigled in right built few pars, because of the meetiment sed of it, julis they drive beautful, Aradii veer for sale although we have had so of these masterposes. Finished in glassemil, libbs till will written that make in the some parties of the search in the sound in the search parties of the search in the search parties of the search pa



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 blac hide interior, automatic, tinted glass, original motorola radio, sparkling chrom wire wheels, known to us for many years, this is a very exceptional origina E type, with nearly every MOT, and piles of service history, and handown maintained to the highest standard, drives superb, always garaged, very difficul to find another like this one, a fine investment while enjoy driving. £68,750





Mercedes 450SL Sports 1980, finished in champagne gold, with superb contrasting interior, headnests, 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 Amage 2001 Red Lable. Finished in the very popular coluc of Verdant green, with barley hick interior, piped in spruce green, with author hick lambs wool over rugs, unmarked but walnut weners, multi play CD stereo system, sat navari bags, Amag RT split rim wheels, linted glass, power folding mirrors, anti the device, parking censors, many more extras. This car is no ordinate the extra control of the strength of the stre



mmarked burr bags, Arnage Mercedes 250SL Pagoda sports 1968, Finished in the breath taking colour sys, and tithet scheme of light sliver blue with darker blue hard & soft tops, with light beige for ordinary his consequence, and the properties of the properties of









Mercedes 560SL Sports 1987, left drive, finished in gleaming signal re with beige hide interior, headrests, hard and soft tops, this flagship the Mercedes SLs, has power windows, tinted glass, stereo system, ligh up vanity mirrors, cruise control, air conditioning, power mirror, ABS, a bags, alloys, overmats, only 27,000 miles from new with service history.



Corvette 1958 Roadster finished in signal red (orange) with white side cover, maching interior, while soft top, 4 speed manual, dual quad 283/270 H. P.this very rare 38 Corvette is probably the finest in the word, having covered only 10 miles since tull protessional restoration every nut and bold, it boasts every original part with matching numbers ever hown to the wepers. If you could purchase a new one today this car would be better. Please go to our website for full information you will be anyazed This cars is tult broat baking.





Bills Buyer Praction 11 Schoocz de bills 1934, cauch bill by the mene Winderer. Brinder in mann black over pellev with from bills for the charges comparement and West of Egistal citol for the Coccasional seats to rear with glass officiaries, superh highly polluted veneers, until y minner, sheepski over range front and rear. Brinder Brinder School Brinder Brinder, Brinder, Brinder Brinder, Brinder, Brinder Brinder, Br



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blur, headrests front and rear, magnolia hide headlining, with royal blue top roll dash, glass like finish bur walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels with 41.000 miles from new, orinian looks, and handbook lots of original hords.



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 Mo1s, fittled stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superto complete with all tools, over £10,000 spent in the last few supers, making this car probably one of the finest to be found.....£89,750



Rolls Nove Silver Dam 1955 Finished in the period colour of sand over sable with beget interlier, pricinc labels to near with bege expess, radio, original latings sum of works per original host lit complete, original pull up blinds to near works perfect, one of the last of handstome model, only two previous owners, fabulous history, original handbook, fantastil drive you can hardly leter this car muning and could be driven anywhere in the world, in very silent and smooth with no relation or mostes, we have been in the RR business for fifty you and never seen a more genuine example of lists car, a chance in life time to acquite a man ferer seen a more genuine example of lists car, a chance in life time to acquite a fifty.



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



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior. Sur nord, Radio, Upgrades, Engine by Fore engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition. This car is just termarkable.



pagoda 1968/9. Finishe in unmarked gleamin silver with as new sof black hide interior, har and soft tops, automatic system, special Mercede overmats, only 73,00 miles £1000s spent ove the years to keep thi garaged kept sports car in the magnificent condition it is in today. A folder ful of invoices and old MOT supplied with origina handbook, complete witl all tools. A breathtakin example. More picture available nour website







Mercedes VITO 111 CDI LWB 2006 mini bus 7 seater plus chair access a very unique vehicle, finished in black with II interior, Automatic, Power Sheering, CD and Stereo System windows, Multifunction Steering Wheel, Air Conditioning, Tranted glass, Central Locking, Only 77,000 miles from new, leather wallet with the service book and hand book. This must be seen for its condition and probably the only one ill 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 bables to rear, lambswood overuge, that the digas, air conditioning, steep seytem, power windows, sunity mirrors to rear, new dish band withside types, complete with all tools, one of the last of this classic model built, this upper beample driver wery month, and comes with noils rope classic and and soft tops, light up vanity mirrors, power windows, power hood, air bags, abs, alloys, stereo distinguished owners, paraged and dy stored from new, a chance in a life time to purchase this super car. A fine investment which is accelerating in value....1863/1750













Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests,CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres,spare wheel never used,complete with all tools,only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning£135,750. More pics on our website.



Jaguar E Type V12 Roadster 1973/4, Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show......£145,500







Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AMVFM stereo, factory air conditioning, power brakes, power sterien, power glide auto transmission, 350V8 engine, with 350 HP.only 2 owners 32,000 miles last owner 40 years these stunning looking care becoming very rare and value able totally superb£119,500 looking cars are b£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 es sports ever made £39.750



London Taxi diesel TX1 Bronze model 2000, finished in midnight blue with superb interior, occasional seats, glass divider, wheel chair access, automatic, power steering, stereo system, garaged when not in use,drives excellent......£4,750



Daimler 4.0 hearse 1999, coachbuilt by Eagle Wilcox, finished in gleaming black with gold pinistripe, and superb beige interior, headrests, bearer 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



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 aerofoyle, 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





Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, tost of bills and history, original hand book, and old Mots, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types£125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber doo 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the set restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website........£125,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radiocasette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, racing green with superb black hide interior, headrests, air only 36,000 miles from new, virtually one owner from the specific properties of the specific properties







1964 Aston Martin DB5 (RHD)



1987 Aston Martin V8 Vantage Volante X-Pack (RHD)



1968 Aston Matin DB6 Volante (RHD)



1969 Mercedes 280 SL Pagoda (LHD)



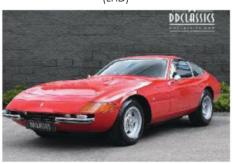
1971 Mercedes 280 SE 3.5 Cabriolet (LHD)



1960 Mercedes 300 SL Roadster (LHD)



1983 Lamborghini Countach 5000 S (LHD)



1971 Ferrari 365 GTB/4 Daytona (RHD)



1997 Lamborghini Diablo SV (RHD)



1992 RUF RCT Evo (LHD)



1995 Lancia Delta Integrale Evo 2 (LHD)



1967 Ford Mustang Shelby GT500 Fastback (LHD)



1986 Ferrari 328 GTB (RHD)



1964 Ferrari 330 GT 2+2 (LHD)



1971 DeTomaso Pantera 'Pulsante' (LHD)





1971 Jensen FF MK II Auto (RHD)



1964 AC Cobra 289 'MK II' Roadster (RHD)



1979 Aston Martin V8 Volante (RHD)



1972 Maserati Ghibli 4.7 Coupe (RHD)



1977 Porsche 911 Carrera 3.0 (RHD)



1967 Lamborghini 400 GT 2+2 (LHD)



1953 Cadillac Coupe de Ville (LHD)



1961 Bentley \$2 Continental H.J. Mulliner 2-Door (RHD)



1961 Rolls-Royce Silver Cloud II 4-Door DHC (RHD)



1996 Rolls-Royce Silver Spur IV (RHD)



1983 Audi UR Quattro Turbo (RHD)



1998 Ferrari F355 F1 Berlinetta (LHD)

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lris Blue with Black Interior and OEW Hard Top. An original English Car restored some years ago , with a specific eye for originality and detail. Beautifully finished and increasingly desirable. Specification includes original specification 948cc engine with fully reconditioned and rare 1 1/8" Carbs on Original Manifold with New Stainless Bell Exhaust System, Electronic Igntion, Steel Wheels with Drum Brakes, New Interior, Carpets and Hood, Original Bumpers and Over riders Etc. Etc. As clean underneath as it is on top! With Frogeye values rising dramatically this is one not to miss

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1952 BRISTOL 401.

Smoke 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 headling and visors, Uprated 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, Uprated Heater, Flashing Indicators with Working Semaphores, Hazard Warning Lights, Overtaking Mirrors Etc.

A very advanced four seater Grand Tourer. RHD - £69,991

RHD - £69,995



1948 MG TC SUPERCHARGED.

MG Red with Vellum Beige Trim. A correct matching number car with the exception of the very desirable 5 Speed Gearbox conversion. 'Daisy' has been beautifully and totally restored to an exceptionally high standard with desirable upgrades along the way including Eaton Supercharger with Engine rebuild to suit, uprated suspension and brakes, uprated steering, discreet indicators etc. etc. This much sought after 'classic' has covered less than 1,000 miles since completion and will now keep up with modern traffic. In superb condition throughout and crying out for the open road once again.

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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



1969 LOTUS ELAN SE DHC - DAYTUNE RESTORED

otus Yellow with Black Trim, Hood and Tonneau, This stunning S4 DHC was restored by the 'legendary' Peter Day of Daytune. ears ago to an exacting standard, Utilising a new Lotus Chassis, rebuilt to original factory specification using original materials. Only 7,700 Considerate Miles Since. The condition today is exemplary and ready for the concours circuit if required. SE Spec. includes; Rack and Pinion Steering, Close Ratio Gearbox, 3.5.; 1 Rear Aute Ratio, Servo Assisted Brakes, SJE Engine developing 115 BHP. Safety Belts, Leather Covered Steering Wheel, Knock On Wheels with Chrome Embellishers, Plus; Michelin XVS tyres, Original tool kit and jack, him Air Homes Ete. Accompanied by interesting history file with photo record of build and Invoices. The Original 'Daytume' Build Certificate. Original Sales Brochures. Would be impossible to replicate to this standard for anywhere near our asking price. This is as good as they come

RHD — £42,995 anywhere near our asking price. This is as good as they come



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 RHD - £13,995 better example exists.



1938 AUSTIN BIG 7 FORLITE SALOON

Original Reg No - FO 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. that is rarely achieved



1966 JAGUAR BEACHAM 4.0 SUPERCHARGED - SWITCHABLE AUTO

Finished in Pacific Blue with Gobi Hide. Extensive specification includes Traction Control, ABS, AP Brake Calipers with Vented Disc's, Adjustable Shockers, PAS, Air Con, 16° Chrome Wire Wheels, Electric Heated Seats, Electric Windows and Mirrors, Heated Rear Screens Four Head Restraints, Stainless Steel Dual Exhaust, Louvred Bonnet, Walnut Dash and Trim,Remote Locking with Alarm, Full Hi-Fi System, Bluetooth & Tracker System, Only 11,000 cosseted Miles Extensive Main Agent Service History. 380 BHPO-60 6 Secs. 150 + MPH! Would cost today, if in

in, in excess of £160,000. Simply Sensational £t One of 'the' most sought after Jaguars.

RHD - WAS £125,000 - NOW £100,000



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 Herell, 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 RHD - £24,995



1974 FORD ESCORT 1300 L ESTATE.

17,000 Miles from new !!!!!!!!! Diamond White with Black interior, Disc Brakes and Servo from new - £ 18/10! Seat Belts from new - £ 9/68! Original bill of sale, Stunning condition throughout, Try and find another like this. Unrepeatable and one for the true Ford enthusiast.

RHD - £19,995



1955 SWALLOW DORETTI -OVERDRIVE. (MILLE MIGLIA ELIGIBLE)

Old English White with Tan Interior. Out of a total production of 276 vehicles, only 25 are known to be still on the road, with this magazine featured example possibly being the finest of all. Totally restored and uprated by TR interprises on a no expense spared basis. From a bare metal respray to a complete mechanical overhaul noth as been left to chance. Built with Continental touring in mind the Spec includes : Unleaded Head, Uprated Clutch CWW, 3A Rear axle, Stainless Exhaust and Manifold, Front Disc Brakes, Heater, Tonneau Cover, Stainless Boot Rack Etc. 'Dotti' is an exceptional Swallow and with examples such as this rarely coming onto the open market this is an opportunity not to be missed. RHD - £67,995



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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Aston Martin DB2/4 RHD



DB6 Right Hand Drive Manual restoration by Spraytec with a RS Williams 4.2 engine



Aston Martin DB4 S2 Left hand drive



Aston Martin V8 Volante Auto 1981



Aston Martin DB MKIII Convertible LHD



Aston Martin V8 S2 Coupe Manual



Aston Martin Virage Coupe Manual



Aston Martin Virage LE Number 7 of 9 Ex Lennox Lewis



Aston Martin V8 Vantage Zagato Left hand drive

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Aston Martin 1933 Tourer
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Aston Martin DB6 man RHD
Aston Martin DBS 1970 RHD
Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 Vantage X Pack Coupe RHD

Aston Martin V8 S2 Saloon LHD
Aston Martin V8 Volante Auto LHD
Aston Martin Virage Coupe
FULL 6.3 Man RHD
Frazer Nash BMW V8
Jaguar XJS Convertible RHD
Jaguar SS100 Roadster 2.5 Concours

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A SELECTION OF OUR CURRENT STOCK:



1963 ASTON MARTIN DB4 CONVERTIBLE

£POA

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



1960 Aston Martin DB4 Series III £495,000



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1960 Aston Martin DB4 Series 1



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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



2007/56 Bentley Arnage R. Finished in Tungsten with special order alloys and chrome radiator grille. Electric sunroof with Porpoise interior, with embossed Flying B's, Walnut veneers, a Walnut and leather steering wheel, and brollies in the boot. Only 34,000 miles with FSI. This car is in totally immaculate condition throughout and must be seen £45,950



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



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



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



2003/03 Bentley Arnage T. Finished in Beluga Black with Soft Black interior, with Linen stitching and embossed Flying B's in Linen. Turned alloy dash and waist rails. Electric rear seats. Only 2 owners and just 14,980 miles with history. This car is just like new with such low mileage. Must be seen £34,950



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



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Very rare, one of only 170. 2 owners, supplied by us 3
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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
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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 R Rolls Royce Silver Seraph. Finished in unmarked Wildberry with whitewall tyres and Cream coachlines. Interior in Cotswold with Mulberry piping and Mulberry carpets piped in Cotswold. Picnic tables and vanity mirrors and beautiful Walnut veneers. Electric and heated rear seats. Only just 90,000 miles with FSH. A truly stunning example £42,950



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



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 £15,550



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



1990 H Rolls Royce Silver Spirit MK II Active Ride Finished in Royal Blue with Parchment interior, with French Navy piping and French Navy carpets with Parchment piping. Only 89,000 miles with a full and complete history. Maintained regardless of cost by ourselves and known to us for last 11 years £17,250



1989 G Rolls Royce Silver Spirit ABS EFI.
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



1987 D Rolls Royce Silver Spur ABS EFI. One owner. Finished in Redwood Metallic with Magnolia interior piped in St James, with St James carpets piped in Magnolia. Only 42,000 miles with Full Service History. Totally unmarked condition throughout. Must be seen £19,999



1980 V Rolls Royce Silver Shadow II.

Finished in Georgian Silver with French Navy Everflex roof, Slate
Grey interior, French Navy pinig 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 £69,750



1978 S Rolls Royce Silver Shadow Series II. Finished in Exeter Blue with Magnolia coach lines. Cream interior with Walnut veneers. This beautiful car has only 32,000 miles, with history. We have carried out a full hydraulic service on the braking system. 4 new Avon whitewalls. Only two owners, exceptional throughou £35,950



1978 S Rolls Royce Silver Shadow Series II.
Finished in stuming Le Mans Blue with Cream fine
lines. Cream interior with French Navy piping and Beige
carpets. Known to ourselves for many years. Only 83,000
miles with history. Not to be missed, these are a very
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1962 Rolls-Royce Silver Cloud II Adaptation LHD Restored condition



1962 Chevrolet Corvette C1 Manual gears



1978 Bentley T2 1 of 2 available



1995 Porsche 993 Carrera Club Sport RS Moo3 Equipment



1997 Bentley Continental T Ron Stratton Special Edition 26,500 miles



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ROLLS ROYCE SILVER WRAITH SEDANCA DE VILLE BY H.J. MULLINER Finished in Black over Maroon Outstanding condition. A show winner. £85.000



1947 ROLLS ROYCE SILVER WRAITH FORMAL with Black hide and Grey West of England wool cloth SALOON BY BARKER, with Division. Finished



1949 BENTLEY MK VI MULLINER SALOON Finished in Royal Garnet with grey hide, piped red interior. Covered 66500 miles with extensive service history and a comprehensive restoration. Avery handsome and scarce coach built MK VI presented in stunning conditionthroughout.......£50,000



1951 BENTLEY MK VI ALUMINIUM MULLINER SALOON 1951 MG TD. Two Tone Grey 51,000 miles 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



Black interior. A fantastic original example Must be seen





1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Rec 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 concourse condition throughout, this is surly the finest Dawn on the market today.



1953 ROLLS ROYCE SILVER WRAITH BY JAMES 1956 BENTLEY S1 CONTINENTAL MULLINER SIX LIGHT



YOUNG finished in Georgian Silver with Red hide SALOON finished in Cardinal Red with Tan hide interior. Owned by Harry Ferguson of Massey Benefits from recent mechanical overhaul. Suicide doors. Full



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



ROYCE SILVER CLOUD 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...



with Grey hide interior Covered 98,000 miles BY MULLINER PARK WARD. Finished in Acrylic with service history, Very well maintained. White with Blue Mohair hood. Magnolia Hide, Known to ourselves. Exceptional condition 95,000 miles from new Factory white. Low



1970 BENTLEY T1. finished Caribbean blue 1974 ROLLS ROYCE CORNICHE CONVERTIBLE ...£26,000 mileage. Good history file. ...£47.000



1977 ROLLS ROYCE SILVER SHADOW II. Finished in beautiful Garnet with Black hide interior. Covered just 35,000 miles with 3 former keepers.



1978 ROLLS ROYCE SILVER SHADOW II. Silver Sand with Nutmeg top hat 87,000 Miles. Beige



1979 BENTLEY T2 Finished in Silver Mink with a Blue everflex roof. Covered 129,000 miles with full service history. Offered with an impressive history to include original handbook folder complete with hide piped Brown interior. Excellent history file. A stamped service book having 25 service stamps, drivers handbook



1980 ROLLS ROYCE SILVER SHADOW II finished in 1988 DAIMLER DS420 LIMOUSINE, finished in original Willow over Olive having beige hide interior.



Silver with Grey and Black hide interior, 107,000 Just 68,000 miles from new with Full main agent and miles Maintained to a very high standard. Just 3 specialists service history. Totally original and former keepers Beautiful example in outstanding £27,000 condition throughout...



Windsor blue with magnolia piped blue interior, with Magnolia hide piped Blue Just 59,000 miles from Covered just 39,000 miles from new having had just new. Known to us for many years. Always regularly 3 former keepers. full main agent service history, serviced Very desirable colour combination. Sold fully Outstanding condition........................£13,750 serviced with 1 years MOT...................................£13,750



1989 ROLLS ROYCE SILVER SPIRIT. Finished in 1990 BENTLEY TURBO R finished in Midnight Blue



1993 BENTLEY BROOKLANDS finished in original Acrylic
White with Magnolia hide interior piped Brown. Covered only 76,000 miles from new with only 4 former keepers.

1996 ('97) BENTLEY BROOKLANDS LWB LIGHT PRESSURE Turbo finished in Ocean Mica with magnolia only 76,000 miles from new with only 4 former keepers. full The service history is incredible, this car has been to service history light pressure turbo 300 BHP model. long Bentley themselves every year of its life. Maintained wheel base. Picnic tables and electric rear seats. £13,750 regardless of cost. Outstanding condition.....£18,000



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incoln Continental Presidential Limousine. Coachwork by Hess and Eisenhardt USA officially appointed coachbuilder to the White House. In 1961, after the election of J. F. Kennedy, the White House commissioned a new presidential Lincoln limousine, specifying it to be a convertible and having large doors for maximum ease of access. A new Lincoln chassis was delivered to Hess & Eisenhardt to be stretched and modified appropriately. Being well qualified to carry out the conversion, having built their first presidential limousine for Harry S Truman in the late 1940s and a succession of vehicles for US presidents thereafter. Archive photographs held by the 'Musée Automobile des Voitures de Chefs d'État' at the Château de Montjalin, Avallon show the Lincoln in use on numerous trips abroad. President Kennedy was riding in the car when he was assassinated in Dallas on 22nd November 1963. Built to special order by the 'presidential' coachbuilder, this Lincoln Limousine rolled out of the Hess and Eisenhardt specialist coachbuilders in March 1963 being a duplicate of the 1961 car that the President was assassinated in, photographs of the build are available with the car. The 'Y82' chassis number indicates that it is a production limousine. As was the car that JFK was assassinated in, this car also has the same specifications being equipped with grab handles on the boot for bodyguards, extended rear platform, Presidential flags on each wing, flashing Red lights on the front bumper. Being purchased by the founder of the 'Musée automobile des voitures de chefs d'État', and formed the centrepiece of the collection. Who subsequently restored the car completely renewing all the interior, overhauling the engine, automatic gearbox, brakes and exhaust system all at great expense, invoices on file and only covered 650 km since. Now UK registered with a new MOT and in excellent condition throughout. This fantastic piece of history is now offered for sale with offers invited in the region of.



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2000(V) Mercedes E240 Elegance.
Brilliant Silver with Charcoal Cloth and Walnut
dash. Auto, PAS, ABS, A/C, e-seats,
e-windows, cruise control, factory alloys etc.
Only 37,000 miles recorded. Very tidy.
£3,795



1991 BMW E30 325i Convertible.
Alpine White with Navy Blue Recaro leather and power Navy soft top. 5-speed, PAS, factory alloys, ABS, e-windows, 79,000 miles with FSH. Really nice condition.
£8,995



1990(G) TVR S290 Convertible.

Metallic Grey with Grey leather. Ford 2.9i V6 with only 63,500 miles recorded. 5-speed, e-w, immobiliser, factory alloys, SS exhaust. Huge history folder. Very good condition. £8,795



2002(02) BMW E46 330Ci Coupe.

Metallic Topaz Blue with Black leather. Rare SMG 5-speed, rare e-sunroof, A/C, cruise control, e-seats, 19" alloys, only 55,000 miles, FSH, stunning condition.



1998(R) BMW Z3 1.9i Convertible 5-speed manual.

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2000(V) Mercedes SLK320 Convertible.
Metallic Linarite Blue with Anthracite leather.
Electric roof, switchable auto, PAS, ABS, A/C,
e-w, CD stereo, AMG alloys etc. Under 41000
miles, FSH. Immaculate.



2002 Mercedes SLK320 Convertible.

Metallic Brilliant Silver with Anthracite leather.
Electric roof, switchable auto, PAS, ABS, A/C,
e-w, e-seats, alloys, only 20,000 miles
recorded believed correct. History. Like new.
£8,795



1998 BMW Z3 2.8i Roadster.

Metallic Cosmos Black with Beige leather and Black electric roof. 5-speed, PAS, e-seats, CD stereo, e-mirrors, e-w, c-locking, factory alloys etc. Only 42,000 miles, FSH. Very nice condition. £6,295



2001(X) BMW Z3 Roadster 2.2i 6-cylinder. Titan Silver with Black leather. 5-speed, e-w, e-mirrors, e-seats, chrome pack, alloys, PAS ABS, CD stereo, only 62,000 miles. FSH. Lovely condition. Choice of 2 identical cars. £5,495



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1955 Jaguar XK 140 DHC.
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alloys, CD multichanger. 81,500 miles with
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1998 BMW Z3 2.8i Roadster.

Arctic Silver with Wine Red leather and Black electric roof. 5-speed, PAS, e-seats, heated seats, CD stereo, e-mirrors, e-w, c-locking, factory alloys etc. Only 43,000 miles, FSH. Immaculate. £6,295



1978 Mercedes 450SLC Coupe.
LHD. Dark Metallic Green with Light Green
velour. Automatic, PAS, E-Windows, stereo,
original alloys. Approximately 105,000 miles,
very clean cosmetically.
£8,795



2001 Mercedes SLK320 Convertible.
Metallic Obsidian Black with Anthracite and
Cream leather. E-roof, auto, PAS, ABS. A/C,
heated seats, CD stereo, alloys. Only 47,000
miles with FSH. Immaculate.
£6,795



2005 Mercedes CLK240 2.6 Coupe. Brilliant Silver with Anthracite leather. Command, A/C, Sat. Nav, cruise control, alloy wheels, parking sensors, only 43000 miles, FSH. Pristine. £5,995



2004 BMW E46 318Ci 2.0 SE Convertible Steptronic auto. Silver Grey with Grey leather and Navy power roof. A/C, cruise control, electric seats, heated seats, parking sensors etc. Only 51,500 miles, FSH. Pristine. £6,795

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1963 ALFA ROMEO GIULIA SPRINT SPECIALE



1970 ALFA ROMEO JUNIOR 1300 ZAGATO



1971 ALFA ROMEO GT JUNIOR 1.3



1985 ALFA ROMEO GTV 6 2.5



1965 AUSTIN HEALEY 100/6 Bn4 - RHD



1970 CITROEN ID 20 F BREAK



1972 LANCIAFULVIA COUPE' 1.3 S MONTECARLO



1962 FIAT 1500 CABRIOLET SPIDER



1962 FIAT 1500 S CABRIOLET OSCA



1955 JAGUAR XK 140 FHC SE



1971 JAGUAR E-TYPE 4.2 FHC



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1962 JAGUAR E-TYPE 3.8 FHC



1967 MERCEDES 250 SL PAGODA



1961 LANCIA APPIA S3 CONVERTIBILE VIGNALE



1963 LANCIA FLAMINIA GT TOURING 2.8 - 3C



1982 FERRARI



1976 MASERATI MERAK SS



1974 MASERATI INDY - 4.9 S AMERICA



1963 MERCEDES 220 SEB CABRIO



1964 MERCEDES 220 SE COUPE'



1954 MG TF 1250



1938 MORGAN 4/4 1200 S1 - RHD



1972 PORSCHE 911 2.2 T TARGA C/D SERIES



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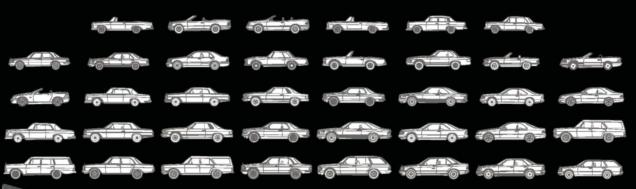
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v collectable
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1978 NODDY CAR in Noddy's colours red /yellow complete with outfits etc unique opportunity £15,995



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1998 (R) BENTLEY BROOKLANDS MULLINER
Atlantic Blue Mica. 73,000 miles. Number 33 of
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2008 ROLLS-ROYCE PHANTOM DROPHEAD
Metallic Metropolitan Blue with Ivory hide, brushed
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1979 ROLLS-ROYCE SILVER SHADOW IIOxford blue with French Navy interior. 67,000 mile.
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Year: 1939 Make: Rolls-Royce Model: Wraith Coachbuilder: Gurney Nutting Body Type: Faux Cabriolet Colour: Light Blue Trim: Blue Leather Built between 1938 and 1939, the Wraith was the last model offered by Rolls-Royce prior to the outbreak of World War II. The major improvements over its predecessor, the 25/30 were the introduction of a new cross flow cylinder head and independent front suspension. Just less than 500 chassis were produced during this two year period, fitted with coachwork of the customers choosing in true Rolls-Royce style. Chassis No WHC 33 was one of the last cars produced and it is believed to be the only one of this design, and was in fact not registered until after the war had concluded. The car was completed in September of 1939 and supplied through H.R.Owen Ltd to its first owner Mr F Roberts of Manchester in July of 1945. It had four further owners in the north of England up to the 1970's before it found its way to the US in December of 1975. It lived in North Carolina, California and also Florida before returning to the UK in more recent times. The car was originally created by Gurney Nutting with drophead coupe coachwork but was converted to a fixed head faux cabriolet coupe in more recent times, having a new dark blue mohair top and pram irons added, replacing the painted white roof the car formerly had. Frank Dale & Stepsons acquired the car in early 2014 and prepared it over several months for the new owner. The works included but were not limited to attention to the brakes, suspension, the clutch, the flywheel, the radiator, the carburettor and the fitting of a new high ratio back axle. The total expenditure exceeded £25,000 and following the works the car was used in the autumn in the UK, attending various events which included the Goodwood Revival Festival. It drives superbly, this very balanced and stylish Rolls-Royce comes complete with chassis records and manual

Four speed manual gearbox, 6 cylinder in-line engine, 4.25 litres displacement, 4257cc capacity. Servo-assisted °brakes. This is a totally unique car having been built by the very best coach builder of the time, Gurney Nutting and is an absolute blue chip investment.

and is prepared for its next fortunate owner. Condition: Good condition with recent mechanical preparation. Technical Data:

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280sl-1968-64k miles Gold, matching h/top, Black MB-tex & Brown s/top. Auto. Superb. £99,750



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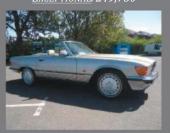
944 <u>S</u>2-1990-44k miles Alpine white, Sunroof, Marine blue trim. Manual. Exceptional. £22,750



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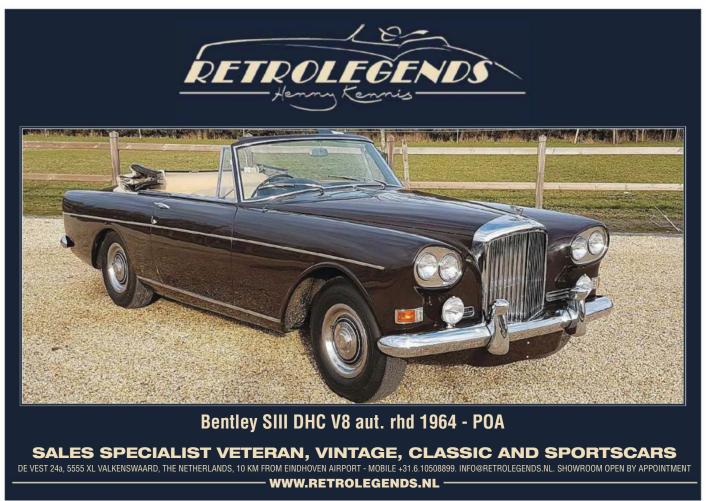


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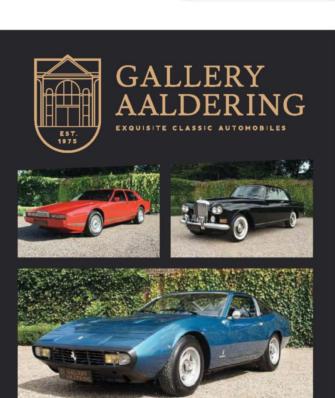
FORD ZODIAC MKII 1960. 99,804 miles. Manual, MoT Aug 17. Body in good condition for age. Floor pan, boot floor & bulkhead solid. Chrome & mechanics good. Needs some tidying. £7750 ONO TEL: 01162873311 LEICS



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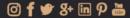
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300E Saloon 1988F

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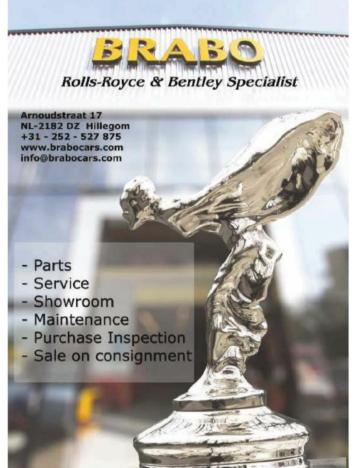
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1959 Lancia Flaminia Italian RHD Coupe

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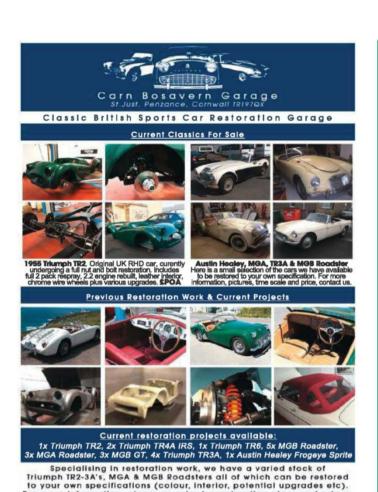
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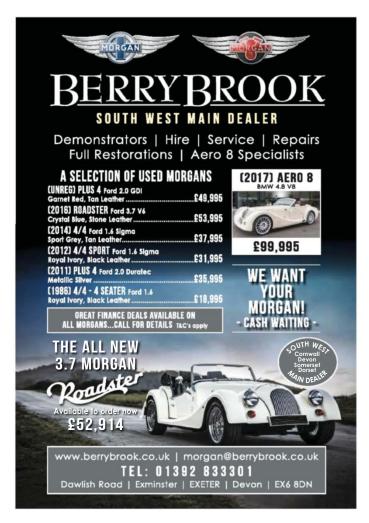
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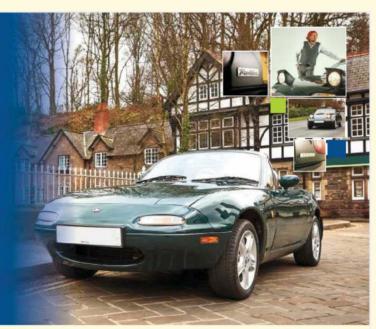
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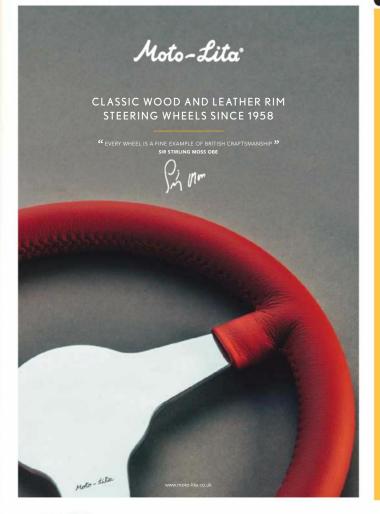
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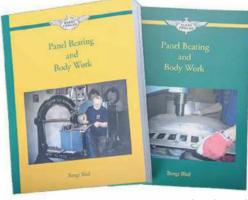
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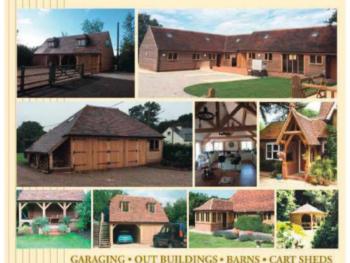


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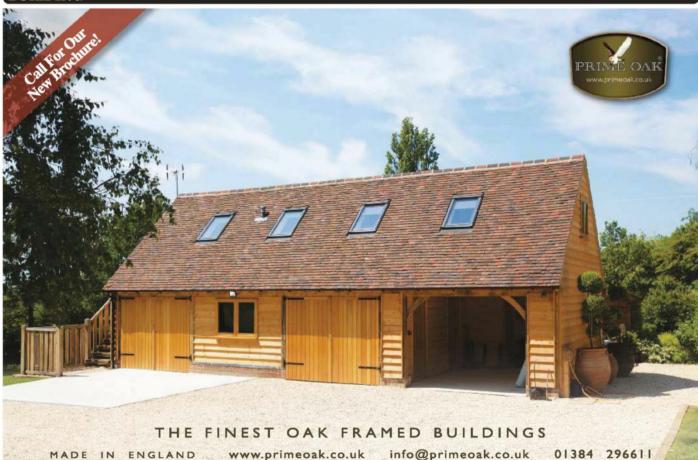


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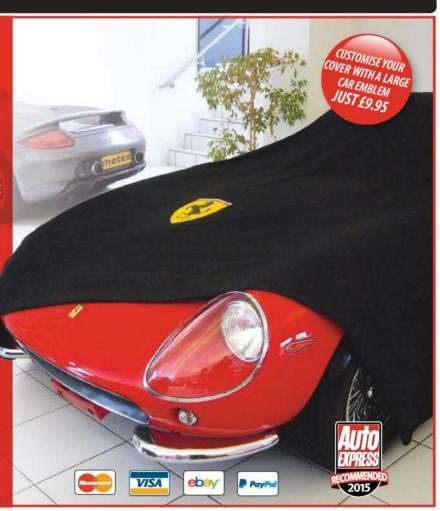
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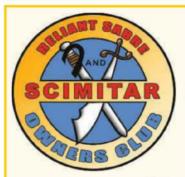
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'Three laps from the finish the rain intensified and I spun in a river of water. Only then did I realise I'd amassed a 15 second lead!

As I walked back to the pits I couldn't stop crying'

loved my first car race, I can remember it as though it was only yesterday. Racing is in my blood. I began in karts and when I reached the age when I could start motor racing I had two things in my favour - the success of older kart drivers such as Elio De Angelis, Riccardo Patrese, Andrea De Cesaris and Eddie Cheever helped me to get started, plus the Fiat Lancia Group, which was very supportive of Italian drivers, had just launched the new Fiat Abarth Formula.

The first season was 1980. The design was based on limited -budget racing using the Lancia Beta engine and gearbox. The cars were all delivered together during March at Mugello, a circuit that intimidates even the best. Power was in the area of 150bhp.

I had just won the Italian karting championship for the second year and this gave me a limited budget, sufficient only to join a team which had never entered circuit racing before. The question I couldn't ignore was whether I was good enough to make a career out of motor racing? I could not be just average.

I was very nervous ahead of my first race. I qualified 8th out of 52, started on the second row of the second heat, and finished in second place. This earned me the chance to start from the second row for the final.

Then it began to rain, heavily. I'd never driven in the wet before and I thought it could spell disaster for me. To make matters worse, I had to skip the fifteen minutes of extra practice time agreed by the race director because my rain light was faulty.

By the time it was fixed the other cars were already on the grid and so I had to complete my formation lap alone. The car was sliding about everywhere and the situation seemed hopeless.

When the flag went down I found myself leading along the straight and into the first corner. I had no idea where to brake. As I came out I was still ahead, a position I maintained for the next few turns. Behind, all was a huge blur of spray. Because no-one had passed me I thought there'd been a massive accident.

Three laps from the finish the rain intensified and I spun in a newly formed river of water across the track. The car stopped, buried in a sand trap facing the oncoming cars. Only then did I realise I'd amassed a 15 second lead! As I walked back to the pits I couldn't stop crying, fully expecting everyone to be angry. In fact,

they were totally excited by my performance. I then won the next race and went on to take the championship.

That first race was so important. It helped me to answer my question: could I hope to succeed as a racing driver?





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Whether you're buying or selling a classic, it pays to know how the market has been reacting to that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But remember, it's not a valuation – a car's true value can only be assessed in person. Timewarp cars with perfect history, or those freshly restored often command disproportionately higher prices. On some models at the 'bluechip' end of the market, like Ferrari GTOs, history and provenance are as crucial as condition, so our price spread reflects that.

USING THE GUIDE

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 Good
Shiny and Tidy and ready to bright, but not concours condition. Any defects should be small. You'll get a fine example for this money smart

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

Private sale

				Private sale			_	ge
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	႘	Top speed	Price change
ABARTH				Al	oarth Club	GB (01	869 340)289)
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	

16				10	0	L.I. (010	00470050
AC				AC	Owners' C	ub (UIS	104 /9356
2-litre	47-56	15,000	11,000	6750	4000	1991	83
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9000	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	125,000	95,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	140,000	110,000	70,000	50,000	1971	128
Greyhound	59-63	55,000	40,000	25,000	16,500	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

ALFA ROMEO			F	Alfa Romeo	Owners' (Club (01	787 249	9285)
6C 1750 GS Zagato	30-33	1.9m	1.5m	1.2m	950,000	1754	95	
1900C Super Sprint	55-58	225,000	175,000	120,000	85,000	1975	112	
Giulietta berlina	55-62	18,000	12,600	6000	2750	1290	90	\blacksquare
Giulietta ti	57-64	22,500	16,000	7500	4000	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	75,000	55,000	26,500	16,000	1975	111	
2600 Spider	62-65	90,000	67,500	32,000	17,500	2584	124	
2600 Sprint	62-66	47,500	35,000	17,500	8000	2584	125	
SZ-1	60-62	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	5000	2250	1570	105	
1750/2000 Berlina	68-76	11,000	7000	3000	1400	1962	115	
Giulia Sprint GT/Veloce	63-68	40,000	30,000	16,500	8500	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	8500	4500	1570	115	
1750/2000 GTV	67-77	30,000	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110	
Spider Duetto	66-67	32,500	24,000	12,500	6500	1570	113	
1750 Spider Veloce	68-70	30,000	22,000	12,000	6250	1779	115	
Spider 2000 S2	70-82	17,500	13,000	6250	2850	1962	119	
Spider 2000 S3	82-89	9500	6250	3000	1500	1962	114	
Spider 2000 S4	89-93	11,000	7500	4000	2200	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	7000	4750	2400	900	1490	104	
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	
GTV 2000	76-87	9250	6500	3000	1400	1962	118	
GTV6	81-87	16,500	10,000	4500	1950	2492	130	
75 sal	86-92	7500	5000	2000	1000	2959	135	
SZ	89-93	36,500	26,500	18,500	14,000	2959	153	

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ALPINE-RENAULT				Club A	Ipine-Ren	ault (019	02 895	5590)
A110	65-77	75,000	55,000	36,000	27,500	1565	115	
A310 1600	74-77	27,500	20,000	12,500	8000	1605	130	
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137	
GTA	85-91	8750	7000	3750	2250	2849	139	
GTA Turbo	85-91	10,500	8500	4650	2750	2458	149	
ALVIS		Alvis Owne	er Club (018	92 832118);	Alvis Regi	ster (01	83 810	308)
Speed 20 Tourer	32-36	120,000	100,000	75,000	52,500	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	
TA14	46-50	16.000	11.000	6000	3250	1892	72	

ALVIS		AIVIS OWITE		92 032110),	AIVIS REGIS	אנפו (טוי	100 0100	<i>J</i> 0)
Speed 20 Tourer	32-36	120,000	100,000	75,000	52,500	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	20,000	15,000	8500	4000	2993	100	
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95	
TD21	56-63	32,500	22,500	13,500	7000	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	9500	2993	110	
TE/TF convertible	63-67	89,000	65,000	37,500	22,500	2993	107	
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (012) 459 074							42)	

46-52 46-53		9000	5000	2750	1991	70
46-53				2130	1991	70
.0 00	20,000	15,000	8500	5500	1991	70
46-50	16,000	11,250	7000	4250	1991	70
50-53	11,500	8500	4250	2500	2309	85
53-59	12,500	9500	4750	1750	3435	100
56-58	11,500	8500	4000	1600	2309	97
58-60	14,000	11,000	5500	2500	3990	104
	50-53 53-59 56-58	50-53 11,500 53-59 12,500 56-58 11,500	50-53 11,500 8500 53-59 12,500 9500 56-58 11,500 8500	50-53 11,500 8500 4250 53-59 12,500 9500 4750 56-58 11,500 8500 4000	50-53 11,500 8500 4250 2500 53-59 12,500 9500 4750 1750 56-58 11,500 8500 4000 1600	50-53 11,500 8500 4250 2500 2309 53-59 12,500 9500 4750 1750 3435 56-58 11,500 8500 4000 1600 2309

Star Sappnire	58-60	14,000	11,000	5500	2500	3990	104	_
ASTON MARTIN			Δstr	n Martin C	wners' Cli	ıh (0186	5 4004	100)
DB2	50-53	240,000		120.000	85.000	2580	110	<u> </u>
DB2 con	51-53	325,000	250,000	180.000	140.000	2580	109	_
DB2/4 MkI/II	53-57	185,000	140.000		65,000	2580	120	•
DB2/4 con	53-57	275,000	225,000	170,000	130,000	2580	120	•
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	
DB4 GT Zagato	60-63	10.5m	9m	8m	n/a	3670	154	
DB5	63-65	575,000	485,000	360,000	285,000	3995	143	
DB5 con	63-66	1m	875,000	700,000	550,000	3995	141	
DB6	65-70	300,000	225,000	165,000	125,000	3995	140	
DB6 Vantage	66-69	400,000	300,000	210,000	160,000	3995	148	
DB6 Volante	66-70	700,000	590,000	400,000	325,000	3995	145	
DBS 6	67-72	110,000	75,000	47,500	32,500	3995	138	
DBS 6 Vantage	67-73	140,000	100,000	60,000	40,000	3995	141	
DBS V8	69-73	120,000	80,000	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	\blacktriangle
V8 Volante	78-90	150,000	120,000	75,000	45,000	5340	130	\blacktriangle
V8 Vantage Volante	86-89	300,000	250,000	175,000	100,000	5340	162	A
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	93-99	150,000	110,000	75,000	50,000	5340	186	
V8 Coupé	96-99	60,000	45,000	30,000	24,000	5340	155	
DB7	94-99	22,500	20,000	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	

DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concou _{ll} Dealer	Mint	роод	Rough	ပ္ပ	Top spee	Price cha	
AUDI				Audi	Owners' C	lub (07.	788 58	3449)	
100S Coupé	69-76	12,500	8500	4000	2000	1871	112		
Quattro turbo	80-89	22,500	15,000	7000	3000	2144	135		
Quattro 20V	89-91	30,000	22,000	12,000	6000	2226	142		
ALISTINI Savan OC (01277 466124): Mini OC (01642 267066): Copper C (020 7616 7172)									

QuattiO2OV	05-51	30,000	22,000	12,000	0000	2220	142	
AUSTIN Seven	OC (01	372 466134)	Mini OC (01543 2579	56); Coope	er C (020	7515	7173)
Seven saloon	30-34	12,000	9000	5250	2750	747	50	
Seven Chummy	31-34	17,500	13,500	8000	5000	747	50	
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60	
Seven Ruby saloon	34-39	10,500	7800	4400	2400	747	53	
A125/A135	47-57	12,500	8000	3750	1750	3995	89	
A40 Devon/Dorset	47-52	6000	4000	1900	1000	1200	76	
A70 Hamps/Heref	48-54	7500	5000	2400	1000	2199	83	
A90 Atlantic con	49-50	35,000	26,000	13,000	6500	2660	92	▼
A90 Atlantic coupé	50-52	25,000	18,500	10,000	5000	2660	92	▼
A40 Sports	50-53	14,000	10,500	6000	3500	1200	80	
A40 Somerset	52-54	5750	3750	1750	850	1200	72	
A40 Somerset con	52-54	8000	6000	3400	1750	1200	72	
Metropolitan cpé	54-61	15,000	10,000	5000	2500	1489	78	
Metropolitan con	54-60	18,000	12,000	6000	3000	1489	78	
A30/A35	51-59	7500	4500	2250	950	948	75	
A40, A50, A55	53-59	6000	4000	1750	850	1200	70	
A55/A60 Cambridge	59-69	5000	3200	1400	700	1622	78	
A90, A95, A105	54-59	10,000	7000	3000	1400	2639	91	
A40 Farina	58-67	6400	4500	1800	700	1098	82	
A99/A110	59-68	7200	5000	2000	950	2912	102	
1100/1300	63-74	2950	1950	850	450	1098	85	
1300GT	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 1750/Sport TC	73-75	2650	1650	800	450	1748	104	
Seven/Mini Mkl	59	25,000	20,000	14,000	10,000	848	71	
Mini Mkl	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	
ALISTINI-HEALEY			Austin-He	aley Club.	1 Savhy St	Lairact	or LF2	חואח

AUSTIN-HEALEY			Austin-He	aley Club,	4 Saxby St,	Leicest	ter LE2 0N
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 BT7, BJ7	62-64	57,500	42,000	27,500	15,000	2912	117
3000 MkIII	64-68	62,500	46,500	30,000	17,500	2912	121
'Frogeye' Sprite MkI	58-61	21,000	15,000	7000	4000	948	82
Sprite MkII/III/IV	61-71	11,000	7000	3000	1250	1275	96

BENTLEY				Bentley	Drivers' C	llub (012	295 7388	86)
3-litre Tourer	22-25	500,000	275,000	200,000	150,000	2996		
4.5-litre Tourer	27-31	1.1m	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	

				Private sa	ale		/ ge					Private sa	ale		Se					Private sa	ile		/ lge
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough	ပ္ပ	Top speed Price change	DENOTES NEW ENTRY TO PRICE	(ear	Concours/ Dealer	Mint	Poog	Rough		Top speed Price change	DENOTES NEW ENTRY TO PRICE GUIDE	fear	Concours/ Dealer	Mint	роод	Rough	8	Top speed Price change
4.5 Litre 'Blower'	29-31	11m	8m	4.6m	3m	4398	98		ol Owners						coloda.com)	135M/MS Cabriolet	46-53	295,000	180,000	115,000	85,000	3557	n/a
8 Litre Derby 3.5 Park Ward	29-31 33-37	2.5m 100,000	1.65m 75,000	1m 50,000	500,000 29,500	3669	101 91	400 401, 403	47-50 49-55	63,500 57,500	47,500 40,000	26,500	16,500 13,500	1971 1971	92 ▲ 94 ▲	235 Chapron coupé	51-54	100,000	75,000	45,000	20,000	3557	120
Derby 3.5 coachbuilt	33-37	300,000	200,000	0 100,000	42,500	3669	91	Arnolt-Bristol	54-61		240,000		100,000		109	DELLOW		ellow Regist				_	
Derby 4.25 PW Derby 4.25 coachbuilt	36-39 36-39	110,000	80,000 275,000		32,000 47,500		96 96	404 405 saloon	54-55 54-56	75,000 45,000	55,000 30,000	35,000 15,000	22,000	1971 1971	110 94 A	Mark I-V sport-trials	49-5/	20,000	15,000	9000	4000	1172	65
MkVI 4.3/4.6-litre	46-52		27,500	15,000	8750	4566		405 con	55	100,000		45,000	30,000		100	DELOREAN				' Club UK ((
MkVI con R-type saloon	51-52 52-55	110,000	80,000 29,000	42,000 16,000	27,500 9000	4566 4566		406 407, 408, 409	58-61 62-69	40,000 37.500	27,500 26,000	14,000	9000 8250	2216 5130	104	DMC-12 coupé	81-82	32,500	24,500	16,250	10,500	2849	109
	52-55 52-55	57,500	39,500 95,000	19,500 55,000	12,500 32,000	4566 4566		410, 411	69-76	40,000	28,000	14,500	9000	5900		DE TOMASO				De Toma	so Drivers'	Club (01	226 321686)
Coachbuilt con R-type Continental	52-55	125,000 1m		0 600,000	-			412, Beaufighter 603, Britannia, Brigan	76-93	35,000 32,000	20,000	12,000	6500 7500	5900 5900		Mangusta Pantera	67-72 72-89	200,000	150,000 45.000	100,000 25.000	65,000		150 160
S1/S2 saloon S1 Continental Mulline	55-62		29,000	16,500 185,000	8000 140,000	4887	101	003,Dittailila,Digail	u 70-34	32,000	22,000	12,000	7300	3300	130	Deauville	70-88	27,500	20,000	11,000	5500		150
S1 Cont P Ward con				0 275,000			115	BUGATTI Type 57 Galibier sal	24-20	275,000	210,000		_	<u> </u>	242 662914) 95	Longchamp	72-89	37,500	30,000	15,000	8000	5763	150
S2 Cont Mulliner S2 Park Ward con	59-62 59-62			125,000		6230 6230		Type 57 Ventoux 2d		_	360,000				95	DKW						<u> </u>	224 743429)
S2 Flying Spur	59-62		125,000		46,500	6230		Type 57 Stelvio con Type 57 Atalante cp		650,000 1.5m	525,000 1.2m		250,000 550,000		96 100	Sonderklasse/3=6 1000SP/A Union sp	53-59 58-65	20,000 17,500	15,000	8000 6500	4500 4000		76 82
S3 saloon S3 MPW 2dr coupé	62-65 62-65	42,000 165,000	32,000 110.000	18,000 75.000	8500 50,000	6230 6230		Type 57S Atalante cpe		7.5m	6.75m	6m	5.5m	3257	115	1000/1000S sal/cpé		10,000	6750	3400	2000	980	80
S3 MPW con	62-65		.,	.,				EB110	92-95	400,000	350,000	250,000	175,000	3499	209 🛦	F102 saloon	64-66	3250	1950	950	550	1175	84
S3 Flying Spur 4dr T1 saloon	62-65 65-76	147,500 16,500	110,000	72,000 6500	48,000 2500	6230 6750		CATERHAM				Lo	otus Seven	(-	1483 277171)	DODGE	02.02	40,000	20,000	21,000	16,000	7974	165
T2 saloon	77-80	15,000	12,000	6000	2250	6750		Seven (solid axle) Seven (de Dion)	73-89 87-91	15,000 16,000	10,500	7000 7750	4500 5250	1599 1715	108	Viper RT 10/GTS	92-02	40,000	30,000	21,000	10,000	7974	103
MPW/Corniche coupé			34,000	22,500	10,000	6750										ELVA	E0.64	27500	21.000				903 823710)
MPW/Corniche conv Mulsanne/Eight	80-92	54,000 12,500	44,000 10,000	30,000 6000	16.000 2000	6750 6750		CHEVROLET Corvette	Classi 53-54	c Chevrole 90.000	65,000	76 552478); 45.000	Corvette 0	<u> </u>	702 200881) 107	Courier sports/cpé MkIII/MkIV T-type	58-61 62-69	27,500 30,000	21,000 22,000	12,000 12,500	6750 7000	1498 1798	100
Mulsanne Turbo	82-86 85-97	15,000	12,000 12,500	6500 6750	2400 2500	6750 6750		Corvette	55-57	65,000	47,500	30,000	20,000	4343	119	FACEL VEGA				Eaco	I Voga Cari	Club (01	621 818608)
Turbo R/RL Continental MPW conv		20,000 67,500	52,500	40,000	25,000	6750		Corvette Corvette Sting Ray	58-62 63-67	75,000 72,000	55,000 54,000	32,500 27,500	22,000 18,000	4639 5359	132 142	FV 4.5/4.8/5.4/5.8	54-59	175,000	125,000	80,000	60,000		125
Continental R Continental T	91-02 96-02	42,500 65,000	31,000 52.000	24,000 40.000	18,000 32,000	6750 6750		Camaro	67-69	22,000 25,000	17,500 20,000	9500 14,000	5000 8000	5735 5735	130 130	HK500 Facel II	59-61 62-64	200,000		100,000		6286 6286	130 132
Brooklands	92-98	16,500	13,500	10,000	6500	6750		Camaro conv. Corvette Stingray	67-69 68-72	27,500	22,500	13,000	5500			Facellia/Facel III	60-64	72,500	50,000		16,500		114
BERKELEY				Rerkelev Fr	thusiasts' (Club (01	483 475330)	Corvette Stingray Corvette	73-77 77-82	21,000 15,000	14,500 11,000	9000 6500	4500 3500	5737 5733	125 125	FAIRTHORPE			F	airthorpe S	ports Car (Club (018	895 256799)
Sports SA322/SE328		8500	6000	3600	2250	328	65	Corvette C4	84-96	11,000	9000	4500	2000	5733	145	Electron Minor	57-73	5000	3750	2250	1250		80
Sports SE492 B95/B105	58-59 59-61	12,000	7000 7500	3750 4250	2500 2750	492 692	90	Corvette ZR1	90-95	18,500	15,000	12,500	9500	5727	180	TX-GT/S/SS coupé	67-73	4500	3250	1850	750	1998	IIZ
T60 3-wheeler	59-61	8000	6000	3600	2000	328	60	CISITALIA						<u> </u>	cisitalia.net)	FERRARI 166 MM Rossilvation	40.50	Con	45				85 544500)
BIZZARRINI						(isob	izclub.com)	202 coupe	47-54	250,000	200,000	150,000	120,000	1089	105	166 MM Barchetta 166 Inter	48-50 48-51	6m 1m	4.5m 750,000	3.5m 550,000	2.85m 400,000		125 115
5300 GT Strada	65-69	600,000	500.00	100000	200,000	5354	165	CITROËN				٠٠٠.		1 1 /07	200 210250	212 Inter	51-52	1.1m	950.000	825,000	700,000	2562	120
		,	300,000	0 400,000	300,000	J J J J T	103		25.55	20.000	14000			_	000 248258)	212 Inter			,				125
BMW			300,00				25 709009)	Light 15/Big 15 2CV	35-55 48-60	20,000	14,000 8000	7250 4000	4000 2000	1911 425	72 49	340 America open 340 America closed	51	3m 2.5m	2.6m 2.25m	2.2m 2m	1.5m 1.35m	4101	135 136
328	36-39	675,000	550,000	2 425,000	BMW Car (Club (012) 1971	25 709009) 100	Light 15/Big 15 2CV 2CV	48-60 60-90	11,000 7500	8000 5000	7250 4000 2500	4000 2000 1250	1911 425 602	72 49 71	340 America open 340 America closed 250 Europa SI/SII	51 51 53-55	3m 2.5m 1.85m	2.6m 2.25m 1.4m	2.2m 2m 950,000	1.5m 1.35m 750,000	4101 4101 2963	136 126
	36-39 55-63 56-59	675,000 45,000	550,000 32,000	[BMW Car (Club (012) 1971 2580	25 709009)	Light 15/Big 15 2CV	48-60	11,000	8000	7250 4000	4000 2000	1911 425	72 49	340 America open 340 America closed	51 51 53-55 56-59	3m 2.5m	2.6m 2.25m 1.4m 2.75m	2.2m 2m 950,000 2.1m	1.5m 1.35m	4101 4101 2963 4962	136
328 501 V8/502/2.6/3.2 503 coupé 507	55-63 56-59 56-59	675,000 45,000 130,000 1.25m	550,000 32,000 100,000 1m	20 425,000 16,000 70,000 850,000	BMW Car (350,000 10,000 50,000 675,000	Club (012) 1971 2580 3168) 3168	100 100 115 135	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable	48-60 60-90 56-68 59-75 63-78	11,000 7500 20,000 22,000 175,000	8000 5000 13,500 14,000 135,000	7250 4000 2500 6000 6500 90,000	4000 2000 1250 2250 2750 62,500	1911 425 602 1911 1911 2175	72 49 71 88 88 100	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta TdF	51 51 53-55 56-59 56-59 57-59	3m 2.5m 1.85m 3.25m 600,000 5.75m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m	2.2m 2m 950,000 2.1m) 400,000 4.75m	1.5m 1.35m 0 750,000 1.75m 0 300,000 4.5m	4101 4101 2963 4962 2953 2953	136 126 165 157 143
328 501 V8/502/2.6/3.2 503 coupé	55-63 56-59	675,000 45,000 130,000 1.25m 21,000 30,000	550,000 32,000 100,000 1m 15,000 24,000	425,000 16,000 70,000 850,000 10,000	350,000 10,000 50,000 675,000 6500 9500	Club (012) 1971 2580 3168) 3168 298 585	225 709009) 100 100 115 135 60 65	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate	48-60 60-90 56-68 59-75	11,000 7500 20,000 22,000	8000 5000 13,500 14,000	7250 4000 2500 6000 6500	4000 2000 1250 2250 2750	1911 425 602 1911 1911	72 49 71 88 88	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta TdF 250 GT PF coupé 250 Cal' Spider Iwb	51 51 53-55 56-59 56-59 57-59 58-62 58-62	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7m	2.2m 2m 950,000 2.1m) 400,000 4.75m) 300,000 5.5m	1.5m 1.35m 0 750,000 1.75m 0 300,000 4.5m	4101 4101 2963 4962 2953 2953 2953 2953	136 126 165 157 143 145
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii	55-63 56-59 56-59 55-65 58-59 66-72	675,000 45,000 130,000 1.25m 21,000 30,000 8500	550,000 32,000 100,000 1m 15,000 24,000 6000	20 425,000 16,000 70,000 850,000 10,000 16,000 3000	350,000 10,000 50,000 675,000 6500 9500	2580 3168 3168 298 585 1990	225 709009) 100 100 115 135 60 65 105	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85	11,000 7500 20,000 22,000 175,000 32,000 60,000 3750	8000 5000 13,500 14,000 135,000 20,000 40,000 2500	7250 4000 2500 6000 6500 90,000 8000 22,500	4000 2000 1250 2250 2750 62,500 3500 12,500 450	1911 425 602 1911 1911 2175 2347 2670 1220	72 49 71 88 88 100 120 135	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider swb	51 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7m 11.5m	2.2m 2m 950,000 2.1m 0 400,000 4.75m 0 300,000 5.5m 10.5m	1.5m 1.35m 0 750,000 1.75m 0 300,000 4.5m 0 200,000 4.5m n/a	4101 4101 2963 4962 2953 2953 2953 2953	136 126 165 157 143 145 155 149
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring	55-63 56-59 56-59 55-65 58-59 66-72 66-77 68-75	675,000 45,000 130,000 1.25m 21,000 30,000 8500 6500 11,000	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 7500	20 425,000 16,000 170,000 850,000 10,000 16,000 3000 2200 3500	350,000 10,000 50,000 675,000 6500 9500 1400 1400	2580 3168 3168 298 585 1990 1573	225 709009) 100 100 115 135 60 65 105 100	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo	48-60 60-90 56-68 59-75 63-78 68-75 70-75	11,000 7500 20,000 22,000 175,000 32,000 60,000	8000 5000 13,500 14,000 135,000 20,000 40,000	7250 4000 2500 6000 6500 90,000 8000 22,500 1000 2000	4000 2000 1250 2250 2750 62,500 3500 12,500 450 900	1911 425 602 1911 1911 2175 2347 2670 1220 2347	72 49 71 88 88 100 120 135 100 137	340 America open 340 America closed 250 Europa S/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider swb 250 GT SWB (steel) 250 GT SWB (alloy)	51 53-55 56-59 56-59 56-59 58-62 58-62 60-63 60-63 59-62	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7m 11.5m 6.25m 7.3m	22m 2m 950,000 21m 0 400,000 4.75m 300,000 5.5m 10.5m 5.75m 6.5m	1.5m 1.35m 1.750,000 1.75m 0 300,000 4.5m 0 200,000 4.5m n/a 5.25m 6m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953	136 126 165 157 143 145 155 149 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa	55-63 56-59 56-59 55-65 58-59 66-72 66-77 68-75 71-74	675,000 45,000 130,000 1.25m 21,000 30,000 8500 6500 11,000 20,000	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 7500 15,000	850,000 16,000 70,000 850,000 10,000 16,000 3000 2200 3500 7000	3MW Car (0 350,000 10,000 50,000 6500 9500 1400 1000 1400 3000	Club (012) 1971 2580 3168) 3168 298 585 1990 1573 1990 1990	225 709009) 100 100 115 135 60 65 105 100 112	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	11,000 7500 20,000 22,000 175,000 32,000 60,000 3750 6000	8000 5000 13,500 14,000 135,000 20,000 40,000 2500 4500	7250 4000 2500 6000 6500 90,000 8000 22,500 1000 2000	4000 2000 1250 2250 2750 62,500 3500 12,500 450 900	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0'	72 49 71 88 88 100 120 135 100 137	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Gal' Spider Iwb 250 Gal' Spider swb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cabrio Se2	51 51 53-55 56-59 56-59 58-62 58-62 60-63 60-63 59-62 60-62	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7m 11.5m 6.25m 7.3m	2.2m 950,000 2.1m 9 400,000 4.75m 0 300,000 5.5m 10.5m 5.75m 6.5m 800,000	1.5m 1.35m 1.750,000 1.75m 0 300,000 4.5m 0 200,000 4.5m n/a 5.25m 6m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 165 157 143 145 155 149 150 155 160
328 501 V8/502/2.6/3.2 503 coupé 507 Setta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo	55-63 56-59 56-59 55-65 58-59 66-72 66-77 68-75 71-74 71-75 73-74	675,000 45,000 130,000 1.25m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 7500 15,000 16,500 50,000	16,000 16,000 70,000 850,000 10,000 16,000 3000 2200 3500 7000 7500 35,000	3MW Car (0 10,000 10,000 50,000 6500 9500 1400 1000 1400 3000 3250 20,000	2580 3168 3168 3168 298 585 1990 1573 1990 1990 1990	225 709009) 100 100 115 135 60 65 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTi/GTi turbo CLAN Crusader coupé	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	11,000 7500 20,000 22,000 175,000 32,000 60,000 3750 6000	8000 5000 13,500 14,000 135,000 20,000 40,000 2500 4500	7250 4000 2500 6000 6500 90,000 8000 22,500 1000 2000	4000 2000 1250 2250 2750 62,500 3500 12,500 450 900	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 875	72 49 71 88 88 100 120 135 100 137 656 744741)	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta TdF 250 Gal 'Spider Wb 250 Gal 'Spider swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT Cabrio Se2	51 51 53-55 56-59 56-59 58-62 58-62 60-63 59-62 60-63 60-63 60-63 60-63	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7m 11.5m 6.25m 7.3m 1m 275,000 33m	2.2m 2m 950,000 2.1m 0 400,000 4.75m 0 300,000 5.5m 10.5m 5.75m 6.5m 800,000 0 185,000 n/a	1.5m 1.35m 0 750,000 1.75m 0 300,000 4.5m 0 200,000 4.5m n/a 5.25m 6m 0 650,000 140,000 n/a	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 165 157 143 145 155 149 150 155 160 140
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/fo2/1502 2002/Touring 2002 cabrio/targa 2002ti	55-63 56-59 56-59 55-65 58-59 66-72 66-77 68-75 71-74 71-75	675,000 45,000 130,000 1.25m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 7500 15,000	850,000 16,000 170,000 850,000 10,000 16,000 3000 2200 3500 7000 7500	350,000 10,000 50,000 6500 9500 1400 1000 1400 3000 3250	2580 3168 3168 3168 298 585 1990 1573 1990 1990	225 709009) 100 100 115 135 60 65 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTi/GTi turbo CLAN Crusader coupé	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	11,000 7500 20,000 22,000 175,000 32,000 60,000 3750 6000	8000 5000 13,500 14,000 135,000 20,000 40,000 2500 4500	7250 4000 2500 6000 6500 90,000 8000 22,500 1000 2000	4000 2000 1250 2250 2750 62,500 3500 12,500 450 900	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 875	72 49 71 88 88 100 120 135 100 137 656 744741) 102 oys \$44 6TX	340 America open 340 America closed 250 Europa S/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta TdF 250 Gal 'Spider Iwb 250 Gal 'Spider swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTO 250 GTO 250 GTO	51 53-55 56-59 56-59 56-59 58-62 58-62 60-63 60-63 59-62 60-62 60-63 62-64 64-66	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7m 11.5m 6.25m 7.3m 1m 275,000 33m 11m	2.2m 2m 950,000 2.1m 0 400,000 4.75m 0 300,000 5.5m 10.5m 5.75m 6.5m 800,000 0 185,000 n/a 10m	1.5m 1.35m 750,000 1.75m 300,000 4.5m 200,000 4.5m n/a 5.25m 6m 0 650,000 140,000 n/a n/a	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 165 157 143 145 155 149 150 155 160 140 158
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/CSi	55-63 56-59 56-59 55-65 58-59 66-72 66-77 68-75 71-74 71-75 73-74 69-71 69-77 71-75	675,000 45,000 130,000 1.25m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000 20,000 8500 35,000	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 7500 15,000 16,500 50,000 14,000 6000 25,000	200 425,000 16,000 16,000 10,000 10,000 16,000 3000 2200 3500 7000 7500 35,000 7000 3000 17,500	3MW Car 0 350,000 10,000 50,000 6500 9500 1400 1000 3000 3250 20,000 1600 10,000	Club (012) 1971 2580 3168) 3168 298 585 1990 1573 1990 1990 1990 2788 2494 2985	225 709009) 100 100 115 135 60 65 105 100 112 110 120 1130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DAF DAF DAF DAF DAF DAF DAF DAF DA	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	11,000 7500 20,000 22,000 175,000 32,000 60,000 3750 6000	8000 5000 13,500 14,000 135,000 20,000 40,000 2500 4500 3750 dgedale Ro 2250	7250 4000 2500 6000 6500 90,000 8000 22,500 1000 2000 Cla 1650	4000 2000 1250 2250 2750 62,500 3500 12,500 450 900 n Owners' 700	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 875	72 49 71 88 88 88 100 120 135 100 137 100 137 102 005 544 6TX 83	340 America open 340 America closed 50 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Gal' Spider Iwb 250 Gal' Spider Iwb 250 GT SWB (steel) 250 GT GWB (alloy) 250 GT Cabrio Se2 250 GTE 2+2 250 GTO 250 GT Usso 400 Superamerica cp	51 53-55 56-59 56-59 56-59 58-62 58-62 60-63 60-63 59-62 60-62 60-63 62-64 64-66 62-64 60-64	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7m 11.5m 6.25m 7.3m 1m 275,000 33m 11m 1.15m 2.1m	2.2m 2m 950,000 2.1m 0 400,000 4.75m 0 300,000 5.5m 10.5m 5.75m 6.5m 800,000 0 185,000 n/a 10m 975,000 1.8m	1.5m 1.35m 1.750,000 1.75m 1.300,000 4.5m 1.75m 1.200,000 4.5m 1.72 1.25m 1	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 165 157 143 145 155 149 150 160 140 158 159 150 162
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800C5/CSA 2500/2800/3.0/3.3	55-63 56-59 56-59 55-65 58-59 66-72 66-77 68-75 71-74 71-75 73-74 69-71 69-77	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 24,000 65,000 8500 35,000 125,000	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 7500 16,500 50,000 14,000 6000 25,000 95,000	200 425,000 16,000 16,000 10,000 10,000 16,000 3000 2200 3500 7000 7500 35,000 7000 3000 17,500	3MW Car 0 350,000 10,000 50,000 6500 9500 1400 1000 1400 3250 20,000 3600 1600 10,000 37,500	200 (012) 2580 3168 3168 298 585 1990 1573 1990 1990 1990 2788 2494 2985 3003	225 709009) 100 100 115 135 60 65 105 100 112 110 120 1130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89	11,000 7500 20,000 22,000 175,000 32,000 60,000 3750 6000	8000 5000 13,500 14,000 135,000 20,000 40,000 2500 4500 3750 dgedale Ro 2250	7250 4000 2500 6000 6500 90,000 8000 22,500 1000 2000 Cla 1650	4000 2000 1250 2250 2750 62,500 3500 12,500 450 900 n Owners' 700	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 875	72 49 71 88 88 100 120 135 100 137 102 105 656 744741) 102 253 352076)	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Borlinetta TdF 250 GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTC 250 GT 250 GT Lusso 400 Superamerica cpc 500 Superfast	51 53-55 56-59 56-59 57-59 58-62 58-62 60-63 60-63 59-62 60-63 62-64 64-66 62-64	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7m 11.5m 6.25m 7.3m 1m 275,000 33m 11m 1.15m	2.2m 2m 950,000 2.1m 0 400,000 4.75m 0 300,000 5.5m 10.5m 800,000 0 185,000 n/a 10m 975,000	1.5m 1.35m 0 750,000 1.75m 0 300,000 4.5m n/a 5.25m 6m 0 650,000 140,000 n/a 800,000 1.5m 1.2m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 165 157 143 145 155 149 150 160 140 158 159 150 162
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800C5/CSA 2500/2800/3.0/3.3 3.0CS/CSi 3.0CSL 3.0CSL 633/628 CSi	55-63 56-59 56-59 55-65 58-59 66-72 66-77 68-75 71-74 71-75 73-74 69-71 69-77 71-75 72-75 72-75 76-87	675,000 45,000 130,000 1.25m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000 20,000 8500 35,000 125,000 8750	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 7500 15,000 16,500 50,000 14,000 6000 25,000 95,000 200,000	\$ 425,000 16,000 170,000 850,000 10,000 16,000 3000 2200 3500 7000 7500 35,000 7000 3000 17,500 60,000 0 150,000	3MW Car (2) 350,000 10,000 50,000 675,000 6500 9500 1400 1000 1400 3000 3250 20,000 3600 1600 10,000 37,500 100,000 1500	Club (012 2580 3168 3168 298 585 1990 1573 1990 1990 2788 2494 2985 3003 3153 3210	225 709009) 100 100 115 135 60 65 100 112 110 120 130	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DAF DAIMLER DB18/Consort DB18 con	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89 71-74 AF Owners 68-72 39-53 39-50	11,000 7500 20,000 22,000 175,000 32,000 60,000 3750 6000 7 Club, 56 Ri 3500	8000 5000 13,500 14,000 135,000 20,000 45,000 45,000 3750 Daimler & 7000 22,000	7250 4000 2500 6000 6500 90,000 8000 22,500 1000 2000 Cla 1650 d, Bolsover 950	4000 2000 1250 2250 2750 62,500 3500 12,500 450 900 n Owners' 700 c Chesterfie 500 er Owners' 1000 650cO1	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 875 Club (0' 2522 12345	72 49 71 88 88 88 100 120 135 100 137 656 744741) 102 5ys \$44 6TX 83 253 352076) 76 666789	340 America open 340 America closed 250 Europa S/SII 410 Superamerica 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider swb 250 Cal' Spider swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabric Se2 250 GTO 250 GT Lusso 400 Superamerica cp 500 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (steel)	51 53-55 56-59 56-59 58-62 58-62 60-63 60-63 59-62 60-63 62-64 64-66 62-64 64-67 64-66 64-66 64-66	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m 2.5m 2.5m	2.6m 2.25m 1.4m 2.75m 5.25,000 5.25m 400,000 7m 11.5m 6.25m 7.3m 1m 275,000 33m 11m 1.15m 2.1m 1.85m 1.4m	2.2m 2m 950,000 2.1m 0 400,000 4.75m 0 300,000 5.5m 10.5m 5.75m 6.5m 800,000 0 185,000 n/a 10m 975,000 1.8m 1.4m 1.2m 1.5m	1.5m 1.35m 1.750,000 1.75m 1.300 1.75m 1.300 1.300,000 1.5m 1.25m 1.300 1.300,000 1.300,000 1.300,000 1.300,000 1.5m 1.300 1.300,000 1.3	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 165 157 143 143 155 149 150 150 150 160 140 158 159 150 162 170 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS./CSi 3.0CSL 3.0CSL 633/628 CSi 635 CSi	55-63 56-59 56-59 55-65 58-59 66-72 66-77 68-75 71-74 71-75 73-74 69-71 69-77 71-75 72-75 72-75	675,000 45,000 130,000 1.25m 21,000 30,000 8500 11,000 20,000 24,000 65,000 20,000 8500 35,000 125,000 8750 14,000	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 7500 15,000 16,500 50,000 14,000 6000 25,000 95,000	\$ 425,000 16,000 70,000 850,000 10,000 16,000 3000 2200 7000 7500 35,000 7000 3000 17,500 60,000 0 150,000	3MW Car (2) 350,000 10,000 50,000 675,000 6500 1400 1000 1400 3000 3250 20,000 37,500 100,000	Club (012) 1971 2580 3168 3168 298 585 1990 1573 1990 1990 2788 2494 2985 3003) 3153	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTi/GTi turbo CLAN Crusader coupé DAF DAF DAF DAMATER DB18/Consort	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89 71-74 AF Owners 68-72 39-53 39-50	11,000 7500 20,000 22,000 175,000 32,000 60,000 5000 **Club,56 Ri 3500	8000 5000 13,500 14,000 135,000 20,000 40,000 2500 4500 3750 Daimler &	7250 4000 2500 6000 6500 90,000 8000 22,500 1000 2000 Cla 1650	4000 2000 1250 2250 2750 62,500 3500 12,500 450 900 n Owners' 700 c Chesterfie 500	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 875 1108	72 49 71 88 88 88 100 120 135 100 137 102 102 253 350 656 744 74 83 83 83 83 83 88 88 88 88 100 120 135 100 137 102 102 103 103 103 104 105 105 105 105 105 105 105 105	340 America open 340 America closed 250 Europa S/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta TdF 250 Gal 'Spider Iwb 250 Gal 'Spider swb 250 Gal 'Spider swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTE 2+2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel)	51 53-55 56-59 56-59 56-59 58-62 58-62 60-63 59-62 60-63 60-63 62-64 64-66 62-64 64-66 62-64 64-67 64-66	3m 2.5m 1.85m 3.25m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 1.25m 360,000 38m 13m 1.3m 2.5m 2.2m	2.6m 2.25m 1.4m 2.75m 525,000 525,000 7m 11.5m 6.25m 7.3m 1m 2.75,000 33m 11m 1.15m 2.1m 1.85m 1.44m 1.75m 1.3m	2.2m 2m 950,000 2.1m 950,000 4.75m 10.5m 5.75m 6.5m 800,000 185,000 n/a 10m 975,000 1.8m 1.4m 1.2m	1.5m 1.35m 0 750,000 1.75m 0 300,000 4.5m 1,0 200,000 4.5m 1,0 200,000 140,000 1,0 800,000 1,2 800,000 1,2 800,000 1,5 800	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 165 157 143 145 155 149 150 155 160 140 158 159 150 162 177 150 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSL 3.0CSL 3.0CSL 3.0CSL 633 (528 CSi M635 CSi M1	55-63 56-59 55-65 58-59 66-72 68-75 71-74 71-75 73-74 69-77 71-75 72-75 72-75 76-87 78-89 85-89 79-80	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 65,000 20,000 8500 125,000 125,000 125,000 8750 14,000 32,000 300,000	550,000 32,000 100,000 1m 15,000 24,000 6000 15,000 16,500 50,000 6000 25,000 95,000 6000 22,500 22,500 25,000	\$\ \begin{array}{cccccccccccccccccccccccccccccccccccc	350,000 10,000 675,000 675,000 6500 9500 1400 1400 3000 3250 20,000 1600 10,000 1500 1500 1500 1500 1500 1500	Club (012) 1971 2580 3168 3168 298 585 1990 1573 1990 1990 2788 2494 2985 3003 3 3210 3453 3453	225 709009) 100 100 115 135 60 65 105 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTi/GTi turbo CLAN Crusader coupé DAF DAF DAF DAIMLER DB18/Consort DB18 Con DB18 Sports Specia Regency Conquest/Century	48-60 60-90 56-68 59-75 63-78 70-75 70-85 71-74 4F Owners 68-72 39-53 39-53 39-53 49-53 52-56 53-58	11,000 7500 20,000 22,000 32,000 60,000 3750 6000 Club, 56 R 3500 10,000 29,000 32,000 9750 8750	8000 5000 13,500 14,000 20,000 40,000 2500 4500 3750 Daimler & 7000 22,000 24,000 7000 6000	7250 4000 2500 66000 90,000 8000 22,500 1000 2000 1650 1650 Lancheste 3000 12,000 12,000 3500 2500	4000 2000 1250 2250 2250 62,500 3500 12,500 450 900 n Owners' 700 Cheste file 500 1500 1500 1500	1911 425 602 1911 1911 2175 2347 1220 2347 Club (0' 875 eld, Derl 1108 Club (0' 2522 2522 3468 2433	72 49 71 88 88 89 100 120 135 100 137 102 135 100 137 102 103 103 103 104 105 105 105 105 105 105 105 105	340 America open 340 America closed 250 Europa S/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider swb 250 Gal' Spider swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GTC 250 LM 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (alloy) 275 GTB (alloy) 275 GTB (alloy)	51 53.55 56.59 56.59 56.59 58.62 58.62 60.63 59.62 60.63 62.64 64.66 62.64 64.66 64.66 64.66 64.66 64.66 64.66 66.68 64.67	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 6.75m 7.9m 1.25m 360,000 38m 1.3m 1.3m 2.5m 2.2m 1.6m 2m 1.6m 2.5m 2.5m	2.6m 2.25m 1.4m 2.75m 5.25,000 5.25m 400,000 7m 11.5m 6.25m 2.75,000 3.3m 1lm 1.85m 1.45m 1.85m 1.47m 1.75m 1.75m 1.75m 1.85m	2.2m 2m 950,000 2.1m 9 400,000 4.75m 0 300,000 5.5m 10.5m 800,000 185,000 10m 975,000 1.8m 1.2m 1.5m 1.5m 1.5m	1.5m 1.35m 0.750,000 1.75m 0.300,000 4.5m 0.200,000 4.5m 0.200,000 4.5m 0.200,000 4.5m 0.200,000 1.25m 6m 0.650,000 1.40,000 1.5m 1.2m 950,000 1.2m 990,000 1.7m 85,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 155 165 157 143 145 155 159 150 150 150 150 150 150 150 150 150 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002ti urbo 2800CS/CSA 2800CS/CSA 3.0CSL 3.0CSL 3.0CSL 3.3CSL 633/628 CSi M635 CSi	55-63 56-59 56-59 55-65 58-59 66-72 66-77 71-74 71-75 73-74 69-71 71-75 72-75 72-75 72-75 78-89 85-89 79-80 77-82	675,000 45,000 130,000 1.25m 21,000 30,000 6500 11,000 20,000 24,000 25,000 25,000 25,000 25,000 25,000 25,000 25,000 25,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000	550,000 32,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 12,500	\$2000 16,000 16,000 70,000 850,000 10,000 16,000 3000 2200 3500 7000 7500 35,000 7000 3000 17,500 60,000 0 150,000 4750 14,000	350,000 10,000 50,000 675,000 6500 9500 1400 3000 3250 20,000 3600 1600 10,000 37,500 100,000 1500 2400 7500	Club (012) 1971 2580 3168 3168 298 585 1990 1573 1990 2788 2494 2985 3003 3153 3210 3453	225 709009) 100 1100 115 135 60 65 100 112 110 120 130	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTi/GTi turbo CLAN Crusader coupé DAIF DAIF DAIS Marathon coupé DAIMLER DBIB/Consort DBIB Sports Specia Regency	48-60 60-90 56-68 59-75 70-75 70-85 77-89 71-74 4F Owners 68-72 49-53 39-50 49-53 54-55 53-58	11,000 7500 20,000 22,000 32,000 60,000 3750 6000 Club, 56 R 3500 10,000 29,000 32,000 9750	8000 5000 13,500 14,000 135,000 20,000 40,000 2500 4500 3750 Daimler & 7000 22,000 24,000 7000	7250 4000 2500 66000 90,000 8000 22,500 1000 2000 Cla 1650 Lancheste 3000 12,000 14,000 3500	4000 2000 1250 2250 2250 62,500 3500 12,500 450 900 n Owners' 700 c Chesterfie 500 1000 650001 8000 1500	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 2522 12/345 2522 3468	72 49 71 88 88 88 100 120 135 100 137 102 253 352 76 667 84 83 83 85 90 90 90	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider Wb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cabrio Se2 250 GTE 2+2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cpt 500 Superfast 275 GTB (steel)	51 53-55 56-59 56-59 56-59 58-62 58-62 60-63 59-62 60-63 62-64 64-66 62-64 64-66 64-66 64-66 64-66	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 6.75m 7.9m 1.25m 360,000 38m 1.3m 1.3m 2.5m 2.2m 1.6m 2m 1.6m 2.5m 2.5m	2.6m 2.25m 1.4m 2.75m 5.25,000 5.25m 400,000 7m 11.5m 6.25m 2.75,000 3.3m 1lm 1.85m 1.45m 1.85m 1.47m 1.75m 1.75m 1.75m 1.85m	2.2m 2m 950,000 2.1m 0 400,000 4.75m 0 300,000 5.5m 10.5m 800,000 0 185,000 n/a 10m 975,000 1.8m 1.4m 1.2m 1.5m 1.1m 1.9m	1.5m 1.35m 0.750,000 1.75m 0.300,000 4.5m 0.200,000 4.5m 0.200,000 4.5m 0.200,000 4.5m 0.200,000 1.25m 6m 0.650,000 1.40,000 1.5m 1.2m 950,000 1.2m 990,000 1.7m 85,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 155 165 157 143 145 155 159 150 150 150 150 150 150 150 150 150 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/CSi 3.0CSL 3.0CSL "Batmobile' 633/628 CSi M33 (E2t) 320/325 Baur cabrio M535i (E12)	55-63 56-59 55-65 58-59 58-67 68-72 68-75 71-74 71-75 73-74 69-71 71-75 72-75 72-75 76-87 78-89 85-89 77-82 81-85 80-81	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 20,000 8500 20,000 20,000 125,000 125,000 250,000 32,000 32,000 32,000 300,000 7000 7500 26,000	550,000 32,000 100,000 1m 15,000 4500 7500 15,000 16,500 25,000 95,000 10,000 22,500 22,500 22,500 5000 19,000	\$\ \text{\cong}\$ \$\ \te	350,000 10,000 50,000 675,000 675,000 1400 1000 1400 1000 3250 20,000 3600 10,000 37,500 100,000 2400 7500 125,0	Club (012) 0 1971 2580 0 1971 2580 0 3168 298 585 1990 1573 1573 1990 1990 2788 2494 2985 3003 3 3210 3453 3453 3453 2315 2495 3453	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DAF DAIMLER DB18/Consort DB18 con DB18 Sports Specia Regency Conquest/Century Century	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89 71-74 4F Owners 68-72 39-53 39-53 39-50 49-53 52-56 53-58 52-56 53-58 53	11,000 7500 22,0000 22,0000 175,000 32,0000 3750 60000 55000 10,0000 35000 10,0000 32,0000 9750 87500 87500 87500 88500	8000 5000 13,500 13,500 135,000 135,000 40,000 2500 4500 3750 3750 Daimler & 7000 24,000 24,000 7000 6000 12,500 6000 6000	7250 4000 5500 6500 90,000 8000 1000 2000 1650 1650 12,000 14,000 3500 2500 15,000 3000	4000 2000 1250 1250 2750 62,500 3500 450 900 450 00mers 700 0. Chesterfit 6500 1500 1500 1200 9000 1250	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 2522 123245 2522 2522 2522 2433 2433 2433 3794	72 49 71 88 88 88 100 120 135 100 137 102 253 \$544 6TX 83 253 \$52076) 76 667 89 80 85 90 90 100 100 100	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider Wb 250 Cal' Spider Wb 250 GT SWB (steel) 250 GT GT SWB (steel) 250 GT GT SWB (alloy) 250 GT Carbrio Se2 250 GTE 2+2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cpt 500 Superfast 275 GTB (steel) 275 GTB (steel) 275 GTB (steel) 375 GTB (310y) 275 GTS 275 GTB/4 (4-cam) 330 GT 2+2 330 GTC 330 GTS Dino 206 GT	51 53-55 56-59 56-59 56-59 58-62 58-62 60-63 59-62 60-63 62-64 64-66 62-64 64-66 64-	3m 2.5m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m 2.5m 2.5m 2.5m 2.5m 2.5m 4.6m 2.5m 2.5m 2.5m 4.6m 2.5m 4.6m 2.5m 4.6m 2.5m 4.6m 2.5m 4.6m 4.6m 4.6m 4.6m 4.6m 4.6m 4.6m 4.6	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 1.5m 11.5m 6.25m 7.3m 11.5m 2.21m 1.85m 1.4m 2.21m 1.85m 1.4m 2.21m 1.85m 1.4m 2.21m 1.85m 1.4m 1.4m 1.4m 1.4m 1.4m 1.4m 1.4m 1.4	22m 2m 950,000 2cm 975,000 2cm	1.5m 1.35m 1.35m 0.300,000 1.75m 0.300,000 4.5m n/a 5.25m 6m 0.500,000 1.40,000 1.5m 1.2m 950,000 1.7m 950,000 1.7m 950,000 1.7m 1.2m 950,000 1.7m 1.2m 950,000 1.2m 1.2m 950,000 1.2m 1.2m 1.2m 1.2m 1.2m 1.2m 1.2m 1.2m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 165 165 157 143 145 155 149 150 150 160 140 158 159 150 162 170 150 150 150 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155 150 155
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 trabo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/CSi 3.0CSL 3.0CSL 633 CSi M635 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio	55-63 56-59 56-59 55-65 58-59 66-72 66-77 71-74 71-75 73-74 69-71 72-75 72-75 72-75 78-89 88-89 79-80 71-82	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 65,000 20,000 8500 20,000 25,000 25,000 25,000 32,000 32,000 7000 7000 7500 12,000	550,000 32,000 100,000 1m 15,000 4500 7500 15,000 15,000 14,000 6000 25,000 10,000 22,500 10,000 50,000 10,000 50,000	\$\text{\colored}\$ \text{\colored}\$ \text	350,000 10,000 50,000 675,000 6500 1400 1000 3250 20,000 3600 10,000 37,500 10,000 15,000 2400 75,00 125,000 125,000 125,000	Club (01) 2580 3168 298 585 1990 1573 1990 1990 2788 2494 2985 3003 3153 3210 3453 3213 2315	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DAIMLER DB18/Consort DB18 Con DB18 Sports Specia Regency Conquest/Century Century drophead Conquest Roster/DH	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89 71-74 4F Owners 68-72 39-53 39-50 1 49-53 52-56 53-56 53-56 53-56 54-55 C S4-57	11,000 7500 20,000 175,000 32,000 60,000 3750 6000 5000 10,000 3500 10,000 29,000 32,000 9750 8750 19,000 33,000	8000 5000 13,500 13,500 135,000 20,000 40,000 2500 4500 3750 22,000 22,000 24,000 7600 6000 6000 12,500 24,000	7250 4000 2500 6500 90,000 8000 1000 2000 1650 1650 1650 12,000 14,000 3500 15,000 15,000	4000 2000 1250 1250 2750 62,500 3500 450 900 1 Chestering 700 Chestering 8000 1500 1500 1200 9000	1911 425 602 1911 1911 2175 2347 2670 1220 875 1108 Club (0 2522 1234 433 2433 2433 2433 2433 2435 602 1911 108	72 49 71 88 88 89 100 120 135 100 137 102 103 104 104 105 105 105 105 105 105 105 105	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Gal' Spider Iwb 250 Gal' Spider Iwb 250 GT SWB (steel) 250 GT Gabrio Se2 250 GTE 2+2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (alloy) 275 GTS 375 GTB/4 (4-cam) 330 GTC 330 GTC	51 53-55 56-59 56-59 58-62 58-62 60-63 60-63 59-62 60-64 62-64 64-66 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-66	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 1.3m 1.3m 2.5m 2.5m 2.5m 2.5m 2.5m 2.5m 2.5m 2.5	2.6m 2.25m 1.4m 1.4m 5.25,000 5.25m 400,000 7.3m 11.5m 6.25m 1.15m 1.15m 1.15m 1.275,000 3.3m 11m 1.15m 1.4m 1.75m 1.75	22m 2m 950,000 2 2lm 950,000 2 2lm 950,000 2 3 2lm 10.5m 10.5m 10.5m 10.5m 10.5m 12.5m 11.5m 11.5m 11.5m 11.5m 11.5m 11.5m 11.5m 130,000 0 3 350,000 1.2m	1.5m 1.35m 1.35m 2 300,000 4.5m 2 200,000 4.5m 7/2 5.25m 6m 140,000 1/2 1.5m 1.2m 950,000 1.2m 950,000 1.7m 85,000 275,000 1.7m 85,000 275,000 90,000	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 165 157 143 145 155 149 150 155 160 140 158 159 150 162 170 150 150 150 150 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800C5/CSA 2500/2800/3.0/3.3 3.0CS/CSi 3.0CSL 3.0CSL 535 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio M535i (E28) M5 (E28) M5 (E34)	55-63 56-59 55-65 55-65 66-72 68-75 71-74 71-75 73-74 69-77 71-75 72-75 72-75 78-89 85-89 77-82 81-85 80-81 85-87 85-88 88-87	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 24,000 65,000 20,000 35,000 125,000 250,000 37,000 32,000 7500 26,000 12,000 26,000 12,000 30,000 7500 26,000 12,000 15,000	550,000 32,000 100,000 1m 15,000 24,000 6000 15,000 15,000 16,500 50,000 14,000 25,000 10,000 22,500 10,000 50,000 10	\$\begin{array}{c} \text{15,000} \\ \text{16,000} \\ \text{30,000} \\ \text{30,000} \\ \text{35,000} \\ \text{7500} \\ \text{60,000} \\ \text{175,000} \\ \text{30,000} \\ \text{375,000} \\ \text{16,000} \\ \text{30,000} \\ \text	350,000 10,000 50,000 675,000 650,000 1000 1000 3250 20,000 3600 10,000 10,	Club (012) 1971 2580 3168 3168 298 585 1573 1990 1573 1990 2788 2494 2985 3210 3453 3453 3453 3453 3453 3453 3453 3453 3453 3453 3453 3453 3453	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAIF DAIS CNATE DB18/Consort DB18 Con DB18 Sports Specia Regency Conquest/Century Century drophead Conquest Rdster/DH 104/Majestic Majestic Major SP250 sports 2½-litre/V8 250	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89 71-74 4F Owners 68-72 39-53 39-53 39-50 49-53 39-50 52-56 60-68 56-62 60-68	11,000 7500 20,000 32,000 175,000 32,000 60,000 3750 6000 5000 10,000 29,000 32,000 9750 19,000 33,000 8500 48,500 20,000	8000 5000 13,500 13,500 135,000 20,000 40,000 2500 4500 22,500 22,000 24,000 7000 6000 12,500 24,000 6000 12,500 336,000 14,000	7250 4000 2500 6500 90,000 8000 1000 2000 1650 1650 1650 12,000 12,000 14,000 3500 15,000 3000 3750 6250	4000 2000 1250 2750 62,500 15,500 450 900 10,000 10	1911 425 602 1911 1911 2175 2347 2670 1220 2347 1008 875 1008 1008 1008 1008 1008 1008 1008 100	72 49 71 88 88 88 100 120 135 100 137 102 253 355 102 253 355 355 355 366 367 89 80 85 90 90 100 119 119 119 119 119	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT FF coupé 250 Gal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Gabrio Se2 250 GTE 2+2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (alloy) 275 GTS 375 GTB/4 (4-cam) 330 GTC 330 GTS Dino 246 GT Dino 246 GT Dino 246 GTS 365 GT 2+2	51 53-55 56-59 56-59 56-59 58-62 60-63 59-62 60-63 62-64 64-66 62-64 64-67 64-66 64-66 64-66 64-66 66-68 68-69 69-73 72-74 67-71	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m 2.5m 2.2m 1.6m 2.5m 2.5m 2.5m 360,000 38m 1.3m 2.5m 2.5m 360,000 38m 38m 38m 38m 38m 38m 38m 38m	2.6m 2.25m 1.4m 5.25,000 5.25m 400,000 7m 115m 6.25m 7.3m 1m 1.15m 2.1m 1.15m 2.1m 1.25m 4.40,000 4.40,000 1.50m 4.40m 4.40	22m 2m 950,000 400,000 475m 400,000 475m 3 300,000 475m 800,000 185,000 1,2m 1,2m 1,5m 1,1m 1,1m 1,1m 1,1m 1,1m 1,1m 1,1	1.5m 1.35m 1.35m 2 300,000 1.75m 3 300,000 4.5m n/a 5.25m 6650,000 140,000 1,2m 950,000 1,2m 950,000 1,2m 950,000 1,2m 950,000 1,2m 950,000 1,2m 1,2m 950,000 1,2m 1,2m 950,000 1,2m 1,2m 950,000 1,2m 1,2m 950,000 1,2m 1,2m 1,2m 1,2m 1,2m 1,2m 1,2m 1,2m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 155 165 157 143 145 155 149 150 155 160 140 158 159 150 162 170 150 150 150 150 150 150 150 150 150 15
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CS/CSi 3.0CSL 3.0CSL 3.0CSL 3.0CSL 3.0SSL 635 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio M535i (E28) M55 (E28)	55-63 56-59 55-65 55-65 56-72 66-72 68-75 71-74 71-75 73-74 69-71 71-75 72-75 72-75 72-75 78-89 85-89 79-80 77-82 81-85 81-85 80-81 85-87 85-88	675,000 45,000 130,000 1.25m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000 20,000 35,000 125,000 32,000 32,000 30,000 7500 26,000 12,000 30,000 12,000 30,000 15,000 50,000 50,000 50,000 50,000 50,000	550,000 32,000 100,000 1m 15,000 6000 4500 7500 15,000 14,000 6000 14,000 6000 10,000 10,000 50	\$\begin{array}{c} \text{15,000} \\ \text{16,000} \\ \text{30,000} \\ \text{30,000} \\ \text{35,000} \\ \text{7500} \\ \text{60,000} \\ \text{175,000} \\ \text{30,000} \\ \text{375,000} \\ \text{175,000} \\ \text{2500} \\ \text{11,000} \\ \text{2500} \\ \text{13,000} \\ \text{35,000} \\ \text{35,000} \\ \text{35,000} \\ \text{35,000} \\ \text{35,000} \\ \text{375,000} \\ \text	350,000 50,000 675,000 675,000 1400 1400 1400 3000 1400 3000 1600 1600 1500 2400 1500 2400 125,000 125	Club (017) 2580 3168 298 585 1990 1990 1990 1990 3003 3153 3210 3453 3453 3453 3453 3420	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTi/GTi turbo CLAN Crusader coupé DAF DAF D/ 55 Marathon coupé DAIMLER DB18/Consort DB18 Con DB18 Sont DB18 Sont Specia Regency Conquest/Century Century drophead Conquest Rdster/DH 104/Majestic Majestic Majers	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89 71-74 AF Owners 68-72 39-53 39-53 39-53 52-56 53-58 54-55 54-55 54-66 60-68 59-64 66-69	11,000 7500 22,000 175,000 32,000 60,000 3750 6000 5000 10,000 29,000 32,000 10,000 29,000 32,000 8750 8750 19,000 33,000 850 48,500	8000 5000 13,500 13,500 135,000 20,000 40,000 2500 4500 3750 3750 22,500 24,000 6000 12,500 24,000 6000 7750 36,000	7250 4000 2500 6500 90,000 8000 22,500 1000 2000 1650 1850 12,000 12,000 13,000 2500 7000 15,000 3750 20,000	4000 2000 1250 1250 2750 62,500 3500 12,500 900 10,000 65000 1200 1200 1200 1200 1200 1200 1200	1911 425 602 1911 1911 2175 2347 2670 1220 2347 Club (0' 875 108 2522 3468 2433 2433 2433 3794 4561 2548	72 49 771 88 8 88 88 100 120 1337 100 137 102 102 103 352076) 76 656 744741) 102 253 352076) 76 90 100 100 119 123 112 117	340 America open 340 America dosed 250 Europa S/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Gal' Spider Iwb 250 Gal' Spider Iwb 250 Gal' Spider Iwb 250 GT SWB (steel) 250 GT Cabrio Se2 250 GTC Cabrio Se2 250 GTC 250 LM 250 GT Lusso 400 Superamerica cpt 500 Superfast 275 GTB (steel) 275 GTB (alloy) 275 GTB (alloy) 330 GT 2+2 330 GTC 330 GTC 330 GTC Dino 246 GT Dino 246 GT Dino 246 GT Dino 246 GTC 365 GTC 365 GTC 365 GTB/4 Daytona	51 51 53-55 56-59 56-59 57-59 58-62 60-63 60-63 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 66-68 64-67 66-68 68-69 69-73 72-74 68-70	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m 2.5m 2.5m 2.5m 2.5m 2.5m 2.5m 360,000 38m 1.3m 2.5m 2.5m 360,000 38m 38m 38m 38m 38m 38m 38m 38m	2.6m 2.25m 1.4m 2.275m 525,000 5.25m 400,000 11.5m 6.25m 11.5m 6.25m 11.5m 6.25m 11.5m 1.85m 1.4m 2.21m 1.85m 1.4m 2.21m 1.85m 1.4m 2.20 40,000 440,000 440,000 420,000 550,00	22m 2m 950,000 40,000 47,5m 950,000 47,5m 950,000 65,5m 10,5m 975,000 1,8m 12m 12m 12m 12m 12m 12m 12m 15m 11m 12m 12m 15m 15m 15m 15m 15m 15m 15m 15m 15m 15	1.5m 1.35m 1.35m 750,000 1.75m 2 000,000 4.5m n/a 5.25m 6m 6m 0.500,000 1.40,000 1.5m 1.2m 950,000 1.2m 900,000 1.7m 950,000 1.7m 950,000 1.7m 1.2m 950,000 950,000 9	4101 4101 2963 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 165 157 143 145 155 160 150 150 150 150 150 150 150 150 150 15
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSL 3.0CSL 3.0CSL 3.0CSL 3.0CSL 30CSL 30CSL 535 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio M535i (E12) M535i (E28) M5 (E28) M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30) Z1	55-63 56-59 56-59 58-59 66-72 68-75 71-74 71-75 73-74 69-71 71-75 72-75 72-75 72-75 78-89 85-89 79-80 77-82 81-85 80-81 85-87 85-88 88-95 88-91	675,000 45,000 130,000 1.25m 21,000 30,000 6500 11,000 20,000 65,000 24,000 65,000 24,000 35,000 250,000 8750 14,000 300,000 7500 26,000 12,000 30,000 15,000 50,000 30,000	550,000 32,000 100,000 1m 15,000 6000 4500 7500 16,500 50,000 14,000 6000 10,000 22,5000 20,000 6000 10,000 20,000 10,000 11,000 1	\$\ \cent{8}\$ \$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	350,000 675,00	Columbia	25 709009) 100 100 115 135 60 65 100 112 110 120 130	Light 15/Big 15 2CV	48-60 60-90 56-68 59-75 63-78 68-75 70-75 77-89 71-74 F Owners 68-72 39-53 39-53 39-53 49-53 52-56 52-56 53-58 54-55 54-55 54-56 68-62 66-69 66-69 72-79	11,000 7500 22,000 175,000 32,000 60,000 3750 60000 55000 55000 10,000 29,000 33,000 10,000 10,500 10,000 10,500	8000 5000 13,500 13,500 135,000 20,000 40,000 45000 3750 2250 22,000 24,000 6000 6000 12,500 24,000 12,500 36,000 14,000 14,000 1750 36,000 7750 7500	7250 4000 2500 6500 90,000 8000 1000 2000 115,000 1	4000 2000 1250 1250 2750 62,500 3500 450 900 1000 65000 1200 1200 3250 9000 1200 1250 14,000 2750 1000 1200	1911 425 602 1911 1911 1911 1911 2175 2347 2670 1220 2347 1108 875 1108 120 2522 125245 2433 2433 2433 2433 3794 4561 2548 4235 5343 3343	72 49 71 88 88 88 100 120 135 100 137 6656 744741) 102 205 \$544 6TX 83 253 352076) 76 6667 89 80 80 80 90 100 1100 1100 119 123 112 117 120	340 America open 340 America closed 250 Europa S/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider swb 250 Gal' Spider swb 250 GT SWB (steel) 250 GT SWB (alloy) 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT Cabrio Se2 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (alloy) 275 GTS 275 GTB (44-cam) 330 GT 2+2 330 GTC 330 GTC 330 GTC 330 GTC 5010 246 GT	51 51 53-55 56-59 56-59 58-62 60-63 59-62 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-67 66-68	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m 2.5m 2.2m 1.6m 2.5m 2.5m 2.5m 2.5m 360,000 38m 360,000 300,000 540,000 300,000 200,000 640,000 640,000 600,000 2.1m	2.6m 2.25m 1.4m 2.25m 1.4m 5.25,000 2.25m 400,000 7.3m 11.5m 6.25m 1.3m 1.15m 1.21m 1.25m 1.4m 1.25m 1.20m 1.20m 1.5m 1.20m 1.5m 1.20m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5	22m 2m 950,000 2 2lm 950,000 475m 400,000 475m 300,000 55m 105m 575m 65m 800,000 105m 12m 12m 130,000 0 350,000 12m 155,000 85,000 0 155,000 85,000 16m	1.5m 1.35m 1	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 165 157 143 145 155 159 150 160 140 158 159 150 162 170 150 150 150 150 150 150 150 150 150 15
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSL 3.0C	55-63 56-59 56-59 56-59 58-59 66-72 66-77 71-74 71-75 73-74 69-71 71-75 72-75 72-75 72-75 78-89 85-89 79-80 71-82 85-81 85-81 85-81 85-81 85-81 85-81 86-90 88-90 88-90 88-90 88-90 88-90	675,000 45,000 130,000 1.25m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000 20,000 35,000 125,000 250,000 32,000 32,000 30,000 7500 26,000 12,000 30,000 7500 26,000 15,000 50,000 70,000 30,000 70,000 30,000 70,000 30,000 70,000 30,000 100	550,000 32,000 100,000 Im 15,000 6000 4500 7500 16,500 50,000 14,000 20,000 6000 22,500 20,000 10,000 22,500 23,000 11,000 10,000 23,000 11,000 23,000 11,000 55,000	\$\ \chap{8}\$ \$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	350,000 10,000 50,000 675,000 675,000 1400 1000 1400 1000 3250 20,000 3600 10,000 1500 1500 125,000 1300 125,000 1300 125,000 1300 125,000 1300 125,000 1300 1300 125,000 1300 1	100 (07) 100	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130 134 138 138 138 138 122 140 158 162 126 135 139 136 152 143 143 143 144 155	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DAF DB18/Consort DB18 Con DB18 Sports Specia Regency Conquest/Century Century drophead Conquest Rdster/DH 104/Majestic Majestic Major SP250 Sports SP250 Sports SP250 Sports SP250 Sports SP250 Sports SP250 Sports SV-litre/V8 250 Sovereign (X20) Sovereign (X20) Sovereign (X20) L2 Coupé Double-Six X(III) L2 Coupé Double-Six Coupé	48-60 60-90 56-68 59-75 63-78 68-75 70-75 71-74 FOwners 68-72 39-53 39-53 39-53 39-55 53-58 54-55 53-58 54-55 66-62 60-68 59-64 62-66-69 69-79	11,000 7500 22,000 175,000 32,000 60,000 60,000 55000 10,000 10,000 10,500 48,500 20,000 10,000 10,000 10,000	8000 5000 13,500 13,500 135,000 135,000 45,000 45,000 45,000 45,000 45,000 2250 2250 22,000 7000 6000 12,500 6000 7750 36,000 40,000 10	7250 4000 2500 6500 90,000 8000 1000 2000 11650 12,000 12,000 12,000 14,000 3500 2500 7000 3000 3750 20,000 6550 3000	4000 2000 1250 2750 2750 62,500 3500 450 900 450 900 450 900 1000 1500 1500 1200 1250 1750 14,000 1500 1000	1911 425 602 1911 1911 2175 2347 2670 1220 2347 1108 Club (0' 875 2522 123245 2433 3794 4561 2548 4235 4235	72 49 77 188 88 88 100 120 135 100 137 102 102 253 352076) 76 66689 80 85 90 90 100 100 119 123 112 117 120 ▲ 140 ▲ 140	340 America open 340 America dosed 250 Europa SI/SII 410 Superamerica 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider lwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT GT SWB (alloy) 250 GT Cabrio Se2 250 GTE 2+2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (steel) 275 GTB (alloy) 275 GTS 275 GTB/4 (4-cam) 330 GT 2+2 330 GTC 330 GTS Dino 246 GT 365 GTB/4 Daytona 365 GTS/4 Spider 365 GTC/4 2+2 365 GTC/4 2+2	51 51 53-55 56-59 56-59 57-59 58-62 60-63 60-63 60-63 62-64 64-66 64-66 64-66 64-66 64-67 66-68 64-67 66-68 68-69 69-73 72-74 68-70 68-70 72-72 72-76	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m 2.5m 2.000 2.000 6	2.5m 1.4m 2.75m 525,000 5.25m 400,000 11.5m 6.25m 7.3m 11.5m 2.75,000 3.3m 11m 1.85m 1.4m 2.21m 1.85m 1.4m 2.20,000 2.20,000 2.20,000 5.20,000 1.85m 6.255,000 6.255,0	22m 2m 9500000 2150000 85000 27500 2 15m 9500000 275000 2 15m 950000 2 27500 2 27500 2 15m 9500000 2 27500 2 27500 2 15m 9500000 2 27500 2 27500 2 15m 9500000 2 27500 2 27500 2 27500 2 15m 9500000 2 27500 2 27500 2 27500 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1.5m 1.35m 1.35m 0.300,000 1.75m 0.300,000 4.5m n/a 5.25m 6m 0.500,000 1.40,000 1.5m 1.2m 90,000 1.2m 90,000 1.7m 1.2m 90,000 1.7m 1.2m 90,000 1.7m 1.2m 90,000 1.2m 1.2m 1.2m 1.2m 1.2m 1.2m 1.2m 1.2m	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 165 157 143 145 155 149 150 155 160 151 150 150 150 150 150 150 150 150 15
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2001 2002 cabrio/targa 2002tii 2001 2002 cabrio/targa 2002tii 300CS/CSA 2500/2800/3.0/3.3 3.0CS/CSA 3.0CSL 3.0CSL "Batmobile' 633/628 CSi M3 CSI "Batmobile' 633/628 CSi M3 (E21) 320/325 Baur cabrio M535i (E12) M535i (E28) M5 (E28) M5 (E28) M5 (E24) M3 (E30) M3 Evo II (E30) Z1 840/850 coupé Z3M Roadster Z3M Coupe	55-63 56-59 56-59 56-59 58-59 66-72 66-77 71-74 71-75 73-74 69-71 71-75 72-75 72-75 78-89 85-89 85-89 88-89 88-89 88-89 88-90 88 89-91 98-02	675,000 45,000 130,000 125m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000 20,000 8500 125,000 250,000 8750 14,000 32,000 30,000 12,000 30,000 15,000 50,000 70,000	550,0000 100,0001 1m 15,0000 60000 15,0000 15,0000 15,0000 16,5000 16,5000 25,0000 25,0000 16,0000 22,5000 22,5000 23,0000 19,0000 23,0000 40,0000 24,0000 24,0000 25,	\$\ \chap{8}\$ \$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	350,000 50,000 50,000 675,000 675,000 1400 1000 1400 1000 1400 3250 20,000 3550 100,000 1500 1550 2400 7500 125,000 100,000 1550 100,000 1550 100,000 1550	1971 1971	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130	Light 15/Big 15 2CV 2CV 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTi/GTi turbo CLAN Crusader coupé DAIF DAIF DAIS SM V6 DAIF DAIS SM V6 DAIF DAIS Crusader coupé DAIF DAIF DAIS CONDES DAIS CONDES DAIS CONDES DAIS CONDES DES DES DES DES DES DES DES DES DES	48-60 60-90 56-68 68-75 70-75 70-75 71-74 FOwners 68-72 39-53 39-53 39-53 39-53 52-56 53-58 54-55 53-58 54-55 66-62 60-68 59-64 62-69 69-79 72-79 79-86	11,000 7500 22,000 175,000 32,000 60,000 60,000 55000 10,000 10,500 10,500 14,500 10,5	8000 5000 13,500 13,500 13,500 135,000 20,000 40,000 22500 45000 2250 Daimler & 7000 6000 12,500 6000 12,500 6000 14,000 7750 36,000 14,000 7000 7000 7000 7500 13,000 15,500 4500	7250 4000 2500 6500 90,000 8000 1000 2000 11650 12,000 12,000 12,000 3000 3750 20,000 6500 3000 3750 3000 3000 3200 77250 1850	4000 2000 1250 2750 62,500 3500 12,500 450 900 10,5	1911 425 602 1911 1911 1911 1911 2175 2347 12670 1220 2347 1108 875 2522 3468 2433 3794 4561 2548 2548 4235 5343 4235 5343 4235	72 49 71 88 88 88 100 120 137 100 137 102 205 205 244 674 87 80 85 90 90 100 100 119 123 112 117 120 140 140 140 126	340 America open 340 America open 340 America dosed 250 Europa SI/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Gal' Spider Iwb 250 Gal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cabrio Se2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cpt 500 Superfast 275 GTB (steel) 275 GTB (steel) 275 GTB (steel) 275 GTB (300) 330 GT 2+2 330 GTC 330 GTC 330 GTC 330 GTC 50 GTC	51 51 53-55 56-59 56-59 57-59 58-62 60-63 59-62 60-63 62-64 64-66 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-67 66-68 68-69 69-73 72-74 68-74 72-73 70-72 70-72 75-76	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 1.3m 1.3m 1.3m 2.5m 2.5m 2.5m 2.5m 2.5m 360,000 38m 1.3m 2.5m 2.5m 2.5m 360,000 38m 1.3m 2.5m 2.	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7.3m 11.5m 6.25m 2.75m 2.73m 1.15m 1.15m 1.15m 1.25m 1.25m 2.21m 1.3m 2.20m 1.3m 2.0000 2.0000 2.00000 1.85m 2.25,0000 2.65,00000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,0000 2.65,00000 2.65,00000 2.65,00000 2.65,0000	22m 2m 95,000 2 2,500 0 3 25,000 0 2 2,500 0 2 2,000 0 2 2,500 0 2	1.5m 1.35m 1.35m 2 00,000 1.75m 2 00,000 4.5m 1,20 2 00,000 1.55m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 155 143 145 155 149 150 155 160 141 140 158 159 150 150 150 150 150 150 150 150 150 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800C5/CSA 2500/2800/3.0/3.3 3.0CSJ. 3.0CSJ. 3.0CSJ. 633/628 CSi 635 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio M535i (E28) M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30) Z1 840/850 coupé Z3M Roadster Z3M Coupe Z8	55-63 56-59 56-59 56-59 56-72 66-72 66-77 71-74 71-75 73-74 69-71 72-75 72-75 76-87 78-89 85-89 77-82 81-85 80-81 85-87 88-89 88-89 88-89 88-90 88-89 89-90 98-02	675,000 45,000 130,000 125m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000 24,000 35,000 125,000 35,000 125,000 32,000 300,000 7000 26,000 12,000 30,000 7000 50,000 50,000 10,000 10,000 20,000	550,0000 100,0001 1m 15,0000 60000 15,0000 15,0000 15,0000 16,5000 16,5000 25,0000 25,0000 16,0000 22,5000 22,5000 23,0000 19,0000 23,0000 40,0000 24,0000 24,0000 25,	\$\begin{array}{c} \text{15,000} \\ \text{16,000} \\ \text{30,000} \\ \text{30,000} \\ \text{35,000} \\ \text{7500} \\ \text{60,000} \\ \text{175,000} \\ \text{30,000} \\	350,000 10,000 50,000 675,000 675,000 1000 1400 1400 1325 20,000 3250 20,000 37,500 1000	288 298 298 1990 1990 1990 1990 2788 3003 3453 3453 3453 3453 3453 3453 3453	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130 134 138 138 138 138 138 138 155 143 143 143 1440 155 155 159 155	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DAIMLER DB18/Consort DB18 Con DB18 Sports Specia Regency Conquest/Century Century drophead Conquest Rdster/DH 104/Majestic Majestic Major SP250 sports 2½-litre/V8 250 Sovereign (420) Sovereign (420) Sovereign (420) Double-Six Glupé Double-Six Coupé Sovereign SIII Double-Six Coupé Sovereign SIII	48-60 60-90 56-68 59-75 63-78 68-75 70-75 70-85 77-89 71-74 4F Owners 68-72 39-53 39-53 39-53 52-56 53-58 54-55 54-57 54-6-62 60-68 60-69 60-69 60-79 72-75 75-77	11,000 7500 20,000 7500 20,000 32,000 60,000 32,000 60,000 55000 55000 10,000 48,500 10,500 10,500 10,500 10,500 10,000 10,500	8000 5000 13,500 13,500 13,500 13,500 20,000 40,000 2500 4500 3750 Daimler & 7000 22,000 24,000 7750 36,000 14,000 11,500 14,000 11,000 7500 13,000 16,500 4500	7250 4000 2500 6500 90,000 8000 1000 2000 1650 1650 1650 1650 1650 17000 17000 15,000	4000 2000 1250 2750 62,500 3500 450 900 10 Owners' 700 Chesterfit 500 1200 1250 1750 1200 2750 2750 1000 1200 2750 1000 1000 1000 1000	1911 425 602 1911 1911 1911 2175 2347 1220 2347 1108 1016 1108 1108 1108 1108 1108 1108	72 49 77 188 88 88 100 120 135 100 137 102 102 102 103 83 85 90 90 100 100 119 123 112 117 120 110 120 140 126 150	340 America open 340 America dosed 250 Europa SI/SII 410 Superamerica 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT PF coupé 250 Gal' Spider Iwb 250 Gal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Gabrio Se2 250 GTE 2+2 250 GTO 250 LIM 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (alloy) 2	51 51 53-55 56-59 56-59 58-62 60-63 59-62 60-63 62-64 64-66 62-64 64-66 64-66 64-66 64-66 64-66 64-66 68-68 68-69 73 72-74 67-71 68-70 72-73 70-72 72-73 70-72 72-73 70-72 73-80	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m 2.5m 2.	2.6m 2.25m 5.25,000 5.25m 400,000 7m 11.5m 6.25m 2.75,000 3.3m 11m 1.85m 1.4m 1.85m 1.4m 1.25m 1.4m 1.25m 1.5m 1.5m 1.5m 1.4m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5m 1.5	22m 2m 950,000 2 2m 950,000 2 25,000 0 15,000 0 22,000 0 15,000 0 23,000 0 23,000 0 21,000 0 15,000 0	1.5m 1.35m 1.35m 2.300,000 1.75m 2.300,000 4.5m n/a 5.25m 6.650,000 140,000 1.5m 1.2m 950,000 1.2m 950,000 1.2m 950,000 1.2m 9	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 155 165 157 143 145 155 149 150 155 160 140 150 150 150 150 150 150 150 150 150 15
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800C5/CSA 2500/2800/3.0/3.3 3.0C5/CSi 3.0C5L 3.0CSL 633 CSi M635 CSi M635 CSi M635 CSi M635 CSi M1 3223i (E21) 320/325 Baur cabrio M535i (E28) M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30) Z1 840/850 coupé Z3M Roadster Z3M Coupe Z8 EOND	55-63 56-59 56-59 56-59 56-67 58-59 66-72 66-77 71-74 71-75 73-74 69-77 71-75 72-75 76-87 78-89 85-89 79-80 81-85 80-81 85-87 88-89 88-89 88-90 88-90 98-02 98-02 98-02	675,000 45,000 130,000 125m 21,000 30,000 8500 6500 11,000 20,000 24,000 65,000 20,000 35,000 125,000 32,000 32,000 30,000 7500 26,000 12,000 30,000 7500 26,000 15,000 27,000 30,000 100 20,000 30,000	550,0000 100,0000 1m 15,0000 45000 15,0000 15,0000 15,0000 15,0000 15,0000 16,5000 10,0000	\$\ \begin{array}{c} \text{\te\text{\text{\text{\text{\text{\text{\text{\text{\texi}\	350,000 350,000 350,000 50,000 675,000 675,000 1400 1000 1400 1200 3250 100,000 1500 100,000 125,000 1	Club (01) (02) (03) (03) (03) (03) (03) (03) (03) (03	25 709009) 100 100 115 135 60 60 65 105 100 112 110 130 134 138 133 143 140 158 162 126 135 139 136 152 140 155 155 159 155	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DAS S Marathon coupé DAIMLER DB18/Consort DB18 con DB18 Sports Specia Regency Conquest/Century Century Century Century Century Majestic Majestic Major SP250 Sports 2Vs-litre/V8 250 Sovereign (A20) Sovereign (A20) Sovereign (A20) Sovereign SIII Double-Six SIII Double-Six SIII DATSUN	48-60 60-90 56-68 68-75 70-75 70-85 77-89 71-74 4F Owners 68-72 39-53 39-53 39-53 52-56 53-58 54-55 66-62 60-68 59-64 66-69 66-69 72-77 79-86 79-86	11,000 7500 22,0000 22,0000 175,000 32,0000 32,0000 60	8000 5000 13,500 13,500 13,500 135,000 20,000 40,000 22,500 45,000 2250 Daimler & 7000 6000 12,500 6000 12,500 6000 11,000 7750 36,000 11,000 7000 11,000 7000 11,000 7000 7	7250 4000 2500 6500 90,000 8000 1000 2000 1650 1650 1650 1650 1650 1650 1650 1	4000 2000 1250 2750 2750 62,500 3500 450 900 450 900 450 00mers 700 00mers 1000 1500 1200 1250 14,000 1250 12750 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1000 1200 1200 1000 100	1911 425 602 1911 1911 1911 1911 1911 1911 1911 19	72 49 771 888 888 100 120 1337 100 1337 100 137 100 137 100 137 100 100 100 100 100 100 119 123 117 120	340 America open 340 America dosed 250 Europa SI/SII 410 Superamerica 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider lwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT GAT SWB (steel) 250 GT Capto Se2 250 GT SWB (alloy) 250 GT Capto Se2 250 GTE 2+2 250 GTO 250 LM 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (steel) 275 GTB (steel) 275 GTB (310y) 275 GTS 275 GTB/4 (4-cam) 330 GTC 330 GTS Dino 246 GT Dino 246 GT Dino 246 GT Dino 246 GT S65 GTC/4 2+2 365 GTC/4 2+2 365 GTC/4 2+2 365 GTC/4 2+2 365 GTG/4 2+2	51 51 53-55 56-59 56-59 57-59 58-62 60-63 60-63 60-64 60-62 60-64 64-66 64-66 64-66 64-66 64-66 66-68 64-67 76-71 68-70 68-74 72-73 72-74 72-76 75-76 75-76 75-77	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 13m 1.3m 2.5m 2.00,000 2.00,000 2.1m 2.5m 2.5m 2.5m 2.5m 2.5m 2.5m 2.5m 2.00,000	2.6m 2.25m 1.4m 2.75m 525,000 5.25m 400,000 7.3m 11.5m 6.25m 2.75m 2.1m 1.85m 1.4m 2.21m 1.85m 1.4m 2.21m 1.85m 2.21m 2.20m 2.20,000 2.20,000 2.50,	22m 2m 950,000 2 20m 950,000 15,000 0 20,000 0 2	1.5m 1.35m 1.35m 0.300,000 1.75m 0.300,000 1.75m 0.300,000 4.5m 0.650,000 1.200,000 1.	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 165 157 143 145 155 149 150 155 160 151 150 155 150 150 155 155
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSL 3.0CSL 3.0CSL 3.0CSL 3.0CSL 3.0CSL 30CSL 30CSL 581 635 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio M535i (E12) M556i (E28) M5 (E24) M5 (E28) M5 (E28) M5 (E34) M3 (E00) M3 Evo II (E30) Z1 840/850 coupé Z3M Roadster Z3M Coupe Z8 BOND Minicar MkA-G GT2+2/GT4S	55-63 56-59 56-59 56-59 56-67 66-72 68-75 71-74 71-75 72-75 76-87 78-89 85-89 87-82 81-85 80-81 89-99 98-02 90-03 48-65 63-70	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 65,000 20,000 8500 224,000 8500 25,000 25,000 30,000 7500 26,000 20,000 7000 7500 26,000 12,000 30,000 15,000 50,000 70	550,000 32,000 100,000 Im 15,000 6000 4500 7500 16,500 50,000 16,500 95,000 20,000 6000 22,500 9000 23,000 11,000 24,000 11,000 24,000 10,000 24,000 11,000 24,000 24,000 11,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 20,500 20	\$\text{\begin{align*}{cccccccccccccccccccccccccccccccccccc	350,000 50,000 50,000 50,000 675,000 675,000 675,000 1400 1000 1400 1000 3250 100,000 37500 100,000 1500 1250 1250 1250 1250 1250 1250 1	190 1971 1972 1973 1974 1975 1	25 709009) 100 100 115 135 60 65 105 100 112 110 120 130 ▲ 120 110 130 134 ▲ 138 132 140 155 155 155 155 155 155 155 155	Light 15/Big 15 2CV 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTi/GTi turbo CLAN Crusader coupé DAIF DAIS DAIS DAIS DAIS BORNOSOT DB18 Sports Specia Regency Conquest /Century Century drophead Conquest Rdster/DH 104/Majestic Majestic Major SP250 sports 2V-Ittre/N8 250 Sovereign (XJ6) SI/II Double-Six SI/II 4.2 coupé Double-Six Coupé Sovereign SIII Double-Six SIII DATSUN 240Z 260Z	48-60 60-90 56-68 68-75 77-89 71-74 F Owners 68-72 39-53 39-50 49-53 52-56 52-56 52-56 66-62 66-69 72-79 75-78 75-77 79-86 69-74 74-79	11,000 7500 22,000 175,000 32,000 60,000 60,000 5000 5000 10,000	8000 5000 13,500 13,500 13,500 135,000 20,000 40,000 40,000 3750 3750 Daimier & 7000 22,000 24,000 12,500 24,000 10,000 13,000 16,500 16,500 77000 16,000 77000 16,000 77000	7250 4000 5500 6500 90,000 8000 1000 2000 2000 2000 2000 2000 3000 3	4000 2000 2000 2000 2000 2000 2500 2750 275	1911 425 602 1911 1911 1911 1911 1911 1911 1911 19	72 49 71 88 88 88 100 120 135 100 137 6656 744741) 102 253 352076) 76 666 78 90 90 100 119 123 112 117 120 140 120 140 126 150 17782 873374) 125 127	340 America open 340 America open 340 America dosed 250 Europa S/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider Iwb 250 Gal' Spider swb 250 Gal' Spider swb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cabrio Se2 250 GTC 250 LM 250 GT Lusso 400 Superamerica cpt 500 Superfast 275 GTB (steel) 275 GTB (alloy) 275 GTB (dGT) 330 GT 2+2 330 GTC 330 GTC 330 GTC 365 GTC 365 GTC 365 GTA 2+2 365 GTC 365 GTC/4 2+2 365 GTB/4 Daytona 365 GTC/4 2+2 365 GTC/9 SPB/BB/BB/BB/BB/BB/BB/BB/BB/BB/BB/BB/BB/B	51 51 53-55 56-59 56-59 56-59 58-62 60-63 59-62 60-63 62-64 66-66 64-66 64-66 64-66 64-66 66-68 64-67 66-68 64-67 66-68 64-67 66-68 64-67 66-68 64-67 66-68 64-67 66-68 64-67 67-74 68-74 72-73 70-72 70-75 75-76 75-76 75-76 80-82	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 1.3m 1.3m 1.3m 2.5m	2.6m 2.25m 1.4m 1.4m 5.25,000 5.25m 400,000 7.3m 11.5m 6.25m 1.15m 1.15m 1.15m 1.275,000 33m 11m 1.15m 1.25m 1.4m 1.75m 1.85m 1.4m 1.75m 1.85m 1.75m 1.85,000 1.85,000 1.85,000 1.85,000 1.85m 1.95,000 1.85,000 1	22m 2m 95,000 21m 95,000 4.75m 4.00,000 4.75m 10.5m 5.75m 10.5m 975,000 10.5m 12m 12m 12m 12m 12m 12m 15m 15m 15m 15m 15m 15m 15m 15m 15m 15	1.5m 1.35m 1	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 155 143 145 155 149 150 155 160 140 158 159 150 162 170 150 150 150 150 150 150 150 150 150 15
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSJ. 3.0CSL 3.0CSL 3.0CSL 330CSL 30SSL 633/628 CSi 635 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio M535i (E22) M5 (E28) M5 (E28) M5 (E28) M5 (E28) M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30) Z1 840/850 coupé Z3M Roadster Z3M Coupe Z8 BOND Minicar MkA-G GT2+2/GT4S Equipe GT	55-63 56-59 56-59 56-59 56-67 58-59 66-72 66-77 71-75 73-74 69-77 71-75 72-75 76-87 78-89 85-89 85-89 85-89 85-89 86-91 90-99 98-02 98-02 98-02 98-02 98-02 98-02 98-02 66-70	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 8500 20,000 8500 20,000 35,000 125,000 250,000 35,000 125,000 250,000 7500 26,000 12,000 15,000 100 100 100 100 100 100 100 100 100	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 15,000 15,000 16,500 50,000 14,000 25,000 10,000 22,500 10,0	\$\begin{array}{c} \$\text{\$\tex{\$\text{\$\exititt{\$\text{\$\exititt{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$	350,000 10,000 50,000 10,000 50,000 675,000 6500 1400 1000 3250 20,000 33500 10,000 10,000 37,500 10,000 10,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 17,500 2400 7500 3500 17,500 65,000 65,000	288 298 298 298 298 298 298 298 298 298	25 709009) 100 1100 115 135 60 60 65 100 112 110 120 130	Light 15/Big 15 2CV	48-60 60-90 56-68 68-75 77-89 71-74 FOwners 68-72 39-53 39-53 39-50 39-50 65-62 60-68 59-64 62-69 69-79 72-79 75-77 79-86	11,000 7500 22,000 175,000 32,000 60,000 60,000 55000 10,000 10,500 10,000	8000 5000 13,500 13,500 13,500 135,000 135,000 40,000 20,000 45,000 45,000 7000 6000 12,500 6000 12,500 6000 7750 36,000 14,000 7500 13,000 15,000 15,500 16,000 15,500 16,000	7250 4000 2500 6500 90,000 8000 1000 2000 11650 12,000 12,000 12,000 12,000 3000 3750 20,000 3750 20,000 3000 3000 3000 3000 3000 3000 3	4000 2000 1250 2750 62,500 3500 12,500 450 900 10,500 10,500 1000 1200 1250 14,000 1250 14,000 1250 14,000 1250 14,000 1250 1250 14,000 1200 1200 1200 1200 1200 1200 1200	1911 425 602 1911 1911 1911 1911 2175 2347 12670 1220 2347 1108 875 2610 108 108 108 108 108 108 108 108 108 1	72 49 71 88 88 88 100 120 135 100 137 6656 744741) 102 253 352076) 76 666 78 90 90 100 119 123 112 117 120 140 120 140 126 150 17782 873374) 125 127	340 America open 340 America dosed 250 Europa SI/SII 410 Superamerica 250 GT Berlinetta Tdi 250 GT Berlinetta Tdi 250 GT PF coupé 250 Gal' Spider Iwb 250 Gal' Spider Iwb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Gabrio Se2 250 GTE 2+2 250 GTO 250 LIM 250 GT Lusso 400 Superamerica cp 500 Superfast 275 GTB (steel) 275 GTB (alloy) 2	51 51 53-55 56-59 56-59 58-62 60-63 59-62 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 66-68 66-68 66-68 66-68 68-73 72-74 72-73 70-72 72-76 72-73 70-72 72-75 73-80 75-77 77-88 73-80 75-77 77-88 77-77 77-88 77-77 77-88 77-77 77-88 77-77 77-88 77-77 77-88 77-77 77-88 77-77 77-88 77-77 77-88 77-77 77-88 77-77 77-88 78-80	3m 2.5m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 360,000 38m 13m 2.5d,000 2.75,000 3.00,000 6.00,000 2.1m 2.40,000 4.9,500 1.50,000 8.0,000 6.0,000 2.75,000 8.0,000 6.0,000 6.0,000 2.75,000 8.0,000 6.0,	2.6m 2.25m 2.25m 400,000 5.25m 11.5m 6.25m 7.3m 11.5m 2.75,000 3.3m 11m 1.85m 1.4m 1.85m 1.4m 2.20,000 440,001 5.00,000	22m 2m 95,000 2 2lm 95,000 3 20,000 1 16m 10 16m 00 15,000 0 15,00	1.5m 1.35m 1.25m 1	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 157 143 145 155 149 150 150 160 140 158 159 150 162 170 150 150 150 150 150 150 150 150 150 15
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSJ. 3.0CSL 3.0	55-63 56-59 56-59 56-59 56-67 66-72 68-75 71-74 71-75 72-75 76-87 78-89 85-89 87-82 81-85 80-81 89-99 98-02 90-03 48-65 63-70	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 8500 20,000 8500 20,000 35,000 125,000 250,000 35,000 125,000 250,000 7500 26,000 12,000 15,000 100 100 100 100 100 100 100 100 100	550,000 32,000 100,000 Im 15,000 6000 4500 7500 16,500 50,000 16,500 95,000 20,000 6000 22,500 9000 23,000 11,000 24,000 11,000 24,000 10,000 24,000 11,000 24,000 24,000 11,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 24,000 20,500 20	\$\ \begin{array}{c} \text{\center} \	350,000 50,000 50,000 675,000 675,000 675,000 1400 1000 1400 1000 3250 20,000 3250 100,000 15,000 100,000 125,000 125,000 125,000 125,000 175,	1971 1971	25 709009) 100 1100 115 135 60 60 65 105 100 112 110 130 134 120 1110 130 134 138 132 140 158 162 126 135 139 136 152 143 143 140 155 155 155 155 155 155 155 155 155 15	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DAIMLER DB18/Consort DB18 con DB18 Sports Specia Regency Conquest/Century Century drophead Conquest Rdster/DH 104/Majestic Majestic Major SP250 sports Specia (420) Sovereign (420) Sovereign (420) Sovereign (420) Sovereign SIII Double-Six SIII DATSUN 240Z 260Z 280ZX/2+2 DELAHAYE	48-60 60-90 56-68 68-75 70-75 70-75 70-85 77-89 71-74 FOwners 68-72 39-53 39-53 39-53 39-53 39-55 54-55 53-58 54-55 54-55 66-62 60-68 69-79 72-79 75-78 79-86 69-74 74-79 78-83	11,000 7500 22,000 175,000 32,000 60,000 5000 60,000 60,000 10,000 10,000 10,50	8000 5000 13,500 13,500 13,500 135,000 135,000 40,000 20,000 45,000 45,000 7000 6000 12,500 6000 12,500 14,000 7750 36,000 14,000 7750 13,000 16,000 10,000 5000 10,000 5000	7250 4000 6500 90,000 8500 1000 2000 11650 1350 14,000 3500 2500 3000 3750 20,000 3000 3000 3000 3000 3000 3000 3	4000 2000 1250 2750 62,500 3500 450 900 450 900 450 60,600 1500 1200 1200 1200 1200 1200 1200 12	1911 425 602 1911 1911 1911 1911 1911 1911 1911 19	72 49 771 888 888 8100 120 1337 1505 656 744741) 102 150 656 744741) 102 150 666 749 100 100 119 123 112 117 120	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider Wb 250 Cal' Spider Wb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cal' Spider SWB 250 GT SWB (steel) 250 GT Cal' Spider SWB 250 GT SWB (steel) 250 GT Cal' Spider SWB 250 GT SWB (steel) 250 GT Lusso 400 Superamerica cpt 500 Superfast 275 GTB (steel) 330 GT 2+2 330 GTC 330 GTS Dino 246 GTS Dino 246 GTS 365 GT2+2 365 GTC 365 GTS/4 Spider 365 GTC 42+2 365 GTC 365 GTB/4 Daytona 365 GTS/4 Spider 365 GTC 42+2 365 GTG 308 GTB/GTS 308 GTB/GTS 308 GTB/GTS 308 GTB/GTS 308 GTB/GTS 400/400i/412i manual	51 51 53-55 56-59 56-59 56-59 57-59 58-62 60-63 62-64 64-66 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-67 66-68 68-69 72-74 72-74 72-75 72-76 75-76 75-76 75-77 77-80 80-82 82-83 83-83	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 12.5m 360,000 38m 13m 1.3m 1.3m 2.5m 2.00,000 2.1m 2.80,000 6.50,000 2.40,000 6.50,000 6.50,000 6.0	2.6m 2.25m 1.4m 5.25,000 5.25m 400,000 5.25m 11.5m 6.25m 7.3m 11.5m 1.57,000 3.3m 11m 1.15m 1.85m 1.4m 2.21m 1.85m 2.21m 1.85m 1.4m 2.20m 1.85,000 2.00,000 1.85m 1.85m 1.85,000 2.00,000 1.85m 2.00,000 2.00,000 1.85m 2.00,000 2.0	22m 2m 95,000 2m 95,000 47,500 17,500	1.5m 1.35m 1.35m 750,000 1.75m 2 0,000 2 0,000 1.75m 1.25m 1.25m 1.25m 1.27m 1	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 157 143 145 155 149 150 155 160 158 159 150 150 150 150 150 150 150 150 150 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSJ. 3.0CSL 3.0CSL 3.0CSL 330CSL 30SSL 633/628 CSi 635 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio M535i (E22) M5 (E28) M5 (E28) M5 (E28) M5 (E28) M5 (E28) M5 (E34) M3 (E30) M3 Evo II (E30) Z1 840/850 coupé Z3M Roadster Z3M Coupe Z8 BOND Minicar MkA-G GT2+2/GT4S Equipe GT	55-63 56-59 56-59 56-59 56-67 58-59 66-72 66-77 71-75 73-74 69-77 71-75 72-75 76-87 78-89 85-89 85-89 85-89 85-89 86-91 90-99 98-02 98-02 98-02 98-02 98-02 98-02 98-02 66-70	675,000 45,000 130,000 125m 21,000 8500 6500 11,000 20,000 65,000 20,000 8500 125,000 250,000 3750 14,000 32,000 30,000 7500 12,000 30,000 15,000 15,000 20,000 30,000 15,000 20,000 30,000 15,000 30,000 15,000 4750 4900 10,000	550,000 32,000 100,000 1m 15,000 24,000 6000 4500 15,000 15,000 16,500 50,000 14,000 25,000 10,000 22,500 10,0	\$\ \text{\begin{align*}{cccccccccccccccccccccccccccccccccccc	350,000 50,000 50,000 675,000 675,000 675,000 1400 1000 1400 1000 3250 20,000 3250 100,000 15,000 100,000 125,000 125,000 125,000 125,000 175,	1971 1971	25 709009) 100 1100 115 135 60 60 65 100 112 110 120 130	Light 15/Big 15 2CV 2CV DS19/ID19 Safari estate DS décapotable DS20/21/23/Pallas SM V6 GS/GSA CX GTI/GTI turbo CLAN Crusader coupé DAF DJSS Marathon coupé DAIR DJSS Marathon coupé DAIR CONDENS SE	48-60 60-90 56-68 68-75 77-89 71-74 F Owners 68-72 39-53 39-50 49-53 52-56 52-56 52-56 66-62 66-69 72-79 75-78 75-77 79-86 69-74 74-79	11,000 7500 22,000 175,000 22,000 175,000 32,000 60,000 5000 10,000 10,000 10,000 10,500 10,000 10,500 10,000 10,500 10,000 10,500 10,000 10,500 10,000 10,500 10,000 10,500 10,000 10,5	8000 5000 13,500 13,500 13,500 13,500 13,500 20,000 40,000 40,000 3750 Damier & 7000 22,000 12,500 24,000 7750 36,000 14,000 7750 13,000 13,000 10,000 5000 10,000 5000	7250 4000 2500 6500 90,000 8000 1000 2000 11650 1350 1350 12,000 3000 3750 20,000 3000 3750 3000 3000 3000 3000 3000 3	4000 2000 1250 2750 62,500 3500 450 900 450 900 Clesterfit 500 1500 1200 1200 1250 1750 1000 1200 1200 1200 1200 1200 1200 12	1911 425 602 1911 1911 1911 1911 1911 1911 1911 19	72 49 771 88 88 88 100 120 135 100 137 6556 744741) 102 2038 \$44 6TX 83 253 352076) 76 665 789 80 85 90 100 1100 119 123 1117 120	340 America open 340 America open 340 America closed 250 Europa S/SII 410 Superamerica 250 GT Boano/Ellena 250 GT Berlinetta Tdf 250 GT PF coupé 250 Gal' Spider Iwb 250 Gal' Spider swb 250 Gal' Spider swb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cabrio Se2 250 GTC 250 LM 250 GT Lusso 400 Superamerica cpt 500 Superfast 275 GTB (steel) 275 GTB (steel) 275 GTB (steel) 275 GTB (alloy) 275 GTS 275 GTB (4-cam) 330 GT 2+2 330 GTC 330 GTC 330 GTC 330 GTS Dino 246 GT Dino 246 GT Dino 246 GT Dino 246 GT Sino 246 GT Sino 246 GT Sino 246 GT Sino 365 GT2+2 365 GTC 365 GT4 2+2 365 GTC 365 GT6 42+2 365 GTG 365 GT6 42+2 365 GT6 365 GT6 42+2 365 GT8 308 GTB/GTS 308 GTB/G	51 51 53-55 56-59 56-59 56-59 58-62 60-63 60-63 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-67 66-68 64-67 66-68 68-69 69-73 72-74 72-73 70-72 68-74 72-73 70-72 77-78 78-78	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 7.9m 1.25m 360,000 38m 1.3m 1.3m 2.5m	2.6m 2.25m 1.4m 2.75m 5.25,000 5.25m 400,000 7.3m 11.5m 6.25m 1.15m 1.15m 1.15m 1.15m 1.27h 1.21m 1.85m 1.44m 1.75m 1.20m 1.85,000 4.40,000 1.85m 2.25,000 2.00,000 3.75,000 2.00,000 3.75,000 4.25,000 6	22m 2m 95,000 2 21m 95,000 4 4,75m 10.5m 15.5m 10.5m 15.5m 10.5m 17.5m 10.5m 1	1.5m 1.35m 1.25m 1	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 157 143 145 155 159 150 158 159 150 150 150 150 150 150 150 150 150 150
328 501 V8/502/2.6/3.2 503 coupé 507 Isetta 250/300 600 2000/ti lux/tii 1600/1602/1502 2002/Touring 2002 cabrio/targa 2002tii 2002 turbo 2800CS/CSA 2500/2800/3.0/3.3 3.0CSL 3.0CSL 3.0CSL 3.0CSL 3.0CSL 3.0CSL 30CSL 30CSL 30CSL 581 635 CSi M635 CSi M1 323i (E21) 320/325 Baur cabrio M535i (E28) M5 (E28) M5 (E28) M5 (E28) M5 (E28) M5 (E34) M3 (E00) Z1 840/850 coupé Z3M Roadster Z3M Coupe Z8 BOND Minicar MkA-G GT2+2/GT4S Equipe GT Bug BORGWARD	55-63 56-59 56-59 56-59 58-59 66-72 66-77 71-74 71-75 73-74 69-71 71-75 72-75 72-75 78-89 85-89 87-80 88-81 85-87 88-88 86-90 90-99 98-92 98-02 00-03	675,000 45,000 130,000 1.25m 21,000 8500 6500 11,000 20,000 8500 20,000 8500 20,000 35,000 125,000 250,000 32,000 32,000 125,000	550,0000 100,0000 1m 15,000 6000 4500 15,000 16,500 16,500 16,500 20,000 14,000 20,500 10,000 21,500 23,000 11,000 24,000 11,000 24,000 11,000 24,000 11,000 24,000 11,000 24,000 11,000 24,000 25,000 24,000 24,000 25,000 26,000 27,000 28,000 28,000 29,000 20,000	\$\begin{array}{c} \$\text{\$\exititt{\$\text{\$\e	350,000 50,000 50,000 50,000 50,000 50,000 50,000 50,000 50,000 50,000 1400 1000 1400 1000 37,500 100,000 1500 125,000	1971 1971	25 705009) 100 1100 115 135 60 60 65 105 100 112 1110 120 130 134 138 138 138 138 138 138 138 138 143 140 155 155 143 143 1440 155 155 159 155 159 1784 4626 155 159 100 175	Light 15/Big 15 2CV	48-60 60-90 56-68 59-75 63-78 68-75 70-75 71-74 F Owners 68-72 39-53 39-50 149-53 52-56 52-56 52-56 60-68 59-64 62-69 66-97 72-79 75-78 75-77 79-86 69-74 74-79 78-83	11,000 7500 22,000 175,000 22,000 175,000 32,000 60,000 5000 5000 10,000 29,000 33,000 10,000 29,000 32,000 10,000 10,500	8000 5000 13,500 13,500 13,500 13,500 13,500 13,500 13,500 140,000 20,000 45,000 13,500 13,500 12,500 12,500 12,500 14,000 10,00	7250 4000 2500 6500 90,000 1000 2000 1000 1000 1000 1000 1000	4000 2000 1250 2750 62,500 3500 700 1000 1250 1250 1250 1250 1250 1250 12	1911 425 602 1911 1911 1911 2175 2347 1220 2347 1220 2347 1220 2347 2522 2522 3468 2433 3794 4561 2548 4235 5343 4235 5343 4235 5343 4235 5343 610 (Clubde) 2 3557 3 3557 (Clubde) 2 3557 3 3557	72 49 771 888 88 88 100 120 135 100 137 656 744741) 102 25 353 552076) 76 666 89 80 85 90 90 100 100 119 123 112 117 120	340 America open 340 America closed 250 Europa SI/SII 410 Superamerica 250 GT Berlinetta Tdf 250 GT Berlinetta Tdf 250 GT PF coupé 250 Cal' Spider Wb 250 Cal' Spider Wb 250 GT SWB (steel) 250 GT SWB (steel) 250 GT SWB (steel) 250 GT Cal' Spider SWB 250 GT SWB (steel) 250 GT Cal' Spider SWB 250 GT SWB (steel) 250 GT Cal' Spider SWB 250 GT SWB (steel) 250 GT Lusso 400 Superamerica cpt 500 Superfast 275 GTB (steel) 330 GT 2+2 330 GTC 330 GTS Dino 246 GTS Dino 246 GTS 365 GT2+2 365 GTC 365 GTS/4 Spider 365 GTC 42+2 365 GTC 365 GTB/4 Daytona 365 GTS/4 Spider 365 GTC 42+2 365 GTG 308 GTB/GTS 308 GTB/GTS 308 GTB/GTS 308 GTB/GTS 308 GTB/GTS 400/400i/412i manual	51 51 53-55 56-59 56-59 56-59 57-59 58-62 60-63 62-64 64-66 62-64 64-66 64-66 64-66 64-66 64-66 64-66 64-66 64-67 66-68 68-69 72-74 72-74 72-75 72-76 75-76 75-76 75-77 77-80 80-82 82-83 83-83	3m 2.5m 1.85m 1.85m 600,000 5.75m 525,000 8.5m 12.5m 6.75m 12.5m 360,000 38m 13m 1.3m 1.3m 2.5m 2.00,000 2.1m 2.80,000 6.50,000 2.40,000 6.50,000 6.50,000 6.0	2.6m 2.25m 1.4m 5.25,000 5.25m 400,000 5.25m 11.5m 6.25m 7.3m 11.5m 1.57,000 3.3m 11m 1.15m 1.85m 1.4m 2.21m 1.85m 2.21m 1.85m 1.4m 2.20m 1.85,000 2.00,000 1.85m 1.85m 1.85,000 2.00,000 1.85m 2.00,000 2.00,000 1.85m 2.00,000 2.0	22m 2m 95,000 2m 95,000 47,500 17,500	1.5m 1.35m 1.25m 1	4101 4101 2963 4962 2953 2953 2953 2953 2953 2953 2953 295	136 126 126 157 143 145 155 149 150 155 160 140 158 159 150 150 150 150 150 150 150 150 150 150

		/\$		Private sa	ale		Pi	nge 1			2/		Private sa	le		D	nge			8		Private sal	e		d nge
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough	ပ္ပ	Top speed Price chan	200	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough		Top speed	. I CE Change	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough		Top speed Price change
348/Spider	89-94	60,000	50,000	35,000	27,500	3405	170		Escort MkII RS1800	75-77	42,500	32,500	24,000	16,000	1835	112		Grifo 7-litre	69-74	300,000		175,000	~ 125,000		170
F355/GTS F355 Spider	94-99 95-99	80,000 85,000	70,000 75,000	50,000	40,000	3496 3946			Escort MkII RS2000 Escort XR3/XR3i	75-80 81-86	20,000 5250	14,000 3750	7500 1950	4750 750	1993 1597	109 116	_	Lele	70-74	35,000	22,000	14,000	8000	5736	145 🔺
Testarossa	84-90	107,500	82,500	55,000	37,500	4942	181		Escort RS1600i	83-84	13,000	9000	4750	2500	1597	117		JAGUAR	Car Clu	ub (01773 74	1784); Driv	ers' Club (01	582 419332); Enthus	siasts' Club
512 TR F512 M	91-94	127,500 150,000	99,000	65,000	50,000 62,000	4943 4943		-	Escort XR3i cabrio Escort RS Turbo	84-90 84-90	3500 16,500	2200	1000 4500	500 2000	1597 1597	107 122	_	SS90 sports	35	_		3186); XK/E-t 175,000		_	90 A
456 GT	92-98	48,500	36,000	24,000	17,500	5474	186		Capri Mkl 1.3/1.6	69-74	10,000	7000	3500	1750	1599	95		SS100 2½-litre	36-39	325,000			125,000		94
288 GTO F40	84-87 88-92	1.5m 850,000	1.35m 750.000	1.2m 0 625.000	1m 550.000		190	-77	Capri GT 1.6/2.0 Capri 3000GT	69-74 70-74	12,500 16,000	9500 11,500	4500 5750	2250 3000	1996 2994	107 113	_	SS100 3½-litre 1½-litre	38-39 45-49	400,000 29,500	300,00 19,500	0 225,000 12,000	165,000 6750		104 A
F50	95-97	1.4m	1.2m		800,000				Capri 3000E/GXL	70-74	18,500	13,500	6750	3250	2994	113		2½-litre	46-51	39,000	28,000		8000	2663	87 🔻
550 Maranello	96-01	90,000	75,000	55,000	45,000	54/4	199		Capri RS3100 Capri II/III 1.6/2.0	73-74 74-82	50,000 7000	39,500 4750	22,500 2200	14,000		125 110	_	3½-litre MkV 2½-litre con	46-51 49-51	56,000 67,500	39,000 50,000		10,000	3485 S	92 ▼
FIAT	10.55	44000	40.000	_	at Motor C		_	8)	Capri II/III 3.0	74-82	15,000	10,000	5000	2500	2994	116		MkV 3½-litre con	49-51	95,000	70,000	40,000	20,000	3485	92
500 Topolino 600/600D	48-55 55-70	14,000	10,000 7000	5000 3000	2500 1250	569 633	60 66	-	Capri III 2.8i Capri 280 Brookland	81-87 s 87-88	14,000	9000	4000 8250	1750 4500	2792 2792	129 129	_	XK120 lightweight XK120 roadster	49-50 50-54	285,000 110,000	77,500	52,000	135,000	3442 1 3442 1	
600 Multipla (MPV)	55-60	30,000	22,000	12,000	6750	767	55	7	Consul/Granada 3.0	72-77	7500	5000	2250	1000		113		XK120 dhc	50-54	105,000	75,000	50,000	30,000		122
500/D/F/L/R 1500S/1600S Osca sp	57-75 59-66	11,500 42,500	7750 30,000	3600 16,000	1750 10,000	499 1568	61 105	_	Granada 3.0 Coupé RS200	74-77 85-86	11,000	7500 100,000	3250 80,000	1500 65,000	2994 1803	140	_	XK120 fhc XK140 roadster	51-54 54-57	85,000 110.000	60,000 80.000		25,000	3442	121 126
2300S	61-68	35,000	25,000	16,500	9500		120		Sierra RS Cosworth	85-87	32,000	23,000	14,000	9000	1993	145		XK140 fhc	54-57	82,500	60,000		25,000		125
850 Coupé 850 Spider	65-73 65-73	7500 12,000	5000 9000	2400 4250	1000	903	96 96	_	Sierra RS500 Escort RS Cosworth	87 92-96	51,000 25,000	41,000	28,000 15,000	20,000 9000	1993 1993	149 144	_	XK140 dhc XK150 roadster	54-57 58-60	115,000	85,000 67,500	55,000 37,500	32,000 26,500		125 130
124/Special 1.2/1.4	66-73	2650	1750	850	400 900		100		50.4750.14614				/CCC F	N. 1	(045	205 720 (22/	XK150 fhc	57-61	72,000	55,000	34,000	22,500		128
124 Coupé 124 Spider 1.4/1.6	66-75 66-74	8500 24,000	6000 18,000	2500 10,000	3500		115	-0	FRAZER NASH Le Mans Replica	48-52	750,000		VSCC Fraze 375,000		<u> </u>	285 /204 115	33)	XK150 dhc XK150S 3.4 roadster	57-61 58-60	92,500 165,000	70,000		27,500 52,500		127 130
124 Spider 1.8/2.0	75-81 72-75	18,500 35,000	13,000 27,500	6000 20,000	2500 12,000		108		CILDEDAL				Cilbar	n O	Club (01	100C F101)C)	XK150S 3.4 fhc	58-60	110,000	90,000		40,000		129
124 Spider Abarth Pininfarina Spider	82-85	20,000	15,000	7500	2750	_	118		GILBERN GT Mkl 950-1800	59-67	17,500	12,000	6500	n Owners' 3250		111	(00	XK150S 3.4 dhc XK150S 3.8 roadster	58-60 59-60	155,000 225,000	120,000	,	50,000 62,500	_	130 136
Dino Spider 2.0/2.4	67-73	130,000 38,500			45,000 14,000	2418 1987	130		Genie	66-70	13,000	8500	4250	2000	2994			XK150S 3.8 fhc	59-60	145,000		70,000	50,000	_	132
Dino Coupé 2.0/2.4 130 saloon 2.8/3.2	67-73 69-76	5500	30,000 3750	20,000	750		122 112	_	Invader I/II/III	71-74	15,000	10,000	5250	2750	2994	120	_	XK150S 3.8 dhc XK150SE 3.8 dhc	59-60 58-61	210,000		75,000	60,000 50,000		130 141
130 Coupé	72-76	17,500	12,500	7000	3500		114		GINETTA	_	a Owners' C				- 1 0		rg)	Mk VII-MkIX	51-61	35,000	25,000		6000	3442	
127 1300 Sport 128 3P coupé	81-83 75-78	3250 6000	2400 4500	1000	450 1000	1301	102	_	G4 1.0/1.5 G15 875/998	61-68 68-74	20,000 9250	16,750 6750	12,000 3500	8000 1750	1498 998	115	_	MkX/420G Mk1 2.4/Mk2 2.4	61-70 55-67	12,000 21,000	9000	4250 7000	2000 3500	4235 °2483 °3	120 96
X1/9 Barchetta	77-89 95-02	4250 6500	3000 4200	1400 2200	650 1100		100 118	_	G21 1800/1800S	71-78	10,000	7000	3500	1600	1725		A	Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	
barchetta	95-02	0000	4200	2200	1100	1/4/	118	_	G33	91-93	12,000	9000	6500	4750	3946	13/		Mk2 3.4 Mk2 3.8	59-67 59-67	32,000 37,500	21,000 25,000	10,000	4250 5500	3442 °	121
FORD AVO		542251); RS porting Esco						~	GORDON-KEEBLE GK1/IT	64-67	80,000	Gor 65,000	don-Keeble 42,500	Owners' (27,500	<u> </u>	21 459 95 135	37)	S-type sal 240	63-68 67-68	22,000 16,500	15,000 11,500	6750 6000	2750 3000	3781 °	121
Prefect	40-53	6000	4000	1850	1000			10)	OKI/II	04-07	80,000	03,000	42,300	21,300	3333	133		340	67-68	24,000	16,500	8000	3650	3442	
Pilot V8 Anglia/Popular 103E	47-51	15,000 6500	10,500 4250	6000 2000	3500 1100	3622 1172		<u> </u>	HEALEY Elliott saloon	46-50	37,500	Asso 32,000	ciation of H 22,500	lealey Owi	<u> </u>	425 4802 110	13)	420 E tupo 3.9 roadstor	66-68	14,000	11,000	5000	2000 70.000		123 145
Anglia 100E/Popular		4750	3000	1350	675	1172	71		Silverstone sports	49-50	175,000		100,000	,		107		E-type 3.8 roadster E-type 3.8 coupé	61-64	150,000	110,000		50,000		145
Prefect 107E Anglia 105E	59-61 59-68	5500 6000	4000 4250	2000 1900	1000	997 997	73 74	_	Abbott con Tickford saloon	50-54 50-54	42,500 34,000	35,000 27,500	24,000 17,500	14,000		100 102		E-type 4.2 S1 rdstr E-type 4.2 S1 coupé	64-67 64-67	155,000 125,000	115,000 95,000		55,000 42.500		145 145
Anglia 123E	62-68	6750	4750	2250	1100	1197	82		TICKIOI U SAIOOII	30-34	34,000	27,500	17,300	10,000	2443	102		E-type 4.2 31 coupe E-type S1 2+2	66-67	57,500	38,500	19,500	11,000		136
Consul Mkl Zephyr Six Mkl	50-56 50-56	8500 12,500	5500 8000	2750 3750	1350 1850		73 82	_	HEINKEL/TROJAN Cabin Cruiser/200	56-65	22,000	15,500	Hein 10,000	kel/Trojan 6500	Club (01 198	1 527 5013 60	18)	E-type S1½/S2 rdstr E-type S1½/S2 fhc	67-70 67-70	90,000 75,000	65,000 50,000		25,000 17,500	4235 °	
Zephyr Zodiac	53-56	16,500	10,000	5000	2500		84	_		30-03								E-type \$1½/\$2 111C E-type \$1½/\$2 2+2	67-70	50,000	35,000		10,000		145 A
Consul Mkl con Zephyr Mkl con	52-56 52-56	16,500 25,000	12,500	6750 12.000	4000 6750	1508 2262	73	_	HILLMAN Minx Ph. I-II	39-48	6750	wners' Clu 5250	b (01522 82) 2200	3778); Imp 1000	Club (01 1185	1789 4147 65	39)	E-type V12 roadster	71-75 71-74	100,000	65,000 33.500	35,000 18.000	22,500 9500	5343	
Consul MkII	56-62	8750	5750	2500	1250	_	79		Minx Ph. I-II con	39-48	11,000	8750	3850	1950	1185	65		E-type V12 fhc 2+2 XJ6 2.8 Series 1	68-73	6750	4250	2000	850		150 117
Zephyr MkII Zodiac MkII	56-62 56-62	12,500 15,000	8500 10,500	3750 5000	1750 2400	2553 2553	88	_	Minx Ph. III-VIIIA Minx Ph. III-VIIIA cor	48-56	5000	3200 7000	1500 3000	700 1400	1390 1390		<u> </u>	XJ6 4.2 Series 1 XJ12 Series 1-3	68-73 72-93	10,000	7000 7500	3000 3200	1100 1200		124 A 146 A
Consul MkII con	56-62	12,750	8750	4750	2500	1703	78		Californian	53-56	8000	5250	2400	1200	1390	74		XJ6 Series 2	73-79	9000	6000	2500	800	3442 1	117 🔺
Zephyr MkII con Zodiac MkII con	56-62 56-62	20,000	15,000 17,500	9000	5500 6250	2553 2553		_	Minx SI-IIIC Minx SI-IIIC con	56-63 56-62	4000 8000	2650 5500	1250 2600	600 1100	1592 1494		_	XJ6 Series 3 XJ6 Coupé	79-86 75-78	7000	4500 12,500	1800 7000	725 2500	4235 °	
Zephyr MkIII	62-66	9000	6250	2500	1100	2553	95		Minx SV-VI	63-67	3750	2350	1000	450	1725	81		XJ12 Coupé	75-78	24,000	16,000	9000	3000	5343	143
Zodiac MkIII Zephyr 4/6 MkIV	62-66 66-72	10,000	7000 3250	3000 1500	1500 750	2553 2994		_	Husky II/III estate Super Minx SI-IV	58-66 61-66	4500 4000	3000 2750	1500 1100	950 500	1390 1725		_	XJR 3.6/4.0 XJ-S manual	88-94 75-80	6000 8000	4250 6000	1750 3200	750 1600	3980 °	
Zodiac MkIV/Exec	66-72	7000	4500	1850	850	2994	100	_	Super Minx con	62-64	6250	4200	2000	850		84		XJ-S auto	75-81	5500	4250	2000	750	5343	143
Consul Classic Consul Capri/GT	61-63 61-64	9500 15,000	6750 10,000	3000 5500	1250 2500	1498 1340		_	Imp Hunter GT	63-70 70-75	4750 6000	3250 4000	1500 1400	700 650		81 96	_	XJ-S V12 HE XJ-S 3.6	81-89 83-89	6500 7500	4500 4750	2250 2000	700 700	5343 °	
Corsair/V4	64-70	6000	4250	1950	1000	1663	90		Hunter GLS	72-76	7500	5250	2000	1000	1725	110		XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134
Corsair GT Corsair 2000E V4	64-67 67-70	8000 8500	6000 6250	2750 2950	1400 1500	1996 1996		-	Avenger Tiger	72-73	10,500	8000	4200	2500	1599	100	_	XJ-SC V12 cabrio XJ-S V12 con	85-88 88-91	8000 14,500	5000 10,000	2750 5000	1250 2400	5343 °	
GT40	64-68	3.25m	2.25m	1.75m	1.5m	4736	198	_	HONDA				nda S800 S _l		<u> </u>		88)	XJR-S	88-93	16,000	12,500	7000	3000	5993	158
Mustang coupé Mustang fastback	64-68 65-68	22,500 30,000	16,000 22,500	9000	5000 7500	4727 4727	120 120	-	S800 coupé S800 sports	66-70 66-70	30,000 35,000	25,000 28,500	16,000	9000	791 791	96 96		XJS 4.0 XJS 4.0 conv	91-96 92-96	8250 13,500	5750 10,000	3000 6250	1500 3750	3980 1 3980 1	
Mustang con	64-68	31,000	23,000	14,500	7500	4727	111		Z600 coupé	70-75	6000	4500	2200	1100	598	78		XJ220	89-92		250,000	200,000			
Mustang GT350 Mustang GT500	65-66 67-70	225,000 150,000			_	4727 6800		_	NSX 3.0	90-02	40,000	32,000	21,000	16,000	2977	158		XJR	94-97	5000	3650	1800	800	3980	142
Cortina MkI	62-66	7500	4500	2000	1000	1498	82		HRG									JENSEN		ensen Owne		_		_	_
Cortina Mkl GT Cortina Mkll	63-66 66-70	16,000 5750	11,000 3750	5500 1750	3000 800	1498 1599	91 87	-	1100/1500	38-56	60,000	45,000	30,000	20,000	1496	81	_	541/R/S C-V8	54-63 62-65	50,000 47,500	35,000 33,500	17,500 16,500	11,000	3993 °	
Cortina MkII GT	66-70	10,500	7500	3600	1600	1599	98		HUMBER				/intage Hur		_		53)	Interceptor	67-75	40,000	28,500	14,000	6750	6276	
Cortina 1600E Cortina MkIII	67-70 70-76	11,500 6750	8500 4250	4000 2000	1750 1000	1599 1993	98 104	-	Hawk MkI-III Hawk MkIV-VI	49-50 50-57	7000 6750	5500 4500	2500 2200	1200	2267 2267		_	FF Interceptor SP	67-71 71-73	100,000 45,000	75,000		20,000 7500	7212 °	141 144 🔺
Cortina 2000E	73-76	9000	6250	3000	1500	1993	105		Hawk SI-IV	57-68	6000	4000	2000	1000	2267	86		Interceptor con	74-76	57,000	40,000	20,000	10,000	7212	140 🔺
Cortina 2.3 Ghia Escort Mkl 1.1/1.3	76-79 68-75	4000 6500	2500 4250	1200 2000	650 1000	2293 1298		_	Snipe Snipe/P'man Mkl-IV	45-48 45-56	9000 9750	7500 7000	3000 3250	1400 1500	2731 4139	72 91	_	Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120
Escort Twin Cam	68-71	43,500	33,500	25,000	18,000	1558	113		Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80		,		Club (01245					
Escort GT/Sport Escort 1300E	68-73 73-75	11,000	7000 6500	3600 3250	1850 1750		96 94		Super Snipe SI-VA Imperial	58-67 64-67	9000 9250	6250 6250	2400 2500	1200	2651 2965	106	_	Javelin Jupiter	47-54 50-54	9000 26,500	6250 20,000	3250 14,000	1600 8500	1486	
Escort Mexico	70-75	22,500	16,000	8500	5000	1599	99	•	Sceptre MkI-II	63-67	4500	3200	1400	600	1725	90				,,=30	,,,,,,,,,,,	,			
Escort RS1600 Escort RS2000	70-75 73-74	50,000 35,000	40,000 27,500	29,500 18,500	21,000		113 108	_	Sceptre MkIII	67-76	3750	2500	1100	500	1725	98	_	LAGONDA 2.6/2.9	48-57	60,000	45,000	25,000	Lagonda (15,000	2922 2	252 845451) 100
Escort MkII Ghia	75-80	7500	5000	2500	1250	1599	97		ISO	C2 ==	0755	CE O		Bizzarrini C	<u> </u>	_	53)	2.6/2.9 con	49-57	90,000	65,000	35,000	22,000	2922	100
Escort MkII Sport Escort MkII Mexico	75-80 76-78	10,000	7000	3600 8000	1800 5250	_	101	_	Rivolta Grifo	62-70 63-74	87,500 260,000	65,000 210,000	37,500 150,000	30,000			_	Rapide Saloon	61-64 76-85	165,000 60,000		25,000 25,000	55,000 17,500	3995 ° 5340 °	

		<i>\</i> \$		Private sale	e		d nge			Įs.		Private sa	ale		d			/s		Private sa	le		d
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	poog	Rough	U	Top speed Price change	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough	U	Top speed Price change	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough	U	Top speed Price change
LAMBORGHINI		Lam	borghini O	wners' Club	UK (lamb		lubuk.com)	Elan Sprint Coupé	71-73	38,500	30,000	18,500	12,500		121 🔺	190/200 Fintail sal	61-68	12,500	9000	4000	1750	1988	90
350 GT/400 GT Inter 400 GT	64-67	550,000 400,000		400,000 265,000			147	Elan Plus 2 Europa S2	67-74 67-71	20,000	14,000	7000 7500	4500 4000	1558 1470	121	220/230 Fintail sal 300SE/L Fintail sal	59-68 61-65	16,000 20,000	11,000	5200 7500	2250 3000		100 109
Miura P400	66-69		,	550,000			170 172	Europa TC/Special	71-75	24,000	17,500	9000	5500		123	220SEb coupé 220SEb cabrio	61-65 61-65	42,000 72,500	30,000 52.500	20,000	12,500 21.000		107 107
Miura 400S Miura SV	69-71 71-75	1m 2m	1.75m	650,000 1.5m	n/a	3929		Elite, Eclat Esprit S1	74-82 76-78	7500 32,000	5000 25,000	2400 18,500	1000		129 124	300SE coupé	62-67	60,000	40,000	26,000	16,000	2996	110
Islero Jarama	68-70 70-78	225,000 135,000	175,000 90.000		90,000 37,500		160 162	Esprit S2	78-81	25,000	17,500	10,000	7000		130	300SE cabrio 230SL sports	62-67 63-67	150,000	110,000	62,500 32,500	40,000		
Espada I/II/III	68-78	110,000	75,000	50,000	32,000	3929	154	Esprit Turbo Esprit S3	80-87 82-87	24,000 18,500	17,500 14,000	10,500 8500	7000 5000		148	250SL sports	67-68	85,000	60,000	35,000	22,000	2496	121
P250 Urraco P300 Urraco	73-74 75-76	45,000 55,000	32,000 40,000		15,000	2463 2997	148 158	Excel	82-88	7500	6000	2750	1250	2174	130	280SL sports 600 saloon	67-71 64-81	95,000 130.000	65,000 85.000	37,500 42,500	25,000		121
Silhouette	76-77	75,000	55,000	,	20,000		160	Esprit X180 Esprit Turbo/SE	87-90 87-92	14,000	10,500	7250 9250	5000 6500	2174	135 156	250/280S/SE saloon	65-72	10,500	7000	3200	1500	2778	116
Jalpa C'tach LP400 Periscop	82-86	70,000 1m	47,500 900,000		17,500 500,000		153 192	Esprit S4 Turbo	93-96	21,000	16,500	12,000	8500	2174	161	250SEC/280SEC cpé 250/280SE cab	65-69	45,000 90,000	32,000 70,000	21,000 36,000	13,000		116 116
Countach LP400	76-78		,	250,000	-,		192	Carlton/Omega Elan SE turbo	90-92 89-92	23,500 8000	17,500 6000	12,000	7500 1750	3615 1588	177 ▲	280SE coupe (low grille)		48,000	34,000	22,000	14,000		116
C'tach LP400S C'tach LP5000S	78-82 82-84	,	170,000		125,000 85,000		164 165	Elan S2	94-95	9000	7250	5250	3250		137	280SE cab (low grille) 280SE 3.5 coupé	69-71	100,000	,	40,000 45,000	22,500 25,000		116 127
Countach 5000qv Diablo	85-90 91-99		190,000		100,000		179	Elise S1 Esprit V8	95-00 96-04	12,500 30,000	10,000	8000 19,000	6000	1796 3506	126 175	280SE 3.5 cabrio 300SE/SEL saloon	69-71 65-69	275,000 11,500	200,000 7500) 135,000 3750	95,000 1750		127 115
Diabio	31-33	123,000	100,000	11,300	02,300	3/00	202	340R	00-02	30,000	25,000	20,000	15,000		133	300SEL 6.3 saloon	67-72	50,000	30,000	16,000	9500		132
LANCHESTER Ten (LD10)	46-51	5500	Daimler & I 4500	Lanchester (Owners' (000 356285) 69	Exige S1	00-02	22,500	18,000	15,000	13,000	1796	136	200/220/230.4 sal 230.6/250/280 sal	67-76 67-76	6750 7250	4250 4750	2000 2250	700 800		105 125
Fourteen	51-54	6500	4750	3000	1500	1968		MARCOS	Marc	os Owners	'Club (0138	34 561524);	Club Marc	os Int (01	225 707815)	250CE/280CE coupé	68-76	12,500	8500	4200	2000	2746	125
LANCIA			la	ncia Motor	Club (lan	ciamoto	club.co.uk)	GT 1800 1500/1600	64-66 66-68	25,000 20,000	19,000 15,000	12,500 10,500	8000 7000		115	280/300 SE/SEL 3.5 280/350/380/420SL	69-72 71-89	16,000	11,000	5250 6000	3000 2500		128
Aprilia saloon	37-49	27,500	21,000	12,000	6500	1486	80	3-litre	69-72	22,500	17,500	12,000	7500		120	500/560SL sports	82-89	25,000	16,000	7500	3000	5547	142
Appia saloon Aurelia B10/21/22	53-63 50-55	10,000	7000 25,000	4000 12,500	2000 6500		90	Mini-Marcos Coupé	65-74 81-87	8250 14,000	6000 9500	3250 5000	1600 3000	1275 2792	100	300SL (R107) 350/380/450SLC cpé	85-89 71-81	22,500 11,000	15,500 7500	7500 3400	3200 1250	2962 4520	124 137
Aurelia B20 GT	53-58	145,000	110,000		55,000		113	Mantula	84-87	15,000	10,000	6000	3500	3528	150	280S/SE sal	72-80	7000	5500	2600	1000		118
Aurelia B24 Spider Aurelia B24 conv	55-56 57-58		250,000	650,000	550,000 155,000	2451	115 108	Mantara Mantis	93-97 97-98	16,000 26,000	13,000	10,500 18,500	8000 15,000	3946 4601	158 170	350/450SE/SEL sal 200/230 saloon	72-80 75-84	10,000 5500	7000 3500	3250 1500	1200 650		130 114
Flaminia saloon Flaminia coupé	57-70 59-67	9000	7000 36.000	3750 20,000	1750 15,000		100	MASERATI					Macorati	Club (01	494 717701)	250/280E saloon 230/280CE coupé	75-84 77-85	6000	4000 7500	1650 3000	700 1200		124 125
Flaminia GT/GTL/3C	59-67	75,000	55,000	34,000	24,000	2775	115	A6G/2000 Zagato cp	é 54-57	1.5m	1.2m	1m	900,000		131	450SEL 6.9 saloon	76-80	27,500	18,500	10,000	5000	6834	140
Flaminia convertible Flaminia Sport Zag	59-67 59-67	160,000 350,000	125,000 275,000		42,000 140,000		110	A6G/2000 coupé 3500 GT coupé	54-57 58-64	500,000		400,000	,		131	300SL/SL300 (R129) 500SL/SL500 (R129)	89-01 89-01	11,000	7500 8000	3500 4000	1500 2000	2960 4973	142 155
Flavia saloon	61-70	6500	4500	2250	1000	1488	105	3500 GT Coupe 3500 GT Spider	58-64	675,000		425,000				600SL/SL600 (R129)	92-01	15,000	10,000	6000	3500	5987	155
Flavia coupé 1.5/1.8 Flavia Sport Zagato	62-68 63-67	18,500 52,000	12,500 37,500		3000 15,000		112 120 ▼	Sebring 3.5/3.7/4.0 Mistral coupé	62-66 63-70	195,000 150,000	-,		60,000 45,000		138	380/420/500SEC 560SEC	81-91 86-91	12,000	8500 11,000	3000 4500	1000		138 A 151 A
Flavia 2000 saloon	70-74	6250	4250	2000	850	1991	110	Mistral Spyder	64-70			400,000				500/560SEL saloon	86-91	5000	3750	1750	650	5547	156
Flavia 2000 coupé Fulvia Berlina	69-73 63-73	15,000	10,500 3750	5250 1600	2500 650	1991 1216	100	Quattroporte 4.1/4.7 Quattroporte III	63-71 79-90	54,000 19,500	37,500 12,500	24,000 6500	13,000	4136 4930	130	190E 2.3/2.5-16 230/300CE	85-93 87-93	22,000 5750	16,000 3250	9000	5000 375		143 139
Fulvia coupé	65-76 68-72	13,500 31,000	11,000 22,000		2400 7500		96 109	Mexico	65-72	80,000	60,000	35,000	25,000		150	E220, E320 Cabrio	91-97	12,750	9250	4500	2500		142
Fulvia Sport Zagato Fulvia HF SI/SII	68-72	30,000	22,500	15,000	10,000	1584	115	Indy Ghibli 4.7	66-74	65,000 195.000	50,000	29,000	20,000	4719 4719	156 155	500E saloon SLK 230 Komp'	92-94 97-04	30,000 4800	22,500 3000	12,500 1500	8000 700		155 140
Stratos Beta Coupé 1.6/2.0	72-74 73-84	320,000 5000	265,000 3000	210,000	175,000 700		130	Ghibli Spyder	69-71		.,	400,000		_	154	MESSERSCHMITT		Owners' (Club (0129:	871417): Fr	thusiasts' (lub (014	483 769270)
Beta Coupé Volume	83-84	6000	4000	2000	1000	1995	126	Ghibli 4.9 SS Ghibli SS Spyder	70-73 71-72	225,000	-,	100,000	,		172	KR175/200	53-64	27,500	20,000	12,000	7000		65
Beta Spider 1.6/2.0 Beta HPE	75-82 75-85	6500 5750	4000 3500	1750 1500	850 750		114	Bora 4.7/4.9	71-79	165,000		100,000			160	TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75
Montecarlo	75-84	11,000	8000	3600	1650		120	Merak Merak SS	72-75 76-83	42,500 50.000	27,500 36,000	15,000	8500 12,000	2965 2965	135		<u> </u>	4 231125); O		ıb (01785 25 25,000		<u> </u>	
Gamma Gamma Coupé	76-84 76-84	7250	2750 5000	1250 2400	500 1000	2484 2484	121	Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151	SA saloon SA tourer/dhc	36-39 36-39	65,000	46,500	32,500	20,000	2322	80
Rally 037 Stradale HF Turbo	82-83 84-90	250,000 6750	210,000 4750	160,000 2400	130,000		128 121	Kyalami 4.1/4.9 Biturbo 220-425	76-83 81-88	62,500 6500	48,500 4500	30,000 2200	15,000	4930 2491	150	VA saloon VA tourer/dhc	37-39 37-39	30,000 42,500	24,000 32,000	16,000	10,000	1548 1548	80
HF Integrale	87-91	20,000	14,000		3500		134	Biturbo Spyder	84-91	10,000	7000	4000	2000	2491	138	WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91
Integrale Evo 1 Integrale Evo 2	91-93 93-95	33,000 38,500	25,000 29,500	15,000 17,500	8750 10,000		135 ▲ 136 ▲	Ghibli II 3200GT	94-97 98-01	13,500 13,900	9500 10,250	5200 7750	3000 5500	2790 3217		WA tourer/dhc TA/TB/TC	38-39 36-49	80,000 35,000	60,000 26,500	42,500 16,500	25,000 10,000		91 78 A
Thema 8.32	88-90	12,000	8000		2400	2927										TD	49-53	26,500	17,500	11,500	7000	1250	80
LAND ROVER	Sor	ies I Club (C	1262 0266	s): SII Club I	P∩ Roy 2	51 Rarnel	ov \$70 EVN	MATRA Bagheera	73-79	10,000	6500	Matra Er 3000	1250	1442	392 652964) 102 A	TF 1250/1500 YA/YB	53-55 47-53	31,500 16,000	23,500	15,000 5000	9000 2750	1466 1250	
Series I	48-53	40,000	27,500	14,000	5500	1595	60	Murena	80-83	11,000	7000	3500	1500	2155		YT con Magnette ZA/ZB	48-51 53-59	30,000 13,500	20,000	10,000 4500	5500 2000		71 82
Series I SII/IIA 2.2/2.6	53-58 58-71	26,500 13,500	18,000 8500		3000 1750	1997 2625		MAZDA		mazo	darotaryclu	b.com; MX	_		6789 x5oc.co.uk)	MGA Roadster	55-62	32,000	22,500	13,000	8500	1489	98
SIII 2.2/2.6/3.5	71-85	11,000	6500	2750	1000	3528	86	RX7 RX7 S2	78-86 86-91	5250 4750	3500 3250	1650 1750	650 500	2292 2254		MGA Coupé MGA Twin Cam Rdstr	56-62 58-60	22,000 45,000	16,000 34,000	10,000	6250 15,000	1489 1588	98
Range Rover 2dr Range Rover	70-72 73-89	40,000 30,000	32,000 17,500		15,000 1750	3528 3528		MX-5	90-97	5000	3400	1400	500	1597		MGA Twin Cam Cpé	58-60	33,000	25,000	15,000	10,000	1588	115
								McLAREN								Magnette III/IV 1100/1300	59-68 62-71	5500 5000	4000 3250	1800 1600	950 800		87 97 ▲
LEA-FRANCIS 14hp/14/70 saloon	46-54	10,000	7750	Lea-Francis 4000	Owners' 2750	<u> </u>	75 407515)	F1	93-98	9.5m	7.5m	6.5m	n/a	6064	240 🛦	MGB roadster MGB GT	62-67 65-67	16,000 12,000	12,500 8000	6000 3750	2750 1850		103 103
14hp/2½-litre Sports	50-53	55,000	42,000	25,000	16,000	2496	100	MEDGEDEG BENIZ	N Dane	Club Ind (or	7071 01006) M.D	O	/01	202.00022)	MGB MkII roadster	67-71	13,500	10,500	5000	2000	1798	103
LOTUS Club Lotu	s (01362 6	94459): Hist	toric Lotus	Register (01	1293 87154	41): Lotus	DC (01926	MERCEDES-BENZ 500K Cabrio A/B/C		1.4m	1.1m	<i>"</i>	Owners A			MGB MkII GT MGB MkIII roadster	67-71 71-74	10,500	7000 9250	3200 4500	1500 1800		103
859	918); Lotu	ıs 7 Club (07	000 57258	2); Lotus Co	ortina Reg	ister (019	923 776219)	500K Tourer	34-36	1.2m	1m		375,000			MGB MkIII GT	71-74	8000	5750	2250	950	1798	96
Six Elite	53-56 57-63	35,000 75,000	26,500		13,000 27,500		93	500K Sports/Roadste 540K coupe	36-39	3.5m 500,000	2.75m 400,000		1.6m 200,000		104	MGB roadster MGB GT	75-80 75-80	7500 5000	5500 3250	2750 1400	1100		96 104
Seven SII	60-68	25,000	19,000	12,500	8000	1098	92	540K Cabrio A/B/C 540K Special Roadste		1.6m 5.35m	1.25m 4.65m	750,000 3m	550,000 1.75m	5401 5401		MGC roadster	67-69	24,000	16,500	8000	4000	2912	120
Super Seven 1.3-1.6 Seven SIII 1.3/1.6	61-69 68-70	35,000 26,000	29,000		15,000 8000		103 108	180/190 Ponton sal	53-62	12,500	9000	4500	2500	1897	87	MGC GT MGB GT V8 chrome	67-69 73-74	20,000 15,000	14,000	6500 5500	3000 2950	2912 3528	120 125
Seven S4	69-73	15,000	11,000	6000	3250	1599	108	219/220S Ponton sal 220S/SE cabrio	56-59 56-60	16,500 100,000	12,500 75,000	6250 50,000	3500 35,000		101	MGB GT V8 rubber Midget MkI	74-76 61-64	12,500	9000 7000	4500 3250	2500 1600	3528 1098	
Lotus Cortina Mkl Lotus Cortina Mkl	63-64 64-66	55,000 47,500	45,000 37,500		20,000 17,000		108	220S/SE coupé	57-60	52,500	37,500	22,500	15,000	2195	101	Midget MkII-III	64-74	10,000	6000	2650	1200	1275	96
Cortina II Lotus	67-70	22,500	16,500	10,500	7000	1558	102	300A/B/C/D saloor 300 cabrio D	51-62 57-62	60,000 185,000		20,000		2996 2996		Midget 1500 Metro 6R4	74-79 85-86	5000 100,000	3500 80,000	1500 62,500	500 45,000		101 120
Elan S1 dhc Elan S2-3 dhc	62-64 64-68	36,000 30,000	29,000 22,500		14,000 9000		119	300S cab/rdster	52-55	400,000	300,000	200,000	125,000	2996	112	RV8	93-96	15,000	12,500	9500	6000	3946	136
Elan S4 dhc	68-71	27,500	20,000	13,000	8250	1558	120	300Sc cab/rdstr 300SL Gullwing	55-58 54-57	600,000 1m		750,000				MGF	95-01	3600	2400	800	350	1796	126
Elan S3/S4 cpé Elan Sprint con	66-71 71-73	30,000 45,000	22,000 35,000		7250 15,000	1558 1558	123 121 A	300SL roadster 190SL roadster	57-63 55-63		825,000	650,000 55,000	550,000	2996		MORGAN 4/4 Series I	Spor 36-50	ts Car Club 26,500		480); Three	2-Wheeler (823 277852)
		.,	,_ ,_ ,_	,	,,,,,,,,			IDODE I Daublei	22-02	113,000	00,000	JJ,UUU	30,000	103/	100	1/17 2011021	20-20	20,500	21,000	13,000	10,000	120/	, 0

		12/		Private sa	ale		ed			15/		Private sa	le		pa	a Sin			ııs/		Private sa	ale		pa	ange
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer		<i>р</i> 009	Rough	೪	Top speed Price change	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	P009	Rough	႘	Top speed Price change		DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer		роод	Rough	ខ		Price change
Plus 4 (Vanguard) Plus 4 (TR) Plus 4 SS	50-53 54-69 61-69	32,500 30,000 65,000	25,000 22,500 50,000	15,000	10,500 10,000 20,000	2088 1991 2138	96 120	914-6 911S 2.4 Carrera RSL	69-72 71-73 72-73	65,000 165,000 750,000	50,000 125,000		21,000 60,000 400,000	1991 2341	125 144 149		Phantom II	25-29 29-35		180,000	85,000	45,000 42,500	7668 7668	88	
4/4 SII/III/IV/V 4/4 1600/CVH	54-68 68-88	22,500	16,500 15,000	11,000 10,500	8000 7000	1498 1597	85 105	Carrera RST 911 2.7	72-73 72-73 73-77	500,000 33.000		350,000 15,000			149 135		Phantom III Silver Wraith 4.3/4.6 Silver Dawn sal	36-39 47-59 49-55	36,500 40,000	150,000 27,000 28,500		35,000 9500 9000	7340 4257 4566	92	
Plus 4 Plus 8	85-87 68-72	21,000	16,000 28,500	11,000	8000	1994	109 125	911S 2.7 Carrera 2.7 MFI	73-77 73-77	44,000 145,000	35,000 110,000	24,000	16,000 50,000	2687	140 148	_	Silver Dawn PW cor Silver Cloud I saloo	51-55	120,000	90,000	55,000	35,000 8500	4566 4887	98	
Plus 8 Plus 8 injection	73-86 84-04	26,500 32,000	22,000 26,500	15,000	9000	3528	125 125	911 Turbo (930) 3.0 Carrera 3.0	75-77 76-77	105,000	82,000 60,000	55,000	40,000 25,000	2995	156 146	_	SCI Mulliner con Silver Cloud II sal	55-59 59-62		225,000 27,500			4887 6230	101	
		<u> </u>				<u> </u>	332 291675)	924 924 Turbo	76-85 78-83	3250 15,000	2250 10,000	1000 4500	400 2000		126 144	=	SCII Mulliner con Phantom V MPW lin	59-62	225,000	165,000	100,000	70,000	6230 6230	112	
Minor MM lowlamp Minor MM L-L Toure	r 48-51	7500 12,500	9000	3000 4650	1500 3000	918 918	64	924 Carrera GT 924S/Le Mans	80-81 85-88	65,000 6750	50,000 4200	32,000 1800	21,000 850		150 136	_	Silver Cloud III sal SCIII MPW con	62-66 62-66	42,500 250,000	32,000	18,500	9000	6230 6230	116	
Oxford MO Six Minor MM/SII	48-54 49-54 50-56	5250 6500 5650	4000 5000 4200	1750 2400 1850	850 1000 675	1476 2215 803	72 86 63	928/S/S2 928 S4	77-87 86-95	14,000	10,000	5000 6500	2200 3000		161	_	Phantom VI limo Shadow/Wraith	68-77 66-80	110,000	75,000 12,000	_	29,000 1750	6230 6750	112	
Minor MM/SII conv. Minor SII Traveller	50-56 53-56	9500 9000	7000 6250	3500 2750	1750 1000	803 803	63 63	928 GT 928 GTS 911 Turbo (930) 3.3	89-92 91-95 77-90	30,000 50,000 87,500	22,000 37,500 67,500	13,000 22,500 42,500	8500 15,000 30,000	5396	168 171 160	_	MPW/Corniche MPW/Corniche cor	66-80 67-90	37,500 50,000	27,500 38,000	17,000 26,000	9000	6750 6750	_	F
Minor 1000 Minor 1000 conv.	56-70 56-69	6000 12,000	4500 8000	1950 4000	650 2000	1098 1098	77 77	911SC 911SC cabrio	77-83 82-83	37,500 40.000	27,500 30,000	17,500 20,000	12,000	2994		_	Camargue Silver Spirit/Spur	75-86 80-89	55,000 12,750	40,000 10,000		16,500 1500	6750 6750	_	A
Minor 1000 Traveller Cowley 1200/1500	54-57	11,000 3950	8000 2650	3500 1300	1000 700	1098 1489	74	911 Carrera 3.2 911 Carrera cabrio	83-89 83-89	39,000 38,500	29,000 28,500	18,500 18,000	12,000		158 155	_	Corniche II/III	87-94	65,000	47,500		19,000	6750		
Oxford II-III	55-58 54-60	6250 5250	4500 3750	2000 1750	900	_	78	Carrera Supersport 911 Speedster	84-89 88-89	48,500 115,000	37,500 90,000	24,000	16,500 48,500	3164 3164	158 158	=	ROVER P4 Drivers	Rover F	6 Drivers' C	lub (01902	2 689975); R	over SD1 C	lub (08-	451 306	, , ,
Oxford V-VI	59-71	5000 NSU Ow	3200 ners' Club	1400	700 431): Ro80	1622 Club (01	274 484091)	959 Carrera Club Sport		725,000 100,000	70,000		35,000	3164	190 154	_	P3 60 P3 75	48-49 48-49	10,000	7500 9500	3750 4500	1650 2000	1595 2103		
Prinz Sport Prinz coupé	58-72 59-67	5200 7000	3250 4750	1500 2500	750 1400	598 598	71 76	944 944 Turbo	82-87 85-91	8250 19,500	5500 14,000	2500 6750	1000 3250	2479	134 157	_	P4 75 'Cyclops' P4 60/75/80	50-52 52-62	12,000 6500	9000 4500	4500 2000	2000 700	2103 2286	85	
Wankel spider 1000	64-67 64-72	16,000 5000	12,000 3250	7000 1400	4000 650	497 996	95 80	944S 944 S2 944 S2 Cabrio	86-88 88-92 89-92	9000 10,000 12,500	7000 8500	3000 3750 4250	1400 1750 2300	2479 2990 2990		_	P4 90 P4 105R	54-59 57-58	8000 6250	5750 4250	2250 1750	825 700	2638 2638	91	
1200TT Ro80	67-72 67-76	17,500 8500	12,500 6000	7500 2500	4500 750	1177 995	110 108	944 Turbo Cabrio 911 (964)	91-92 89-94	32,000 42,500	24,000	12,000 22,000	7000 13,500		150	_	P4 105S P4 95/100/110	57-59 60-64	9250 8500 9000	7000 6250	3200 2400 3250	1250 850	2638 2625	100	
			_ `	692020); O _I				911 Turbo (964) 911 Carrera RS	90-94 92-94	100,000	75,000	45,000	28,500 100,000	3299	167	_	P5 3-litre P5 Coupé P5B 3½-litre	58-67 63-67 67-73	12,500	9500 10,000	5000	1250 2250 2000	2995 2995 3528	113	
Manta A coupé Manta GT/E	68-73 70-75 75-88	12,500 7500 5500	8500 5000 3650	4000 2250 1650	2000 1100 750	1897 1897 1979	111 105 122	968 968 Club Sport	92-95 93-95	15,000 28,500	11,000	7500 13,000	4000 7250	2990 2990	150	_	P5B 3½-litre Coupé P6 2000/2200/TC	67-73 63-77	20,000	15,000	9000	3500 600	3528 2205	113	
PANHARD	75-00	3300		nhard et Le			_	911 Carrera (993) 911 Turbo 4 (993)	94-97 95-98	60,000 130,000	45,000 107,500	30,000 75,000	20,000 50,000	3600 3600		=	P6 3500 P6 3500S	68-76 71-76	10,000	5000 5000 6500	2000	800 1100	3528 3528	117	
PL17 saloon 24CT coupé	59-64 64-67	6000 8000	4000 5500	2000 2750	1100 1500	845 845	75 100	911 C4S/C2S (993) 911 Carrera RS (993)	95-97 94-95	82,500 230,000		170,000	30,000 135,000	3746	175	_	SD1 3500 SD1 VdP	76-86 80-86	4000	3000 3500	1100	500	3528 3528	116	F
PANTHER			<u> </u>	237 5284); E		<u> </u>	252 540217)	911 GT2 (993) Boxster 2.5	95-96 96-99	6750	5000	3500 3500	1750	2480	149	_	SD1 Vitesse SD1 Vitesse TP	82-86 85-86	5750 7500	4000 5500	1750 2750	850 1400	3528 3528	133	
J72 3.8/4.2/5.3 De Ville 4.2/5.3	72-81 74-85 76-90	40,000 45,000 9000	30,000 35,000 6500		13,000 16,000 2200	4235 5343 1596	115	Boxster 2.7 Boxster 3.2S	99-04 99-04	9400	6900 8900	4250 5500	2000 3200		156 164	_	SAAB		Owners' Cli		719000); Er				8738)
Lima/Kallista Kallista 2.8/2.8i/2.9i	82-90	11,500	8500	5000	3000		112	RELIANT Sabre 4/6	Sabre & 61-64	Scimitar Cl 10,000	ub (020 89 8000	77 6625); So 5500	imitar Driv 2500		153 548887 110)	96 Bullnose 96 Longnose	60-65 65-68	8750 6950	6500 5000	3500 3000	2000 1500	841 841	80 79	
PEERLESS/WARWIG	57-62	25,000	18,000	12,000	TR Reg 7000	<u> </u>	235 818866) 105	Scimitar SE4/a/b Scimitar GTE SE5-6/6		8500 6000	6500 4000	3500 1650	1950 650	2994 2994	123	_	Sport/Monte Carlo 96/95 V4	67-79	11,000 5500	8500 3750	5000 1850	2500 800	841 1498	93	
PEUGEOT	40.00	0000	CEOO			_	8888 8772)	Scimitar GTC Scimitar GTE SE6b	80-85 80-86	8250 6250	4500 4500	3000 1800	1500 750 10,000	2792	119	_	Sonett 99 99 Turbo	67-74 68-84 77-82	16,000 4000 12,000	12,000 2500 8000	5500 1200 4000	2750 600 1900	1498 1985 1985	100 101 125	
203 saloon 403 saloon 403 cabrio	48-60 55-66 57-61	9000 6500 12,500	6500 4650 9000	3000 2250 6000	1250 1100 2000	1290 1468 1468	81	Middlebridge Scim'	88-90	30,000	24,000 Renault	16,000 : Owners' C)	900 Turbo 900 Convertible	79-93 86-93	8000 6250	5000 4250	2000	850 750	1985	133	À
204/304 saloon 204/304 coupé	65-74 67-75	3600 5000	2400 3500	1250 1950	600 950	1288 1288	90	4CV Dauphine	47-61 54-63	9000	6500 4250	3250 2000	1650 1000	747 845	65 70	-	SIMCA					Simca Clu			55331)
204/304 cabrio 404 saloon	67-75 60-75	8500 7000	5250 5000	2750 2500	1250 1200	1288	88 90	Dauphine Gordini Floride/Caravelle cp		12,500 10,000	9500 7500	5000 2750	2500 1400	1108	83 90	_	1000 GLS/Special 1000 Bertone coup	69-78 é 62-67	3250 10,000	2000 7000	1000 3750	500 1650	1294 944	105 94	
504 saloon 504 cabrio	68-83 69-83	3500 22,500	2500 15,000	1200 8250	550 4500	_	104 105 🛦	Floride convertible Caravelle convertib	le 62-68	11,000	9000	3500 4000	1750 2000		90	_	1200S coupé	67-71	12,000	8500	4250	2000	1204	105	
504 coupé 504 V6 cabrio	69-83 74-83	9000 27,500	6250 20,000		1650 5500	1971 2664		R4 R8/R10 R8S	62-80 62-71 68-71	5000 3750 6500	3500 2500 5000	1650 1250 2500	850 600 1200	1108	72 84 90	_	SINGER Singer C 9 Roadster/4A/4B	39-52	16,000	10,500	6000	4000	ners (01 1074	70	8575) A
205 T16 205 GTI 1.6	83-85 84-90	175,000	6500	2750	1200	1580		R8 Gordini 16 GL/DL/TS/TX	67-70 65-79	35,000 4500	30,000 3000		12,500	1255	108 105	_	SM Roadster Gazelle saloon	51-55 55-67	14,500 4950	10,000 3250	1600	3600 850	1497 1497	72 77	•
205 CTI cabrio 205 GTi 1.9	86-92 87-94	5250 12,500	3500 8500	1500 3750	750 1500	1580 1905		17TS/Gordini 5 Gordini/Turbo	72-78 76-84	7500 9000	5000 6000	2500 2500	1200 1250	1397	110 116 🔺	_	Gazelle con Vogue I-IV 1.6/1.7	56-62 61-66	8500 4750	3200 3200	3000 1400	1500 750	1497 1725	77 91	
PIPER GTT/P2 1.6	Piper S 68-74	ports and F 30,000		Club, emai 16,000			rclub.org.uk 115	5 Turbo 2 5 GT Turbo	83-86 86-91	52,500 9500 8500	42,500 7000 6000	30,000 3250	21,000 1650	1397	124 123 A		Chamois New Gazelle/Vogue	64-70	5250 2750	3500 1900	1650 900	800 450	875 1725	94	
PORSCHE			<u> </u>	652911); Er			246 279358)	Clio Williams Sport Spider	94-95 95-97	20,000	16,000	2500 12,000	9500		134	_	SKODA Octavia 1.1/1.2	59-64	4500	3000	Skoda Owi 1500	ners' Club o	of GB (0 1089	_	5183)
356 pre-A 356 cabrio 1.3/1.5 356 Speedster	49-55 51-55 54-58	250,000	200,00	0 150,000	100,000	1488		RILEY RMA/RME 1½ saloor	45-55	Riley RM Cl 15,000	10,500	5250	2250	1496)	Felicia convertible 1000MB, S100	59-64 65-77	8500 3250	6000 2200	3000 850	1500 450	1221 988	82 80	
356 Convertible D 356A	58-59 55-59	150,000 84,000	125,000	85,000 38,000	60,000	1488		RMB/RMF 2½ salooi Roadster RMC	48-50	20,000	15,000 28,500	16,000	3750 8750	2443	100	_	S110R coupé	70-80	4750	3600	1500	750	1107	90	22101)
356B/C 356A cabrio	60-65 55-59	75,000 150,000	55,000		22,000	1582	113	RMD convertible 2.6/Pathfinder One Point Five	48-51 53-59 57-65	30,000 11,500 6400	22,500 7500 4500	13,500 3000 2200	7000 1500 1000	2443 2443 1489		_	Vanguard II/III	48-52 53-58	6500 4500	4500 3200	2200 1500	1000 750	2088 2088	79	ZZ[8])
356B/C cabrio 356 A/B Carrera	60-65 55-62	125,000	100,00	0 60,000	40,000	1582	113 113	4/68, 4/72 Elf MkI/II 848/998	59-69 61-69	5400 6750	3900 5000	1800 2500	900	1622	88 75		Vanguard Sportsma Vignale		5500 4500	4000 3200	1750 1500	850 750	2088 2088	83	À
Carrera 2 911 2.0	63-65 64-65	475,000	400,00	0 340,000	_	0 1966		Kestrel 1100/1300	65-69	4500	3000	1500	800	1098	87 🔺		Luxury Six Eight	61-63 53-59	5250 5000	3650 3200	1650 1500	850 700	1998 803		A
911 2.0 911S 2.0	66-67 66-69	100,000 150,000	75,000 117,500	50,000 80,000	35,000 60,000	1991 1991	131 140	ROCHDALE GT	57-61	6500	5000	3000	1250	1172	85 85		Ten/Pennant Ensign/De Luxe	54-59 57-63	5200 3200	3400 2250	1600 950	750 400	948 2138	69	A
912 911L/T	65-69 67-73	45,000 69,000	35,000 50,000	30,000	21,000	2195	112	Olympic POVCE	60-73	8000	6750	4250	2750	1489 Club (0		7	SUBARU	02.53			Subaru Im			_	co.uk)
911E 911S 2.2	68-73 69-71	80,000 137,500	58,000 107,500 12,000	72,000	25,000 52,000 3500	2195	138	ROLLS-ROYCE Silver Ghost	07-14	2.25m	1.8m	1.5m	1.2m	7428	75 🔺		Impreza Turbo Impreza WRX STi SVX	93-00 97-00	9500 3750	4250 6500	2000 3500 1850	800 2000 900	1994 1994	150	
914-4	69-75	16,000	12,000	6000	3300	1795	112	Silver Ghost	18-25	3/3,000	300,000	225,000	150,000	/ + /ŏ	78	_	31/1	91-97	J1 JU	3000	UUU	500	3300	Ctri	

				Private sa	ale			e.					Private sa	ale		g.					Private sa	ile		. o
NE DENOTES NEW ENTRY TO PRICE		Concours/ Dealer					Top speed	Price change	NE DENOTES NEW ENTRY TO PRICE		Concours/ Dealer					Top speed Price change	DENOTES NEW		Concours/ Dealer		ъ	4:		Top speed Price change
GUIDE ENTRY TO PRICE	Year	Conco	Mint	P005	Rough	ပ္ပ	Tops	Price	GUIDE ENTRY TO PRICE	Year	Conco Dealer	Mint	Роод	Rough	ပ္ပ	Top s	ENTRY TO PRICE	Year	Conco	Mint	роод	Rough	ပ္ပ	Price
SUNBEAM			Sunbe		Alpine Reg		621 778	492);	Vitesse MkII	68-71	5500	3650	1750	850	1998	102	Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95
Tellers 00	40.50		<u> </u>		2025); Tige		_	296)	Vitesse MkII conv	68-71	10,000	7000	3250	1650	1998	100	VX4/90 FD	69-72	3500	2200	1000	500	1975	98
Talbot 80 Talbot 80 Coupé	48-50 48-50	6000 10,000	4500 8000	2500 4250	1400 2500	1185 1185	72 72	_	Spitfire 4	62-65 65-67	15,000	10,000	4500 4000	2750 2000	1147 1147	94	Victor FE 1.8/2.3 VX4/90 FE	72-78 73-76	3250 3750	2000 2500	900	450 600	2279 2279	100
Talbot 90 (all Mks)	48-57	8000	6000	3000	1600	1944	90	_	Spitfire Mk2 Spitfire Mk3	67-70	12,000	7500	3500	1750	1296	100	Ventora FD/FE	68-76	4400	2600	1250	650	3294	106
Talbot 90 Coupés	49-57	14,000	11,000	5500	3650	1944	90	A	Spitfire MkIV	70-74	7200	4750	2250	950	1296	92	Viva HA	63-66	3200	2100	1000	600	1057	76
Alpine convertible	53-55	50,000	35,000	20,000	10,000	2267	95		Spitfire 1500	74-78	7250	4850	2200	850	1493	101	Viva HB/HC	66-79	3000	2000	900	450	1256	79
Alpine I/II sports	59-63	14,000	9000	4250	1850	1592	101	_	GT6 Mkl	66-70	15,000	10,000	4750	2500	1998	109	Viva Brabham HB	67-68	5000	3750	1750	750	1159	90
Alpine III sports	63-64	15,000	9750 8250	4750 3950	2000	1592 1592	100 92	_	GT6 MkII/III	70-74	12,500	9500	4250	1650	1998	112	Viva GT	68-70	6750	5000 3000	2250	1000 550	1975 VAR	101
Alpine IV sports Alpine V sports	64-65 65-68	13,000	10,000	4500	1600 1850	1725	100	<u>*</u>	2000/2500 MkI/II	63-77	6500	4500	2250	1000	1998	98	Firenza/Magnum Firenza Droopsnoot	72-78	4250 12.500	9000	1100 4500	2500	2279	119
Harrington GT	61-63	20,000	14,000	7250	3750	1592	105	1	2.5PI/2500TC 2500S	68-77 75-77	7000 7500	5000 5500	2500 2850	1200 1400	2498 2498	107	Chevette 2300HS	78-80	15.000	12,000	8000	5000	2279	117
Tiger I	64-66	54,000	38,000	24,000	15,000	4261	120		Stag	70-77	16,500	12,000	5500	2000	2997	117	Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125
Tiger II	67-68	70,000	52,500	32,500	21,000	4727	125		1300/1500 fwd	65-73	3000	2000	850	400	1296	86	VX220	00-05	10,500	8500	6500	4000	2198	137
Rapier I-V	55-67	8500	6000	2750	1250	1725	95		1300TC fwd	65-70	3250	2250	1000	500	1296	93	VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151
Rapier II-IIIA con	58-63	15,000	11,000	5000	2500	1592	87	_	Dolomite 1850	72-81	3200	2200	1000	500	1854	100	VOLKSWAGEN	١	/W Owners'	Club DO I	Box 7. Burn	twood Wa	lcall Cta	effs WS7 8SB
Rapier/Alpine	67-76 68-76	5200 6600	3500 4650	1500 2100	700 1000	1725 1725	102	_	Dolomite Sprint	73-81	8500	5500	2750	1350	1998	117	Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	66
Rapier H120 Imp Sport	66-76	5600	3750	1850	900	875	90	•	TUCKER						/tuc	kerclub.org)	Cabrio	49-53	30,000	22,500	15,000	9000	1131	66
Stiletto	67-72	6250	4500	2000	1000	875	90	-	Torpedo	48	1.3m	1.15m	1m	n/a	5474	0/	Beetle (oval)	53-57	17,000	12,000	6500	4000	1192	69
Strictto	0, 12	0230	1500	2000	1000	0.0	50		Тогрешо	40	1.5111	1.13111	1111	iija	54/4	120	Cabrio	54-58	21,000	16,000	9000	6000	1192	66
SUZUKI	SC100 EC	(suzuki-sc1	100.demor	ı.co.uk); SC	ORE (suzu	ıki-cappı	uccino.c	om)	TURNER					Turner Reg	ister (01	895 256799)	Beetle 1200/1300	57-68	11,000	7500	3600	1650	1192	72
SC100	79-82	2850	2000	900	450	970	87		803/950 Sports	55-59	12,500	9000	5500	2000	948	90	Cabrio	58-67	13,000	9500	5000	3000	1192	72
Cappuccino	92-96	3750	2750	1750	750	657	83	_	Climax	58-66	17,500	15,000	10,000	5000	1098	102	Beetle 12/13/1500	68-78	8000	5200	2200	850	1493	81 🔺
SWALLOW					TR Res	gister (01	235 818	366)	Mark I/II/III	59-66	16,000	12,000	7500	3500	1498	100	Cabrio	67-70	11,000	8000	4500	2500	1493	81
Doretti	54-55	65,000	50,000	32,000	20,000	<u> </u>	102	,,,,,	TVR					TVR Car	Club (0	1952 822126)	Beetle 1302/1303	70-75	6000	4000	1650	600	1584	84
									Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107	Cabrio 1302S/1303S	70-80 55-74	11,500 14,000	7750 10,000	4400 5250	2400 2750	1584 1584	92 92
TALBOT					is Owners'	_		624)	Griffith 200/400	63-65	65,000	52,500	40,000	30,000	4727	155	Karmann-Ghia cpé Karmann-Ghia con	58-74	18,500	13,500	7500	4500	1493	87
Sunbeam-Lotus	79-81	25,000	16,500	10,000	5000	2174	120	_	Tuscan V6	69-71	16,500	13,000	6500	3750	2994	125	Karmann-Ghia T-34	62-69	13.500	10,000	5500	3000	1584	87
TOYOTA				Tovota Ent	husiasts' C	lub (020	8898 0	740)	Vixen S1-4	67-73	15,500	12,000	6000	3250	1599	107	Kombi/Camper	50-67	65,000	40,000	20,000	10,000	1493	65
2000GT	67-70	575,000		400,000		<u> </u>	128		1600M	72-77	11,500	8500	4250	2500	1599	105	Camper (Bay)	68-79	16,500	13,500	7000	3750	1584	79
Celica ST 1.6/2.0	70-77	10,000	7000	3600	1650	1588	105		2500M 3000M/Taimar	72-77 72-79	11,000	8000 9500	4000 5000	2250 2650	2498 2994	109	1500/1600 Type 3	61-73	6250	4250	2200	1100	1584	87
Celica GT 1.6/2.0	74-77	12,500	10,000	5000	2250	1968	111		3000S convertible	78-79	14,500	10,500	6250	3500	2994		411L/E, 412 1.7/1.8	68-74	4850	3600	2000	1000	1795	90
Celica Supra 2.8i	82-85	7000	4500	2000	1000	2795	126		Tasmin/280i inc 2+2	80-87	4750	3500	2100	1100	2792	128	Scirocco MkI	74-81	7000	5000	2500	1200	1470	106
MR2 Supra Turbo	84-90 88-92	4500 5000	2900 3250	1250 1500	600 750	1587 2954	124	_	Tasmin/280i con	81-87	5500	4400	2500	1500	2792	126	Golf GTI MkI	75-84	15,000	10,000	5000	2000	1781	116
Supra rurbo	00-32	3000	3230	1300	730	2334	142	_	Tasmin/350i inc 2+2	83-89	5500	4750	2500	1400	3528	136	Golf GTI MkII	84-91	6500	4000	1850	800	1781	123
TRIDENT				Tric	dent Car Cl	lub (020	86449	029)	V8/350i convertible	83-89	7000	5250	3000	1750	3528	130	Golf convertible	80-93	6000	4000	1750	750	1781	116
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140		390SE	85-88	7500	6000	4000	2200	3905		Corrado G60 Corrado VR6	89-92 92-95	5500 7500	3650 5000	1650 2250	750 950	1781 2861	140
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120		400/420/450 SEAC	86-91	15,000	12,000	8500	6000	4441	165	COITAGO VICO	32-33	7300	3000	2230	330	2001	140
TOURADLE CI-	da Teirrana	h /020 02F1	OF 44). TD	Dagiotas (C	11115 01007	cc) TD C	المعمدية	-lub	400/450SE	88-91	9500	8000	6000	4000	4441	155	VOLVO	Volvo	Owners' Clu	ub (01705 3	881494): Ent	thusiasts' C	lub (018	372 400039)
		h (020 8351 1234); Stag (S 2.8/2.9 V8S	86-92 91-94	6250 15,000	4750 11,500	3250 7500	1500 4750	2922 3943	141	PV544 1.6/1.8	59-65	12,000	8500	4250	2250	1778	95
Roadster 1800/2000	_	29,000	22,000	13,500	7000	2088	_		Griffith 4.0/4.3	91-93	14,000	12.000	8750	6000	4228	161	121/122 4dr sal	55-67	10,000	6000	2250	800	1583	88
1800/2000/Renown		7500	6000	2750	1200	2088		_	Griffith 500	93-00	19,500	16,000	12,000	8250	4988		122S B18 4dr sal	62-67	11,000	7000	2500	850	1778	95
Mayflower	50-53	4500	3000	1400	700	1247	65		Chimaera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950		131/132 2dr sal	61-70	11,500	7500	3000	1100	1778	96
TR2	53-55	36,000	27,500	17,500	10,000	1991	107		Cerbera 4.2	96-03	14,500	11,000	8750	6750	4280	180	123GT 2dr sal	67-68	12,500	8500	4000	2000	1778	108
TR3/3A 2.0/2.2	55-61	32,000	23,500	14,000	7500	1991	106		Chimaera 450/500	96-03	15,500	12,500	9000	7000	4988	162	P1800	61-72	28,000	19,000	9500	4000	1778	105
TR4	61-65	28,500	20,000	11,250	6250	2138	109	_	VANDENDLAS	\/	D Club Che	rry Troos	l landufael	og pr.Vid.	ally Duf	od CA17.EDC	P1800ES	71-73	23,500	16,000	8000	3750	1986	111
TR4A	64-67	30,000	21,000	12,000	6500	2138	110	_	VANDEN PLAS 4-litre Princess	57-68	13.500	10.000	4500	2000	3995	ed SA17 5PS 89	144/164 sal/est	67-74	4750	3000	1400	700	2979	115
TR5 PI TR6 'CP'	67-68	40,000	31,000	22,000	15,000	2498	121	_	3-litre I/II	59-64	7500	5500	2600	1350	2912		244/264 sal/est	74-79	3000	2000	1000	500	2127	106
TR6 'CR'	69-73 73-76	22,500	16,500 15,000	10,000	5000 4500	2498 2498	_	-	4-litre R	64-68	8500	6500	3200	1500	3909		262C coupé T-5R/850R	78-81 95-97	10,000	6750 3650	3500 1750	1350	2849	
TR7	75-81	3000	2100	1000	450	1998		_	Princess 1100/1300	63-74	4750	3250	1500	700	1275	87	1 3140001	33 31	3000	3030	1130	300	2313	155
TR7 convertible	80-81	4750	3250	1650	600	1998		_	1500/1.5/1.7	74-80	2250	1500	700	300	1748	90	WOLSELEY		W	olselev Re	pister_(0161	368 2388	wolsele.	world.com)
TR8	78-81	8000	6000	3500	1750	3528	_		VAUXHALL Vaux	/hall-Onel	Drivers' Cl	uh (01262.6	202U3U)- D	roon Spoot	Grp./01	18 981 5238)	4/50	48-53	5500	3750	1900	1000	1476	
TR8 convertible	80-81	11,500	9000	5500	2500	3528	130		Velox/Cresta E	51-57	8500	5250	2400	1200	2262		6/80	48-55	10,000	6250	2650	1250	2215	
Herald saloon	59-70	4500	3000	1250	600	1147	76	A	Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651		4/44 & 15/50	52-58	6000	4500	2250	1200	1489	78
Herald coupé/conv		7250	4750	2100	1050	948			Victor F	57-61	6000	4500	2100	1000	1507		6/90 SI-III	54-59	7500	5000	2500	1250	2639	96 🔺
	63-71	4750	3250	1350	650	1296		A	Victor FB	61-64	3650	2650	1200	450	1594		1500	57-65	5600	4000	1800	900	1489	
Herald 13/60 conv	67-71	7000	4500	2000	950	1296			VX4/90 FB	61-64	4300	3200	1500	600	1507		15/60, 16/60	59-71	5250	3750	1700	850	1622	
Vitesse 1600	62-66	5000	3500	1650	850	1596		_	Velox/Cresta PB	62-65	3850	2750	1400	700		94	6/99, 6/110 SI/II	59-68	7500	5500	2500	1250	2912	
Vitesse 1600 conv Vitesse 2-litre MkI	62-66 66-68	8000 5250	5500 3600	2650 1600	1350	1596 1998	_	•	Victor 101 FC	64-67	3350	2250	1050	525	1594		Hornet SI-III	61-69	6250	4750	2250	1000	998	
Vitesse Z-IIII'e MKI	66-68	975O	6000	2750	1400	1998		-	VX4/90 FC	64-67	3950	2700	1350	700	1594		1100/1300	65-73	4000	2750	1400	750 750	1098	

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