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Citroën CX lost and rediscovered

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CLASSIC **Cars**

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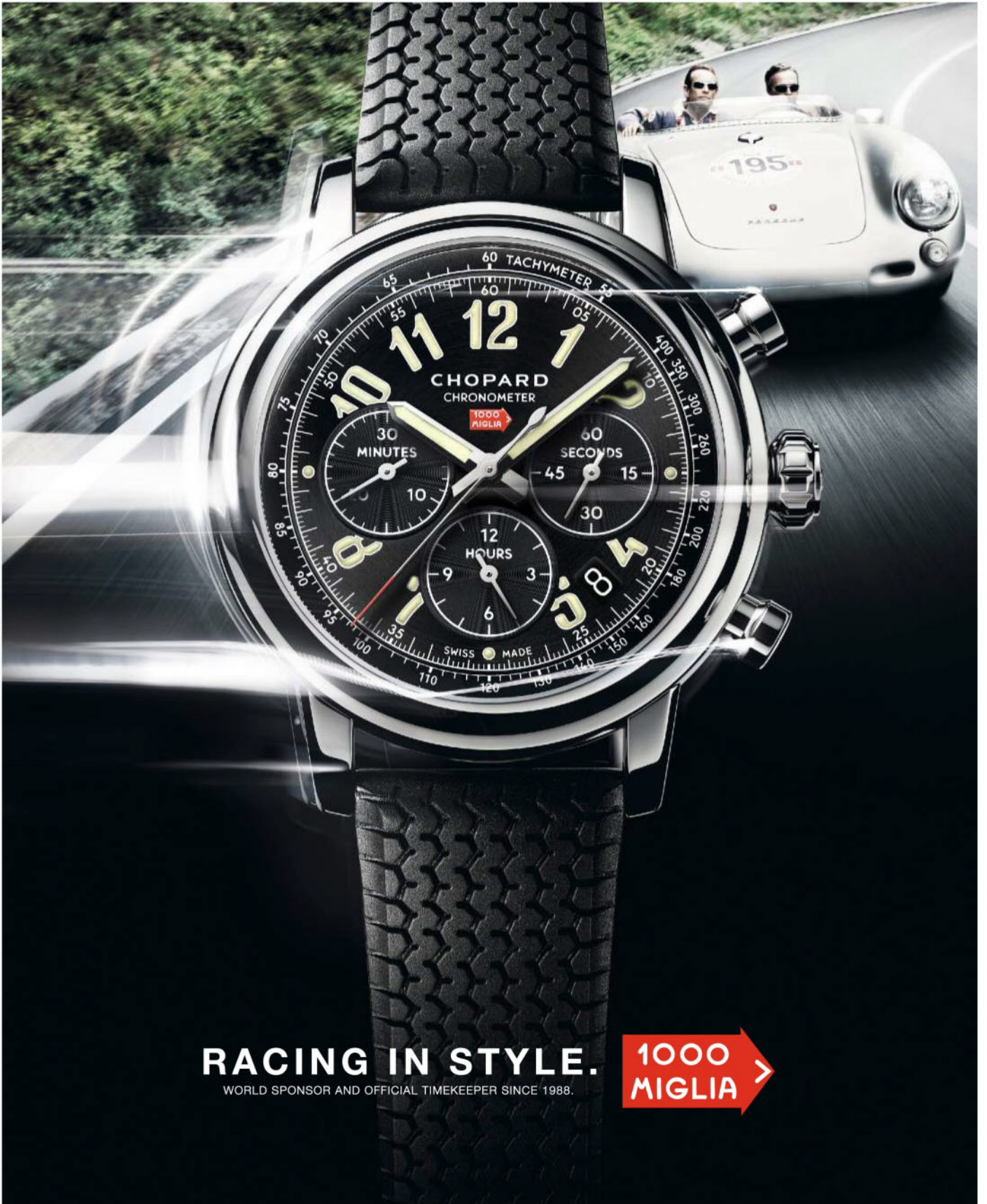
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Welcome

April 2018 Issue 537

Phil falls under the spell of a wild bunch of Lamborghinis, confirming that life's too short to be sensible

There's something about the wild spirit of Lamborghini that challenges my convictions. Ask me what type of car I like, and I'll describe a powerful, elegant grand tourer, all graceful lines, delicate details and easy-access rapid progress on all road types. But open the doors to my imaginary 10-car barn and you'll find a Ferrari F40 and Lamborghini Miura in there. And unlike a couple of my choices that are nearest the door, 'bought' on a whim for a quick fix and soon to be sold on, these two are in there for the long term.

The Miura that I drive on the Lamborghini & Design Tour this issue has such a forceful personality that it's hard not to fall hopelessly under the spell cast by that bodyshape, that engine and the

visceral way that it drives. I even found myself revelling in its unashamedly show-off aura. Same goes for the Jalpa, LM002 and Huracán that completed a perfectly surreal day in Switzerland.

If this issue were a car dating site, a Bentley Continental R, Ferrari 456 or Aston Martin Virage would more likely pop up as a perfect match, and they certainly come much closer to my real-world budget. There's a powerfully magnetic force about once hyper-exclusive grand tourers being accessible from as little as a sixth of their price new. The possibilities are enough to give me sleepless nights, as much for fear of expensive repairs as the thrill of ownership. But each one of them represents a chance to relive the youthful thrill of trying to run my first cars on a student grant. Only with higher stakes.



The safer option is of course to buy a better example and trade off the higher price against more manageable running costs, and as Sam Dawson reveals in the big test, some of our choices can prove almost sensible to own. Not as sensible as a modern turbodiesel family saloon, obviously, but if having an easy life were top of our priorities, you and I wouldn't be so besotted with old cars, would we?

Enjoy the issue.

Phil Bell, editor



Phil does his best impression of the Miura's cooling vent

Photography by Massimo Delbo

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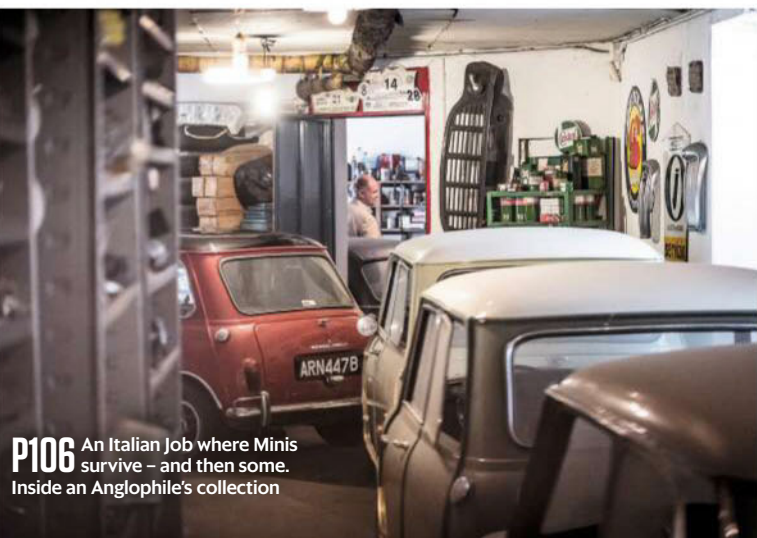
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[The List]

Your dream drive made real

'It makes me want to delve deeper into the genre'

Despite a lifelong obsession, Colin Napton has only recently dipped his toe into the waters of classic car ownership. Today we send him back to his Fifties heartland in an MGA Roadster

Words RUSS SMITH Photography CHARLIE MAGEE

There's a moment of doubt as I watch *Classic Cars* reader Colin Napton unfold himself from the driver's seat of his classic Mercedes 500 SL. He's a pretty big lad - is he actually going to fit in the rather more confined cockpit of the MGA Roadster he's come to drive today? Like a glove, it turns out, albeit with his elbows and knees bent to angles that are a little more acute than might traditionally be considered the sporting ideal.

With that rather important detail out of the way we can relax and focus on why the MGA is on Colin's dream drive list, at least half of the entries on which stand out as being intriguingly modest requests. Though it does also contain a Gullwing and a Ferrari to reassure that he can also dream big like the rest of us. So, the MGA?

'In my formative motoring years, pre-driving licence, when I could only look but not touch, the roads seemed awash with MGBs. Which was nice enough and something to aspire to, then one day I saw an MGA and straight away I knew that was it - here was a car I could really fall for. Even forty years on that feeling has never gone away, though I've never managed to get behind the wheel of one. Or, to be honest, many other examples of what I consider "old classic" rather than "modern classic" cars like my SL. So far my hands-on old classic experience has been limited to drives in a Jaguar Mk2, an E-type Series I and an Austin-Healey 3000 MkIII - all of them thoroughly enjoyed but sadly none of them owned. I've been a fan of classics for a long time and a reader of *Classic Cars* for about six years, but for various reasons I only got around to actually buying a classic recently.'

So what are Colin's first impressions of what he considers a proper classic? 'The big steering wheel in such a small cockpit is a tremendous thing - I love it! Already I want one. And this is my first car with a separate starter control [a knob on the dashboard that you pull out after turning the key] - it adds another bit of theatre to the whole experience.'

We head out of town in search of suitably quiet and winding Hertfordshire roads which, armed with some local knowledge, turn out to be pretty close by. Colin's first big adjustment involves restoring the co-ordination needed to shift gears for himself again. 'The MG's owner, Tom Johnson, had me sussed out as a motoring softie in seconds. I must have "last 250,000 miles driven in modern automatics" written on my forehead. Also, it didn't help that I've never encountered a fly-off handbrake before, though it's easy to get the hang of. But with a bit of wisdom and guidance from Tom I was soon in the swing. If I'd had time beforehand I would have done a bit of homework, but I hadn't so I knew I was going to be embarrassed.' There's a large dose of



COLIN'S DREAM DRIVE LIST

Triumph TR6

'Thought about buying one years ago but never saw it through. What did I miss?'

Volvo P1800

'When I was working in Dublin one of these was in the underground car park. It left its mark.'

Bristol 410

'I'm hopelessly in love with this car but have never driven one.'

Ford Cortina MkII 1600

'A doff of the cap to Dad, my motoring influence. The first car I remember was his 1967 Cortina - from the year I was born.'

Mercedes-Benz 280SL Pagoda

'My car's predecessor. Their prices have run away from most of us.'

Volkswagen Karmann-Ghia

'They always put a smile on my face, and I'm not about going fast.'

Gordon Keeble

'I've got this thing about wanting to ride about in a stately home.'

Mercedes-Benz 300SL Gullwing

'The start of the SL story, and I'm afflicted with SL disease. The noise they make is phenomenal.'

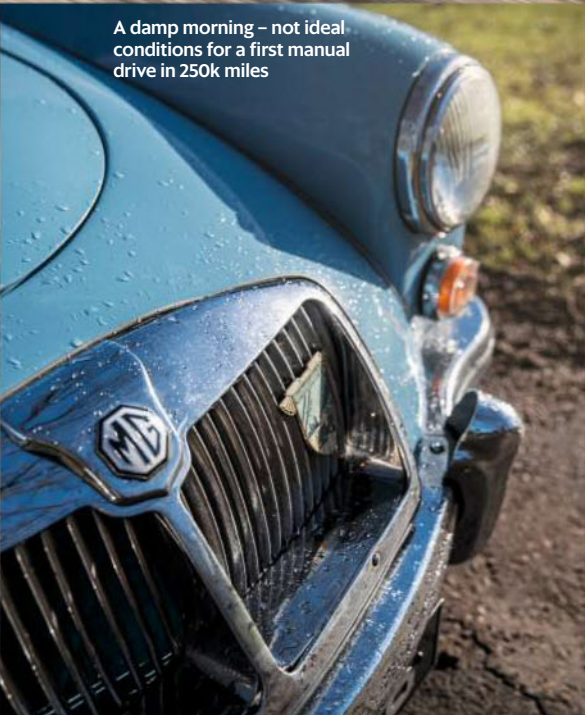
Ferrari 456 GT

'I've never driven a Ferrari and this seems like a practical one - a car I'd genuinely like to own.'

It was touch-and-go whether he'd fit - but now shoehorned in, Colin's ready to, um, touch and go



'The big steering wheel in such a small cockpit is a tremendous thing – I love it!'



A damp morning – not ideal conditions for a first manual drive in 250k miles



Large rim dominates cabin and the MG plays it close to Colin's chest



Russ encourages Colin to get more closely acquainted with the 1600 and its twin SU carburettors



self-deprecation in there - to the outsider Colin's gear-wrestling looks no worse than anyone else jumping into an unfamiliar car. And anyway, he's quickly in the groove.

'To be honest, it has been a pleasure getting back in a manual car. I've not used one on an everyday basis since 2004 and it's nice to get involved in gear-changing again. They might make the daily slog easier to cope with but the truth is that autos make you lazy and remove you from the driving experience.'

Confidence and speed rising, a familiar 'I'm driving a classic car' grin starts to spread across Colin's face. 'It's fab, a hoot! You really know you're driving an old car. I'm lucky to have driven those other classics I mentioned but this is a step further back; a different experience - but in a good way. The car's older than I am yet doesn't feel as "distant past" as I had expected it to. The more I drive it the more at home I feel and the further I want to take it.'

'It feels very easy to drive for an old car. That's a bit subjective, I know, but that's how it's coming across. It makes me want to delve deeper into the genre, to drive other classics from the era for comparison. I'm really enjoying being so fully involved in the driving. No part of me came to this wanting to drive quickly, which might sound a bit odd but with a car like this you don't need to. The MGA is as much fun at 20mph as my SL is at 80mph, though I realised just as I had that thought that I hadn't yet once looked at the MG's speedo. It simply didn't matter.'

'It might "only" be a 1600 but the power that provides is more than adequate. Don't let its size make you believe the car is lacking in grunt - it isn't. Press the pedal and off you go, no hesitation at all and it provides endless fun. Besides, if what I'd wanted from my turn in these pages was 450bhp and 0-60mph in 3.5 seconds I wouldn't have asked to drive an MGA, would I? Or a MkII Cortina.'

Mention of Cortinas takes us back to how Colin became a car nut in the first place. 'It's all the fault of my late father, Doug. Back in the Seventies, for father/son entertainment and bonding we used to tour the new-car dealerships of Cornwall checking stuff out, maybe having a test drive. Through this he wound up changing his car seven times in nine years.'

'That started with Cortina MkIIs, followed by a couple of MkIIIs, then as Ford prices increased at a rate Dad didn't like he switched to Datsun and started a run of four Datsun 120Ys - I know, you're starting to wonder why I like cars now, aren't you? Such was the influence of all these cars on my psyche I can still remember the registration numbers of all but the first, and I can be forgiven that one because I was only three at the time. Dad's almost decade-long buying spree was only curtailed in 1979 by us moving house to a money pit that swallowed all his earnings for about eight years.'

'The excitement those experiences created around cars has never left me and is probably responsible for my period of interest



'It's as much fun at 20mph as my SL is at 80mph. It provides endless amusement'

being largely stuck in cars from the late Fifties to early Seventies. Those were the cars that were around at that time in my life. Sadly we lost Dad 20 years ago; he'd have loved today.

'My memories from that time are so vivid - let's not go into the tale of the sales manager at the Datsun garage who went to jail for embezzling the garage. I can still recall his first name and how he dealt with Dad as a regular buyer. Yet I can't remember what I had for dinner last night.'

Back in the MGA it's clear from our wandered conversation that Colin now feels completely at one with the car. Well, apart from one small and curable detail - the infamous Lucas self-cancelling indicator switch is far too keen on performing its self-cancelling function. 'It's perhaps not the safest way to drive,' he says. 'You try holding the indicator switch to the left or right while steering and changing gear at the same time!' He has a point, but it seems to be the roadster's only black mark as far as Colin is concerned. After all, he can hardly be blamed for not realising the wiper switch is on the far side of the dashboard above the fuel gauge when it was needed in a hurry.

Otherwise, he appears to be in automotive heaven. 'Hertfordshire's B-roads are offering just the kind of twists and turns I had in mind in advance of today. The feel you get through that huge wheel - the novelty still hasn't worn off - is fantastic and I love feeding it through my hands. It's easily a match for the feel of my SL's wheel. What I was looking for out of my time with the MGA was a view back into a different world. One where I might actually have to put some effort into driving a car. And that's exactly what awaited me.

'But in many ways it's even better than that; the MG has been so easy to get the hang of. Even the brakes - that was one of the things I'd wondered about beforehand - like the rest of the car are perfectly adequate, you don't have to make any allowances for them. In fact I'd go so far as to say that I've driven modern cars with worse braking than this. Perhaps that's down to the MG's light weight.

'Then there are all the little touches that are making the day in the car such fun. Things like the dashboard-mounted indicators and wipers [which I'd more readily think of as being on the steering

1961 MGA 1600 MkII Roadster

Engine 1622cc in-line four-cylinder, ohv, two SU H4 1.5in carburettors **Power and torque** 86bhp @ 5500rpm; 97lb ft @ 4000rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Cam Gears Ltd rack and pinion **Suspension** Front: independent by wishbones, coil springs, Armstrong lever-arm dampers and optional anti-roll bar. Rear: live axle with semi-elliptic leaf springs and Armstrong lever-arm dampers **Brakes** Discs front, drums rear **Weight** 901kg (1985lb) **Performance** Top speed: 101mph; 0-60mph: 13.7sec **Fuel consumption** 27mpg **Cost new** £963 **Classic Cars price guide** £13,000-£32,000

So, did Colin warm to the MGA? Well, he's staked a claim on a follow-up drive with the roof down



column], the pull-cord door openers which I love - all of these are things that must have mostly disappeared by the time I was climbing into a 1970 Cortina as a small boy.'

We take a break and poke around under the MGA's bonnet. Colin confesses to being a relative stranger to the mechanical side of classics but is surprised to see how little space the B-series engine takes up in the engine bay. And he's amused to see what's on the other end of the cable from the starter knob he was so keen to play with earlier. With a little more time I'm sure we could start the process of getting his fingers dirty.

Then it's time to head back and return the car to Tom's garage, which it shares with a Morgan three-wheeler and a pre-war MG. Colin is still buzzing with enthusiasm. 'For me what really does it is the physical stuff. There's the glorious sound it makes - noises like that will be gone forever once everything goes electric. And the judder and shake that's all part of how the car does its thing; it all adds to the pleasure of being in it, touching the past.'

Over a warming cuppa at Tom's, after being introduced to the ex-Nigel Mansell Harley Davidson that sits in the corner of his dining room, Colin ruminates, 'I was thinking just for a second earlier, "Damn, I'm going to miss out on the other nine cars on my list." But I've driven one of the ten and that was brilliant. Anyway, leaving aside maybe the three most exotic cars on there, I could probably arrange to drive the others at some point if I wanted to. That's worth thinking about. I'm definitely getting the taste.'

'Without hesitation I'd drive the MGA home preferably cross-country - it's wasted on the M25 - to Wiltshire and tuck it away in a garage. I've been cosseted in my previous motoring life with company cars and modern executive cars, and the MG gave me the taste of the past I had hoped for. I see no reason for not using one regularly, either. That said, freezing winter temperatures didn't allow for dropping the soft-top today, so that pleasure will have to remain for another time.'

'Is there an MGA in my future? In a heartbeat, yes. This car has absolutely charmed me - it's a true English gent of a car. I'm limited by space where we live at the moment but you have to dream and my dream is of one day escaping from the rat-race and moving to a farmhouse back in the West Country where I was born. Somewhere with a barn, of course. And with no shadow of doubt there would have to be an MGA in it.'

Thanks to Tom Johnson and the MG Owners Club

COLIN NAPTON'S CAR CV

Colin's classic CV may be short but that's down to lack of opportunity, not enthusiasm

MERCEDES-BENZ R107 500 SL

'The only classic I've ever owned is the 1987 500 SL that I bought from The SL Shop six years ago. It's wonderful and has still only done 79,000 miles, but I struggle to think of a car with power everything and heated seats as a view back into the previous generation of motoring.'



MAZDA MX-5

I'm not sure it counts because we owned it from new, but it sure was fun.



1990 NISSAN BLUEBIRD

This was Dad's last car, which I inherited. It's long gone but I kept its number plate, which still rides around on my Jaguar XF daily driver.



[Want a Drive?]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to classic.cars@bauermedia.co.uk. Be prepared for the photoshoot glamour of an early start and a long drive to get there.

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Bonhams



Market picks up on US pick-ups

Act swiftly to land an original hauler before they go the way of earlier trucks

American pick-ups are hot. Generation Xers have embraced vintage trucks in a big way and are prepared to shell out serious money for the proper stuff.

At January's Scottsdale auctions \$74k was paid for a 1948 Dodge Power Wagon and \$59k for a '49 Ford F1. Mint Seventies Ford Broncos are being advertised at \$100k and hailed as blue-chip investments while Jeep CJs, Chevy C10s, 3100s, Apaches and even Silverados are all attracting interest. You can see this upswing in affection in movies like *Gifted*, *Logan* and *Three Billboards Outside Ebbing, Missouri* where the hero drives a battered SUV or pick-up. There could be a market lift here too, because younger UK enthusiasts see these Midwest icons as cool practical classics with room to haul bikes, surfboards and quads.

I'd start looking at the Sixties/Seventies Ford F-Series because they haven't been hyped, have that square-jawed look and aren't expensive. ABC Auto Finders in Texas has a green '73 F-100 with 65,000 miles, 302ci V8 and lovely green velour insert seats for just £5k. With the 30-year import rule you could ship that one back and pay the 5% duty for just over £2k.

Here in the UK a private online seller is offering an unmolested '75 Ford Rancher F-250 Super Cab with 76,000 miles, 460 V8, four-speed auto, original paint and still wearing hubcaps for £11,750.

This may sound like one of my more demented predictions but these classic pick-ups have massive presence and radiate tons of American nostalgia. And

don't forget Ford now sells a new F-150 here - modern pick-ups are everywhere - so market acceptance of these utility vehicles is growing.

Don't go for restomods. Instead seek out the really original, stock, straight ones. Over in the US, dealers have latched on to this upsurge in demand and are trawling farm sales buying fresh-out-the-barn trucks. Some are doubling their money overnight.

You could do worse than look at pick-ups already landed in the UK. Last year Brightwells sold a well restored '54 Chevy 3100 for £16,500 - a price that's actually behind the smoking US market. Find a virgin survivor American pick-up, ideally with a V8, and you might find yourself ahead of the curve.

VALUE 2010
£10k
VALUE NOW
£12k

'Don't go for restomods. Instead, seek out original, stock, straight ones'





Posh trade puts XJ V12 luxu-barges back in fashion

There was a time when the big-drinking, big-rusting V12 XJ was a hard sell. But that seems to be changing. The posh London trade is now pushing prices of fine low-milers up to £20k and soaking up the ready supply of Japanese imports.

Exclusive Classic Cars in Burton upon Trent has a 1990 Daimler Double-Six in Westminster Blue, 24,000 miles with history for £16,995 while Seymour Pope in Herts has a perfect '91 import in Solent Grey with just 10,000 miles for £19,940. Look hard and you can still find tempting price abnormalities like the 47,000-mile Dorchester Grey '88 with McCarthy Cars in Croydon for £7995 or the '92 23,000-miler with The Car Warehouse in Cleveland for £9999. Both very fair money for what's fast becoming a very desirable Jag.

VALUE 2012
£7500
VALUE NOW
£10.5k

The silky 12-pot, gorgeous cabin and handsome Pininfarina-tweaked lines (best in darker colours) make this the most refined XJ of all, good for 147mph and 60mph in 7.5 seconds.

I'm not usually a fan of Jap imports but in this instance their salt-free roads means repatriated cars are less rust-prone than UK versions. Corrosion round the screens can be expensive, headliners always sag and head gaskets can fail.

Double-Sixes are slightly more desirable than Sovereign V12s but it's all about condition.

As a luxu-classic for the weekends that can also cope with brisk stints on motorways these slinky 5.3 saloons take some beating. Many years ago I could have bought Margaret Thatcher's official Sovereign V12 from a BCA sale for just £4000. And there was I thinking it was too expensive.



Time to take W110/111 Fintail saloons more seriously

Sixties Mercedes saloons just look better and better. Long eclipsed by the more dashing W108s, the Fintail cars still have wood trim, vertical speedos and mostly white steering wheels. Yet despite their period Stuttgart charm prices have stayed resolutely flat.

Last January SWVA sold a blue '63 220S with 52,000 warranted and four owners for only £6250, followed in August by Anglia dispatching a beautifully restored '64 220S in dark red for £15,960. In March 2016 CCA sold a cracking factory black '66 230S with red trim for £10,120. These feel very cheap cars now.

As all Mercs from the Sixties and Seventies continue climbing, the '59 to '68 110s and 111s have been left in the slipstream of Pagodas and 190SLs. But their familiar silhouette and dinky tailfins mark

VALUE 2012
£9500
VALUE NOW
£16k

them out as the definitive Benz of the period and we should be taking them more seriously.

However, there are signs of movement in the trade.

Cheltenham Motor Works is offering a green '63 300SE with 53k and full history just out of long-term storage and needing recommissioning for £50k while Auto Cave in Belgium is selling a mint '64

restored ex-Peruvian ambassador 220Sb in metallic grey for £17,350. But the odd cheap one still pops up, like the '63 220S with PS Autos in Surrey. A straight example needing underside welding, it's up at just £5000.

As the lowest-priced classic Sixties Benz, the Fintail has to be worth a look. Fine examples are currently available at a fraction of what you'd pay to restore one.

CLASSIC ON THE CUSP



BMW 5 Series (E34)

When the trade applies the words 'price on request' to their adverts it tells us two things – first they're shy of advertising a price because they're feeling the market, and second, values of that model are on the rise.

Have a look at prices of BMW's 1988 to 1996 E34 5 Series – M5s have gone ballistic, but all E34s are moving up across the range with dealers pitching good ones bullishly. But before the supply of low-mileage survivors gets soaked up it's worth seeing what's out there at sensible money.

A private seller in Wigan has a '90 525i SE auto in Granite with 50k and two owners for £2800 while another in Essex has a '91 520i SE auto in Island Green with 51k, unused spare and toolkit for £3800. These prices don't feel heavy for such low-mileage specimens. And neither does the £7995 being asked by Auto Classics in Kettering for a '94 525i SE auto in Calypso with a mere 21,000 miles, FBWWSH and in 'time warp' condition.

Go for the big engines and high specs and remember that the Tourings are more coveted than saloons. Picks of the range are the '92-on 540i V8 manual (3203 built), the 1995 540i LE with its M5 interior, six-speed manual and Servotronic steering (300 made) and 540 M Sport (200 built).

The Ercole Spada and J Mays designed E34 was a game-changer for Munich and was the first 5 Series to have a V8, an estate body and four-wheel drive on the 525ix. It was stiffer and more streamlined than the previous E28. BMW sold more than 1.3 million and it won a slew of best-in-class awards.

The E34 was the definitive executive saloon of the Nineties and at the top of every middle manager's company car wish list. Tough and long-lived there are plenty of E34s that have covered 250,000 miles and they're surprisingly rust resistant with problem areas limited to head gaskets, water pumps, slipping autos, the usual suspension and steering bushes plus issues with sulphur contamination on the Nikasil bore liners – although most were fixed under warranty.

While there's a supply of lower-mileage examples still in private hands you could do worse than find a high-spec six or V8 before they get hyped up. Like the Arctic Silver '95 530i SE manual for sale in Kent for £4250 with 43,000 miles and full history. That one definitely feels like a bargain.

COST NEW
£23k
VALUE NOW
£4000

MORE
QUENTIN
WILLSON
p 37



A tale of two markets

First sales of 2018 show a marked difference in outlooks

The season started sensibly in Arizona, major auction houses convincing buyers to move metal by offering cars at no reserve - 65% of them in all. That kept sales rates up at 86% and saw the average price of cars sold fall 5% against last year - in line with where experts see the mid-to-high end of the market.

Then came two UK sales of more affordable classics and all changed. SWVA opened proceedings with just 54 cars on Jan 26 and sold all but four of them, most above its (albeit rather low) estimates. The next day ACA offered 216 cars at more rational estimates. I've truly never seen a sale like it, a record crowd packed into a crowded Cattlemarket, all with their buying trousers on. The overall sale rate of 89.4% was huge - even last January's 80.5% was above-average.

NOT SOLD
10.6%

SOLD BELOW ESTIMATE
2.8%

SOLD ABOVE ESTIMATE
26.9%

SOLD WITHIN ESTIMATE
29.6%

SOLD NO RESERVE
30.5%

Offering 30% of lots at no reserve helped boost both attendance and sales rates at ACA; just six of the 216 cars offered sold below estimate.



From the land of find another, this Fiat 128 doubled its £3000 reserve

Market indicators *With estimates more realistic these days, over-estimate doesn't necessarily mean over-the-odds*



▲ **1974 BMW 2002 Turbo £105,126**
The RM Sotheby's Arizona sale, January 19. Welcome to the big time for another BMW model, which also happens to hold the title of Europe's first turbocharged road car. Their prices have also been turbocharged in recent years but this is the first to reach six figures at auction. But it is one of the best, ready to show after a recent £30,000-plus restoration by BMW specialist GC Motorsports in Ontario, Canada. Four years ago you could buy good ones for £30k.



▲ **1968 Jensen FF £43,952**
Anglia Car Auctions, January 27 The FF is pushing so far into Aston territory that we shouldn't be too surprised about a result like this. Its story is good - one registered owner, fewer than 46k miles showing, stored in a container for 30-odd years. And it's all there. But up close it was hard to see past the readily apparent rust on every panel. Nevertheless, more than one well-walleted visionary was willing to ignore the £30k top estimate and push on.



▲ **1969 Triumph Herald 13/60 £8220**
South West Vehicle Auctions, January 26. This is exactly what the market wants - a genuine 32,800-mile Sixties classic that's been carefully maintained in original condition by three members of the same family from new. Totally unmodified, all replacement parts on the car were new-old stock. It'd also won a TSSC 'Best Herald' award. Given all that, SWVA's £3400-£3800 estimate was half what it should have been, but a keen buyer happily paid even more.

Demand grows for Aston Martin V8 projects

One of the surest confirmations of a classic's growing popularity is when people start paying what looks like silly money for project cars. With Astons it very much prefaced the epic rise of early DB values some years ago. Now it appears to be happening with the V8s. Two results on successive days recently put the seal on it.

First we saw a 1973 V8 offered at South West Vehicle Auctions that had been buried under storage boxes in a garage for 20 years. Said

to be a runner – probably – it will obviously require plenty of attention even if the new owner is only aiming for preservation-class standards. Estimated (rather pessimistically) at £22,000-£26,000 it was deemed good enough to pay a 'Good' £48,224 for.

Similar happened at ACA the next day with a DBS V8 that had been recently repatriated from Japan and was in need of a complete going-over. Offered at no reserve it topped out at just over £66,000.



Porsche 356 heading back towards affordability

Though the less numerous earlier 356A models are holding their end up, values of Porsche's 356B and C coupés have slipped back to roughly where they were three years ago.

That interesting nugget of information may offer some comfort to those enthusiasts who thought they'd missed the boat and would never get their hands on one. And it's easy enough to leave the 356As to the acquisitive 'own it but don't use it' crowd. In reality they're probably not really worth the 17.5% premium they currently command.

From the driver's seat the later cars are actually better, and it's hardly as if they lost much of their design purity as they grew older – unlike XKs or E-types, it could be argued.

Are they going to fall any further? It's possible, of course, but given these cars' status and the relatively low numbers available compared to later Porsches it's unlikely to be by any kind of shirt-losing amount. In fact if there's a further general mid-market downswing they may even outperform it.



1969 Ferrari Dino 206 GT £305,415

The RM Sotheby's Arizona sale, January 19. An example of the new reality that has dawned upon the higher end of the collector market. By the end of 2016 values of these early alloy-bodied Dinosaurs had soared to over £450k, which was also this 'no reserve' car's low estimate. It was a good one too, just three owners – one being a famous architect – and sympathetically refurbished. That the seller was willing to take what he did shows the message has sunk in.

1979 Triumph TR7 £8147

Anglia Car Auctions, January 27 Maybe a near-identical car's starring role in BBC4 sitcom *The Detectives* raised the TR7's profile – we're far from used to seeing prices like this for coupés. To be fair, it had recently undergone a bare-metal home restoration (in Spain), but that left it with wheels and doors that must have been sprayed separately because they didn't match the rest of the car. Expect a glut of TR7s being offered imminently.



PRICE GUIDE MOVERS

On the up

Humble cars are seeing the most growth, but newer Astons and Lambos are holding up well too. The best BMW 2002 Turbos are now six-figure cars

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo 2000 Spider	58-62	95,000	65,000	32,000	19,000	+19%
Alfa Romeo Giulia Sprint GT	63-68	42,500	32,500	17,000	8,750	+6.3%
Aston Martin DB5 convertible	63-66	1.1m	950,000	700,000	550,000	+10%
Aston Martin DBS 6	67-72	130,000	95,000	60,000	40,000	+18%
Aston Martin DBS 6 Vantage	67-73	150,000	110,000	70,000	47,500	+7.1%
Aston Martin V8	72-90	120,000	80,000	47,500	32,500	+20%
Aston Martin V8 Volante	78-90	200,000	150,000	95,000	50,000	+33%
BMW 2002 turbo	73-74	100,000	70,000	47,500	30,000	+5.4%
BMW M5 (E39)	98-04	20,000	13,000	9,000	6,000	+11%
Chevrolet Corvette roadster	53	150,000	110,000	65,000	47,500	+7.1%
Facel Vega FV	54-59	185,000	140,000	90,000	65,000	+5.7%
Facel Vega HK500	59-61	220,000	170,000	125,000	80,000	+16%
Facel Vega Facel II	62-64	340,000	275,000	190,000	150,000	+7.9%
Ferrari 365 BB	75-76	350,000	275,000	220,000	165,000	+7.7%
Ferrari F50	95-97	1.85m	1.5m	1.1m	850,000	+5.7%
Ferrari 550 Maranello	96-02	100,000	75,000	55,000	45,000	+11%
Ford GT40	64-68	4m	2.75m	2m	1.75m	+2.3%
Ford Mustang GT500	67-70	135,000	110,000	85,000	62,000	+8.0%
Ford Cortina MkIII	70-76	8500	5750	2000	1000	+21%
Ford Escort RS1600	70-75	56,000	42,000	30,000	24,000	+7.7%
Hillman Avenger Tiger	72-73	15,000	11,000	6,000	3,000	+4.3%
Humber Hawk SI-IV	57-68	6750	4250	2000	1000	+1.3%
Iso Grifo	63-74	275,000	210,000	150,000	110,000	+5.8%
Iso Grifo 7-litre	69-74	350,000	265,000	175,000	125,000	+17%
Iso Lele	70-74	40,000	22,500	15,000	7,500	+1.4%
Jaguar XJ-S auto	75-81	6500	4250	2000	750	+8.3%
Jaguar XJ-S V12 HE	81-91	7000	4500	2250	700	+7.7%
Lamborghini Islero	68-70	250,000	200,000	150,000	110,000	+11%
Lamborghini Espada I/II/III	68-78	125,000	80,000	50,000	30,000	+1.4%
Lamborghini P250 Urraco	73-74	50,000	36,000	22,000	15,000	+11%
Lamborghini P300 Urraco	75-76	60,000	42,500	27,000	20,000	+9.1%
Lamborghini Countach LP5000S	82-84	250,000	200,000	150,000	100,000	+1.4%
Lamborghini Countach 5000qv	85-90	260,000	205,000	155,000	110,000	+8.3%
Lancia Flaminia GT/GTL/3C	59-67	100,000	72,000	50,000	30,000	+3.3%
Lancia Fulvia HF	68-72	33,000	22,500	16,000	11,000	+1.0%
Lancia Thema 8.32	88-90	13,500	10,000	5,000	3,000	+1.3%
Land Rover SIII	71-85	12,500	7,000	3,000	1,000	+8.7%
LR Range Rover Zdr	70-72	50,000	35,000	23,000	15,000	+2.5%
LR Range Rover	73-80	37,500	25,000	14,000	6,000	+2.5%
Lotus Elite	57-63	80,000	65,000	45,000	28,000	+6.7%
Lotus Esprit Turbo/SE	87-92	24,000	17,500	10,000	6,600	+1.4%
Maserati 3500 GT coupé	58-64	250,000	175,000	125,000	100,000	+1.1%
Maserati Quattroporte	63-71	57,500	37,500	25,000	14,000	+6.5%
Maserati Ghibli 4.9 SS	70-73	240,000	175,000	105,000	75,000	+6.7%
Mercedes-Benz 300SEL 6.3 sal	67-72	55,000	32,500	16,500	10,000	+1.0%
Nissan 300ZX Turbo	84-89	5500	3650	1750	850	+3.4%
Panther J72	72-81	55,000	45,000	32,500	22,500	+2.2%
Panther De Ville	74-85	59,000	47,500	35,000	25,000	+1.8%
Standard Vanguard I	48-52	10,000	6,500	3,000	1,400	+5.4%
Triumph TR7	75-81	5,000	3,000	1,100	500	+3.9%
Triumph TR7 convertible	80-81	6,000	4,000	1,650	650	+1.4%
TVR S 2.8/2.9	86-92	7,250	5,000	3,250	1,600	+5.8%

On the slide

The higher end of the market is seeing prices slip, which of course means plenty of Cavallino casualties. Lesser-loved Maseratis and Lambos too

Make and Model	Year	Concours	Mint	Good	Rough	% dwn
Alfa Romeo Giulietta, Giulia SS	57-66	105,000	75,000	50,000	32,500	-4.5%
Aston Martin DB4	58-63	450,000	375,000	300,000	240,000	-5.6%
Aston Martin DB6	65-70	275,000	225,000	165,000	135,000	-8.3%
Facel Vega Facellia/Facel III	60-64	65,000	47,500	29,000	16,500	-1.0%
Ferrari 212 Inter	51-52	1m	850,000	750,000	650,000	-9.1%
Ferrari 250 GT Cabrio Se2	60-62	1.2m	1m	850,000	700,000	-7.7%
Ferrari 250 GT Lusso	62-64	1.4m	1.2m	1m	850,000	-6.7%
Ferrari 275 GTB (steel)	64-66	1.5m	1.3m	1.1m	925,000	-6.3%
Ferrari 330 GT C	66-68	500,000	400,000	350,000	300,000	-2.3%
Ferrari Dino 206 GT	68-69	430,000	395,000	300,000	240,000	-4.4%
Ferrari 365 GTS/4 Spider	72-73	1.9m	1.75m	1.6m	n/a	-5.0%
Ford Mustang GT350	65-66	225,000	180,000	112,000	90,000	-6.3%
Ford Capri RS2600	71-74	52,500	42,500	25,000	17,500	-4.5%
Jaguar SSI00 3.5-litre	38-39	400,000	300,000	225,000	175,000	-4.8%
Lamborghini Jarama	70-78	120,000	85,000	55,000	40,000	-1.1%
Lancia Flaminia convertible	59-67	150,000	110,000	75,000	45,000	-6.3%
Maserati Mexico	65-72	75,000	55,000	36,000	26,000	-6.3%
Maserati Indy	66-74	65,000	50,000	35,000	25,000	-1.3%
Mazda RX7 52	86-91	4,500	3,250	1,750	500	-5.3%
Porsche 356 pre-A	51-55	190,000	145,000	100,000	80,000	-5.0%
Porsche 356B roadster	60-61	135,000	105,000	67,500	46,000	-1.0%

Jay Kay's car is a year too young for *Bullitt* but still has a lot going for it



Jay Kay's Charger on the move

Silverstone to sell star's (almost) *Bullitt*-replica chase car

Just too late for our Temptations page, we heard that famed musician and car nut Jay Kay is having a bit of a garage clearout. At Silverstone Auctions' Race Retro sale, alongside a California Highway Patrol-style Kawasaki Z1000, he is offering the 1969 Dodge Charger he bought from Bruce Willis eight years ago (vest not included).

So we've got plenty of celebrity provenance, which is the first step on the way to compensate for it not quite being the '*Bullitt*-spec' car it is billed as. The Charger in the legendary Steve McQueen chase scene was actually

a '68 model, the '69 differing in having a vertical front grille divider and horizontal tail-lights – as seen a lot in *The Dukes of Hazzard*, but that was never as cool as *Bullitt*.

Jay Kay's car also has aftermarket wheels, but it is black and in 2014 he did spend £25,000 having the engine rebuilt and uprated, which must explain why this has 8.2 litres and not the 'mere' 7.2 of the original.

However, the car is in stunning condition and, based on that and its past ownership, has to be a good deal at the £50k-£60k estimate Silverstone has placed on it. See silverstoneauctions.com for more details.

IN THE TRADE



A WING-WIN SITUATION

Remarkably, it seems you can still buy a new wing for your Ferrari 250 GTO. This unused original aluminium nearside front wing – mounted on a wooden base for protection and display – recently changed hands at RM Sotheby's sale in Scottsdale. The price paid was \$28,800 (£20,795), which sounds like a vast sum until you consider it as a percentage of a 250 GTO's value – say £35m. An MGB wing at the same fraction of the whole car's worth would be about £8. So now that GTO wing is a huge bargain.



BONHAMS ENDS ASTON LINK

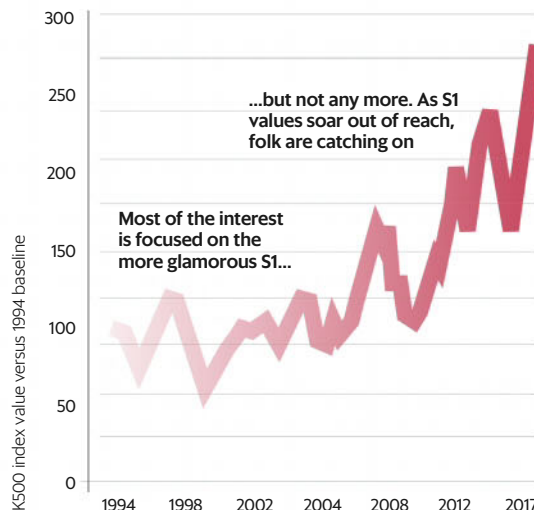
Amid rumours that another auction house is interested in the venue, Bonhams has ended its 18-year association with Aston Martin Works in Newport Pagnell, where it has held sales since 2000. Bonhams will still hold an Aston Martin sale on June 2, but at Englefield House in Berkshire as part of the Aston Martin Owners' Club's Concours D'Etat weekend. Bonhams' James Knight says, 'AMW was a warm host and I enjoyed many years conducting the sale within its service department.' See bonhams.com/cars.

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Jaguar E-type S2 4.2 Roadster



K500's Simon Kidston says, 'This was the last hurrah for the six-cylinder E-type – still 'groovy, baby', but in its twilight years as a sex machine. Eye-watering prices for early S1 E-types have led, inevitably, to a rise in values of 'the next best thing'. A bigger 'mouth', stubby open headlamps with chunky chrome bases and an interior geared more for safety than Susan George meant the S2 was a far softer car. Beware weedy North America models with wheezing twin Zenith-Stromberg carburettors, and lower-value US-to-UK conversions; only the Euro S2s had the performance of the 1961 original.'



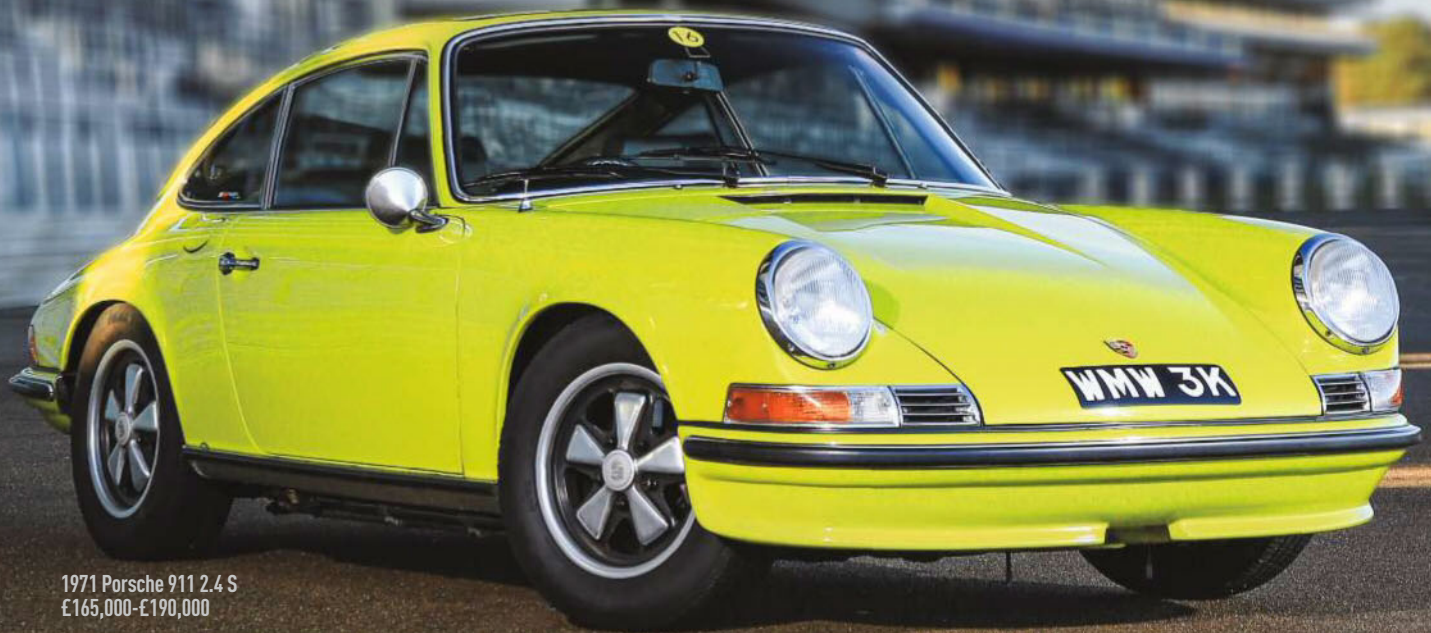
SELLING HISTORIC RACERS

Historic racecar restorer Trevor Farrington Ltd has moved premises and expanded its operations to include a dedicated sales department to deal in the sales of old racers. As well as buying and selling cars, it offers a commission sales service to anyone wanting to part with their historic race car or bike. Now in its 32nd year, the company is based in Allostock, Cheshire. See trevorfarrington.co.uk.

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'The Beatle bought it just a week before clearing off on the group's mystic month in India'



Bonhams, you can sell my car

Auction house to offer McCartney's Lamborghini at Goodwood sale

This would be an interesting car even if the first owner hadn't been Paul McCartney. It was one of four Lamborghini 400GTs that were converted to right-hand drive in 1967 for the UK market by Hoopers. The Beatle bought and registered it on February 16 1968, just a week before clearing off on the group's famous mystic month in India then coming back to create the White Album.

None of that appears to have had an adverse effect on McCartney's enthusiasm for the Lambo because he kept it until 1971, well into his solo career. The car made an appearance in the 1996 BBC TV series, *Anthology of the Beatles*.

Several changes of owner later, in 1979 it came into the hands of motoring writer and vintage Vauxhall expert Nic Portway. He kept the car for 32 years and looked after it well, including a repaint, rebuilding the gearbox and rear suspension and fitting a set of new Borrani wire wheels.

Then at Bonhams' Goodwood Festival of Speed sale in July 2011, with just over 45,000 miles on the clock, the impressively original 400GT was sold for £122,500. That sum that looks remarkably cheap by today's standards, and indeed seemed to include none of the usual premium for having been owned by a Beatle - in fact it was bang-on for a mint 400GT.



The car has since changed hands privately and has just returned from the Far East to be included in Bonhams Goodwood Members Meeting sale on March 18. In the intervening years that mileage has increased to only 45,454, so it appears to have been displayed rather than driven.

The price is a little different this time around too, with an estimate of £400,000-£500,000. That does add a solid chunk of 'McCartney factor' - the matching value in the 2018 'mint' column of the *Classic Cars* price guide is £325,000, but given Sir Paul's Aston Martin DB5 recently made more than £1.3m, at a million pounds less it doesn't feel too outlandish.

Respray apart, the 400GT 2+2 is much as it was when it spent three years in Paul McCartney's ownership

Model representative

▼ **1954 Austin-Healey 100-4**

For sale at The RM Sotheby's Amelia Island sale, March 10, rmsothebys.com

Why buy it? An older restoration of a car that's still only done 48,000 miles, this 'Healey majors on originality and has been featured in a marque book. Meticulously cared for, it also boasts an original driver's manual signed by Donald Healey himself. Estimate looks bang-on, but 'no reserve' tag provides a bit of theatre. **Estimate** \$80,000-\$100,000



◀ **1956 Bentley S1 Conti'**

For sale at Historics' Ascot

sale, March 3, historics.co.uk

Why buy it? The height of motoring sophistication in 1956, though back then you'd have been rationed to 10.5 gallons a month to enjoy it with. Owned by the seller for 20 years, it's in superb order having covered fewer than 68,000 miles. Almost as cool as an R-type Continental but a third of the price.

Estimate £275,000-£310,000



▲ **1980 Ford Escort XR3**

For sale at Barons Auctions, February 27, barons-auctions.com

Why buy it? This one of just three known survivors from Ford's 1980 XR3 press launch fleet. It's also enjoyed a meticulous restoration that was completed last summer, since when it has picked up two 'best in class' trophies. With all that it doesn't look expensive. **Estimate** £11,000-£15,000



▲ **1977 Mercedes-Benz 450 SEL**

For sale at Classic Car Auctions' Restoration Show

sale, March 24, classiccarauctions.co.uk

Why buy it? To treat Night Fever? This Merc has proper celebrity provenance - Sir Barry Gibb of the BeeGees owned it for 31 years. Specced to the hilt, only 59k on the clock and a fresh MoT. That's a reasonable guide price too, though you never know with auctions. **Estimate** £12,000-£15,000

UPCOMING SALES

FEBRUARY

Fri-Sun 23-25, Warks. Silverstone Auctions' Race Retro Sale, Stoneleigh. silverstoneauctions.com

Tue 27, Surrey. Barons Auctions' Classic Winter Warmer, Sandown Park, Esher. barons-auctions.com

MARCH

Sat 3, Berkshire. Historics at Brooklands, Ascot Racecourse, Ascot. historics.co.uk

Wed 7, Herefordshire. Brightwells, Easters Court, Leominster. brightwells.com

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

Thu 8, Florida, USA. Bonhams, Fernandina Beach Golf Club, Amelia Island. bonhams.com/cars

Fri 9, Florida, USA. Gooding & Company, Racquet Park, Amelia Island. goodingco.com

Sat 10, Florida, USA. RM Auctions, Ritz-Carlton, Amelia Island. rmauctions.com

Sun 18, London. Bonhams' Goodwood Members' Meeting sale, New Bond Street. bonhams.com

Wed 21, Cambs. H&H Classics, Imperial War Museum, Duxford. handh.co.uk

Sat-Sun 24-25, Birmingham. CCA's Restoration Show sale, NEC. classiccarauctions.co.uk

APRIL

Sun 8, France. Artcurial's Automobiles sur les Champs, Paris. artcurial.com

Wed 11, Oxfordshire. Brightwells, Bicester Heritage, Bicester. brightwells.com

Wed 11, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. charterhouse-auction.com



1977 Mercedes-Benz 450 SEL Ex-Barry Gibb CBE

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1995 BMW E38 750iL Ex-Francis Rossi OBE



1985 BMW M635 CSI Manual Sold 2017 (£): 100,100

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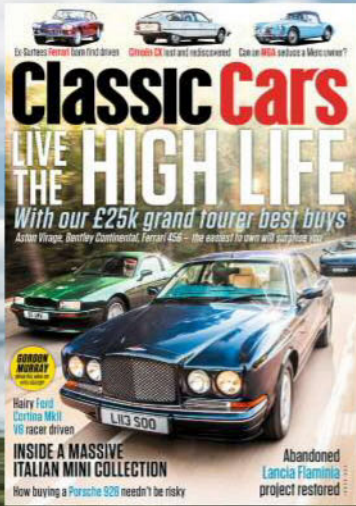
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Le Mans lore in the city of love

Slicks-and-wings era cars from Renault and Abarth star at [Rétromobile, Paris](#)

Rétromobile 2018 marked a return to dazzling form for the Parisian show. Huge anniversary displays from French manufacturers, themed arrangements on dealer stands, and a vast and unexpected 20-car Abarth prototype collection restored its sense of specialness, moving it away from the dealer-dominated sales-show model that's prevailed recently.

Renault-Alpine A443s

'It's been 20 years since these cars were last brought together, and that was a one-off for Le Mans,' explained Renault Classic's Hughes Portron. He was referring to the Alpine A443's victory in the 1978 Le Mans 24 Hours, the marque's sole win there. 'Renault owns all these cars apart from number three, which usually resides in the Schlumpf Collection in Mulhouse, so it's a challenge to get them together.

'They succeeded against all the odds,' said Portron. 'Cars two, three and four had been racing for two years before they were entered at Le Mans, as 2.0-litre A440s without turbochargers in the European Sports 2000 Championship before being given turbos to turn them into A443s for Le Mans in 1978. Car number one is different. It was built as an A443 with a bigger 3.0-litre engine, longer bodywork and a more aerodynamic windscreen. It was created especially to win Le Mans – and yet it was the only one of the team that failed to finish.

It led for 18 hours with Jean-Pierre Jabouille and Patrick Depailler driving, during which it set a new average-speed lap record in excess of 144mph before it broke down, allowing car two of Didier Pironi and Jean-Pierre Jaussaud to take victory. Car two, like car one, had the bubble cockpit, with scoops to equalise air pressure either side of the screen. It cut fuel consumption and allowed higher speeds on the Hunaudières Straight.

Cars three and four were known as 'the F1 car' and 'the rally car', because they were crewed by Derek Bell & Jean-Pierre Jarier and Guy Frequelin & Jean Ragnotti respectively. The 'rally car' crew was joined by reserve driver José Dolheim and Jabouille after his car broke down, and finished in fourth place four laps behind the leader.

'Car three is actually the spare car from 1978, which was turned into a replica of the Bell/Jarier car immediately after the race and used at motor shows. Although none of these cars raced again, they are subjected to a regime of constant restoration by Renault, to keep them ready to drive at all times.'

Iso Grifo Can-Am

This rare Iso, which sought to take on Ferrari by bringing Can-Am thunder to the road, is back in public after a long restoration and an awkward legal situation which required government

Four decades on, the stars of Renault's hard-fought Le Mans win were shown together at Rétromobile



Unusual little Zagato Lancia was a road-race hero in the Fifties – fancy being its next owner?

intervention to get it back on the road. 'This is number six of just 20 Grifo 74-litre Can-Ams built, and among the last Isos,' explained Oliver Bulant of the most imposing car on the Hödlmayr stand. 'It was finished in 1972 for the Swiss market but not actually licensed there – instead it went to the US and a collector called Carroll Mann, before finally being exported to Switzerland where it was owned by a retail magnate, who stored it until the 2000s before the restoration began.'

'The Can-Am came about because Iso wanted to compete seriously with the Ferrari Daytona, and figured increasing displacement was the best way to do it short of building its own engines. The 1973 oil crisis killed the project and Iso himself – it was totally unforeseen at the time – but it was a promising car, with 500bhp.'

'The previous owner had lost its Swiss papers – we had to go to the Swiss government to get copies in order to get it out of the country.'

Voisin C11 Bellevallette

This well-used and completely unique Voisin stood out among the shiny restorations on Lukas Hüni's stand, and was making its first public appearance since 1999. It was built by Joseph Christe, founder of Tecalemit – originally a damper manufacturer, later best known for pioneering mechanical fuel injection, in 1927. Christe was a friend of Gabriel Voisin, and they devised the car together, including front and rear V-screens, an aluminium bonnet and a middle row of folding occasional seats.

Christe used the car from 1927-34, covering 26,000 miles, before putting it into storage where it remained until after World War Two. It was relocated to the Tecalemit workshops in Paris in the Fifties and Sixties, where Christe took it for regular drives to keep it running before transferring it to his country house in 1970. Before 1999, it had remained in the same ownership for 72 years.

Lancia Appia GTZ

This unusual Lancia, with period competition history, was up for sale on the stand of Italian dealer Ruote da Sogno having lain dormant in Italy for a decade.

'This is the rarest of the Zagato-bodied Appias,' said Ruote da Sogno's Fabrizio Filippo Ghidelli. 'It was built by Zagato for racing in 1957 but only registered in 1958. Its first owner was a Tuscan Count, who won the Cortona-Arezzo race with it, and another in Reggio-Emilia in 1959.'

'It's one of just 26 or 27 built, depending on who you ask. It's the second series of Zagato-bodied Appias, which are the only ones with a double-bubble roof and similarly sculpted bootlid. The first series had American-style taillfins, while the third series had a more rounded tail.'

'It had a light cosmetic restoration in the mid-Eighties, and its former owner used it in historic events in Firenze and Siena, but it was last used around ten years ago.'



Matra MS5

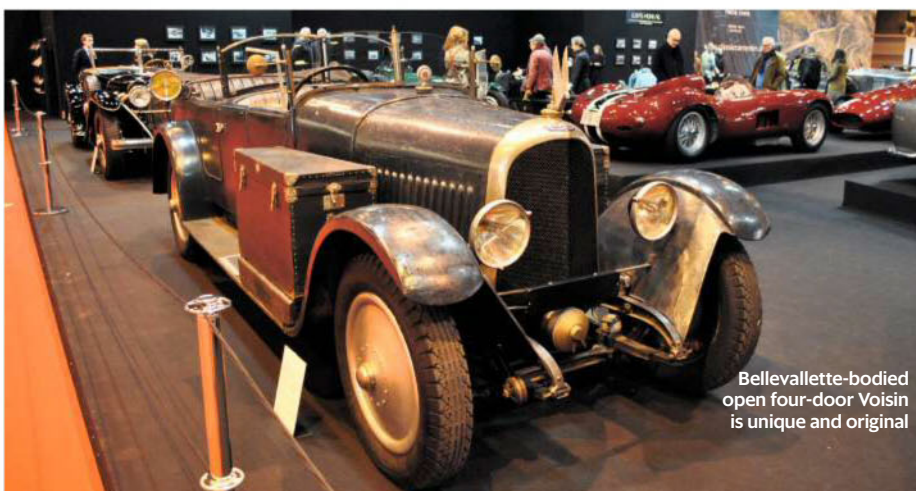
This Matra, brought out to celebrate the Pau Grand Prix, is one of the earliest racing cars made by the firm, but its distinctive grey colour – rather than the manufacturer's signature French Racing Blue – tells a different story. 'It was sold to John Coombs, best known for his grey racing Jaguars, and driven by Graham Hill,' says Pau's Christophe Gomez.

'Hill had won the Formula One World Championship for BRM, but in 1965 the Pau race was in the process of changing from Formula One to Formula Two. It was still a non-championship F1 event, but the new 1.0-litre F2s formed a support race. Hill won it, while the F1 race was won by Jim Clark. Hill contested the F2 feature race in 1966, but retired with mechanical problems, although he wasn't driving this car.'

'It's an unusual car, made using Matra's aerospace technology. It uses aluminium for the bodywork, rather than the usual glassfibre.'

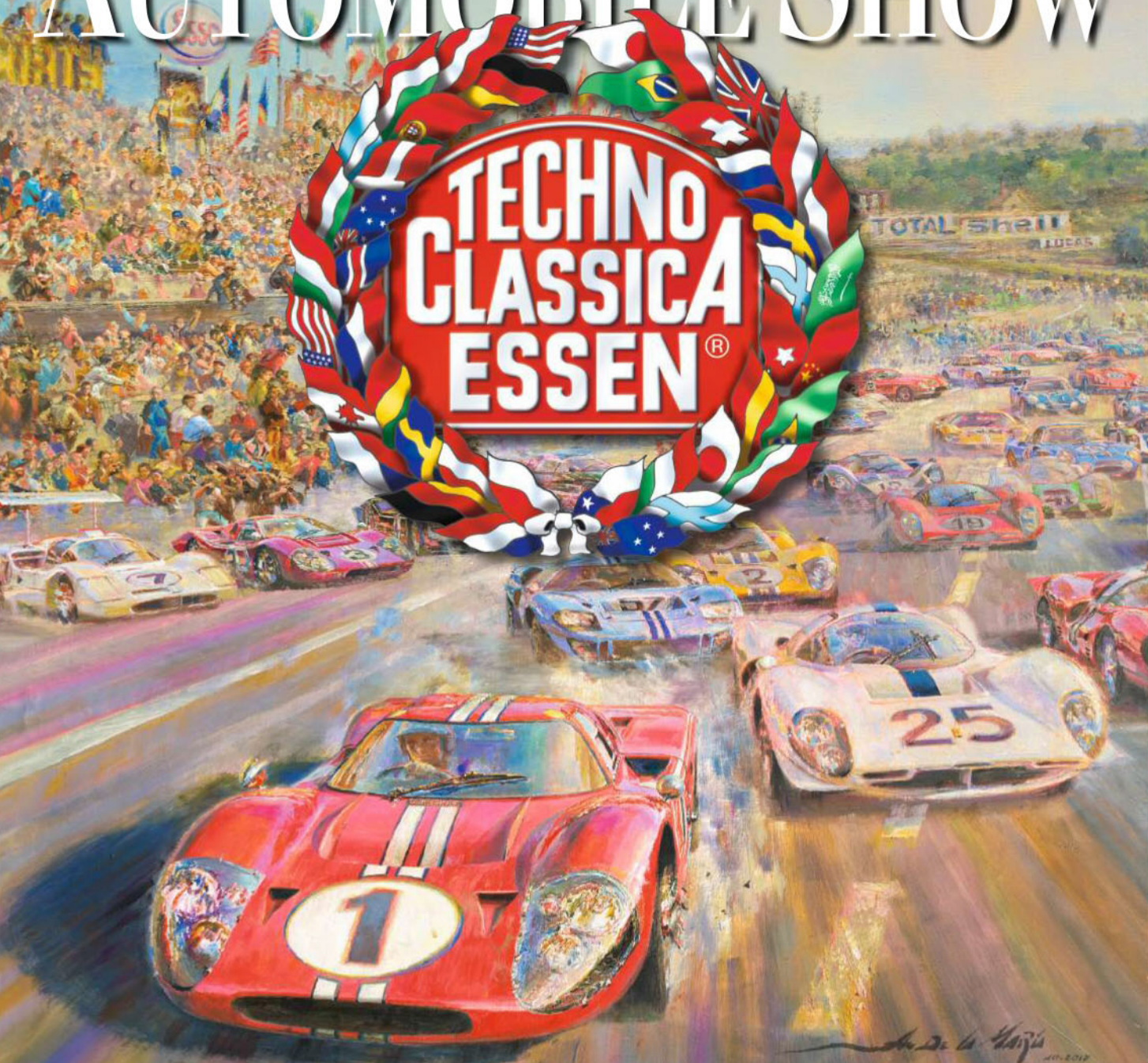


7.4 litres, 500bhp – Iso's doomed Can-Am



Bellevallette-bodied open four-door Voisin is unique and original

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Artist: Alfredo De la Marfa, www.cckunst.de

OT2000, ex-Arturo Merzario 2000 Spider Prototipo SE021 and ex-Johannes Ortner 2000 Sport 4-Fari SE010 head up massive privately owned Abarth display



Rétromobile continued...

Scorpions emerge from hiding

A previously unseen collection of Abarth curios humbles the manufacturer's own

A 20-strong display of Abarth prototypes, the first time they've been seen together outside of the Swiss collection they're usually confined to, comprehensively upstaged Fiat's own Abarth Classiche stand at Rétromobile.

The property of Swiss GM-Opel dealer and former Abarth works driver Englebert Möll, they were acquired after an accident at the Nürburgring effectively ended Möll's racing career, a few years before Abarth himself sold up to Fiat. Racing sports-prototypes included two ex-Arturo Merzario race-winners and a brace of ex-Johannes Ortner hill climb champions.

OT2000

'The OT2000 is, for me, the craziest car here,' said Franz Steinbacher, manager of the Möll Collection. 'It was essentially a Fiat 850 Coupé that Abarth fitted with a 2.0-litre engine, in the back, which gave 150bhp – in 1966. It was aimed at the American market but they didn't take to it.

2000 Sport Spider

'This 2000 Sport Spider Prototipo SE014/019 is the most original Abarth sports prototype left in existence,' said Steinbacher of the car Arturo Merzario used to beat the works Porsche 908s and Alfa Romeo T33s to win back to back Mugello Grands Prix in 1969 and 1970. 'It was originally built for the 1968 season, but was rebodied as a 'Cuneo' – Italian for 'corner', a name given to Abarth's new wedge-shaped high-downforce bodywork – for 1969.

'It also received the new 2.0-litre production-derived Fiat block fed by two double-choke Weber 58 carburetors. It was the last Abarth to feature carburetors – this engine

made 240bhp, but with fuel injection introduced from 1971, it was making 258bhp. This car has remained completely original and unrestored.'

T140 V12 engine

'This is what we're most proud of,' said Steinbacher, gesturing to the pair-of-V6s T140 V12 engine. 'There were four made, of which this is the only survivor – one was a show mock-up and another was destroyed in testing. It was intended for the Tipo 240 Le Mans prototype designed in 1967.

'The 6.0-litre V12 was developed to compete in World Sports Car Championship racing, and generated 600bhp on the test run, but rule

changes ahead of the 1968 season limiting prototypes to 3.0 litres killed the project.'

2400 Coupé

'Carlo Abarth's personal car sums up his aspirations for his marque,' said Steinbacher of the 2400 Coupé. 'It used the Fiat 2300S Coupé as a basis, but replaced the standard Ghia coachwork with bodies by Allemano or Ellena, and bored the engine out to 2.4 litres. Many think the Ellena version was more attractive, but Carlo preferred the Allemano, probably because it looked more like the Maserati 3500GT and Ferrari 250 that the coachbuilder clothed around the same time.'



Sixties salvage at the NEC

Barn-find bonanza unearths great stories for the **Practical Classics Restoration Show**



A call to enthusiasts to search barns, garages and back gardens for cars to display at the *Practical Classics Classic Car & Restoration Show* with Discovery has led to dozens of Sixties finds heading for the NEC.

Perhaps most remarkable among them is Jon and Ashley Way's 1960 Singer Gazelle Series IIIA Audax, because their family had forgotten they owned it. Bought new as a present for an aunt, the specification included bucket seats and a Laycock de Normanville overdrive. But upon failing its MoT test in the early Seventies it was interred in a stable block, covered in blankets and forgotten about. The car was only rediscovered upon the original owner's death in 2016.

Other long-dormant cars discovered fresh for the show include a 1964 Moskvitch 403 liveried as a Soviet police car and a 'Savage' Ford Cortina.

They'll be part of the country's biggest display of barn finds, at the Restoration Show at Birmingham's NEC on March 23-25. Visit necrestorationshow.com for tickets.



Trailblazers brought back to life

Restorations showcase touring car creativity at the NEC's **Autosport International**



Bigazzi's Fina Bastos BMW 320i Super Tourer

Several individual restorers chose the NEC's Autosport International show – celebrating 60 years of the British Touring Car Championship and British Rally Championship – as the theatre to reveal historic motorsport mould-breakers they'd revived. And each brought with them a wealth of fascinating tales of resourcefulness and technical innovation.

BMW 320i

Russ Cockburn was showing his recently-unearthed BMW 320i Super Tourer in the UK for the first time. 'This was a Bigazzi-run car which contested the Spa 24 Hours in 1995 with Mark Duez, Roberto Ravaglia and Nelson Piquet,' he said.

'BMW ran two-car teams from both Bigazzi and Schnitzer that year under the BMW Fina Bastos and Bastos Fina banners respectively, intending to dominate the race. But one of the Schnitzer cars suffered an engine fire early on, so it became more of a survival situation.'

This Duez/Ravaglia/Piquet car finished second to the remaining

Schnitzer of Peter Kox, Steve Soper and Joachim Winkelhock, although there were 18 laps between them.

After Spa Bigazzi returned the car to MSport in Munich, and Soper drove it in the 1995 FIA Touring Car World Cup, finishing third, before it went to Australia for Geoff Brabham to drive for Paul Morris Motorsport with Diet Coke sponsorship.

'It soon became the spare car after the McLaren-built 320is started arriving from late 1996 – we brought it over from Australia where it'd been unused for a long time,' Cockburn adds. 'With Super Touring getting very serious and Williams designing the Renault Lagunas, BMW had a reciprocal deal with McLaren whereby the Woking firm engineered its Super Tourers in return for the BMW engines in the McLaren F1.'

Cooper T56

This Cooper has recently been restored to its original identity as the car that launched the Tyrell team, starting on Duncan Rabagliati's display celebrating six decades of Formula Junior. After giving up racing himself, Ken Tyrell formed Tyrell

Racing in 1960, and entered Formula Junior the following year. Tyrell ran a team of then-new Cooper T56s in 1961. This car was used in testing, and the set-up Tyrell arrived at helped Tony Maggs win the championship.

It was then sold, midway through 1961, to Frenchman Robert Bouharde, who raced DB-Panhard Formula Juniors in France, winning at Monthéry in 1960 and Nogaro in 1961. He secured one win with the Cooper at the Coupe de Paris at Monthéry in 1962, then sold it to hillclimber Tico Martini in 1963.

'It was later passed to Roy Lane and was restored by Peter Denty,' says Rabagliati. 'It's back in Ken Tyrell's original colours, with its correct BMC engine and ERSA gearbox – Hewland 'boxes are banned from Historic Formula Junior.'

Porsche 924

Used by Tony Dron to win the inaugural Porsche 924 Championship, this 1978 Porsche 924 was freshly restored in time for the show. It prompted former Porsche UK board member Steve Kevlin to recall its origins and the crucial role it

played in Porsche's GT-class racing programme in the Eighties.

'I was on the technology and regulations board for the 924 Championship,' Kevlin says. 'The whole thing came about to create a more sporting image for the 924, which surprisingly hadn't been positively received by the press. 'BMW ran a UK championship at the time, pitting dealerships against each other in apparently identical E21 3-series, and the 924 was much more sporting than those, so we decided to pattern our championship after it.'

They had different brake pads and shoes but were otherwise standard. The result was very close racing that helped to change the 924's image.

'It was very successful, sales increased, and Stuttgart took notice of it,' says Kevlin. 'In Germany, Porsche followed it up with the creation of the 924 GTP programme, racing at Le Mans and the IMSA Championship. Ordinarily Porsche's board would have favoured the 911, but they saw what we'd done with the 924 and changed their minds.'



Cowley MkIII

Dormant for 15 years, this unusual 1968 special has been resurrected by the 750 Motor Club to celebrate its 70th anniversary next year, and shows the inventiveness at work in the low-cost championship.

'It was the brainchild of Bill Cowley, who worked for British Steel and built a sequence of racing cars, each yet more extravagant, for his own use,' says the 750 Motor Club's Charlie Plain-Jones. 'It shows the limits of the Austin Seven chassis – the engine is laid on one side, the gearbox on its side next to it. Cowley devised desmodromic valves and used Weber carburettors from a Ferrari. It came very close to winning the 1968 750 Formula Championship.'

The Cowley had completely horizontal suspension sprung by inner tubes from a Mini wrapped round the struts, and rode so low that it needed to be carried across the notoriously potholed paddock at Mallory Park.

It will be driven by Bill's grandson William when it returns to racing.



Tyrell Cooper T56



Tony Dron's Porsche 924



Dan Gurney (right) with AJ Foyt, Le Mans 1967. Watch out below!

Dan Gurney, 1931-2018

Formula One, Le Mans and Indycar colossus dies aged 86

Dan Gurney, the American motor sport icon whose career spanned driving, engineering and management roles across all forms of top-level racing, has died aged 86.

Gurney engineered, built and raced his first car aged 19 in 1950, and competed at amateur level before a drive for Frank Arciero in the 1957 Riverside Grand Prix in which he finished second to Carroll Shelby. His performance drew the attention of Luigi Chinetti, who secured him a NART-Ferrari Le Mans drive for 1958, and a few Formula One races in 1959.

His time at Ferrari wasn't fruitful, but he enjoyed success at Porsche in 1961-2, then Brabham for 1963-4, bringing the new teams their first F1 wins. Throughout the Sixties he juggled F1, NASCAR and Indycar, and drove Cobras for Shelby.

In 1965 a plan Gurney originally hatched during his F1 debut year finally came to fruition. As Shelby later recalled, 'Dan just came up and said "let's build a Grand Prix car. It could dominate the scene. It

won't be easy, but [we] can't do it if [we] don't try'.' With Goodyear financial backing, All American Racers (AAR) was born, and with it the dynasty of elegant Gurney-designed Eagle single-seaters with which he contested both F1 and Indycar races.

While visits to the podium were regular, the Eagle only won twice – the 1967 Race of Champions and the Belgian Grand Prix – but Jim Clark once privately admitted to his father that Gurney was the only driver he considered a threat on track.

That year was to mark Gurney's zenith as a driver. In 1967, along with AJ Foyt, he won the Le Mans 24 Hours with the Ford GT40. As fierce Indycar rivals, the American press had predicted disaster for the supposedly antagonistic Gurney/Foyt pairing. In playful revenge, Gurney sprayed his winners' champagne at the journalists beneath the podium. Drivers have copied him ever since.

Gurney's innovations on the track were far more serious. He introduced the full-face helmet to F1 the following year. After retiring in 1970 to run AAR full-time, Gurney drew upon

Douglas aerodynamic research and fitted a vertical metal strip inspired by aeroplane wing trims to the rear of the car to increase downforce, and in doing so invented the spoiler.

Throughout the Seventies AAR contested the USAC Indycar series, but Gurney became disgruntled with the poor levels of promotion by USAC management. In 1978 Gurney led a consortium of team owners to form a rival series, CART (Championship Auto Racing Teams). Within a few seasons CART effectively replaced USAC Indycar.

In the Eighties, Gurney ran Toyota's works team in the IMSA championship, engineering the firm's racing Celicas and later developing its Group C cars under the Eagle banner. This culminated in the MkIII, a car so powerful it's credited with the demise of IMSA's Group C era. Following this, Gurney introduced Toyota to single-seater racing via CART in 1996. Gurney also served as test-driver for the MR2.

Racer, pioneer, engineer, campaigner – in every role, Gurney's contributions were all milestones.

EVENTS PLANNER

March/April highlights

March

- 2-4** Antwerp Classic Salon, Antwerp, Belgium
siha.de
- 3** John Harris Trial, Ashover, Derbyshire
vsc.co.uk
- 3** HRCR Tour of Cheshire, Knutsford, Cheshire
tourofcheshire.co.uk
- 8-10** Oris Rally Clásico, Mallorca, Spain
rallyislamallorca.com
- 9-11** Amelia Island Concours, Amelia Island, Florida, USA
ameliaconcours.org
- 9-11** Phillip Island Car Classic, Phillip Island, Victoria, Australia
phillipislandcircuit.com.au
- 17** Herefordshire Trial, Ledbury, Herefordshire
vsc.co.uk
- 17-18** Goodwood 76th Members' Meeting, Goodwood Circuit, Sussex
goodwood.com
- 21-25** Techno Classica Essen, Essen, Germany
siha.de
- 22-25** Retro Classics Stuttgart, Stuttgart, Germany
retro-classics.de
- 23-25** Practical Classics Classic Car & Restoration Show, NEC, Birmingham
necrestorationshow.com
- 23-25** Avignon Retro Festival, Avignon ParcExpo, France
avignon-motor-festival.com
- 25** North Yorkshire Rally, York, North Yorkshire
hrcr.co.uk
- 30-April 2** International Amsterdam Motor Show, Amsterdam, Netherlands
amsterdammotorshow.com



April

- 6-8** Veterama Hockenheim, Hockenheimring, Germany
veterama.de
- 6-8** La Jolla Concours d'Elegance, San Diego, California, USA
lajollaconcours.com
- 7-8** Jim Clark 50th Anniversary Weekend, Duns, Chirnside
jimclarktrust.com
- 13-15** Credit Crunch Special Tour, Derbyshire
countrylanetours.co.uk
- 14** VSCC Scottish Trial, location TBC
vsc.co.uk
- 15** Corinium Run Rally, Cirencester, Gloucestershire
cirencesterclub.com



Gérard Welter, 1942-2018

Frenchman Gérard Welter, the long-serving chief designer for Peugeot, who also masterminded some of the marque's greatest racing feats at Le Mans, has died aged 75.

Joining the Peugeot design department straight from school at the age of 18, Welter worked his way through the ranks, starting out devising attractive details like light clusters, before heading the styling centre from 1975-2007 and designing the 304, 604, 305 and several supercar concepts.

He forged strong links with Italy's Carrozzeria Pininfarina, although it was Welter himself who designed what many consider the finest car from this period, the 205.

As well as road-car design, Welter founded WM in 1969 with his wife Rachel to build Peugeot's sports-prototypes, their efforts culminating in the Le Mans top speed record of 251mph in 1988.

Barn Finds



Revealed at last, after taking on legendary status

The second Bullitt Mustang...

After decades hidden away from the spotlight, a great movie car star has re-appeared

In the June 2017 issue we reported on the discovery of a wrecked 1968 Mustang fastback in a Mexican scrapyard, and its subsequent identification as the second ‘jump car’ used in Steve McQueen’s *Bullitt*. Now the most significant car used for the bulk of the shots has surfaced, having been owned by the same family since 1974. Its current keeper was having its ID verified when he was unwittingly gazumped by the owners of the Mexican find.

Co-incidentally, famed Mustang authority Kevin Marti had inspected this car before travelling to Mexico to see the jump car, thus allowing him to use his experience with this genuine *Bullitt* movie car to help verify the other.

The man who purchased the car in 1974, Bob Kiernan, did so from a small ad in the back of *Road and Track*. He received an offer from Steve McQueen to buy the car back in 1977 but turned it down. The clutch failed in 1980 and the car was interred,

with the last rumours of its whereabouts, ‘in a barn somewhere in Kentucky’, dating back about 20 years.

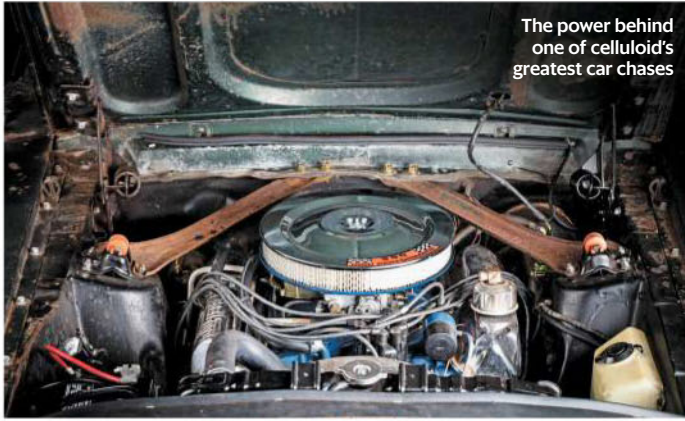
Frank Bullitt’s Mustang is still highly original, bar a few service items, carpets and fixings. The seats, dash and door cards are all those McQueen sat on or touched. Bob and son Sean Kiernan had been slowly returning the car to a roadworthy state when Bob died, and though now mobile, the remarkable Mustang is a multi-million dollar quandary - what to do with it next?



This 1935 Morris Eight fetched £1600. Cobwebs were free



Lotus Elite, Jaguar XK120 and MG RV8 found in Norfolk



The power behind one of celluloid's greatest car chases



The Mustang stole the limelight at the Detroit Motor Show



The interior is original. Steve McQueen was here!

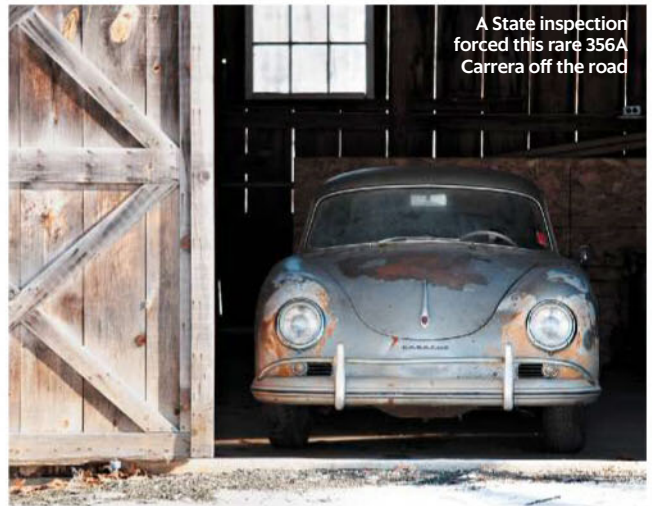
356 Carrera – a £500k discovery?

Gooding and Company has announced the discovery of a 1957 Porsche 356A Carrera GS coupé, off the road since it failed a State inspection in 1973. The car was sold new to a US Air Force pilot who was perhaps dogged by the same headaches over reliability and expensive maintenance that affected many Carrera owners – he eventually sold it to a Porsche mechanic in Georgia when it broke down on its way to Florida. Gooding's Tyler Gagnon takes up the tale.

'The mechanic, Manfred Loewen, sold the car to the current owner in 1969, but the engine ended up having a bearing failure, so it was replaced with a Porsche 912 engine. The original motor comes with the car, however. In 1973, it failed a State inspection due to the brakes and has been sitting ever since.'

The Carrera 1500 used not only gear-driven double overhead camshafts but also a roller-bearing crank, and sorting that out may well have cost more than the ageing Porsche was worth in the late Sixties.

Nowadays, all variants of the 356 Carrera are highly valued and few more so than a 1500. The car's original interior remains intact, which contributes to Gooding's pre-sale estimate of \$600k-\$700k (£425k to £495k). It crosses the block at Amelia Island on March 9, where another dilapidated 356 1500 – a 1953 Super Coupé – will be offered, along with a long-nose Ferrari 275GTB with a thick layer of dust on its alloy body.



A State inspection forced this rare 356A Carrera off the road



1980 'toilet find' Mini was picked up for £3750 at ACA

A convenient truth

Barn finds are supposed to happen in barns, or at least in dusty old garages. Discovering cars in a long-disused public toilet is a new one on us, but such was the source of three lots in a recent sale for Anglia Car Auctions.

'This collection comprises of a 1938 Humber 16 saloon, a 1980 Mini pick-up and a 1935 Morris Eight,' said Dale Overton of ACA. 'All the cars had been stored in a disused public convenience in Crewe for the past 30 years.'

How the cars came to be interred in such an unlikely place has been difficult to establish but it seems the building had long since entered private ownership and became a storeroom. The rather battered Mini pick-up fetched £3570, which made the £1600 paid for the cobwebbed Morris and the £5880 for the impressive and well-preserved Humber look like good value.

ACA also disposed of a large collection of cars from a rural property in south Norfolk. They included the contents of a big barn crammed with an eclectic mix of long-stored classics, from Twenties Morrises to an MG RV8 and a Lotus Elite.

Perhaps the highlight was a left-hand-drive 1953 Jaguar XK120. While it might have needed a total restoration, it was still better than many we've seen at auction, and sold for only £17,010.

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1955 Mille Miglia



1957 Rallye Sestriere



1957 Pontedecimo - Givi

The first Radbourne Abarth

LETTER OF THE MONTH Built for Speed (January 2018) on the Radbourne Racing Simca Abarth, reminded me of the first one for sale, which I bought around 1968. It was a lovely looking car but driving it home revealed some problems, including boiling in heavy rush hour traffic, which I managed to sort out. The bodywork also leaked like a sieve. One night, travelling in heavy rain, I braked, only to be hit by a tidal wave of water inside the car - quite a shock! I later bored a drain hole in the floor.

Radbourne also imported an Italian off-roader, the Ferves Ranger, made from Fiat 500/600 parts. It was such a manoeuvrable little car. Nearly 50 years later I imported one and was invited to show my 40mph car at the Cartier Concours at the Goodwood Festival.

Julian Pennell



My Abarth missed

Your article on the Radbourne Abarth evoked great memories. In the mid-Seventies I bought one of the bodysells, chassis 92 or 93, for £200, transported it to my parents' garage in Winchmore Hill and proceeded to build it.

I swapped it to right-hand drive, sprayed it red from blue and for added lightness fitted an engine and gearbox from a Sunbeam Stiletto. In 1977 it was road registered BLD 889S.

It went like a train and stopped on a sixpence, with disc brakes front and rear. My brother likened it to his Class IV kart.



One great memory was annoying an E-type on the hill between Folkestone and Dover - he couldn't shake me off.

After a minor rear-end shunt it was laid up until inclement times forced its sale, which I still regret 40 years on - not for its current value, for the sheer fun it gave.

Ian Brown

Jaguar beats Aston

Your features on the Aston Martin and Jaguar Mk2 (*The List* and *In Search of DB*) in the March 2018 issue make for an interesting comparison.

Pundits at the time marvelled at the value offered by the Jaguar Mk2 and reading those pieces, it's easy to see why.

The Aston cost about £4000 and the Mk2 3.8 around £1800. They both had six-cylinder, twin ohc engines, similar performance, beautifully finished interiors and stylish presence. The Jag was more practical with a bigger boot and rear seats. I'm inclined to think that the only real bonus for £2200 was the Aston name.

The Aston Martin is beautiful, but I'll stick with the 3.8 Mk2 - I'm on my third.

Tim Mills

205 GTI corrections

In contrast to what Mr Dawson said about the Peugeot 205 GTI (*Buying Guide*, January 2018), the more likely cause of rust in the rear quarter panel/sill area is the wheelarch bodywork bung falling out, allowing mud and water in; the double-skinned protrusion behind the front wheels isn't part of the sill; there are cam seals on the cylinder heads, and GTIs use Bosch L/LE-Jetronic or Motronic injection.

Dave Scott



ON FACEBOOK

Escort RS2000 MKI or MKII - which fast Ford would you choose to relive the Seventies?

Bob Renshaw How could it be anything other than an Falcon XY GTHO?

Peter Stuart Mine was a Black MkII RS2000 Custom. But my pick now would be the MKI RS2000 in Blue/Blue stripe.

Russell Martilla Why did y'all get these better models than us Yanks? We got the crappy FWD models with busted timing belts at 60k.

Alasdair Norman MkII. Sorry, watched *The Professionals* as a kid and thus I have wanted one ever since.

Jose Vega The fast Ford I would choose would be a 1970 Mustang 302 Boss.

Tony Coates I bought a brand new RS2000 Custom in Signal Yellow for £3250 in 1979.

Classic Cars

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Quentin Willson



It may be early in the year, but if the opening auctions are anything to go by, Quentin is hopeful that both UK and US markets will remain strong

January, as TS Eliot should have said, is the cruellest month. Old car market watchers wait with fingers crossed for the first auction results of the new year. Uncertainty in January and February influences market sentiment and gloom can roll in like a fog. But the global old car market for 2018 may have reasons to be cheerful judging by recent results from Arizona. With 3176 cars going under the hammer across seven hectic days, sale rates were 84% - up on last year - with the average price running at \$92,000. That was also up on 2017.

According to Hagerty, 'everyman classics' did well, with \$220,000 for a 1960 23-window VW bus a serious record, but sale rates for metal over \$250,000 were 70% and there was a softening in the market above \$3 million. Although \$484,000 for a '74 246 Dino GTS might suggest that the recent wobble in Sixties' Ferrari values might be levelling off. Trump's tax breaks have undoubtedly leveraged the numbers and buyer confidence but Scottsdale's results are

a reassuring mirror image of what we saw last year - well-presented affordable classics with provenance are holding but the big-ticket stuff has weakened. No surprises there and no reason to panic.

Over here, Anglia Car Auctions' January jamboree suggested that the UK market might stay in line with 2017 too. ACA reckoned it had its biggest crowd ever with no shortage of bidders or enthusiasm. 199 of 225 cars sold - an 88% sale rate - mostly at mid-estimate money and a few almost retail. £18,020 including premium for a 100,000 mile '88 Merc 300SL is close to dealer money, as is £15,370 for a '66 Alpine Series V, £14,210 for a '70 Daimler V8250 and £18,550 for a 1960 Frogeye Sprite. Passion for projects was high with £69,960 bid for a '71 Aston V8 needing everything, £39,220 for a '64 Healey 3000 MkIII that hadn't been on the road since 1972 and £43,460 for a rusty '68 Jensen FF that will need another £100k to make it shine again. A partly rebuilt 1980 Escort MkI RS2000 went for £16,960 and an MoT-less '68 Honda S800 convertible made £14,575. These were brave and confident bids.

In fact there was very little that sold for behind-the-market money. I thought the £28,090 for a modern 66-plate Mustang 5.0-litre coupé with 2900 miles wasn't expensive and a mere £4134 for a '99 BMW 523i SE auto with one lady owner, just 24,000 miles and full BMW history is a price that we'll be kicking ourselves about next year. £8480 for a mint LHD ex-Japan 1990 Daimler Double-Six with only 30,000 miles and total history felt like a snip and a decent three-owner '68 Bentley T1, originally factory black, for £10,070 wasn't overpriced either, especially as it was one of only 1712 T1s to come out of Crewe.

Call me foolish for trying to tease out market predictions so early, but if the attendance, interest and selling prices at these first sentiment-setting auctions of 2018 continue, then business could carry on as more-or-less as usual. The only mountains to climb are Brexit, consumer confidence, inflation and a government that appears to be locked in an alarming four-wheel skid with no hands on the steering wheel. Maybe we should keep the champagne on ice for just a little bit longer.

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.

Sixties' Ferrari prices may be improving if the \$484,000 for this is anything to go by





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Gordon Murray



Retro-themed cars don't often echo the forward-thinking features that made the originals so great. Gordon has found one that does though

When a classic brand or product is revived and relaunched there seem to be two very different approaches adopted by car manufacturers - and they're 180 degrees from each other.

The first is to take an iconic classic car, relaunch the product brand and design a modern version that has a shape and features that accurately recall the original. If done well the buying public in the first few years seem to adopt the product for nostalgic and image reasons but, eventually, the brand stands alone. No attempt is made by manufacturers to emulate the main reasons why these cars initially became iconic; their engineering, design and packaging. Two obvious examples are my favourite city cars, the Fiat 500 and the Mini.

Both have been a great success story and the marketing and strategic teams deserve a pat on the back. But neither makes even a small nod to the lightweight approach and

fantastic packaging of the originals. In fact they are both significantly larger outside and smaller inside. Some of this can be attributed to current crash regulations and customer demands, but not all of it. Even if the design is driven absolutely by the styling, and the packaging is pretty average, it is still not an easy task to relaunch a classic and grow it into a modern popular car. An example that didn't work was the new VW Beetle.

The second approach is exemplified by Alpine with the relaunch of the brand and the A110 sports car. It has approached the new A110 design much more holistically, not only incorporating styling elements but also targeting the whole ethos of the original A110.

The classic A110 was small, agile and light - the perfect recipe for great vehicle dynamics. It went on to carve out a history for itself with many motor sport successes. The new A110 follows the same principles - much effort has gone into keeping it light. It also has pure double-wishbone suspension and the size is pretty modest by today's standards. I first saw the car

at Geneva last year and was immediately impressed. At 1100kg it is the lightest in its class of sports cars that pass the everyday usability test. I came away thinking that the relaunch and design targets had great parallels with the TVR relaunch. As with the Alpine, we've managed to keep the new Griffith's dimensions and weight under control, so it is the lightest and stiffest car in its class. Combined with pure double-wishbone suspension, it will deliver a proper TVR drive.

Since 2004 my Smart Roadster Coupé has been my everyday car and I have in vain looked for a small, lightweight rear-engined sports car, with good visibility, a reasonable boot and a great fun factor, to replace it. Then along comes the Alpine.

So I've placed an order for a blue A110. I was feeling pretty pleased with myself until old friend and colleague Neil Oatley dropped by. Neil, a great car designer who was instrumental in our three team World Championships, announced that he too had ordered an A110, but had gone one step further and bought a classic A110. Great minds...

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.

The new A110 is very much in the spirit of the original. Which is why Gordon has bought one





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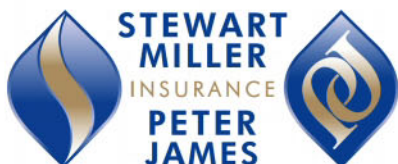
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John Fitzpatrick



Back in 1972, en route to picking up an early production BMW 3.0 CSL, John received an offer that he had to refuse – much to his chagrin

The BMW 3.0 CSL has always been one of my favourite road cars and I was astonished to see a pristine model for sale at £200k recently. I was fortunate enough to have one of the first left-hand-drive models to be delivered. The CSL handled beautifully on the road and on

the track, well ahead of its competition.

In 1972 I won the 6hr Touring Car race at the Nürburgring driving a Schnitzer 2.8CS with Rolf Stommolen, and I just loved the car. If a car handles well at the 'Ring it will handle well anywhere. When the CSL was announced later that year I knew I had to have one. Through various contacts I was able to secure an early production model, which I planned on picking up from Munich on Zoll plates. On the way there I stopped off in Cologne to see Michael Kranefuss, who'd taken over from Jochen Neerpasch as competition manager at Ford Germany after Jochen moved to BMW.

Stuart Turner had suggested to Kranefuss that he take Gerry Birrell and myself on to drive the RS2600 Capris in 1973.

Gerry and I signed very good contracts, along with Jochen Mass and Dieter Glemser. It was a lot more money than Gerry or I had earned before, so I set off for Munich feeling very pleased with myself.

On arrival at BMW the receptionist told me that Jochen Neerpasch would like me to pop into his office to say hello. I was a bit wary of meeting him again because I'd had a few cross words with him at the end of the 1971 season when I was driving the BDA Escort for him at Ford.

The Capris had been set to triumph in the European Championship but needed to win the last race of the year at Jarama to be certain to beat Alfa Romeo. Jochen Mass and I had led the four-hour race ahead of the Capris for about three hours and I was due to take over from Jochen for the last hour. Neerpasch had told me to slow down and let the Capris win. There

had been reliability problems with the Escort at most races and a win at Jarama would have made up for a lot. I made it clear to Neerpasch that I was unhappy with this, although ultimately the Capris had a problem and Mass and I went on to win.

I put on a brave face and went up to his office. He gave me a very warm welcome, offering me a contract for 1973 at twice the salary Ford was paying. Needless to say, I was a bit miffed at the missed opportunity – even more so when the Capris turned out to be almost undriveable, while the CSLs had their rear wings homologated and disappeared even further into the distance. Chris Amon got the drive instead.

However, on the way home to the UK the CSL was magic. A wonderful exhaust note, great performance and handling, and as much fun as the RS Carrera that I acquired later in the year. It certainly was a head-turner and my friends were very envious. I did eventually get to race the CSLs, with wins at Daytona and Silverstone in 1976 and at Mugello in 1977. A truly great car that I wish I still owned today.

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

In 1972, John travelled to BMW in Munich to pick up one of the earliest CSLs made



Sit at the big boys' table with a strong hand –
Ferrari 456GT, Bentley Continental R
and Aston Martin Virage



Why settle for a
predictable
secondhand German
sports saloon when
you could put a
magnificent Bentley,
Aston Martin or
Ferrari on your drive
instead – and not
lose any money?

Words SAM DAWSON Photography CHARLIE MAGEE

HIGH



ROLLERS



Fancy owning endless big-displacement power, assertive roadholding, the finest driving environment and a genuinely evocative badge for as little as £25k? Look in most modern car magazines nowadays and they'll probably direct you to something secondhand and German. A BMW M5, perhaps, or some kind of AMG Mercedes. Or, horror of horrors, an SUV. Problem is, in addition to hefty running costs, these cars are relatively common and have plenty more depreciating to do.

Better, surely, to consider a Bentley Continental R, Aston Martin Virage or Ferrari 456GT? As time has passed, they've quietly replaced their long-in-the-tooth Seventies predecessors as the cheapest way into their respective marques. And yet because all three existed in a quieter era before a certain popular TV car show ensured that their successors became household names, the world seems to have completely forgotten them - for now.

This is good news, because it's made them superb value for money, especially when you bear in mind what you're getting. The Aston is the last of a line that begins with cars now worth millions. The Bentley was the most expensive and exclusive car of its time. And the Ferrari combined supercar performance and GT usability with an elegance its creator has never recaptured. Now's the time to buy any one of them before the market realises.

The **Aston Martin Virage** seems like an anomaly nowadays. In modern Aston lore the DB7 represents the moment of rebirth.

Everything that came before it is expensive and rare, whereas all the cars that followed were built in volume and look the same in a self-consciously gorgeous way.

Put a modern petrolhead in front of a Virage and he won't recognise it as an Aston Martin because its headlights are rectangular and there are no chrome-barred vents in the front wings. Royal College of Art lecturers John Heffernan and Ken Greenley designed it as a clean-sheet exercise to drag Aston out of its Sixties styling rut. Ian Callum took the exact opposite approach when styling the DB7 a mere five years later.

The 1990 Virage before me still looks impressively crisp and clean today. Dramatic too, with that high, wide tail and a reworking of the old Aston grille that gives it a furrowed-brow appearance, haughtily disapproving of everything in its path. It also shares nothing with any previous Aston with the exception of a tiny hint of DB4 in its glasshouse and the shape of its doors.

Inside it's even more of a departure. Immediately it feels saloon-like, more accommodating than its predecessor, with far more headroom front and rear - the severe angles of the old V8's windscreens cramped the rear seats into plus-two status and left the driver worried about headbutting the sunvisor. It's a world of beautiful, strong-smelling materials in here, a peculiarly British form of luxury summed up by a need for furniture polish and hide food. The chunky wraparound structures boast the kind of solid leather you'd find on a riding saddle, rather than soft Italian, plasticky German or textureless American. It's so pungent it also



'Everything that came before it is expensive and rare; those that followed were built in volume'

makes me overlook the number of parts-bin raids for things like indicator stalks and seat-tipping mechanisms. The instrument cluster is enormous and clearly bespoke but plain and austere, and wouldn't look out of place in an Intercity 125.

Sadly a key gripe of the old V8 with which it shares most of its chassis remains - the drivers' seat is set too high. Fine in a Range Rover, a Bentley or even a Mercedes, but this is an Aston. Its luxury needs to be accompanied by low-centre-of-gravity sportiness and interactive handling. Not the best start.

Fire up the V8. It may have its roots in the DBS V8 of the late Sixties but Nineties electronic fuel injection means it catches immediately and settles quickly to an even idle. It hasn't been smothered into dullness by the early-Nineties fun police though - there's a substantial, almost American boom and shudder to its tickover that links it to a pre-supercar era when GTs were the fastest, browniest cars in the world.

At B-road speeds on twisting lanes it feels beautifully compliant, putting paid to period road testers' concerns about rear-end waywardness. In an attempt to update Harold Beach's DBS chassis, with its Sixties-rooted de Dion rear axle setup, Aston's engineers located it with a vast A-frame and a central Watt linkage, similar to an Alfa Romeo Alfetta or an early Lotus Cortina, but ultimately it was deemed a small-car solution that didn't upscale well. Still, at ordinary speeds it doesn't seem to show. The grip from those enormous Avon Turbospeed tyres, 255/55 R17s front and rear, imbues confidence not always present in older V8s - which display front-end wander when I press on - and the Virage's damping does a superb job of metering body control while filtering out choppiness. As a result it rides as serenely as a Jaguar XJ6, adding precise, meaty steering and devastatingly powerful brakes for extra reassurance.

However, whereas once it was deliberately smoothed-out induction activity that blunted Aston V8 acceleration, in the Virage it's excessive weight. I can hear it in the way the mighty engine actually strains, a buzzing and rattling note that vibrates the dashboard at around 2000-2500rpm as it enters its midrange. Lighter, less comfortable cars would be rocketing off into the distance at this point - writing for *Fast Lane* in 1993, Mark Hughes noted that it was actually beaten to 60mph by the contemporary Nissan Primera eGT. Ironically, the way in which the weight of luxury squashes the power also slightly undermines the Aston's refinement.



Slender-rimmed wheel is at odds with the Virage's bullish character



Reliable fuel injection and Callaway-designed cylinder heads brought the Sixties-developed V8 bang up to date



Unlike the Astons that came before and after it, there's no grace or organic curvature to be found in the Virage - only brutality in concentrated form

But maybe that's not ultimately the point of the Virage? Such wuffling characteristics combined with overtly special-feeling handbuilt Britishness are also intrinsic to the appeal of cars like Jensen Interceptors and Bristol 411s. Perhaps I'm looking at the Virage the wrong way - rather than finding its surprising lack of composure detracting, we should celebrate the fact that a car so old-fashioned was conceived so relatively recently. Hoof the Virage up to motorway speeds and past 3000rpm its long-legged three-speed automatic gearbox finally shifts up, settling the engine at a satisfying brooding-thundercloud rumble.

However, it's at these ground-gobbling velocities, where you'd expect the Virage to feel most comfortable, that the infamous suspension reveals its limitations. Beyond 70mph it's clear the old high-speed wander hasn't been banished altogether, with the waywardness transmitted heavy-handedly through the thin-rimmed wheel. Camber changes upset the A-frame, sending a disconcerting swaying sensation through my seat base.

That said, the grip from the massive Avons means that the threatened breakaway never happens. There's just nervousness, and no real scope for mid-corner adjustability - I have to first learn the Virage's foibles, then commit to each corner. But then again, I wouldn't subject older Astons to that kind of treatment so why would the Virage be any different?

And herein lies the Virage's appeal. In a world where Sixties DBs and Seventies V8s fetch six-figure sums, it's good to know that the Virage still embodies their qualities - and their chassis - yet now

'In a world where DBs and V8s fetch six figures, it's good to know the Virage embodies their qualities'

occupies the price bracket that unloved DBs languished in for so long. The fact that Aston improved it so dramatically with the V8 Coupé evolution, then replaced it with the dynamically superior DB7 Vantage, will help to keep prices down because those who can afford these supposedly better cars will continue to favour them. While dealers may be asking a bit more for them nowadays, a canny private buyer will still just about be able to sniff out a well-used Virage for £25k, and they're unlikely to depreciate further.

They're more reliable than Astons of old too - the electronic Weber-Marelli fuel injection is far more dependable than the unreliable mechanical setup on early V8s - but that doesn't mean you shouldn't be vigilant. Says marque specialist and former Aston Martin manager Keith Riddington, 'Check for corrosion around the front and rear windscreens. The scuttle panel corrodes, as do the bases of the A- and B-posts.' It's the traditional Aston Martin weakness at work - steel structure meeting aluminium body



panels promoting electrolytic corrosion. While the simpler lines and fewer complex curves of the Virage compared to the old V8 mean rust traps are fewer and fabricating new panels isn't quite as labour-intensive, it still means bodywork needs cutting away and remaking - depending on the extent of corrosion it can cost between £18,000 and £36,000 to put right, with more localised repairs in the order of £5000 apiece.

'When you take it for a test drive, make sure the mileage in the paperwork correlates with the on-board VIC [Vehicle Information Centre],' Riddington advises. 'It's all part of a complicated electronic dashboard pack that's prone to glitches and often replaced, so you can't be sure of the mileage if that's happened. You're looking at £850 to replace the VIC or £2500 for the whole dashboard if other digital elements are malfunctioning too.'

'Observe the engine running to make sure there are no oil leaks - if there are, it points to compromised cylinder liner seals, a hole in the block and an impending £25,000 bill. And if you get surges in power during the test drive it suggests perished vacuum pipes - £350 each.' The A-frame rear suspension puts a lot of pressure on the Watt linkage too - it's worth getting an expert to check for wear in the mountings because they're a £1000-£1500 job to replace.

'It all sounds scary at first, but they're fairly straightforward to look after if they've been cared for,' says Riddington. 'There's little difference in running costs between the old V8 and the Virage.'

But of course, the Virage is a third of the price of a Seventies V8 - an inviting scenario that's unlikely to last.

Owning an Aston Martin Virage



'I bought my first Virage 17 years ago, and I've now got four!' says Martin Day. 'I was mainly attracted to them by their exclusivity - the early Nineties recession meant build numbers were extremely low. They're rarer than DB4s, and yet they're extremely good value, the most affordable Aston of their kind, when everything about them was still being hand-crafted and judged by eye.'

'I haven't had many concerns. Early cars had troublesome digital mileage readouts which played up a lot, sealing rubbers tend to self-destruct, return to liquid form and run down the bodywork, and engine oil seals need keeping an eye on. But they're little niggles, not major problems.'

'They're maintenance-sensitive though and need servicing. Bad ones have fallen into a trap of being laid-up by people who think they'll just need a battery a couple of years later.'

1990 Aston Martin Virage

Engine 5341cc V8, dohc per bank, Weber-Marelli electronic fuel injection **Power and torque** 325bhp @ 6000rpm; 340lb ft @ 3700rpm **Transmission** Three-speed automatic, rear-wheel drive **Brakes** Servo-assisted discs front and rear **Suspension** Front: independent, unequal-length control arms, coil springs, telescopic dampers, anti-roll bar. Rear: de Dion axle, A-frame, Watt linkage, coil springs, telescopic dampers, anti-roll bar **Steering** Recirculating-ball, power-assisted **Weight** 1973kg **Performance** Top speed: 145mph; 0-60mph: 7.4sec **Fuel consumption** 13mpg **Cost new** £120,000 **Classic Cars Price Guide** £17,500-£37,500





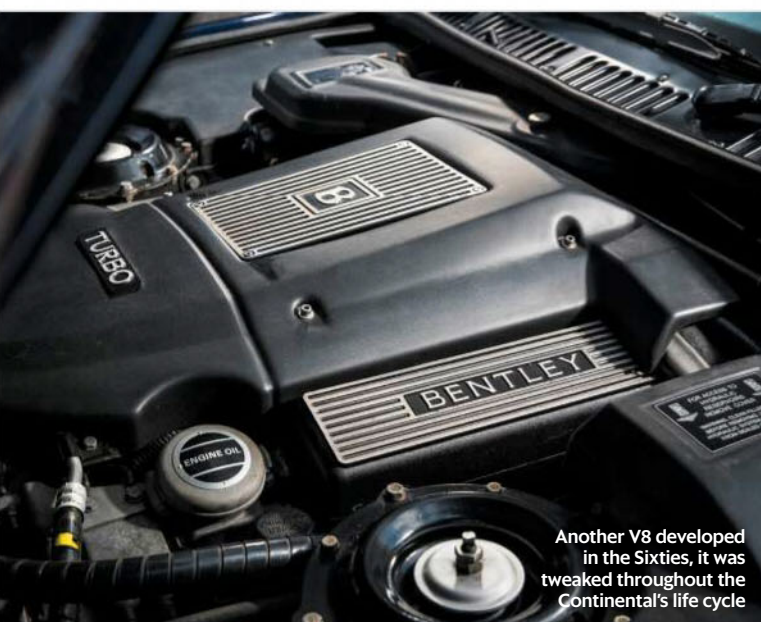
If the 1982 Mulsanne Turbo was the first sign that Bentley was separating from its then six-decade in-veiglement with Rolls-Royce, then the 1991 **Continental R** felt like the decisive end result. When I behold the massive form of this 1993 example it feels more like some distant descendant of the Le Mans challengers of the Twenties, even if I detect the slightest hint of Camargue in its roofline and the way its indicator strips wrap around beneath the quad-headlights. Its perfect proportions and sleek lines - again the work of Heffernan and Greenley - disguise its sheer size, making early tactile encounters with it surprising. It's as tall as some modern SUVs, the doors are so heavy they feel like they're lined with concrete, and I clamber up rather than step down into it.

Behind the wheel, it's clear Bentley was proudly reasserting itself. The armchair seats hug without squeezing, and the driving position is remarkable - I'm in traditional grand tourer pose, back slightly reclined and legs straight out, and yet I'm sitting high with a commanding view down a long bonnet, the humped lines of which follow the curve of the radiator cowl from the nose to the base of the windscreen. From the outside the Continental looks like a fairly angular car, especially from the rear - perhaps the only aspect of the design that doesn't really flow properly - but that curvaceous bonnet and the angle at which I see it is only revealed once I'm in the driver's seat, putting me in a Woolf Barnato mindset. One thing's for certain - this car couldn't be turned into a Rolls-Royce by merely replacing its grille. It's just too driver-focused.

The interior design itself is leagues ahead of the Aston's. Everything about it feels bespoke. Nothing I touch is plastic - there may well be other manufacturers' components hiding beneath it all, but so far as my fingertips are concerned it's all leather, polished wood, chrome and deep-pile carpets. But there are two key things that confirm I'm not in a badge-engineered Rolls - the gears are selected via an ergonomically-shaped lever on the centre console rather than a column stalk, and behind the steering wheel is a tachometer. Look in the



Time to give the chauffeur his P45 - this is a Bentley to drive yourself



Another V8 developed in the Sixties, it was tweaked throughout the Continental's life cycle



Heffernan and Greenley's re-skin of the Turbo R saloon did well to disguise its visual bulk, and gave a lesson in how to box-flare arches with dignity

owners' manual and you'll find real power and torque figures quoted too, rather than some faux-etiquette about 'adequacy'. Adequate, to the Continental R, would be an insult.

Turning the engine on provides the only tangible link to Rolls-Royces of the era, in that after the briefest of heavily-muted sparkings it settles to a near-silent idle and remains hushed even when accelerating fairly hard. Then again, if you were spending £175,000 in the middle of the 1991 recession, you probably wouldn't want to announce your arrival everywhere you went.

What's most impressive about the Continental is the way it corners. Back when Bentleys were merely smooth-nosed Rolls-Royces they'd shudder and wallow when presented with a bend, but the Continental retains superb composure, adaptive suspension working hard to ensure it remains as level as possible all the way round. The steering may be light enough to guide with my fingertips, but it's not devoid of feel and offers just enough communication and resistance to allow me to make - and feel the effects of - mid-corner adjustments.

Ultimately it's not as wieldy on B-roads as the Aston - its mass finally catches up with it in tight, low-speed corners, the nose diving under hard braking to warn you that it's reaching its limits and the brake pedal feels spongy and vague under duress too - but then again it doesn't threaten to understeer into the bushes either - the 'R' in the car's name stands for 'Roadholding' after all. However, tyre smoking is not what this car's for - the real thrill comes when you point it at a straight piece of tarmac stretching

'After six decades of limousines from Crewe, the Continental R is at last a proper driver's car'

off to the horizon and bury the accelerator pedal in the deep-pile carpet. The way the nose rises puts me in mind of a luxury jet on takeoff, and the 6.75-litre V8's torque hits the base of my spine almost like a supercar's does, albeit with a damped sense of decorum. The engine nudges through its soundproofing to give a pleasant *whumphing* growl as the car surges past 90mph, and yet thanks to the sheer composure of the chassis there's absolutely no sense that it'll leave me in a situation where I run the risk of losing control of it.

And yet this is a car with a better turning circle and more room in it than the Aston Martin Virage. It would take the Continental GT for Bentley to truly reclaim its role as a sports car manufacturer, but in the battle of the Nineties all-rounder GTs, the Bentley trounces the Aston on every count other than braking. And, of course, being an Aston. But being a Bentley is, surely, just as special. And after six decades of limousines from Crewe, this is



at last a driver's car, proved by its specification. It has rack-and-pinion steering, all-round independent suspension, ventilated front brake discs, active ride control - all things the Aston lacks.

They're dependable if looked after, but like the Aston they can ravage your wallet if neglected, as Paul Wood of specialist P&A Wood explains, 'Cylinder head gaskets are unpredictable - sometimes they'll fail at 30,000 miles, yet there are also 100,000-mile-plus engines still going strong on their original gaskets. Zytec engine management, introduced in 1994 to take the power up to 385bhp, makes it difficult to access the engine for maintenance in order to check the gaskets, so be vigilant - replacing them costs £4000, although the cylinder heads aren't prone to warping. The engine management system's relays are prone to failure, so it makes sense to keep a spare relay in the car.'

Suspension suffers most on Continentals, a result of excessive weight and hard-working automatic ride control. 'If it's riding too hard at the rear and sitting too low at the front when standing it'll be a problem with the gas springs in the height control,' says Wood. 'That can cost £1500 to fix.' Corrosion isn't a major problem on Continental Rs, but check sills, lower wings, door tops and window frames if you want to avoid bills running to anywhere between £1000 and £6000.

Still, so long as it's been serviced, used sparingly and kept away from bad weather - as most have been - Continental Rs shouldn't throw up the bad-servicing difficulties that an old wedding-hire T2 or Mulsanne often will.

Owning a Bentley Continental R



'I drive it every two weeks to keep it running well, but only really use it for special occasions,' says Jayesh Patel of his Continental. 'It's my wife's favourite car, and my niece Aryana likes it too on account of its "fluffy carpets"!

'Nothing's gone wrong in three years of ownership, although I've spent quite a lot on routine maintenance, just replacing various worn-out parts - rubbers, suspension bushes and so on. Tyres are £400 each! Parts are more expensive than for the average car, but it compensates for this by being reliable, and so long as you find a good specialist to entrust it to rather than a main dealer and you look after it, this balance should mean costs are contained.'

1993 Bentley Continental R

Engine 6750cc V8, ohv, Bosch K-Motronic fuel injection, Garrett T04B turbocharger **Power and torque** 333bhp @ 4000rpm; 485lb ft @ 2000rpm **Transmission** Four-speed automatic, rear-wheel drive **Brakes** Servo-assisted discs all round, ventilated at front **Suspension** Front: independent, wishbones, coil springs, telescopic dampers, anti-roll bar, automatic variable ride control. Rear: independent, semi-trailing arms, coil springs, telescopic dampers with automatic variable-height control, anti-roll bar **Steering** Power-assisted rack-and-pinion **Weight** 2402kg (5296lb) **Performance** Top speed: 145mph; 0-60mph: 6.6sec **Fuel consumption** 14mpg **Cost new** £175,000 **Classic Cars Price Guide** £22,500-£47,500



'The 456 needed to satisfy a market that invariably bought V12s for their smooth and balanced nature rather than their abilities to deliver explosive power'

While the Virage and Continental were intended as fresh starts for their respective manufacturers, the **Ferrari 456GT** harked back to the past. Although nominally a replacement for the ancient, saloon-like Tipo F101-series 412 - which had been in production with various engine and detail changes since 1972 - the 456's fastback lines and new chassis that placed its 5.5-litre V12 so far back as to make it front-mid-engined put 1992 observers in mind of the 365 GTB/4 Daytona. As the economic grimness in the aftermath of the Eighties boom was killing off all symbols of automotive excess at the time, from hot hatches to supercars, the boldness of Ferrari's new concept gave cause for great hope.

Unlike the brutish Daytona though, I find a world of calm inside this 1993 456. It's a less busy-feeling driving environment than the Aston and Bentley, what with their haphazard instrument placings and slabs of swirling, reflective wood veneer. There's



crisp two-tone leather and a simple, clear, logical row of angled, chrome-ringed dials running across the centre console, with just a speedometer and tachometer behind a beautifully simple and small three-spoke steering wheel.

It's light and airy as well as tasteful in here too, thanks to a low window line and flat bonnet. It's a pity about the silver plastic centre console, but it's worth remembering that in 1992 such splashes of colour and variations of material were what made cars like the 456 feel special - at the same time, at the other end of the Fiat empire, the same Pininfarina stylists who shaped the 456 drew praise for putting a radical body-coloured chunk of plastic across the dashboard of the new Fiat Coupé.

Adults will fit in its rear seats, visibility is excellent, and I feel an instant sense of command and control rather than awe. Appropriate really - when it was bought in December 1993, this particular 456's first owner had just followed his Formula One World Championship win with unprecedented victory in the IndyCar World Series... Yes, it belonged to 'Our Nige'.

Turn the ignition key and rather than the expected Ferrari shriek there's a brief cough followed by a muted hum. It's

more what you'd expect from a Jaguar XJ12 than something exotic and race-bred, but let's not forget that this was the replacement for the 412 as well as a new direction for Ferrari, and thus needed to satisfy a market that invariably bought V12s for their innately smooth and balanced nature rather than their abilities to deliver explosive power.

The 456GT potters off the line like a user-friendly hot-hatch rather than a highly-strung supercar. Below 2500rpm I can hardly hear the engine at all, and the steering's servo assistance tames any jarring potholes into unthreatening nudges. Initially I wonder whether the car Ferrari sought most to emulate with the 456 was in fact the Porsche 928.

But above that 2500rpm threshold, with the gear lever out of its truculent first-second plane and into slick third-fourth with the car on B-road attack, the magic of the chassis reveals itself. There's near-perfect 49/51 front-rear weight distribution - the slight rear bias is thanks to the transaxle gearbox - so the car seems to pivot around its driver, making it feel like it's shrunk down to Mazda MX-5 size. So I forget about the engine's mass and power and start treating the 456 like a small sports car, hurling it hard into bends



456 interior has aged best of the three; gated manual commands a premium



The 5.5-litre V12 has few bugbears, and is reliable if maintained by an expert



and adjusting its attitude on the throttle. You'd never take liberties like that with a Testarossa. It's so slick, lively and user-friendly that this supercar doesn't intimidate its driver at all.

And yet it is a true supercar. Get it onto a straight, accelerate hard, stretch every gear, and with the enraged V12 awakening, its torque will surge you all the way to 150mph and beyond with ease. Don't let its suaveness deceive you - this is every bit a Ferrari, one capable of 188mph and 0-60mph in 5.2 seconds. These are the exact-same performance figures as the fabled 288GTO, and yet unlike that car there's no lag-shunt between regular and high performance as turbochargers spool up. In the 456 the transition between the realms of sports car and supercar is seamless.

That doesn't mean it's not exciting though - as the tachometer needle lunges into the right-hand side of the dial the V12 becomes as stridently orchestral as its distant relative in the racing 575GTC. However, unlike a mid-rear-engined Ferrari of the era there's no helm-twitching, nose-lift, or sense that if you sneeze mid-corner it'll slap me across the face - that front-mid-engined chassis ensures you can always exploit its power regardless of the kind of road it's on. No wonder, then, that Ferrari went on to base the dramatic 550 Maranello two-seater on the 456, setting a template for a new kind of supercar altogether.

Supercars of the post-Millennial era tend to be lauded in the modern motoring press for being easy to drive, usually a side-effect of an electronic safety-net programme that does all the fine-tuning for you, leaving the driver to just ham-fistedly point

'The front-mid-engined chassis ensures you can always exploit its power on any kind of road'

the wheel and mash the pedals. The 456, miraculously, manages to achieve a similar level of user-friendliness without patronising its driver, simply by being so thoroughly well-engineered. Switch all the driver aids off in a modern Ferrari and it becomes as nervous as a Formula One car.

Thankfully, this approach also brings simplicity to a Ferrari recipe that's got progressively more complicated and expensive to deal with in the 456's replacements, while solving the issues that plagued its ancestors. Mike Wheeler of Rardley Motors, who's dealt with a quarter of the UK market's 456s, explains, 'Unlike 400s, the 456 avoided the problems caused by being taken to mechanics who were more used to working on Capris, who didn't set up things like valve timing or carburettors properly and ended up passing problems on to future owners,' he says. 'Instead, 456s have bottomed-out at a slightly higher price, which has kept them in more diligent, mature ownership, among people who service



them properly and take time to read the owner's manual. They're also very well-made. Buying one is mostly down to common sense. Check the lower body for corrosion, especially around the passenger-side sill because these can get kerbed. Bumpers and bonnets are composite and can crack if tapped.

'Mechanically they're pretty good. Rear dampers are self-levelling, sharing a fluid reservoir with the power steering system, and tend to need a £1200 rebuild every now and then. Coolant hoses perish so check them all before firing the engine up. Don't worry about electric seat rollers failing, just do it manually - they usually failed even within warranty anyway.

'Make sure it's been taken to a specialist though. Even main dealers struggle to get the windows to seal properly, and end up doing drastic things like filing slots into the runners, when it's just a case of replacing the nylon wheels with metal ones and aligning the windows properly.

'I've only known one 456 engine that needed a rebuild, and that had overheated when the radiator fans failed while it was running unattended after a long lay-up. Later, more expensive 456M versions from 1998 suffer valve guide wear - Ferrari changed the valve guide material to the same stuff used on the F355 - but it's not common, and you'll know about it because the car will do an impression of a steam train before requiring a £3000 top-end rebuild. But the engine was a brand-new design for 1992, devised specifically with reliability in mind for demanding, professional customers. Manual gearboxes never need rebuilding either.'

Owning a Ferrari 456GT



'I've had my current manual 456GT for a year and a half; before that I had an automatic I bought for £17k and kept for six years,' says Ferrari collector Heath Gray. 'Definitely go for the manual - it's bulletproof. The automatic isn't and a replacement will cost you £15k.'

'There's plenty of room in the back and it'll cruise comfortably at 70mph, and yet it's also a genuine supercar. It's relatively easy to live with - watch out for oil leaks, and there's a point at the base of the rear windscreen where the aluminium body meets a steel subframe and has a tendency to corrode. Keep an eye on the rear dampers too - if the car starts wallowing they'll need attention. Good service history is crucial - nothing's cheap on a Ferrari. But it's a car you can jump in and take for a long drive without worrying. Electrics were a step up in quality over any Ferrari before it too.'

1993 Ferrari 456GT

Engine 5474cc V12, dohc per bank, Bosch Motronic M2.7 electronic fuel injection **Power and torque** 442bhp @ 6250rpm; 405lb ft @ 4500rpm **Transmission** Six-speed manual, rear-wheel drive **Brakes** Ventilated discs front and rear, ATE anti-lock system **Suspension** Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar **Steering** Power-assisted rack-and-pinion **Weight** 1691kg (3728lb) **Performance** Top speed: 188mph; 0-60mph: 5.2sec **Fuel consumption** 13mpg **Cost new** £146,000 **Classic Cars Price Guide** £24,000-£50,000

Cast your mind back to the early Noughties, when the classic car market was nowhere near as strong as it is now, and consider those tempting examples of bargain Seventies exotica like the Aston Martin V8 Series 2, Rolls-Royce Camargue and Ferrari 365 GTC/4. We used to tell ourselves that there was something fundamentally undesirable about these cars that would always keep them in the realms of affordability, be it ugly styling, mechanical complexity or restoration costs outstripping overall value. And then look what happened - Seventies style came back into fashion, these cars' depleted numbers and expensive predecessors gradually increased market demand and now they fetch premium money.

The march of progress has made all cars easier to live with - things like improved rust protection, computer-controlled engine management keeping complex units on-tune, and ever-better chassis engineering. They mean that taking on any one of our trio is a less daunting prospect than buying one of their knackered predecessors 15 years ago. Buy a good one, and the key to luxury GT motoring is merely a case of being careful and looking after it. And by the time you've had your fun and decided to sell, unlike the proverbial 'performance bargain' secondhand BMW M5, you'll get your money back, and will probably make some too.

Thanks to: classicmobilia.com, Mike Norman, rardleymotors.com, pa-wood.co.uk

So which one? It's a case of what you want from your luxury grand tourer. The Virage may be flawed, but only in the way that all its predecessors are too, and in this way it's endearing. The fact that, in a world of £650k DB5s, you can still get a handbuilt Newport Pagnell Aston for less than £30k if you shop around for a slightly leggy one - not necessarily a bad thing - looks like a miracle. If you're an Aston enthusiast who's always promised yourself a classic DB or a William Towns V8 only to see their values soar out of reach of your savings, investigate a Virage instead. It'll make you smile.

However, for me it would be a very difficult decision between the Bentley Continental R and the Ferrari 456GT. Both are examples of respective breeds operating at absolute zeniths. The way the Bentley manages to divert successfully from its distant Rolls-Royce roots without ruining them, creating a genuine driver's car in the process, is an incredible feat. The fact that it also bests the Aston on a lot of key measurable criteria as well surely qualifies it as one of the world's all-time greatest luxury cars.

But the Ferrari just-about wins for me. It's the way it manages to combine a luxurious ambience with proper supercar performance and small sports car handling that makes it all things to all buyers. The fact it's now vying with the perpetually unloved 400i as the cheapest way into V12 Ferrari ownership beggars belief.



The Ferrari edges its slender nose across the line just ahead of the bluff Bentley on account of its well-rounded character, but all three are credible continent-crossers that will ultimately pay their own way

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RARE JEWEL

Only one Star Sapphire MkII was built before
Armstrong Siddeley's Bristol Aero merger
brought car production to an end.
Time to see what we lost out on

Words ANDREW ROBERTS Photography LAURÉNS PARSONS





Imposing grace with a not-so-familiar face



For me, as I suspect with many enthusiasts, there is always a fascination with those prototypes that promised so much for a car maker and yet never reached fruition for various technical, commercial or political reasons. The annals of the British motor industry are replete with the likes of the Humber Imperial V8, the Daimler V8-equipped Jaguar MkX and the four-wheel-drive ADO16-based Austin Ant, to name but three examples of Sixties models that might have been. The Armstrong Siddeley Star Sapphire MkII is another member of this group and while it's interesting to read about such fine cars, it is infinitely more satisfying to encounter one in the metal.

Some cars proclaim their unique status with some exuberance - you could never mistake a 1968 Rover P9 for any other car, for example - but on meeting the Star Sapphire MkII I do an Ernie Wise-style double-take. According to its owner John Giacobbi, this is a common reaction at car shows when people first notice the four headlamps, then move to the rear to find a larger screen and a boot and wings reminiscent of the Sapphire Limousine.

As with all members of the Sapphire family, the MkII does not appear staid but its upright stance and slightly angular lines make it seem more formidable than the ostentatious Jaguar MkIX.

The Armstrong is the sort of car that makes the novice driver mentally pull their socks up, but the multi-coloured leather upholstery gives the cabin a decidedly jolly touch.

Opening the driver's door reveals a small step to assist my entrance and the fascia certainly doesn't look as though it hails from 1960; I'm faced with a magnificent walnut-veneered panel variously studded with the controls for the fog lamps, petrol reserve and cigar lighter, with the choke controlled by an elaborate lever. After adjusting the steering wheel's position and metaphorically straightening my tie I press the starter button, causing the Armstrong to not so much rumble as purr into life.

The origin of the MkII dates back to 1957 when Armstrong Siddeley was planning a major update of the Sapphire 346 that had been its staple automotive product since 1953. By the late Fifties, the market for British gentlemen's conveyances had undergone a major change with the Jaguar MkVII range now typifying a changed era of 'New Money'. In 1956 Armstrong had made a bold attempt at appealing to young up-and-coming architects or barristers with the compact 234/236 Sapphire, but despite their many strong points these were not a commercial success in comparison with the Rover P4 or the Jaguar 2.4 MkI.

When the Star Sapphire was introduced in 1958 it consolidated all that was good of its Sapphire 346 predecessors with many fine attributes of its own. The front doors were no longer hinged from the central pillar, the bonnet line was lower, the dashboard



Power assistance is most welcome in a car weighing 1492kg



Seat tops transform into picnic tables. Coffee surprise, Jeeves?

was modified and the engine was now a 4.0-litre unit with twin carburetors. As befitting a car of quality launched in the first year of the British motorway age, there was power-assisted steering and front disc brakes (a first for an Armstrong Siddeley) while the sole transmission choice was a Borg Warner DG 'box with an intermediate gear hold. The Star Sapphire was, and is, widely regarded as being as one of the finest of all Armstrong Siddeley motor cars but such quality inevitably required a large outlay. *Autocar* thought that it was a car with 'few equals even beyond its price range' but at £2646 the Armstrong was nearly £500 more costly - and more than 10mph slower - than its MkIX rival from Browns Lane. The cars were expensive to make; there was actually no production line and the Sapphires were all hand-built.

By the standards of the very early Sixties the Burman power steering helps to make around 1500kg of motor car feel comparatively light when engaging in low-speed manoeuvring. Travelling at 40mph along the Wiltshire countryside in a unique Armstrong Siddeley can definitely be classed as one of my better experiences. The exterior may look sober but the Star Sapphire courteously urges you onwards. After a few miles, the MkII feels considerably smaller and lighter than its dimensions would suggest, with a beautifully flexible engine that is as suited to trundling at 30mph along a narrow rural lane as it is to A-road cruising at 70mph. Naturally, the occupants are well insulated from the noise of the engine and the steering has just the right



Gear-hold control function (bottom left) is a novel yet useful feature

[Star Sapphire MkII]



Twin headlights replaced the MkI's singles



Plush, but you'll have to remove your topper



The MkII was the last model to wear the sphinx emblem



Two-tone paintwork amplifies the design paradox of upper angularity and lower swoopiness

balance of assistance while retaining a degree of feel. And then there's the way it rides, with no ill-mannered wallowing or sudden pitching when travelling along poorly maintained highways.

Some large British cars of this era - I mention no names - lumber around corners in the style of an irate Robert Morley pursuing a teddy boy in a black-and-white comedy film, but the Armstrong driver need have few qualms about approaching narrow bends. The highly efficient brakes are another bonus, especially when driving in a part of the world where livestock might make a guest appearance on the road at any moment. Possibly my favourite aspect of the Star Sapphire is the quadrant control for the intermediate gear hold marked with numbers denoting 20, 30, 40, 50 and 65mph. It holds onto second gear until the Armstrong reaches the desired speed and in practice it is not just a precursor to a cruise control system but also tremendous fun to operate, giving novice Sapphire drivers such as myself the illusion of being in command of a steamship. To quote the late Brian Sewell, the Star Sapphire MkII achieves a 'peculiarly English ideal of mechanical refinement and appeal as a sporting driver's carriage' and the experience of piloting at speed what appears to be a mobile gentleman's study is one that I will always remember.

The Coventry firm produced only 980 Star Sapphires and in some respects it was a holding model intended to maintain the profile of the marque. It was also launched at almost the same time that Armstrong Siddeley Motors Ltd announced that it was



to merge with Bristol Aero Engines to form Bristol Siddeley and before long, in Bale's words, 'The accountants became involved.' At a time of major budgetary demands from the aviation side of the business the profit from the automotive division was deemed to be too low by the new management - the Star Sapphire was said to have made just £57 per car - and the MkII was devised to appeal to owners of the Bentley S-Type or the Alvis TD21 while Armstrong planned a new generation of models for the Sixties. 'There are drawings of very stylish and tail-finned Armstrongs with no traces of the Sapphire's lines,' says Nick Bale of the Armstrong Siddeley Owners' Club.

Sadly, in July of 1960, shortly after this MkII was built, the company's management decided to end production of the Star Sapphire and with it all cars bearing the sphinx logo. For the next six years the MkII served as the transport for the then-chairman of Bristol Siddeley Engines, amassing some 72,000 miles. Apparently it also required five new automatic gearboxes during this time.

With my own journey with it at an end, it's time to take a few steps back

to appreciate the MkII's styling. Many of us can name examples of long-running models suffering from an ill-advised upgrade in desperate attempts to remain relevant - the Austin Allegro Equipe is just one case in point - but the Armstrong could never be accused of such solecisms. The paint scheme is contemporary without appearing at all uncouth, the quad-headlamp treatment is discreet and while opinions differ as to the aesthetic impact of

the luggage compartment, it does not detract from the Armstrong's sense of dignity. One challenge that the MkII did not overcome was the slightly awkward proportions of the cabin; the rear seat is quite cramped for such a sizeable car and I still treasure the *Motor Sport* road test that bemoaned the lack of space for top hats. However, this is a mere gripe because so many owners would have been delighted to give the chauffeur the month off.

One of the challenges for Armstrong Siddeley when developing the MkII was in making the Star Sapphire's cabin even more luxurious. The MkII boasted a separate heater for the rear occupants and a demister for the rear



OWNING THE MKII

'The essence of the design is from the post-war Festival-of-Britain epoch,' says owner John Giacobbi. 'When I'm out and about, people do recognise the car as an Armstrong Siddeley, and some ask if it's a Sapphire or even a

Star Sapphire. But classic enthusiasts always react in amazement when they see the headlamps.'

'You can see the care and attention that the factory put into the prototype. It's a car of such carefully planned elegance in almost every detail. An obvious challenge of running the MkII is the uniqueness of some parts, but in terms of those it shares with its predecessor the Owners' Club offers invaluable support and parts supply.'



An accomplished left-field alternative to a Bentley S2? Perhaps, but the prototype MkII rode off alone into the sunset in search of fellow British might-have-beens

screen while the front doors had lidded pockets and adjustable armrests - but the attention to detail in the MkII is little short of remarkable. The backrests of the front seats recline, the windows are controlled by quick-release levers - which must be used with discretion because the glass can shoot upwards with alarming speed - and there are seat belts both fore and aft, remarkable for a British car of the era. The front quarterlights are sealed because the prototype is equipped with an air-conditioning system, allowing the driver to insulate his passengers from coffee bars, youths in winklepickers jiving to *Apache by The Shadows*, and all the other excesses and vulgarities of life in 1960.

Above all the Star Sapphire MkII has that sense of design integrity that is the hallmark of all great cars. With many of the classics I have previously encountered for the magazine there is often one aspect that exemplifies their quality and integrity of design, from the seating layout of the Renault 16TX and the suspension of the Citroën ID19 to the gear change of the two-stroke Saab 96. And the Armstrong Siddeley Star Sapphire MkII features integral head restraints that ingeniously double as picnic tables for the rear seat occupants. To some this may appear to be a minor aspect of the car but for me, it vividly illustrates the care and attention that Armstrong applied to the model that was intended to carry it forward into a new decade.

Having experienced the Star Sapphire MkII, I firstly desired to own it - a reasonably unlikely prospect it must be said - and secondly was struck by its almost paradoxical image. Looking at the Armstrong in repose, it's nearly impossible to believe that it's only eight years older than the first Jaguar XJ6 and predates the debut of the Rolls-Royce Silver Shadow by a mere five years. But when taking the wheel, it has the road manners of a much younger car and it's intriguing to speculate on how successful it might have been had it entered small-scale production.

In the commercially vital US export market, the Star would probably have been limited to a distinct niche at a time when the affluent motorist expected the softly-sprung world of a

'You can envisage the Armstrong adapting with grace to a new London'

top-of-the-range Cadillac, Lincoln or Imperial. A driver who was used to cossetting suspension, to regularly placing the Hydramatic gear selector in 'Drive', and revelling in V8 power might have been somewhat taken aback by the Armstrong, but a Don Draper-style Madison Avenue denizen might have considered the Sapphire as an alternative to an imported Mercedes-

Benz 300d Adenauer. As for the UK, the MkII would have been an almost exact contemporary of the Jaguar MkX but that was a different and less expensive form of a car, one more suited to the world of showbusiness and flamboyance. A far closer rival would have been the Daimler Majestic Major, another formal-looking hand-built vehicle whose Fifties-style coachwork belied its quite remarkable performance.

The advertisements for the original Star Sapphire claimed that it was a 'Managing Director's Car' that was 'tailor-made for the man at the top' and 'superb for the man who drives because he loves it, or because he must'. In my biased but genuine view, had the MkII version been given the green light it would have had equal appeal to the motorist who might otherwise have bought a Bentley S2. You can envisage a new Armstrong adapting with grace to a new London of tower blocks, or accelerating along the M1 past startled Mini Cooper drivers. True automotive class, as the Star Sapphire MkII so vividly demonstrates, is both indefinable and timeless.

Thanks to Rockley Manor (rockleymanor.com)

1960 Armstrong Siddeley Star Sapphire MkII

Engine 3990cc inline-six ohv with twin Stromberg DIV 42 carburettors **Power and torque** 145bhp @ 4250rpm, 230lb ft @ 2000rpm **Transmission** Three-speed Borg Warner automatic, rear-wheel drive **Steering** Recirculating ball with power assistance **Suspension** Front: independent wishbones and coil springs. Rear: live axle with semi-elliptic springs **Brakes** Discs front, drums rear, power assistance **Weight** 1492kg (3290lb) **Performance** Top speed: 100mph; 0-60mph: 15sec **Price new** N/A, prototype **Classic Cars Price Guide** £14,000-£48,500 (MkI)



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THE DESIGN CHASERS

Lamborghini takes a bunch of enthusiastic owners on a design-themed tour of Switzerland. We grab the keys to a Miura, Jalpa, LM002 and Huracán to explore the extremes

Words PHIL BELL Photography LAMBORGHINI



The early morning sunlight has to strain through a thin veil of cloud before it reaches the cars outside my hotel, but I pluck Ray-Bans from jacket and slide them on to my nose anyway. Eyes and sensibilities need them to cope with the dazzling Giallo Fly Lamborghini Jalpa that will be mine for the next couple of hours. Along with dozens of real owners driving everything from early-Sixties 350GTs to the latest Huracáns, I'm looking forward to a day on the Lamborghini & Design tour. Among the wild assemblage of V12, V8 and V10-powered chargers I pick out the Miura P400S, LMO02 and Huracán LP610-4 that I will drive later.

But for the moment I only have eyes for this setsquare-draughted wedge of Eighties extrovertism. It evolved from the Urraco - Lamborghini's 1970 stab at the junior supercar market typified by the Ferrari Dino and Porsche 911 - but via the Silhouette it had lost its plus-two seating and roof, gaining a lift-out targa panel and aggressive squared-off wheelarches. With money from the new Mimran ownership and the design whizz of Giulio Alfieri the V8 became 3.5 litres, new lower-profile Pirelli P7s gripped larger 16-inch wheels and *voilà*, as they don't say in Italy, the little bull Jalpa popped out at the 1981 Geneva show, blinking and ready to take on the Eighties. Today I'm blinking because I've popped open the door to find an interior clothed in bright blue leather. Piped red. Whoever specced up this last Jalpa in 1988 was going for the full Eighties experience.

Now it's my turn, and I smile at the blocky, sci-fi flight deck dashboard, complete with its slab of bold warning lights. None is marked 'rocket booster' or 'laser guns' so I twist the trad ignition key to hear that quad-cam V8 stir into a bustle of valvetrain chatter. Dogleg the gearlever down and left into first, feel the weight of the clutch pedal and we're off, nosing through the Neuchâtel traffic in what must be the most outrageous convoy ever to hit this part of Switzerland.

Escaping the shadows of grand facades we head south, the road hugging the north shore of a lake Neuchâtel bathed in silvery light. So far the Jalpa is proving a credible rival to its Porsche and Ferrari targets - a roomy, torquey, temperament-free travel companion. But isn't a Lamborghini supposed to be a bit bonkers as well? Time to leave this lakeside cruising to the locals and head for the hills - the Jura range that separates us from the French border. That V8 is happy to pull from 2000rpm, but take the weight of the clutch, feed the gearlever through its long and deliberate action and dig hard against the stiffly sprung throttle and it loves to sing, revving out with an angry, crisp snarl. Ooh yes, that'll do nicely. Vineyards now line the road as it sweeps back and forth in perfectly drawn arcs, and in the mirrors I see foreboding clouds smothering distant mountains. Hope they're not heading this way.

After a whiff of straight-ahead steering deadness it's a joy to feel it weight up into bends, changing course with precise fluidity and quickly winning my confidence. Brakes too - the pedal having the lightly-servoed solidity that allows precise modulation without demanding excessive effort. It frees my mind to savour the wicked crack and popple of quad exhausts on every overrun opportunity.

1988 Jalpa 350

Engine 3485cc V8, dohc, four Weber 42 DCNF carburettors **Power and torque** 255bhp @ 7000rpm; 231lb ft @ 3250rpm **Transmission** Five-speed manual, rear-wheel drive **Suspension** Front: independent, MacPherson struts, lower wishbones, anti-roll bar; Rear: independent, Chapman struts, lower wishbones, trailing links, anti-roll bar **Steering** Rack and pinion **Brakes** Vented discs front and rear, servo-assisted **Weight** 1499kg **Performance** Top speed: 145mph; 0-60mph: 6.1sec **Fuel consumption** 16.5mpg **Cost new** £26,423 at 1981 launch **Classic Cars Price Guide** £17,500-£70,000

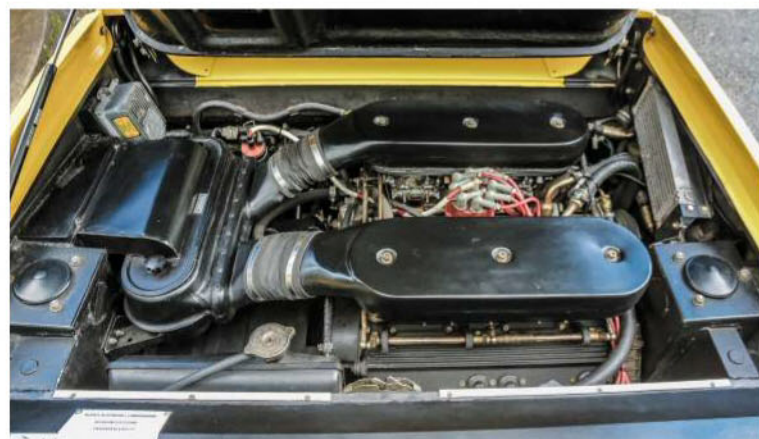


Jalpa proves far more user-friendly than Eighties-extrovert styling suggests. Lurid interior is roomy enough; quad-cam V8 torquey enough





'This must surely be the most outrageous convoy ever to hit Switzerland'





Border with France marks the end of our tour. Time to turn around and do it again in reverse order



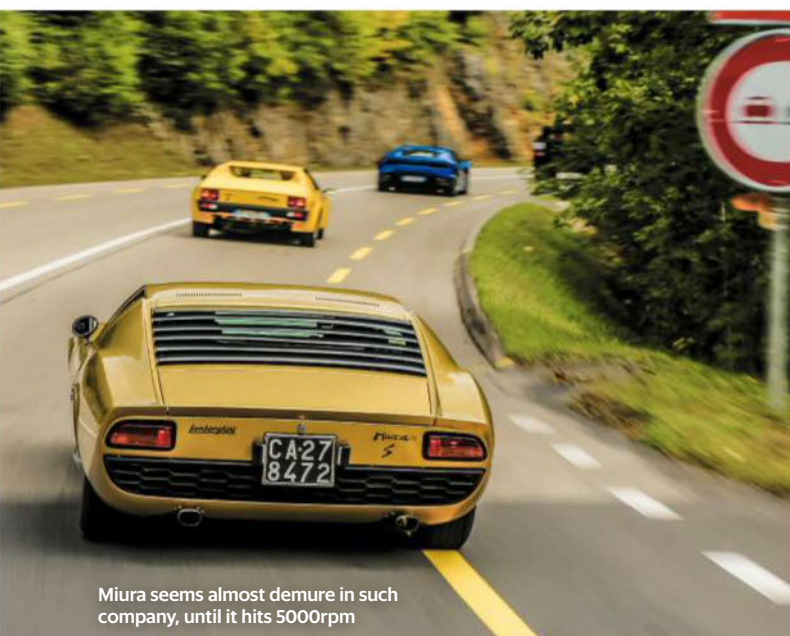
Modern tech in the Huracán LP610-4 makes going fast all too easy, but no less fun



Giulio Alfieri re-engineered the silhouette to create the Jalpa



A rare shot of our convoy before the cameraphone crowds arrived



Miura seems almost demure in such company, until it hits 5000rpm

The road bursts out on to a fertile plateau sprinkled with farm buildings and the enticement of clear-sighted corners before plunging into woodland and climbing once more. Cut rock to the left, dense forest steeply falling away to the right, comprehensive-looking barriers in case things get a bit too wild. Then it's back to grassy farming plains and the occasional barn with its doors invitingly open. I'm just pondering whether I'd get away with slipping out of convoy and hiding the Jalpa in one of them when we have to pull over and swap cars. Pity, I've enjoyed its surprisingly 911-like blend of invigoration and user-friendliness.

Wonder if the new Huracán will win my affections so easily. Filippo Perini's stealth-fighter-meets-angry-stinging-insect styling promises a savage experience, and the future-tech interior keeps tensions heightened - that START ENGINE button looks like something you'd use to arm a computer-guided weapon. It is. Lift the red protective toggle, prod the black button beneath and 5.2 litres of V10 packing 610bhp grumbles angrily to life. But it trickles away from standstill with a tease of the throttle, steering offering reassuring weight but demanding little effort. At a lazy 1500rpm cruise this spacious spaceship offers limousine refinement, choosing your next gear ratio early under light throttle and demanding little commitment, other than that you take time to appreciate your environment. Pop it into SPORT, pluck one of the batwing-sized shift paddles down a couple of ratios and hear it throw in a snarly throttle blip before unleashing warp drive, a deliciously fierce lunge of howling energy that flicks the speed limit to one side like a discarded cigarette butt.

And its smart electronics learn your habits, the electrohydraulic dual clutch taking feedback from sensors on the suspension wishbones, gyroscopes and accelerometers to control how much of the 413lb ft torque you're allowed. And the double armoury of common rail direct fuel injection and indirect multipoint ensures there's rather a lot. Enough to swallow what looked like a nice long acceleration run in the pulse of a brain synapse. But the brakes offer a matching blend of brawn and brains to kill speed as gently or fiercely as I need, hauling this 1532kg sculpture of aluminium spaceframe and composites with giddy ease, allowing me to choose just how much I lean on it through the next complex of curves as they rise and fall down to La Chaux-de-Fonds, and the promise of lunch. As the town limit speed signs appear I half expect GAME OVER to pop up on the dashboard graphics, and I wonder how much of that thrilling drive was down to my skill, how much was masterminded by computer algorithms. As I pop the door I decide to park my chrome-era purism and bank the experience as jolly good fun. Time for lunch, and the chance to debate the relative joys and ownership challenges of modern versus classic supercars with a Miura-owning couple from England. Despite the huge capabilities and user-friendliness of their modern supercars, these two are clearly falling increasingly under the spell of their classic Lamborghini, foibles and all.

With a double shot of espresso we're off to Villa Jeanneret-Perret, more commonly known as Maison Blanche. Hanging high on the hillside overlooking the town, this is the first house designed and built by Charles-Edouard Jeanneret when he was just 25, pretty much the same age as Gian Paolo Dallara, Paulo Stanzani and Marcello Gandini when they created the radically fresh Miura.

Huracán LP610-4

Engine 5204cc V10, dohc/bank, 40 valves, variable timing, Bosch MED direct and multipoint injection **Power and torque** 610bhp @ 8250rpm; 413lb ft @ 6500rpm **Transmission** Seven-speed LDF dual clutch, Haldex Gen V electronically controlled four-wheel drive **Suspension** Front and rear: independent, wishbones, coilover self-adjusting damper units, anti-roll bars, anti-squat bars **Steering** Electromechanically assisted Servotronic **Brakes** Carbon-ceramic vented discs with ABS, ASR and ABD **Weight** 1532kg **Performance** Top speed: 201mph; 0-62mph: 3.2sec **Fuel consumption** 19.5mpg **Cost new** £180,720 (base price at 2014 launch) **Classic Cars Price Guide** £135,000-£185,000

Though made for his parents, this was him kicking against the established art nouveau movement and before he adopted the name Le Corbusier. Radical buildings by this unqualified genius are part of the tour's Design theme. It's hard to comprehend that this one was built in 1912, with its concrete pillar structure, ten different types of window and then-modern materials, from the linoleum flooring to the fibre cement roof tiles. When a guide tells us that he also designed the piano for his mother I wonder if the gene for her talent is linked to design creativity - Gandini trained as a pianist before turning his hand to cars.

In any case, from here it's a short trip across town to Villa Schwob/Villa Turque, commissioned by watchmaker Anatole Schwob - this town is the epicentre of Switzerland's watchmaking and now microtechnology industry - and finished in 1916 around a spectacular double-height living room with galleried landings feeding the bedrooms. The dream is made complete by a couple of garages set into the garden wall. I can't find out if they're a later refinement, but my thoughts soon turn to what I'd put in them.

Ah, Lamborghinis. I slip through the wall of cameraphone wielders and attempt a discreet exit. In a Huracán. Escaping La Chaux-de-Fonds, our tour soon finds a narrow ribbon of tarmac that picks its way down into a steep valley. My enthusiasm for digging even deeper into the car's chassis poise and grip is metered by a fresh dousing of rain as increasingly tall trees crowd out the depleted afternoon light. So I settle into an easy rhythm - brake-downshift-blip, caress the steering, squirt of V10, repeat - until the river Doubs appears through the trees, along with my turn to part with the Huracán. The ease with which it helps the driver conquer rapid travel seems a guilty pleasure.

Glowing in fresh sunlight from a clearing sky is a car that will make me work much harder for my rewards, a Miura P400S, raindrops glittering on its Oro Metallizzato paintwork.

The earlier 350GT and derivatives may have fulfilled Ferruccio Lamborghini's ambition to build a more civilised Ferrari alternative, but the wild-child Miura of 1966 would define the company for all time. Inspired by the Ford GT40 road car, its execution drew on everything from the Mini's transverse-mounted engine atop gearbox to a helicopter fuselage for its welded sheet steel platform riddled with holes for lightness. Without convincing evidence for LJK Setright's 1986 assertion that the quad-cam V12 engine was designed by Honda, I'll follow conventional wisdom and credit Giotto Bizzarrini for the initial 385bhp at 9800rpm quad-cam incarnation and Dallara for civilising it into a road car engine.

In this soft afternoon light, in this colour, Gandini's vision of fluid curves and delicate edges looks conventionally sensuous, even with its garnish of black strakes and vents. Back then it looked as radical as the engineering beneath, especially in the acid-kaleidoscope choice of colours available. The view from the driver's seat is just as dramatic, with big speedo and tach gauges jutting straight out from the dashboard like an oversized pair of binoculars, and a bank of minor gauges leering at me from the right. It's been a while, but I'd forgotten just how kart-like these cars feel. Knees splayed alongside the absurdly reclined steering wheel, shoulders hunched from the reclined bucket seat to reach it - this was ergonomics before anyone could spell osteopath.

Churn the already-warm V12 and a quartet of triple-choke Webers gives up just enough fuel to help it cough into life, quickly



Wacky ergonomics, reluctant gearchange, high-speed instability - so what, the P400S is a thrilling way to tackle tarmac. From Lake Neuchatel to Maison Blanche and Villa Turque, our gold Miura was always the star attraction



1970 Miura P400S

Engine 3929cc V12, dohc, four Weber IDA 3C carburettors **Power and torque** 370bhp @ 7700rpm; 286lb ft @ 5500rpm **Transmission** Five-speed manual, rear-wheel drive **Suspension** Front and rear: independent, unequal-length wishbones, coil springs, telescopic dampers, anti-roll bars **Steering** Rack and pinion **Brakes** Discs front and rear, servo-assisted **Weight** 1320kg **Performance** Top speed: 172mph; 0-60mph: 6.7sec **Fuel consumption** 13.4mpg **Cost new** £10,860 (1970) **Classic Cars Price Guide** £550,000-£1.2m



'The detonations of 12 cylinders
meld into one hard-edged blur'





A Countach QV-powered luxo-post-apocalyptic SUV as grand tourer? Really? Well yes, a rather good one, actually



settling into an urgent, chuntering throb laced with busy chain thresh. As I give the lever a hard push into first I'm mindful of the linkage reaching all the way back through the sump to the gearbox. The rainclouds are gone, leaving isolated swatches of mist clinging to the dark pines, and tarmac that still glistens wet on the road home. I leave the river behind and let the 4.0-litre remind me how 370bhp moves 1320kg. The detonations of 12 cylinders meld into a searing, hard-edged blur when the tacho needle sweeps past 5000rpm. Compared to the original Miura, the P400S brought an extra 20bhp and altered rear wishbone mounting points to reduce squat under acceleration. And thrust is still exhilarating as much for the drama as the physics - it's more than two seconds slower to 60mph than a Ferrari Daytona, but on this twisted climb give me the agile Miura any day. I feel like I'm sitting on it in arse-on-the-road kart style, looking down over its low flanks to size up the road, and enjoying the way the whole car seems to pivot about said backside. Its 173mph top speed would take much longer stretches of road than this to test, but prior experience says the nose starts to feel disconcertingly light long before it gets there.

Back at the Miura's launch it was all about ultimates, but these days cars like the Huracán need barely tickle their abilities to surpass them. But the old car is no less thrilling, because getting the best out of the P400S on roads like these demands all of your skills, all of your focus and a fair chunk of bravery.

We break free of the tree line and spear back across farming plains, but none of the barns looks secluded enough for me to stash the Miura either. I'm going to have to give it back, and our convoy pulling over tells me that that time has come already. I extricate myself, feeling a pang of I-don't-want-the-party-to-end sorrow until my next Lamborghini scrunches to a stop. Despite its big, brutal presence, the cartoonish LM002 makes me smile. A quad-cam V12-powered off-roader born out of a failed bid, called Cheetah, to supply the US military with a High Utility Mobile Vehicle (note the acronym). At the Mimrans' behest, it was repurposed in 1986 into a luxuriously appointed king of the Arabian sand dunes to cut the project's losses.

So I step up into a world of soft caramel leather and polished woodwork with a smirk of scepticism. Its simple binnacle, stocked

with gauges, has more than a hint of Ford Capri about it, but not even the Ghia had so many push switches, let alone ones with legends A/C or WINCH. No Seventies Capri redlined at 6450rpm either. So will its rabid 5.2 litre V12 try to fight its way out of this caricature Judge Dredd truck? Well at idle it sounds subdued, contented even, so I pull away wondering if 2600kg will blunt its spirit. Not if I rev it out to 6000rpm in every gear - it's surprisingly keen to get up and go if given a workout, and revving out a Lamborghini V12 doesn't count as a hardship. As the tour gathers pace my view down that slab of a bonnet recalls a cross between *Mad Max* and *Convoy* and more than once I find my right hand flailing in space as it reaches high across the transmission tunnel in search of gearlever. Once found, the shift is firm, positive - like all of the controls. Reminders of the bulk that needs taming, none more so than when I have to haul off speed for a downhill hairpin and all of that mass seems to strain forwards. Settle bespoke Pirelli Scorpion tyres (£2000+ apiece!) into corner, shoulder the weight and it powers through with little roll. This contradiction on wheels has confounded my expectations and as our route straightens out for its home run alongside lake Neuchâtel, I realise that my scepticism has turned to respect, admiration even.

At journey's end it even copes with the confines of the hotel's underground car park, where I must abandon it amid row upon row of Lamborghini brethren, hundreds of power-giving cylinders and dozens of raucous tailpipes silent in the gloom. Time to pick up the modern Lambo/old Lambo debate over a beer with my fellow travellers. We've got even more to talk about.

Thanks to Clara Magnanini at Lamborghini

1991 LM002

Engine 5167cc V12, dohc, 48-valve, Lamborghini LIE fuel injection **Power and torque** 414bhp @ 6800rpm; 368lb ft @ 5000rpm **Transmission** Five-speed manual, three differentials, four-wheel drive **Suspension** Independent front and rear: wishbones, coil springs, telescopic dampers, anti-roll bars **Steering** Power-assisted recirculating ball **Brakes** Front: ventilated discs with two four-piston calipers per disc; rear: drums, servo-assisted **Weight** 3109kg **Performance** Top speed: 121mph; 0-60mph: 7.7sec **Fuel consumption** 8mpg (30l/100km) **Cost new** £60,000 at 1986 launch **Classic Cars Price Guide** £140,000-£330,000

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FRAUD SQUAT

In 1970 a retired Cortina MkII rally car took a trip to the dentist and came away filled with a prototype F1 engine. Today, we drive the MkII Fraud Cortina V8

Words IVAN OSTROFF Photography LYNDON McNEIL



The sight of the whopping great ten-inch-wide wheels poking out the rear wheelarches of the wild 'Fraud' Cortina MkII make the hairs on the back of my neck stand up. Back when it was being campaigned by its eccentric owner in the early-Seventies I owned a Cortina MkII GT, but the thought of driving this famous beast back then was quite unimaginable. Today that once-impossible dream is about to come true - and on one of the car's former battlegrounds of Brands Hatch.

Derek 'Doc' Merfield was an Australian-born dentist practising in England. As it happens he was also a rather handy weekend wheelman, having won the BARC Cibie Cup for saloon cars in 1961 and '62, and later driving his Ford V8-engined Cortina MkI in the Super Saloon races with considerable success. In 1967 Merfield sold his MkI on when the Willment racing team offered him the ex-Bengt Soderstrom Cortina MkII rally car as a rolling chassis. Ray Harris - who was rather famous for shoehorning big V8s into small saloons and prepared Merfield's cars for him - later said he 'cringed at the ex-rally mention because these used to turn up on Monday mornings needing bolt croppers and angle grinders before work could start.' However, when Merfield told Harris that there was a possibility of getting hold of a Coventry Climax FPE Godiva V8 to drop into the MkII shell he decided it sounded too good to pass over. But before that project was finished, Merfield managed to obtain another rally-spec MkII bodyshell direct from Ford at Boreham. Painted white with a blue stripe, this one was in a far better condition, so the Willment car was left to gather dust while work proceeded on the Boreham shell. By 1969 it was out on track.

Here at Brands the light-alloy Godiva engine is long-gone - thought to now be with the 1955 Formula One Kieft for which it was originally designed - and a 5.7-litre alloy Donovan V8 sits all snug up front. If you didn't know, you wouldn't even notice where the bulkhead was cut and shut to free up space. The original Seventies rear half-cage has been replaced by a full Safety Devices device to comply with modern scrutineering, so I climb over the side brace bar and drop down into the dentist's chair (ok, so that's new too). Adjust mirrors, flick red master switch, wait for the fuel pump to prime, then press the small black starter button. The American V8 fires and quickly settles into a thunderous idle.

I bring the clutch up carefully, trying to feel where it bites and at the same time gauge its smoothness. The Cortina pulls away easily in first and as I accelerate it snakes just a tad while 472 horses struggle for grip through cold slick rubber. I take second gear almost immediately, then change up into third as I drive slowly through Paddock Hill Bend for the first time. Down the hill on a trailing throttle, the exhaust is popping and banging in disgust.

The original MacPherson front suspension has been updated, but the rear configuration is exactly how Merfield campaigned it in period



'Lacey had run the Godiva V8 up to 380bhp before his dyno gave up, but it never made it into the car'

I register the steering being responsive, accurate, perfectly weighted. First lap complete, I pass the pits in fifth feeling comfortable and gaining confidence. I stay to the left and brake as late as I think sensible in someone else's unique piece of automotive folklore; the pedals seem to be placed perfectly as I drop down into fourth. As the Cortina sweeps down into Paddock I make ready to receive my stomach coming back up to meet me while feeding in more throttle as the car crosses the apex. There's no wild tail-wagging, no understeer trying to push me wide; the Cortina is beautifully neutral. I continue to enjoy the car drifting across to the left then accelerate hard up Hailwood Hill with a deep bellowing accompaniment from the two big-bore exhausts. On the approach to Druids I brake hard and heel-toe as I move the lever around the corner from fourth into second. The slicks are well up to temperature now, so a fair amount of aggression is needed to get the rear end to break away on exit. When it does, I gently ease off and balance is restored. Running an uprated but largely true-to-period-spec suspension configuration, this self-confessed hoodwinker is remarkably well-sorted for a homebrewed special.

The handling always was one of the Fraud MkII's strongest suits; in reality it was the experimental Climax V8's reliability that held it back. Says current owner Jon Doubleday, 'Merfield had considerable success with his Cortina MkI including several lap records, but this MkII was not developed in the same way. Even after being bored out from 2.5 to 3 litres, it was still only producing 265bhp - half of what its Special Saloon competitors were making.'

Merfield persevered despite numerous setbacks and claimed that with revisions, Lacey had run it up to 380bhp before his dyno gave up. But the project ground to a halt in late 1974 - just as the BRSCC's 'Superloonyes' series was taking off - when Doc's racing licences weren't renewed after he suffered a heart attack, aged 44, linked to a mercury poisoning incident at his dental practice.

The Godiva had been designed in 1952 by Walter Hassan and Harry Mundy for the 2.5-litre F1 rules that were to commence in 1954 and continue until 1958. It's believed that just four of these rather magnificent quad-cam units - originally intended to use fuel injection - were built by Coventry Climax before the project was canned, leaving F1-team suitors like Kieft in the lurch.

In 1979 Jon Doubleday's father spotted the Fraud MkII for sale in an East London garage. Says Jon, 'My dad was raving about it and dragged me up there to see it. It didn't have an engine; it was just a rolling shell and neither of us had a clue what to do with it at the time. But thankfully we bought it anyway.' Initially, Jon tried to find out if the original engine was still available. Apparently Doc Merfield had owned two Godiva units, and the chap who bought the car from Merfield did try to buy them, but was outbid for them and a spares cache by the owners of the Kieft F1 car. 'As a result, the project was unfortunately split and remains so today,' says Jon.

'Over the next 30 years the Cortina would surface every now and then with fresh enthusiasm - first we considered fitting a tuned Ford Essex V6 and then a dry-sumped Ford 1300cc four-pot screamer, but other projects always came along and relegated the Cortina to the back of the workshop.' Then, ten years ago, Jon decided that if he didn't restore it then, it would just sit there and rot away. By that time he'd noticed that people were showing interest in Special Saloons once again, and realised that running the car with the 1300 would be wrong. 'There was little chance of finding a Godiva engine so I bought an uprated all-aluminium GM V8-based Donovan powerboat engine that had been running in a Datsun 260 dragster. I felt that if Merfield had finally run out of patience with the Godiva, the Donovan was the sort of unit that he would've progressed to had it been available at that time.'

Along with the rollcage and seat upgrades, Jon has been forced to make other changes in line with modern safety regulations. He



The GM-based Donovan V8 found its way into the Fraud Cortina MkII via a powerboat and Datsun dragster



OWNING DOC'S FRAUD MkII

'When my father bought the MkII in 1979 he gave £400 for it,' says Jon. 'More recently I paid £5500 for the Donovan V8 engine. To get the car to where it is now has probably cost a further £35,000.'

'There were many hassles before the car could be considered reliable. The Jaguar axle Merfield had fitted couldn't handle the power that was going through it, nor could the clutch. The brakes also proved inadequate and the suspension too required substantial uprating. We spent three years continually uprating kit until it all worked together. Doc Merfield used to

have problems with half shafts, but we just tore out differentials. Once we fitted the Hauser axle, that took care of the problem.'

'There was no interior but the old aluminium seat shell for the driver was still there, bodged with some corduroy. Merfield wasn't a small chap so it was actually quite a size, but we replaced it to satisfy modern regulations.'

'Since completing the car we've regularly entered it at the Brighton Speed Trials and the Goodwood Road Racing sprints. Although it looks something of a monster, it's actually a rather easy car to drive so I'm often able to surprise people.'



The MkII as discovered by the current owners in 1979



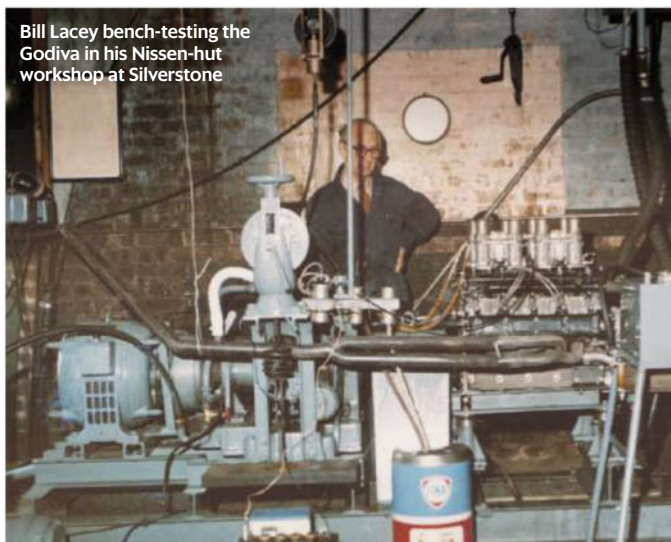
Doc and his engine man Bill Lacey



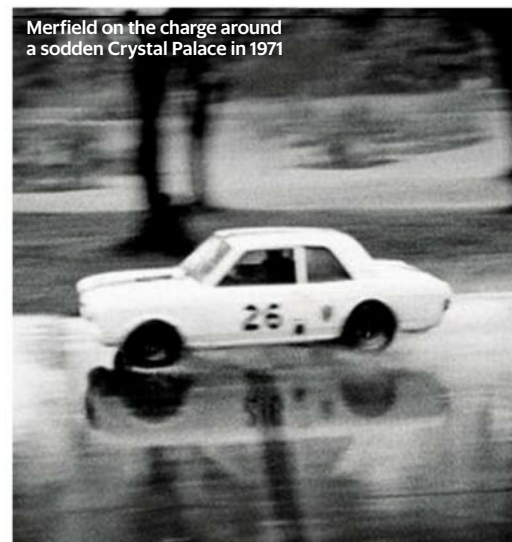
Hmmm, an Alvis Leonides is probably a step too far, Doc...



Would you let this doc write your prescription? Well, we would...



Bill Lacey bench-testing the Godiva in his Nissen-hut workshop at Silverstone



Merfield on the charge around a sodden Crystal Palace in 1971

Ivan finds the Donovan engine to be surprisingly cammy for a big V8 – peak torque comes at a heady 4800rpm



Doc's thrill-seeking spirit lives on in current owner Jon Doubleday, who gave the MkII a second lease of life



Chunky 10.5in-wide slicks provide mindbending levels of grip

had to fit the aluminium door shells with bars, and cover with a round plate the hole Merfield made in the passenger door to access the emergency cut off just inside, relocating the cut-off in the process. Similarly, there used to be a hole in the bonnet to clear the row of SU 481DA carburettors mounted on top of the Godiva engine, so Jon has fashioned a metal section and riveted it in place so that the original layout can still be seen. He also replaced the limited-slip differential rear axle that Doc had sourced from a Jaguar for a more robust Hauser item, and uprated the brakes to discs all round. Today, now that they've warmed up they feel strong and progressive from any speed.

As I crest Paddock under braking again and clip the blind apex, the front bites beautifully and the back end settles in the most perfect throttle-controlled neutral drift. Cortinas might have the reputation of being rather lively at the rear end, but although there is an awesome amount of power on tap the car is very forgiving despite its enhanced responsiveness.

Nowadays Jon uses the car in sprints, hill climbs, speed trials and drag racing events, and tells me that when he took it to the Brighton Speed Trials - as Doc did

in period - it ran a 13sec quarter-mile with a terminal velocity of 115mph, despite inclement weather. Today it's dry and when I try to drag off the line in first gear, the Cortina's tyres grip resolutely.

Because the car is 'very non-standard', as Jon puts it, there are few historic racing categories for which it's eligible, bar the odd Sports Libre class. 'I could enter it into the CSCC's Special saloon race series, but because it still has all its original panels I'd be concerned that they'd get damaged. Also, it'd be one of the oldest original cars and would be up against space-frame cars weighing half as much. Not to mention I'd be up against better drivers! In

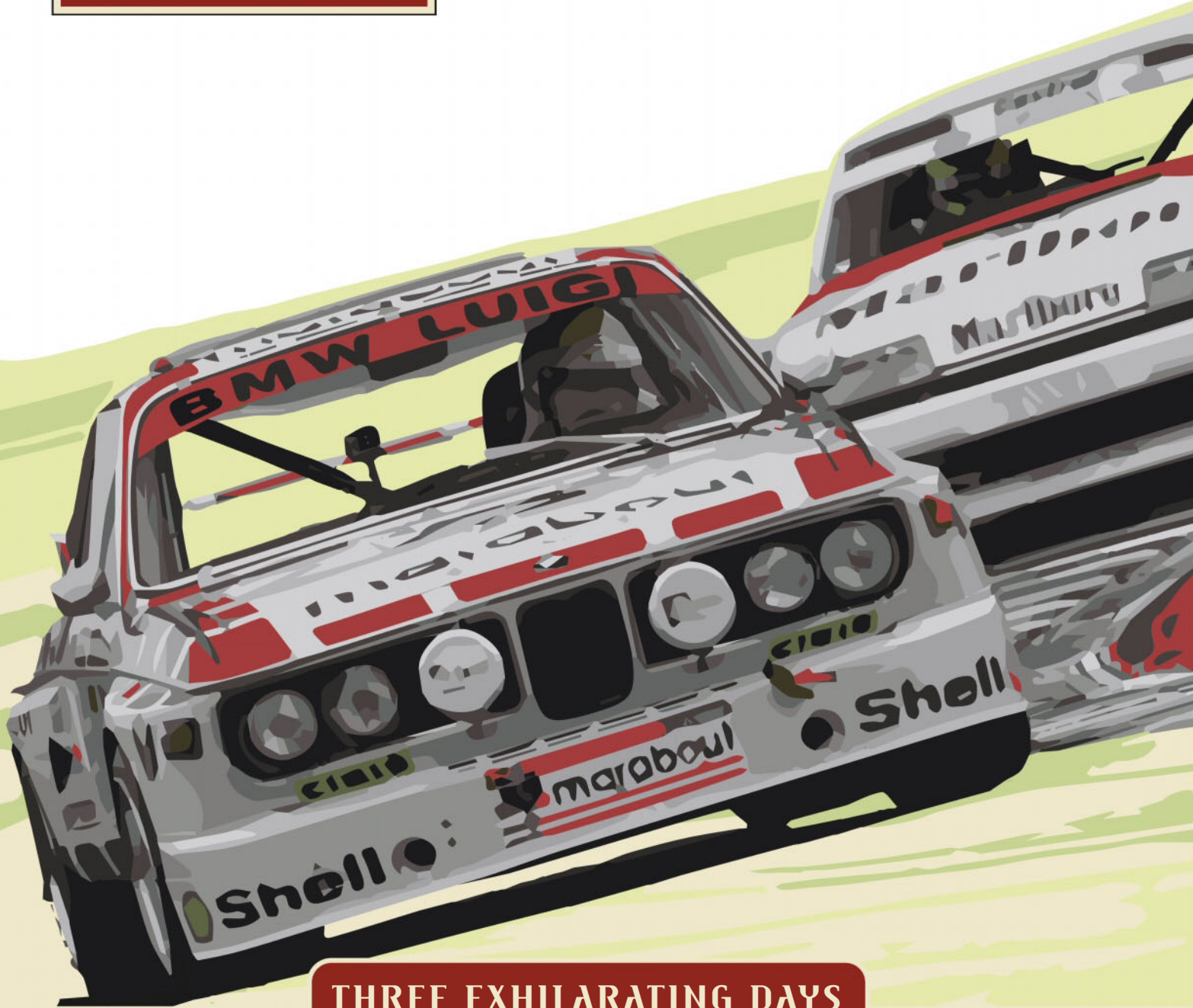
the Seventies and Eighties I'd try to race something every weekend. Nowadays taking the Cortina out a dozen times a year keeps the car and myself active. It's great to have complete strangers come over and start talking about it - some can recall Doc Merfield's exploits in it, and others just love it for its looks and the noise it makes. Although it has a big engine - a formula that some said gave Merfield an unfair advantage in period - today it's a 50-year-old car with a driver who's nearly 60, so nowadays I'm the underdog. And that suits me just fine!

Fraud Cortina MkII

Engine 350ci (5735cc) Donovan all-aluminium V8 with chainless Edelbrock ACCU cam drive gear, Holley 650 CFM carburettor **Power and torque** 472bhp @ 6449rpm; 451lb ft @ 4798rpm **Transmission** Five-speed Tremec TKO500, rear-wheel drive **Steering** Rack and pinion, with Rose joints from steering wheel to rack **Suspension** Front: shortened and uprated MacPherson struts by Gaz. Rear: Hauser live axle with limited-slip differential, coilover dampers, Watt linkage and Panhard rod **Brakes** Solid discs with Wilwood calipers all round, six-pot at front and four-pot at rear **Weight** 1050kg **Performance** 0-100mph: 9sec; Top Speed: 148mph

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[Epic Restoration]

'We had to skin it like a rabbit to get it done properly'

Lancia only made a dozen right-hand-drive Flaminia GTs, so Martin Cliffe snapped up this stripped, corroded example as a rarity. Two decades on, the restoration finally began

Words NIGEL BOOTHMAN Photography CHARLIE MAGEE



knew this car way back in the Seventies and Eighties when it lived in Norwich,' says Martin Cliffe. In 1981 he and wife Elizabeth started Omicron Engineering, now one of the best-known names on the classic Lancia scene. 'It was red and black then, not its original colour scheme. Eventually it moved to Oxfordshire where a restoration began. By the time I heard it was for sale and bought it, the owner had stripped the paint off and lost the bumpers.' The Cliffes rescued it with a view to restoring it for themselves, storing it first in a hangar with Elizabeth's aeroplane and then in a barn. But with full lives and plenty of other cars to keep them busy, the only attention the Flaminia received was an engine rebuild, during a rare period of between jobs.

They never really marketed the car, but then fate took a hand. Omicron was invited to inspect a right-hand-drive Flaminia GT for a client, but the request came too late and the car was sold. Martin, of course, knew where another one might be found. 'I mentioned that I had one awaiting restoration. Sure enough, the client was interested and came to see it' he says.

It wasn't a done deal, but the list of positives that came with Omicron's Flaminia tipped the balance. Bar the bumpers, the car was gratifyingly complete - parts for these hand-made cars are a challenge so having most of what you need to start with is a huge advantage. The one major worry was the delicate aluminium body and the unknown steel sub-structure.

Under the skin

This Carrozzeria Touring GT is based on a steel floorpan supplied by Lancia, with its strength in the sills, transmission tunnel and bulkhead. Apart from inner wings, there's not much else to it - the front suspension and engine is carried on a large subframe. Onto this basis, Touring added its patented Superleggera blend of spidery steel tubes and flowing aluminium bodywork. With this car, as with so many other Superleggera creations, the aluminium hid serious corrosion in the steel underneath.

'An inspection underneath showed us that localised repairs wouldn't be enough,' says Martin. 'Not only that, we'd be unable to discover the extent of the rot unless we took more drastic action.' In theory, you can peel back suspect areas, repair the tubing beneath and persuade the aluminium back into place. But for a thorough, long-lasting job the whole car must be skinned like a rabbit. Explains Martin, 'The body is bent round the tubes, clenched and riveted. We have

to undo all of that, which means removing it in large sections where possible, but it's necessary to cut here and there to finish the job.' A slice across both A- and B-pillars at the base allowed the roof section to come off, but because the team was already aware of some work required to the aluminium, they took a clever precaution before removing any more - see 'My Favourite Tool' on page 87.

Revealing the problem

'We stripped out the interior and glass and removed the rotten doors,' says Martin. 'The large front and rear sections could then be peeled at their edges and gently parted from the car.' As suspected, rust was present from nose to tail, with the rear valance, sills, floor and toeboard the worst. With the front subframe removed and the rear suspension assembly dropped, the remains went to the shotblaster.

On return, Omicron's team mounted the car on a body roller and began work. 'We stiffen the floorpan as necessary for these major repairs; it's important to keep it totally square,' says bodyman Will Stringer.

'We welded in box-sections across the door apertures and diagonally across the cabin before it even went for blasting because you never know how much strength that will take out.' Surprisingly, very few of the Superleggera tubes needed replacing, despite Touring's protection only going as far as a coat of primer and some sack-cloth wrapping. Those at the base of the B-pillars had rusted,

however, along with some damage to the pieces behind the rear valance.

Plenty of the sheet steel had suffered. The rear inner wings and corners were attached to the car only by the odd spot weld to the tubes, so Omicron's team fabricated complete new inner wheelarches (no such panels can be bought) and new corners met the fresh sections of repaired valance. At the front, there's a complex meeting of tubes and flat sections where the grille surround and bumper irons join the front chassis legs, all of which were made from scratch. New inner sills and sill ribs, floor repairs and sections of the bulkhead completed the list.

Hot metal machine

With all the steel repairs to the floorpan and tubing completed, it was time for the bare substructure to undergo a special process. One more trip to the blaster ensured bare, rough-textured steel all over, which is vital for proper bonding with the protective zinc layer.

Ordinary galvanizing, as on a conventional chassis, involves dipping in a bath of molten zinc. Finer tubes and sheet steel surfaces risk heat distortion if treated in the same way, so another approach is needed.

Hot zinc spraying is the method Omicron chose. Barry Trainor of T&B Blasting in Thetford, Norfolk, explains the process he used.

'Zinc wire is fed from a drum into a gun that looks like a large MIG welder, but it has feeds of oxygen, propane and compressed air. The first two gases burn to melt the zinc wire and the compressed air blows it

Low point

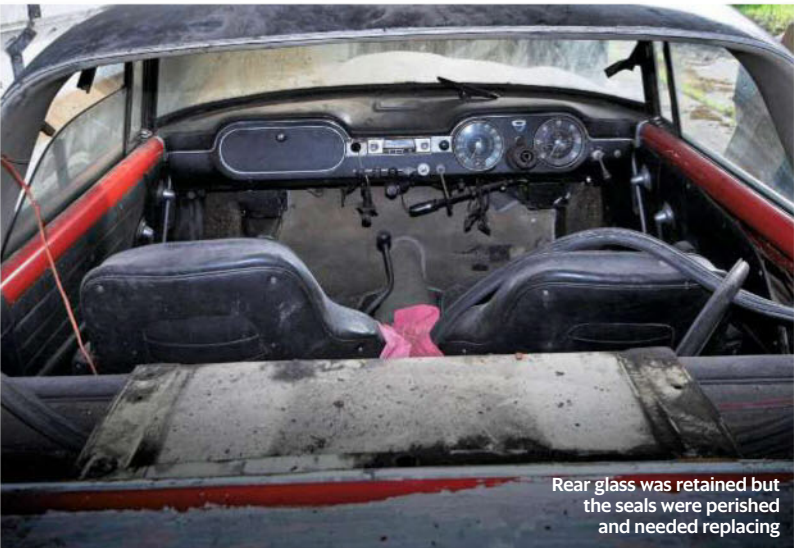
'When it came back from the first trip to the blaster. Seeing how much rust there had been in the steel after the panels were off made us realise how much work we had left to do'



The dilapidated Lancia had been relieved of its bumpers and most of its paint



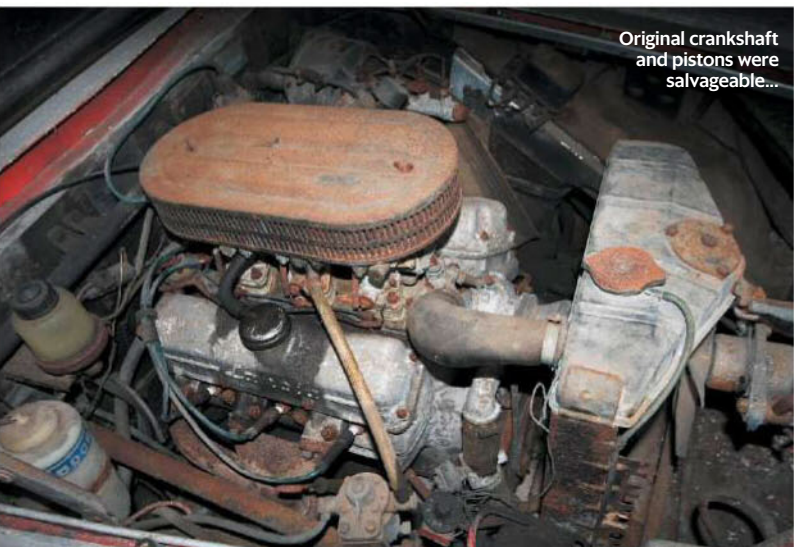
Cabin has an honest feeling to it; rubber flooring is the only new item used in here



Rear glass was retained but the seals were perished and needed replacing



Cylinder liners needed shimming up to once again sit proud of the deck



Original crankshaft and pistons were salvageable...



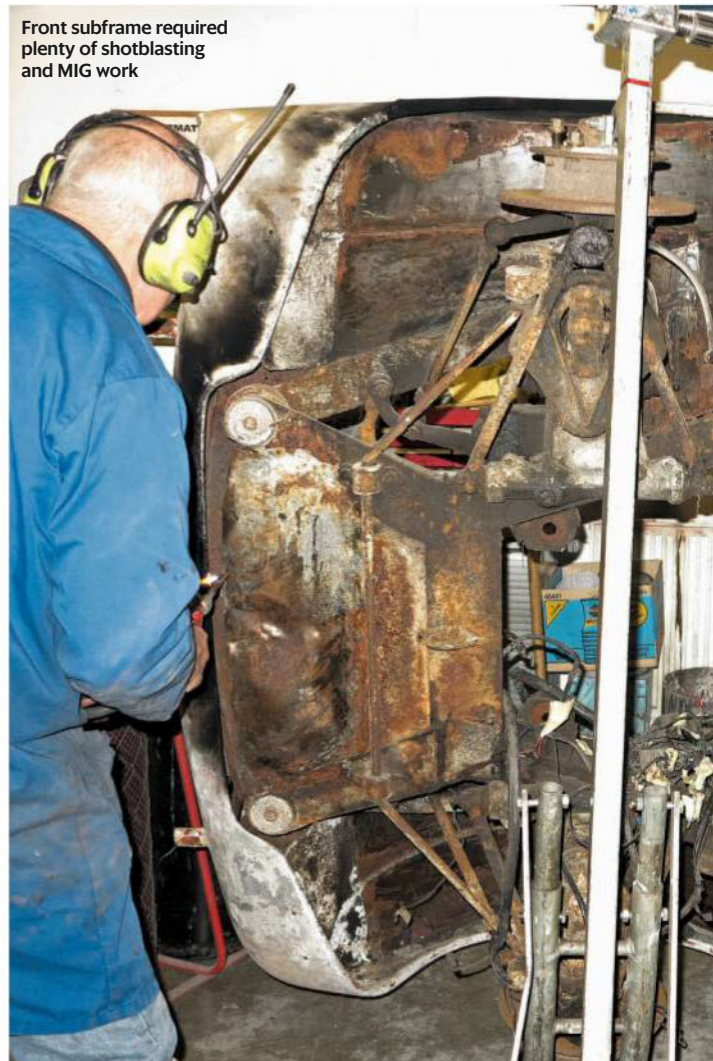
...but some parts of the doors were beyond repair



Luckily the rare and tricky-to-source Weber carburetors could be rebuilt



Front end needed Omicron to create new inner arches and complex construction behind the bumper irons



Front subframe required plenty of shotblasting and MIG work



Almost every wire in a Flaminia loom is black, hence the tags to keep track of what's what

out in a fine spray, almost like a pressure washer. It keys into the surface by about five microns and gives a smooth finish.'

This, together with the use of closed-cell foam to keep the tubes out of contact with the aluminium skin, should result in a Superleggera car that needs no more attention for many decades.

Work then began on repairing the doors and the front subframe. Omicron's bodyshop team de-skinned the doors and rebuilt the frames around what little was worth saving of the steel pressings. They would remain bare until the body was back on, allowing the skin to be formed and cut to the right fit.

The front subframe is vast; picture a seven-foot long steel model of someone's fingers forming the V-sign. The long box sections rot out above and below, so further blasting and MIG surgery was needed to replace the strength in this vital load-bearing part.

Aluminium skin - to TIG or gas weld?

Corrosion had weakened the skin in certain areas and elderly aluminium can be difficult to handle, especially if it's had to endure some heating and softening to unwrap it from body tubes. Will Stringer finds that TIG welding the join can cause distortion from the very localised and sudden heating it creates, and worse still it can make the metal rather brittle.

'If you need to hammer the area to shape it after welding, it can crack,' says Will. 'Gas welding doesn't produce this cracking and crumbling. You have to use a flux with gas which is corrosive, so it does need very careful cleaning before you paint it.'

Thanks to the GRP moulds taken before the body was removed, the team was able to let in repair pieces to the large front and rear sections and check the contours were right before anything went back on. So confident were they of the shape that they were able to paint some inside surfaces of the finished aluminium sections while they could still get at them easily.

If in doubt, don't start

Martin doesn't believe in throwing a battery and some fresh fuel at a long-dormant engine to see what happens. 'It's sometimes a mistake to run an old engine in these circumstances - you can do a lot of damage if there are one or two broken piston rings or other issues. It was always going to need rebuilding anyway, we made a start on it a few years ago when we had rare lull in the workshop schedule.'

Julian Peirson stripped the engine. 'We were able to keep the original crankshaft and pistons, but obviously all the bearings were all renewed,' he says. 'These engines are a wet-liner design and the cylinder liners can sink over time. These needed shimming up a little because they're supposed to sit slightly proud of the deck.'

High point

'I enjoy the first day the electrics are finished and the battery's in. Switch on and the patient wakes up from a long rest to find everything's working again'

Julian checked those long cylinder-head studs and concluded they were fine to re-fit ('I'll always put back original parts if I can - they're just better made,' he says) before treating the cylinder heads to new valve seats, guides and springs. With fresh gaskets all round and a new vibration damper to keep the 2.5-litre V6 spinning smoothly, he capped off the finished engine with correct black crackle finish rocker covers and its

row of three Weber 35 DCNL carburettors. 'The DCNLs are hardly used on anything else so parts can be tricky,' says Julian. 'Luckily the ones that came with the car were good enough to rebuild.'

Adding some Chantilly shimmer

Reuniting the aluminium skin with the steel structure was a major step forward, but one that involved painstaking minor adjustments before wrapping and riveting could be completed. Fitting the rebuilt door frames and skinning the doors to achieve the correct contour was the last step before the car was handed over to Wayne Riches for preparation and paint.

'I began by going over the whole body to look for lows and highs,' he says. 'I then started on thin skims of filler, sanding with progressively finer papers: 80 grit for the first fill, 120 for the second, then 180, at which point I'd be setting the door gaps. After the fourth skim I'd block it back by hand.'

Wayne used a neat approach for body-lines such as those creases on the wing tops. He taped one side, placing the edge of the tape precisely on the line he wanted to keep. Sanding gently up to the tape finished one side of the line, and that tape was then removed and a new piece laid on the freshly sanded side, so the other side could be finished in the same way.

When the shape was finalised, Wayne applied three coats of Max Meyer high-build primer, blocked with 240-grit at first and then 320-grit, each one guide-coated (sprayed with a semi-gloss black paint) to show

up imperfections. Two layers of white primer acted as a sealer and also suited the top coat colour; four coats of the car's original shade, known as *Ivorio Chantilly*.

Finishing straight

By the late summer of 2016, Julian Peirson began the long task of reassembling the Flaminia from the shelves of rebuilt and refinished components. The car was placed back on its wheels via fitment of the freshly painted front subframe and immaculate suspension castings, large bits of aluminium mounting the damper towers and upper wishbones. Every single piece in the suspension was hardness tested when new and is still marked with the tester's initials. Next came the fuel lines, brake lines, and the loom, which offered an unusual challenge. 'On both sides it's routed through

MY FAVOURITE TOOL



'When working on hand-built cars you can't just mirror the measurements taken from the other side, so we create a GRP wing mould,' says Andrew Cliffe. 'Lights sometimes left the factory mounted at different heights on one side from the other, so we prepare the surface of the panel we want to mould, then build up the layers of GRP and resin. It's invaluable for checking the contours as you knock out dents or let in new aluminium to repair corrosion.'



Nigel learns about the Omicron approach to perfecting wing lines

The long-lost bumpers meant two new ones had to be found. ‘They came from Vietnam, via France for a bit of extra hand-finishing,’ says Martin. ‘American chrome is better than ours these days because they aren’t so restricted on the chemicals they can use. These are stainless steel, which is more durable, but perhaps without quite so much sparkle.’

The instrument bezels they’d sourced were right for the dials but somehow wrong for the dash, with each hole 2-3mm out. It illustrates how hard it is sourcing spares for Lancias of this era. ‘The door handles are 2mm shorter than those on a Flaminia Supersport, but otherwise identical,’ says Elizabeth Cliffe. ‘If you don’t know every dimension, you don’t know whether anything will be right when it all goes back together.’

In perfect trim - albeit 50 years old

‘The owner was keen to keep as much of the interior as possible,’ says Martin, ‘and luckily the seats, which are leather with vinyl to the back and sides, were not too damaged to re-use.’

With new springs and packing on the seat frames, plus some careful restorative work to the elderly leather, the covers look smart but age-appropriate. Even the door card vinyl has been re-used following patient un-clipping from the wobbly old backing surface, then re-application to new bits of hardboard. The rubber mats, which look entirely original for the early Sixties, are in fact the only new bit.

It’s a fitting way to finish off a car that’s waited a long time to return. What Omicron’s team has achieved is a thorough, future-proof restoration that is sensitive as well - no wholesale re-skinning in new aluminium, no squeaky fresh leather seats, but hidden protection of a kind Carrozzeria Touring and Lancia would never have dreamed of. As a car to enjoy either in the damp air of the UK or the dry heat of the owner’s native Australia, it’s a terrific all-rounder. Such dedication has saved a rare example of an all-time great, to boot.

This right-hand-drive Flaminia GT is rare, but every example is unique thanks to its hand-built nature - correct-looking spare parts can easily be wrong

a hole in the inner wing and then into a tube in the sill,’ says Julian. ‘It’s a bundle of tight wires and the only way to get it in is to leave some welding wire in the tube when you remove the loom, and use it to pull them back through when you’re building up the car.’

Almost all the wires are black and are identified only with small aluminium tags, which has proved puzzling enough to baffle Lancia’s own workers - Omicron has previously found cars with fuse boxes clearly connected up wrongly from the factory.

Heater boxes were the next task, because they’re a huge challenge to get at on a fully-built car. With the steering box, brake servo and its remote reservoir installed, in went the engine. Martin left the transaxle alone bar new oil, seals and a clutch plate. ‘They’re tough but also time-consuming to rebuild so it was worth giving this one a chance. It’s been fine,’ he says.



Omicron

Lancia spares and restorations



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The Flaminia in this adjacent article was restored sympathetically by us, maintaining some original interior features where possible. It was a challenging project, one made easier by an enthusiastic owner who was interested in the nuances of the work, getting involved himself with some aspects of restoring smaller items.

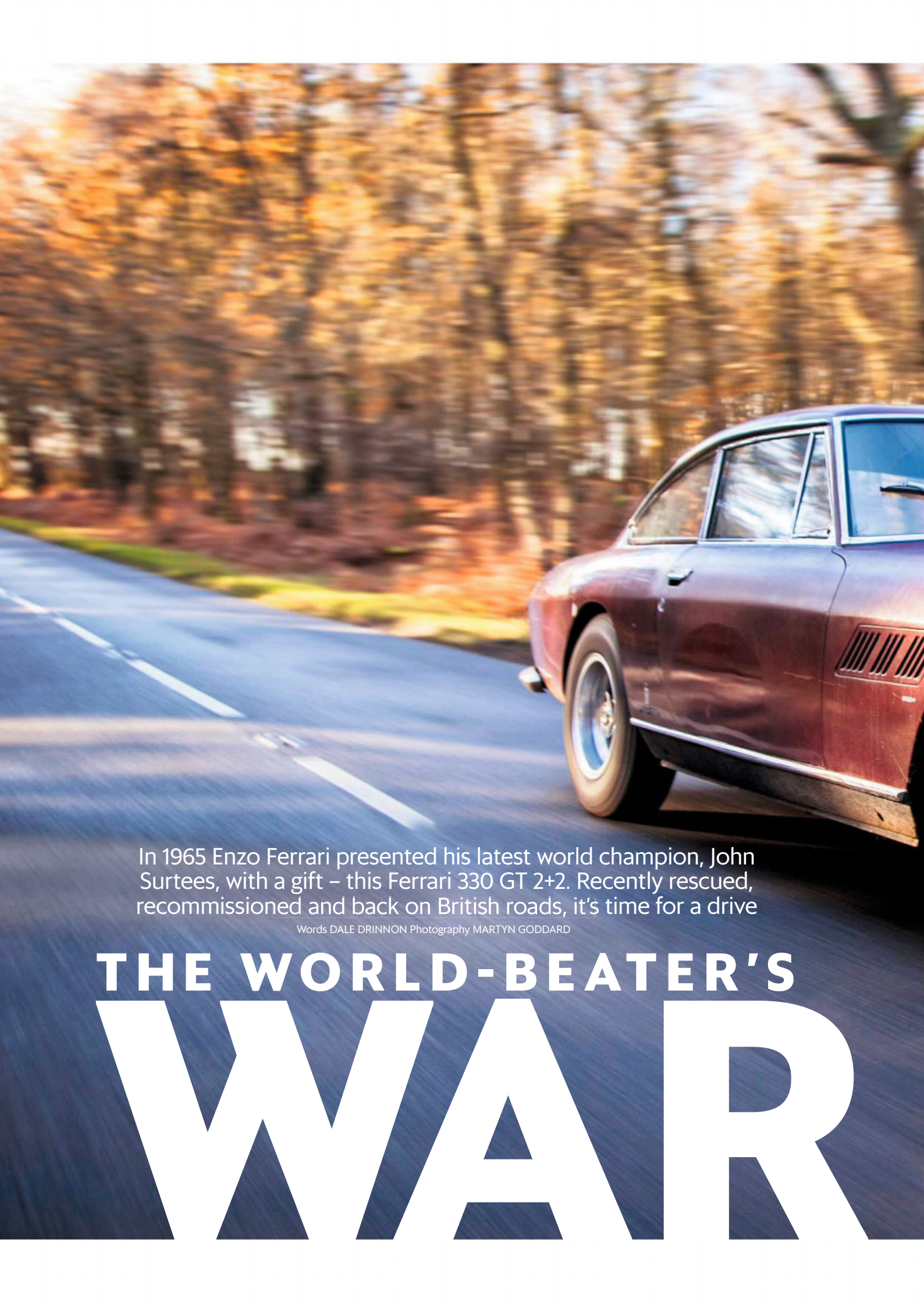
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In 1965 Enzo Ferrari presented his latest world champion, John Surtees, with a gift – this Ferrari 330 GT 2+2. Recently rescued, recommissioned and back on British roads, it's time for a drive

Words DALE DRINNON Photography MARTYN GODDARD

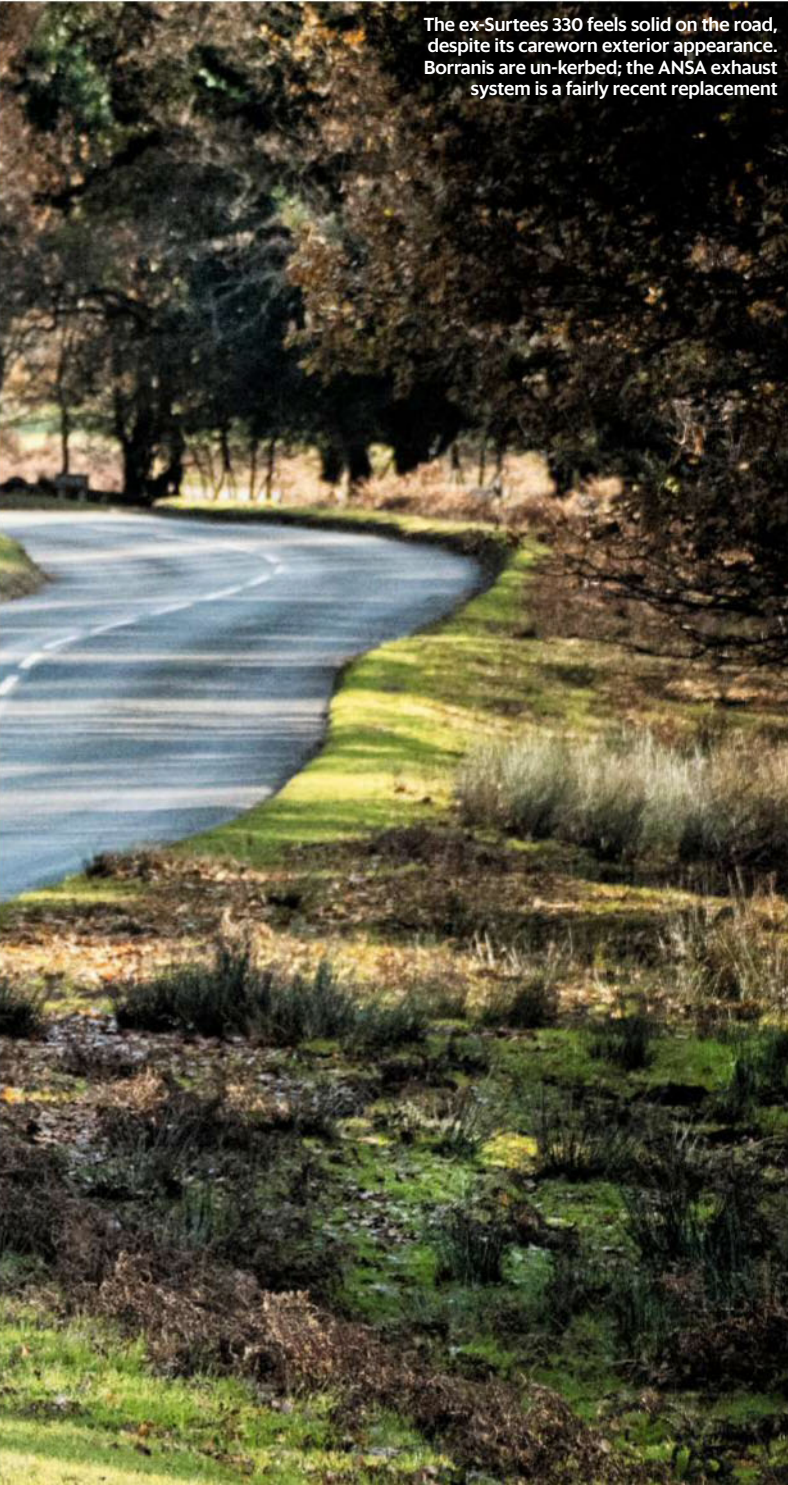
THE WORLD-BEATER'S WAR



RIOR



The ex-Surtees 330 feels solid on the road, despite its careworn exterior appearance. Borraris are un-kerbed; the ANSA exhaust system is a fairly recent replacement



shouldn't even consider doing this yet; mature, sane adults would at least wait until the weather was more trustworthy and the car had some sorting-out miles. Then again, most mature, sane adults aren't irresistibly drawn to Ferraris that look as though they've neither turned a wheel nor had a wash since Mrs Thatcher led Her Majesty's Loyal Opposition.

When the Ferrari in question is the 330 GT 2+2 presented by Enzo to John Surtees for winning the 1964 Formula One World Championship, towed as a derelict off an American farm, shipped back to the UK and given only the minimum interventions that would make it roadworthy, impatience definitely overrides judgement. The merest hint that a drive might be possible puts me on the owner's doorstep at first daylight. Besides, the bleak winter backdrop seems fitting for a car freshly snatched from impending oblivion.

So here I am in the driver's seat, ready to rock, ink still wet on the new MoT and the promised sunshine finally breaking through a chilly morning drizzle. As per the recommended start-up ritual, I rotate the key to the run position, switch on the auxiliary fuel pump until the ticking stops, then spin it over. There's no ordinary, rhythmic 'yerk-yerk-yerk' as the starter turns the engine, more the seamless 'whurrrrrr' of a big electric drill. Tip in a bit of throttle when it fires and a very satisfying V12 mini-whoop erupts from the traditional ANSA exhaust. Slide it into first, ease out the clutch against some prudent revs... and I promptly stall it. Twice.

How utterly humiliating. Although why I expected otherwise is a mystery. While things will undoubtedly improve once the technicians are allowed their fettling time, this 330 is a revealing flashback to the day when perpetually motorsport-oriented Ferrari was beginning to take road cars seriously, before Fiat influence had a chance to productionise them. Despite all it's been through in the intervening half-century, it's still amazingly similar

'It has been given only the minimum interventions to make it roadworthy'

to how my journalistic hero, the immortal Henry N Manney III, described it for *CAR* magazine in 1965. On loan from Surtees himself, it had then covered a mere 4000km.

Exactly as Manney reported, for example, the engine gets fluffy at low rpm, and has a light flywheel. Combine those characteristics with a fair old weight of bodywork, luxu seats, electric windows and 90 litres of fuel, and smooth getaways are always going to require more clutch-slipping than you'd expect. In fact, the 330 doesn't care for pottering about in any form whatsoever; the steering is virtually immovable at launch-type speeds, which makes take-offs even harder if you have to simultaneously manoeuvre in tight quarters, or maybe negotiate traffic through any British village or town.

That's exacerbated by the famous long-arm, short-leg driving position, for which Surtees fitted a deep-dish steering wheel to compensate. The great man's modification is long gone, but a steering column extension in its place contributes some help. With the 2+2 cabin and resulting wheelbase-stretch, the 330 GT isn't petite, either, to the point that dodging leftover puddles on slow B-roads is rather awkward, and the live rear axle does get a touch bouncy over our lovely British washboard tarmac. During his time with the car, Manney found some live axle wheel-hop in rough, fast corners, a possibility that I wouldn't explore right





Exhaust smoke is steadily decreasing as the engine goes through heat cycles

now for love nor money; on the other hand, the same basic rear suspension was good enough for the GTO...

Taking the clutch pedal full to the floor between the lower gears is mandatory if they're to engage smoothly, and it needs a fairly stout foot, as do the brakes. The brake pedal is on the low-ish side, but the system stops the car well enough and honestly, a low pedal wasn't unusual for anyone's four-wheel discs of the era. And as Signor Ferrari, who piffled disc brakes for yonks, might have said - who needs brakes when you got plenty o' horses?

He wasn't entirely wrong. Find anything like an open road, where you can get real airflow through the herd of Webers, and the hulking 4.0-litre Colombo-designed V12 is a pure torque factory, pulling slick and clean with endlessly increasing acceleration, like an anvil dropping from the Forth Bridge. Lucky John also bagged the all-synchronised five-speed gearbox from the upcoming two-headlamp Series II model, instead of the usual Laycock overdrive four-speed of the quad-lamp Series I (making this among the 125 'interim' 330 GTs). It's a honey, especially compared to some of the stubborn semi-crash Ferrari gearboxes of the previous decade, with positive action and strong synchromesh.

Like the best Grand Tourers, the 330 seems to shrink as velocity builds, feeling stable and assured on the highway (live axle notwithstanding) and for its age and life experience, remarkably solid. Front seat accommodations are comfortable and reasonably spacious, after the driver adjusts to his slightly offset pedals, while

seating in the rear is quite satisfactory - for a single passenger, that is. For two, I'm not sure it would work at all, unless they knew each other very closely indeed (or wanted to).

Taxi service, however, was never this vehicle's intended purpose. Its purpose was fast long-distance travel for two, three at a pinch, with style and dash. Dear Henry Manney did precisely that, delivering the car from Monaco to Spa for Surtees, and reckoned that around 90mph proved a safe, sensible clip for cruising the French cross-country N6 Route Nationale, a single carriageway at the time. Perhaps a mite steep for the single carriageways of modern Sussex crowded with local traffic but it gives me something to dream about.

And for John Surtees the 330 likely made an admirable commuter car; when Enzo Ferrari first offered him a choice from the fleet (partly to get Surtees out of a BMW 507), John specifically chose the GT 2+2 because it had the biggest boot. He used the model extensively for travel between European circuits, and had an earlier example as a company car before receiving this one in 1965. During a much later interview he volunteered that he actually liked the previous car better - in the era of largely hand-crafted Ferraris, consecutive units easily might have differing personalities. But both of them were less trouble than his Jaguars.

Shortly after his 1966 break-up with Enzo, the Ferrari went to a new home in Switzerland, where it suffered minor front-end collision damage, the only documented accident of its career.



Arrivederci, Enzo How Surtees came to leave Ferrari (and the Ferrari to leave Surtees)

Enzo Ferrari was said to have a soft spot for John Surtees, but that didn't exempt Surtees from the infamous and eternal politics of Scuderia Ferrari.

John had particular difficulties with racing director Eugenio Dragoni, who he believed to favour the Italian drivers - and Dragoni had form, having already nudged

world champion Phil Hill out of the door. The matter turned critical at Le Mans in 1966, where Dragoni promoted Ludovico Scarfiotti to lead driver, claiming Surtees was unfit from injuries suffered in his horrible Lola T70 crash of the previous September. Surtees felt it no coincidence that Scarfiotti was Gianni Agnelli's nephew.

Surtees was incandescent at the news; as he put it, 'I jumped into my 330 GT road car and drove flat out, then and there, to Maranello, and went straight to see the Old Man.' Neither of those two forceful individuals was of a mood to relinquish any ground. After what was a brief and no doubt exceptionally spirited discussion,

Surtees left the works and the employment of Enzo Ferrari, and one can but speculate about the noises and tyre marks produced by the 330 on that occasion.

In short order, Surtees went to Cooper-Maserati for Formula One, finishing an outstanding second in season points. His 330 GT went to a new owner in Switzerland.

Sometime around 1970 it entered the USA by way of legendary Ferrari ex-team driver, North American dealer, distributor and all-round brand advocate, Luigi Chinetti. From there it was sold to a Californian customer, and a further chain of West Coast buyers followed over the ensuing years. Some were long-term, some short, all of them probably decent, caring people, but all equally subject to the whims of the market.

Sadly, that market had decided almost from the moment it landed in my native country that a secondhand 330 GT 2+2 was essentially worth bupkis. Zilch. Nada. As expensive to keep up as a Ferrari sports car, with no racing cred and fussy around town. Less than the sum of its parts, literally, and the quad-headlamp cars were the absolute nadir. I well remember seriously pondering a rumpled but serviceable four-light GT in the Eighties, priced below a VW Golf - and walking away because, well... it had four headlamps. Instead, I ended up buying a Golf - and please, no letters; what can I say except I was young.

During this period many of these particular cars were simply parked and ignored, while others were stripped for parts, including the Surtees 330 which wound up contributing its engine and gearbox to an older, more exotic Ferrari. Still, the car itself remained otherwise whole and complete, passed forward by the faithful as a resto-in-waiting, eventually landing on a farm in the Mid-West. That's where it was located when Alan Catterall saw it offered for sale on an internet auction site in 2016.

'I wasn't necessarily looking for a celebrity Ferrari when I spotted this, and didn't learn about the Surtees connection until I asked for more information,' says Alan. 'I just wanted a 330 GT; a friend had one and I loved it, and the price was acceptable, the chassis number was correct [Ferrari Classiche has since

authenticated it] so I decided to take a chance.' In respect of the car's provenance and based on the possibility that the original drivetrain might become available in the future, he also chose to initially carry out only a recommissioning, not a restoration, then see how he liked the car and consider his options from there.

Those options should be favourable. Four-lamp GTs remain less valuable than the two-lamp version (sometimes called the 'single' headlamp version, just for the sake of added confusion it would seem). But while prices for both are nowhere near the later 330 models with independent rear suspension, they're now well out of VW territory, Surtees-connected or not. This specimen is also a lot healthier than a glance would imply. The various abrasions and rust patches are mostly superficial; the bright trim is all there and salvageable, the Borrani are unscarred and true, and the interior is time-worn but totally intact.

Maximised as a preservation-class car it would be striking, and total restoration would be a straightforward process. When it comes to recommissioning though, everything generally boils down to how long a car has been inactive. Sitting idle is the cruellest fate for any sort of machinery, from a wristwatch to a locomotive, and this one had evidently been idle forever. In addition Alan wanted to re-use everything humanly possible, for understandable reasons - including money, frankly. He isn't a collector or investor, just a guy with an intense desire for a Ferrari.

Making it happen fell to Bill Goodall of Newlands Motors, near Eastbourne, who has a considerable history with Ferraris, as a racer as well as a restorer. However, he did not take the assignment without reservations. 'This isn't the kind of work we usually do,' he told me on a visit to his shop several months prior to my drive in the car. 'We like to be thorough and do things to the



When offered the choice of Ferrari's range, Surtees opted for the GT 2+2 because it had the biggest boot

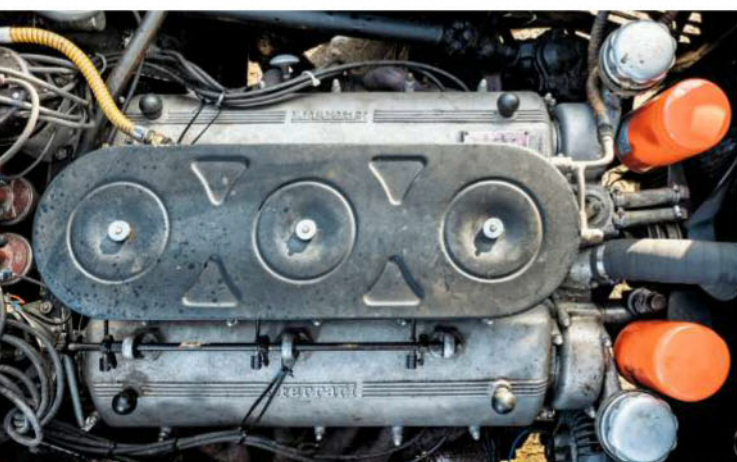
Experienced Ferrari man Bill Goodall of Newlands Motors was tasked with recommissioning the GT



Carburetors have been the model's Achilles heel from day one



Interior needed little more than a sympathetic clean up



Two-headlamp GTs like this one were the poor relations of the Ferrari family for years. But this one's a bit special



'This 330 is, at its heart, worth all the effort. It's a good survivor, no rust'

best of our abilities from the start, not simply well enough to get the car on the road. No matter how careful you are in a case like this, something always turns into more bother and expense than you anticipated and you feel you've let your client down.'

What finally convinced Bill to come on board was refreshingly human. 'I liked Alan, liked his enthusiasm, and I knew John Surtees and liked what Alan planned to do with the car.' These plans went back to well before John's passing in March 2017 and involved promotional appearances around the country with the Surtees Ferrari in support of the Henry Surtees Foundation and the Sporting Bears charity, of which John was the founding patron. Such is still Alan's intent, and the car attended some 2017 events as a rolling chassis and had the distinction of a week on display in the rotunda of the Royal Automobile Club.

As inevitably happens, Bill was both right and wrong in his worries and delays came from the unlikeliest of reasons. Donor cars are plentiful, by Ferrari standards, and sourcing a drivetrain primarily amounted to finding the appropriate gearbox. But a new brake booster gave no boost and had to be re-ordered, and the fuel tank that came with the car and contained decent petrol, looked fine from the outside, issued no debris or contamination from the inside, but then started leaking at the last minute. Missing elements of the external clutch mechanism were no longer available and had to be individually fabricated. Death by a thousand cuts is never painless.

The current state of affairs is that the propshaft needs to go out for another balance, and Bill thinks the front calipers may be sticking and wants to rebuild them again. Personally, I didn't have any complaints during the miles I spent with the car, so

maybe a couple of heat cycles were all they lacked. From our first conversation, Bill had predicted grief from the carburettors, too, 'Those give problems every time, and it takes a lot of driving and tweaking to sort them out.' I'm seizing that as an excuse for a second outing once the aforementioned fettling is done.

On the positive and extremely relieving side, after several fuses were replaced with the size they should have been, the electrics have worked splendidly, including the power windows. In other good news the full ANSA exhaust was of a surprisingly recent vintage, as were the suspension bushings, suggesting that some kind soul in the past, bless 'em, had good intentions. Bill agrees that this 330 is, at its heart, worth all the effort. 'It's a good survivor, no crash damage, no rust; the outer sills are fine and we certainly don't see that often.'

Of course, lots of testing and fine tuning lies ahead, but Alan is OK with that; he understands every old car is an ongoing experiment and looks forward to spring and devoting plenty of miles to honing the results. In the breaks we take during the day of my drive the subject of a possible restoration even comes up a time or two. Back at Newlands Motors, as Alan starts up the inclined ramp leading into the shop, the engine whoops and a pair of neat, black stripes trail behind the rear tyres.

He shuts off inside the door and exits the Ferrari with a sheepish but extremely happy grin on his face. Yep, those carbs obviously need more work; I mean, surely nothing but sticky carbs could cause a thing like that...

1965 Ferrari 330 GT 2+2

Engine 3967cc V12, sohc, three Weber 40 DCZ/6 twin-choke downdraught carburettors **Power** 300bhp @ 6600rpm; 288lb ft @ 5000rpm

Transmission Five-speed manual, all-synchro, rear-wheel drive

Brakes Discs all round **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, twin radius arms, semi-elliptic springs, plus coil springs over telescopic dampers

Steering Worm and sector **Weight** 1380kg dry (3036lb) **Performance** Top speed: 151mph; 0-60mph 6.7sec **Fuel consumption** 15mpg

Cost new 6,500,000 lire (approx £3727) **CC Price Guide** £85,000-£240,000



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[Life Cycle]

The life story of a Citroën CX GTi

This Citroën has hauled a family around, shared a garage with supercars, and gone from concours to barn find and back via some unusual twists of fate

Words SAM DAWSON Photography ALEX TAPLEY

Alan Makepeace buys it new in 1979 for £7026.06

'I'd had a Citroën SM for eight years from new, and did all the work on it myself,' explains serial Citroën owner Alan Makepeace as he remembers his car ownership in the Seventies. 'I'd even fitted an improved ignition system to it, and it was in good running order. I would have kept it indefinitely if I'm honest, but in 1979 I'd just started to notice rust blisters coming through on the front wings and didn't want to do bodywork repairs. I'm fine sorting out anything mechanical but once rust gets hold of a car it's an endless battle, so I sold it to a fellow enthusiast.

'I went down to my local Citroën dealership in Bradford and ordered a new CX GTi. They didn't make the SM any more but this 2.4-litre short-geared sporting version of the CX was intended as a replacement of sorts. The ordering process was fairly straightforward. I simply chose the colour - white - and selected air conditioning rather than a radio. It was an either/or option because the controls occupied the same dashboard slot. It would've been an unusual choice at the time, but I'd had aircon in my SM and got used to it, and have had it in every car since.'

Mint daily-driven CX represents the breed in 1984

Although the CX was Makepeace's daily driver, transporting his family around, he kept it in superb condition, and has always been an active member of the Citroën Car Club. The car was often chosen to represent the CX on club stands at car shows, especially once the long-lived model became somewhat blander to look at inside and out following Citroën's 1985 Series 2 restyling. As the chrome bumpers started to date it, Makepeace embraced the car's historical significance.

'I started to enter it in Citroën Car Club concours,' explains Makepeace, 'and always seemed to end up being beaten to the trophy by a DS Safari owned by Len Drew. I always felt it was a bit unfair because Len would trailer that DS to the competitions and kept it perfect in his garage in between, whereas I used my CX every day!' At one such event at Knebworth in 1984, a young Dyane-driving Newcastle University student named Neil Osbourn took a photo of Makepeace's CX, simply as an enthusiast who planned to perhaps buy one someday. Little did he know that, more than 30 years later, he'd own this very car.



A fateful photo taken in 1984 by an unbeknownst future owner of GWX...





...and 34 years on
he still loves driving it

1989 - concours success at last!

'After years of coming second to that DS, I decided to enter the CX in the Benson & Hedges Concours heat at Harrogate in 1989, and it won!' exclaims Makepeace. Organised by *Classic Cars* magazine throughout the late Eighties, 'the B&H' was a huge and hotly-contested national multi-marque concours open to any car more than ten years old, with a series of regional heats culminating in a grand final in the summer. Makepeace had intended to enter the CX in the B&H a year earlier - Len Drew had won it outright in 1988 with the CX's concours-nemesis DS - but at nine years old the CX was considered too new. By the time the Harrogate heat came about in 1989 the CX was ten years and one month old.

As Brian Palmer reported in the October 1989 issue, 'Class E saw John Norris as Runner-up in his Jensen Interceptor Series II. But he was bested on the day by Alan Makepeace, another Harrogate contestant, in a quite remarkable Citroën CX GTi - an unusual entry which demonstrates just how quickly time flies.' The victorious CX - a model still in production at the time contesting a category in which Jensen Interceptors were considered modern classics - went through to the International Final at Stratford-upon-Avon, where it was beaten in Class E by Phillip Walker's Jaguar E-type and ultimately John Heagren's plastic-bumper MG BGT V8, which also picked up the overall International Champion title, inheriting it from Drew.

'It just missed out!' exclaims Makepeace, 'but we had a lovely time with it. I didn't keep it for much longer after that though - ironically I sold it because it was in such good condition and I simply didn't want it to deteriorate, so it went to Roger Bradford in 1991.' It had racked up 49,000 miles in 12 years.

The CX joins the Whitney collection in 1992

'I'd got a job with an investment company in the very early Eighties and my first company car was a Citroën GSA Pallas,' recalls Paul Whitney. 'I was due an upgrade in 1983 with a £6300 budget. At this time an entry-level 2.0-litre CX was £7200, so I rang up Citroën UK's head office and said 'I'm a very happy GSA owner and would like to stay with Citroën but can't afford a new CX - can we do a deal?' They asked me if I'd have a problem with a 1983 model rather than a 1984, which I didn't, and I was offered a base-model CX in British racing green-type *Vert Chartreuse* for £6200.

'It really gave me a liking for them, so nearly ten years later I bought this used GTi from Roger Bradford's place on the M1. I had a vision to build a collection of Citroëns. Bradford threw an old GS in with the sale for free - it was falling to pieces but was still a GS, and ideal for my son to learn to drive in - and I also wanted an SM, a Big 15, a Light 15 and so on. I wanted an example of every significant Citroën.

'I bought a Big 15 that someone had spent £15k restoring, and went looking for either an early 2CV or an SM, but then I bought a new house in Norfolk that didn't have enough garaging space for the planned collection, so had to give the Citroëns away to my children. Not long after I separated from my wife and was living in London, but the CX remained in Norfolk along with several other cars including a Ferrari F355.

'I simply didn't have anywhere else to keep it. It was expensive for a CX, and a concours winner too, so I couldn't have used it as an everyday car, but I didn't

get the chance to drive it either so I hardly used it. It was a great car, and very rare too especially in GTi form with chrome bumpers, but I laid it up for too long.'

GWX changes ownership in 2003 without moving

'In 2003 I left Norfolk for good,' says Whitney, 'and left the CX to my ex-wife along with a Bond Bug - I'd test-driven one of those back at university and always wanted one but couldn't afford one at the time. I gave my Lotus Elan to my daughter, who lives in France and is married to Graham, a motor mechanic. My wife sold the house and had a clear-out, and Graham came over to get the CX's engine running again, then went back to France. It's nice having all these cars, but you have to use them or they get tired. Although it was in concours condition when I bought it, only driving a few miles to warm it up every now and then can't have done it much good. It ended up with collapsed suspension and a front wing dented by a builder's ladder. Meanwhile the F355 was followed by an Aston Vanquish and now a Lamborghini Gallardo Spider, all of which need exercising as often as possible.'

2016 - Neil Osbourn is reacquainted with GWX

'In the Eighties I was newly-married; my wife Janice and I had a Dyane and a Visa, and were members of the Citroën Car Club,' says Neil Osbourn. 'My first company car was a Ford Escort, but I persuaded my boss to replace it with a BX. Janice and I would go to club rallies in Harrogate and I aspired to own the top of the range - the CX GTi. Back then I took photos of cars I liked - that picture I took at Knebworth was a happy coincidence because the GTi was parked next to a Traction roadster, so for me it was a double coup.

'In May 1988 I got a BX GTi, which was written off two months later by a lorry at a T-junction. I was due a promotion as a town planning consultant in Swindon, and persuaded my boss to let me have a

'Only driving it a few miles here and there didn't do it any good'

£10k rather than an £8k car, "befitting a level I aspired to reach," and so I got a CX 22 Croisette. But I still longed for a Series 1 CX, with the chrome bumpers and revolving-drum instruments.

'I knew Alan Makepeace had sold his GTi in 1991, and Roger Bradford had kept it for a year, doing 700 miles in it. He had a lot of respect for his CXs but was never one to let cars hang around. And then suddenly in 1992 it seemed to disappear off the face of the Earth.

'I've known Rob Moss of Chevronics since he was a schoolboy selling a collection of Ami parts from his bedroom - I was his first customer! In 2016 Rob bought a GS to restore from a man who told him "my brother-in-law has a CX, are you interested?" We went off on a Saturday trip into the wilds of Norfolk planned around a nice pub lunch, expecting to find a rusty £100 wreck, and instead found a house with a huge brick barn with ten cars in it. I lifted a blanket and there it was - the white GTi I'd first seen 28 years ago. It was sat right down on the floor, hadn't moved in 19 years,





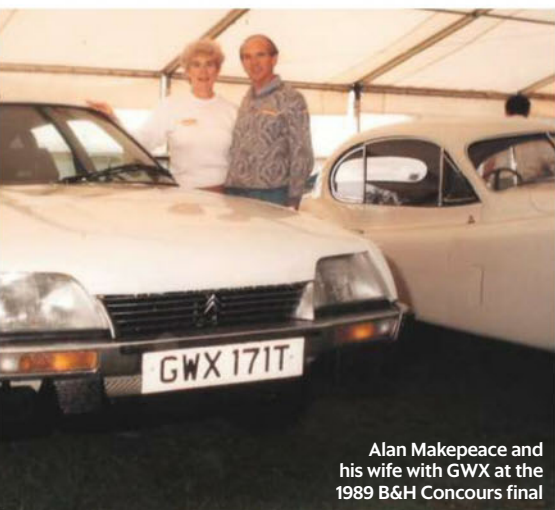
GWX and its concours nemesis, Len Drew's DS, at the Northern Classic Car Club show in Belle Vue in Sept 1986



June 1986 CCC rally in Worcester – the Dyane belonged to Alan's son



The CX has led a fascinatingly divergent life of love and neglect



Alan Makepeace and his wife with GWX at the 1989 B&H Concours final



The CX being exhumed from the barn in which it was laid up 1997-2016



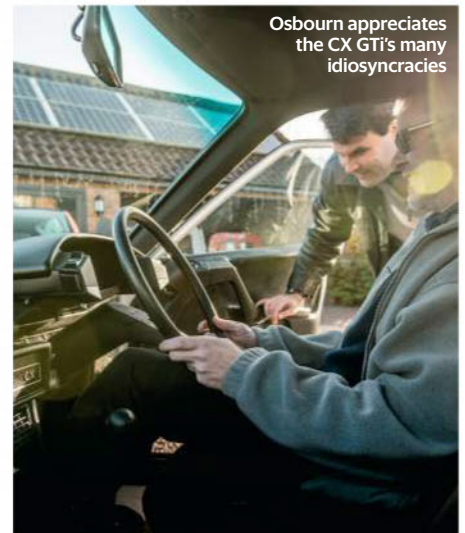
Being judged at the final of the 1989 B&H concours



GWX is now back in a high place after being sympathetically recommissioned



Current CX owner Neil Osbourn likes his cars practical yet sporty



Osbourn appreciates the CX GTi's many idiosyncracies

the leading edge of the bonnet had rusted through and damp in the barn's walls had left the interior very mildewed - but crucially there was hardly any rust in the sills or door bottoms. I didn't want a restoration-project CX, but I mentioned it to Janice later and she said "you'll kick yourself if you don't buy it!"

'Legal ownership had passed to another member of the Whitney family, also based in France, but he was only contactable via his English mobile phone when he was working in Paris. I arranged sale of the car via this third party in France, who I never met. It took a month, and the sale was finally agreed a week before the August bank holiday in 2016, with delivery arranged to Chevronics. Rob Moss performed a light restoration - during which a rat skeleton was found in the rotting interior - and I collected it on December 1.'

2017 - 'Does anyone know Alan Makepeace?'

In April 2017 I'd taken my newly acquired Peugeot 405 SRi out for a drive, and was overtaken on the A1 by a succession of French classics, including a white CX GTi. Remembering that the PSA X-Rally was being held at Burleigh House, I followed the CX into Stamford to join the show. 'That was the CX's first public outing in more than 20 years!' Osbourn tells me. 'It was the first time we drove it any real distance.'

'I treated the CX gently for the first few months. During one early drive Janice found the entire service history in the glovebox, and asked an open question

'The first owner did 49,000 miles in this car. It only has 52,000 on the clock now'

on the Citroën Car Club's Facebook page, "Does anyone know Alan Makepeace?" Not long after we had a phone call from Alan out of the blue, which turned into a long chat, and he met us on the CCC Northern Rally in Wetherby in May to be reunited with it.'

In November 2017 the CX returned to its early role as a concours contender. 'I had my Ami Super at the Practical Classics Restoration Show in 2016, where I'd mentioned to the show's PR Andrea Seed that I'd got a CX I was putting back together. She wanted it for the 2017 Restoration Show, but it hadn't been shaken down quite properly yet. Instead, it went to the NEC Classic Motor Show, where it joined the Pride of Ownership concours display.'

'Alan Makepeace did 49,000 miles in this car. It only has 52,000 on the clock now, but there will be many more to come,' says Osbourn as he surveys his CX alongside his other classics at his home in Cambridgeshire, including DS, BX and 2CV. 'I won't be getting rid of any of my classics. I won't be buying any more Citroëns though - I've had 22!'

Photos: F&R Rastrelli

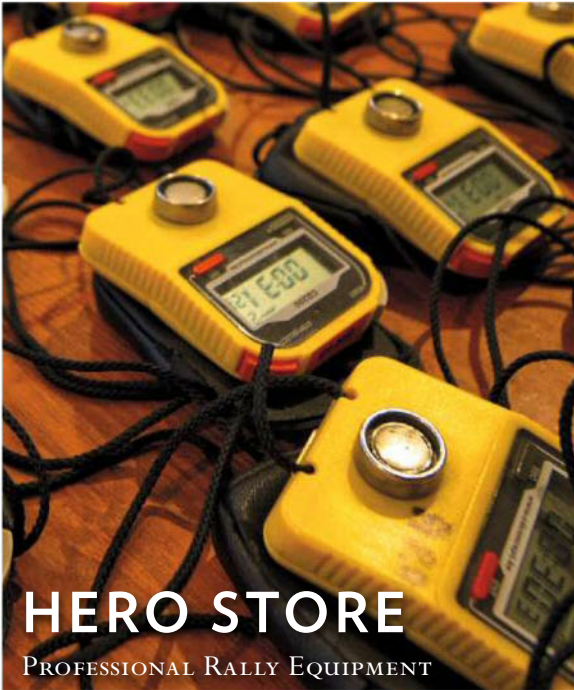
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[The Collector]

**‘I’m lucky that I collect Minis
– I only have limited space!’**

That hasn't stopped Luca Viscardi giving a home to 40 vehicles, 23 of them Minis, in his Italian refuge for the British motoring icon

Words MASSIMO DELBO Photography MAX SERRA

Luca Viscardi's passion for Minis predates the recent explosion of interest - and prices - by several decades. 'Prices back then were definitely more sane, far less than the crazy values of today,' he says. Fewer people were looking for these models too. Sometimes I think that if I was even only 15 years younger, all I would be able to afford would be one or two Coopers.'

The 46-year-old insurance loss adjuster has been a car enthusiast since childhood, although when the Italian is asked why he has such a soft spot for an English car, he can't answer. He does, however, have an answer when asked how many cars are currently in this collection... roughly. He owns approximately 40 cars - every day there could be a new addition or, more seldom, a deduction - of which 23 are Minis of some sort.

'I'm lucky that I collect Minis,' he says, 'because our old family home has limited space. To store bigger cars I had to buy a warehouse nearby, but it's not the same - the cars you have at home, ready to go, are the ones you tend to drive more.'

If Luca had his way, he would have been a Mini owner as soon as he was legally able to drive, when he turned 18 in 1989. He wanted to buy a 1969 Innocenti Cooper MkII as an everyday car, but his father was dead against it, declaring that it would be too dangerous and unreliable. His father relented in 1991 when the new fuel-injected Cooper came out - and after taking his to a Mini meeting, young Luca decided to start collecting the iconic little English car. The result is that today, cars, spare parts and scale models take up every spare inch of his family home.

After buying his first classic Mini in 1992, by 1994 he was buying up old Coopers and Cooper Ss, many of which he still owns. 'I didn't have a defined target for my collection. The original idea was to have every type of Cooper and Cooper S; later I extended it to the full range of Mokes and English Minis, but not automatics.'

Over the years other English models have crept into the collection, along with some Mercedes. Every year Luca has at least two or three complete restoration projects on the go. He likes to drive as many of the cars as he can, and has a very down-to-earth attitude to them. 'My cars are well kept and preserved, but they are here to serve me and to provide pleasure to me, not vice-versa,' he says. 'None of them is a museum piece; if they stay in the garage and get dusty it's not a problem; when I want to take the car out it takes 10 minutes to clean it. My real responsibility is to keep him them as original as is possible, or restore them correctly and prevent them from rusting.'

Some of them also occasionally act as smoking rooms in which he indulges in favourite *Mezzo Toscano* cigars. 'It adds a good aroma to the cockpit,' he explains, with a smile.

There are no full-time mechanics taking care of this collection, so day-to-day maintenance is the biggest challenge, but

experience has taught him some useful lessons. 'For years I had most of them hooked up to battery conditioners, but discovered that, after few years, the batteries tend to let you down anyway, usually when the car is first used after a long time stationary, so you break down away from home. Now I keep the batteries on a cut-off and before using the car I simply give it a good charge. If it fails, it does it when you first try to start the car at home - a much more comfortable place to break down.'

'I don't have all the cars in a ready-to-go state - that would be crazy, especially because I'm only able to do a total of 5000-7000 kilometres a year in them. I should really pick about five of them to drive at the start of each year, then prepare and fix whatever goes wrong as I go along, but it never happens like that. More often than not the car I really want to drive is one that's not ready.'

1962 Austin Cooper

This is the car that started Luca's collection when he bought it in 1992. It was first registered in the UK before being imported into Italy, sidestepping bureaucracy in a country where the model was not yet homologated. It was raced by Elio Zagato of the famous Milanese carrozzeria. A left-hand-drive car, it was converted to road use after a year of competition, but retained reminders of its race history such as a racing seat. 'I've competed in it myself,' says Luca. In 1997 he scored victory in the opening round of the *Campionato Italiano Velocità* (Italian Hillclimb Speed Championship) in Salita. 'Its sounds very cool,' he says, showing us a picture of him racing, 'but I have to admit I was the only competitor in the class...' He follows up with a more impressive statistic about the car, painted in the correct Almond Green with white roof. 'This is the oldest known Cooper registered in Italy'

1964 Austin Cooper S

In Old English White with a black roof, this is one of Luca's most cherished cars. 'It's important because its original owner was Paul Lips, a true Mini lover and a legend among Italian Mini collectors. He would never have parted with this car, but after he passed away it was sold to me by his wife in memory of my friend.'

With a collection of 40 cars, there are obviously going to be some cars that are not roadworthy. The 1963 Morris Mini Minor 850 (right) was found at the end of a 70km drive. Cooper S (below) is one of the rare 970cc cars. This one is nearing the end of a long-term bare-metal restoration



LOOKING AFTER THEM

'I'm not a good mechanic,' says Luca, 'but Minis are so easy that even I can do some of the simple jobs. With the other cars I'm too scared to mess up the job, so I prefer to use professionals.' Over years of collecting he has developed a network of trusted mechanics, body workers and other specialists. He has also bought complete stocks of spare parts from closing-down dealers or shops and now some rooms of the house are dedicated to storing them. He's glad he did, because he laments, 'Today reproductions of just about anything are available. Unfortunately most of the new parts are manufactured in the far east, and are very low quality - worse than the originals, some of which weren't too good in the first place. They are cheap to buy but are worth even less.' His stock of parts allows him to be virtually self-sufficient when restoring a car. 'My mechanics are now so expert in Minis that they can work to a very high standard,' he adds. He uses the same professionals to work on all his cars, with each one being treated to a change of all fluids every three years at the very least.





Luca's place is crammed with cars and spares, mostly Mini-related



Luca gets into the finer points of rear lights with scribe Massimo



The Almond Green 1962 Austin Cooper that started it all, and his Grampian Grey MGB GT



This 1964 Austin Cooper S has sentimental value, having been owned by one of Luca's late friends



1967 Morris Cooper S

This very early MkII Cooper S was registered in Italy in October 1967. 'It was sound when I bought it but a previous restoration in 2016 had been badly executed,' says Luca. 'It is an Italian car, still with its first number plate, and it has now been restored with meticulous attention to detail in its original colour of Island Blue.' He does admit to two things which aren't as-original, though. 'The fuel pipes have been replaced with modern ones, simply because they are safer than the original style. And I made a mistake during the full rebuild of the engine - I gave the mechanic who was working on it the wrong sticker. So when I open the bonnet, the first thing I see is a logo that's Austin instead of Morris. Every time I see it I want to change it, but then I forget...'

1964 Morris Cooper S

Fewer than 1000 of these 970cc cars were built, and this one was originally sold in the UK in right-hand-drive form. It was converted to left-hand drive when imported to the continent. 'I bought it in 2000 and we are only just finishing the restoration now,' says Luca. 'It's my fault for having too many projects at the same time. It was a bare-metal restoration; we resprayed it in the original red with a black roof. We still have to finish the engine; the cylinder head and carburetors are being rebuilt.'

1963 Morris Mini Minor 850

At the very end of the garage, covered by a thick layer of dust and buried by spare parts, sits an 850. 'It has been there since 1997,' admits Luca. 'I had been looking for an 850 for years, with no luck. Then I spotted this for sale, listed in a magazine - it was in Aix en Provence in the South of France, 700 kilometres away. I vividly remember the nightmare of driving my car and trailer all the way there and back, for a car that turned out to be in need of total restoration. The thing is, a few days afterwards I found a much better 850 - a 1965 car with one owner from new that was fewer than 40km from home. So the first one I bought has stayed where I parked it. I think it will stay there for many years to come.'

1975 1275 GT Wood & Pickett Margrave

This dark blue, right-hand-drive 1275 was sent to Wood & Pickett to be transformed into a Margrave in 1980 when it was five years old, and Luca has all the original bills for the work that was carried out. 'I bought it in 2010, while at the International Mini Meeting, from a German guy,' he says. 'It has a vinyl roof, but the rear of the rain channel is missing. It has leather seats and the dashboard is covered in wood. The engine capacity was increased too, up to 1450cc, which is recorded in the paperwork. It has the correct bumpers and rims, the four headlights, the reverse light, the rear wiper and Cooper S double tanks. To my knowledge, there are only two Margraves registered in Italy.'

1967 MGB GT

This car was originally sold in Italy and bought by Luca in 1996, in need of restoration, for 2.5 million lire (about €1700/£1500). 'It was white, not too rusty and with a decent interior which we managed to partially save. We found the original Grampian Grey - a special order colour - beneath a couple of layers of different paints. BMI Heritage later confirmed that this was the correct original colour of the car.'

Luca had this Morris Cooper S 1275 MkII (above) re-restored with meticulous attention to detail - then got the engine badge wrong, which irritates him no end. Rare left-hand-drive Lotus Elan (right) was the subject of a swap for a racing Cooper



1967 Austin-Healey Sprite

Originally a Swiss car, this was imported to Italy in 1982 and remained in the Milan area until Luca bought it some years ago. 'I don't exactly remember when I bought it because it's not really part of my collection. I gave it to my wife as a present about eight

or nine years ago, but it has hardly ever been used. It is totally original apart from a respray in the correct Old English White. It is one of the very few cars always in ready-to-go condition, but I don't drive it.'

1964 Lotus Elan S1

This rare left-hand drive S1, complete with hard top, was originally sold in Spain and imported to Italy in 2000. 'I bought it in 2007, swapping it with my racing Cooper S. I always wanted a Lotus - such a wonderful car to drive. I love it, but for years I regretted the swap. Then, in 2011, I was finally able to buy back my racing Mini. But of course I kept the Elan too!'

1967 Mercedes-Benz 230 SL

The origins of the German cars in the collection reflect a familiar story; the first Mercedes Luca bought, a W115 220 D, was the same as the one owned by his father when Luca was a child.

'I found a car exactly like his apart from the colour,' he says. 'It was a great example, despite having covered 300,000km. It taught me how well Mercedes are built and that a classic car can be reliable. I sold it but have owned other Mercedes, including the SL. It's original apart from a respray in the correct colour.'

Although a compact car, it looks big in a roomful of Minis. 'I bought it in 2012,' says Luca. 'It had been in a warehouse in Rome since the mid-Seventies. The first time I saw it, it was so dirty it was almost impossible to see the paint. It is one of the cars I love to drive the most, and my wife's favourite.'

THE COLLECTION IN FULL

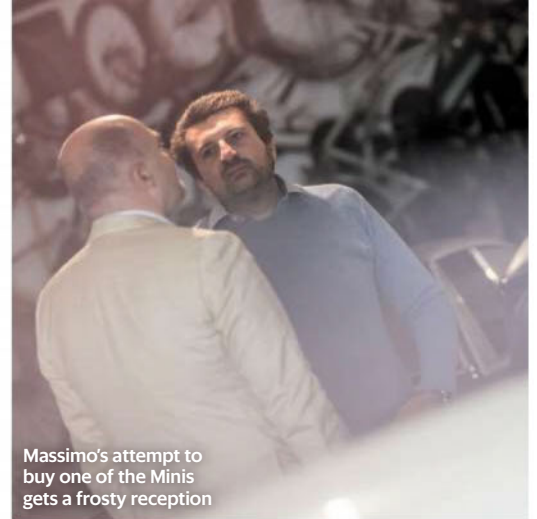
- 1960 Morris Mini Minor 848cc
- 1963 Morris Mini Minor 848cc
- 1965 Morris Mini Minor 848cc
- 1964 Morris Cooper S 970 cc
- 1962 Austin Cooper 997cc
- 1963 Morris Cooper 997cc
- 1964 Austin Cooper 998cc
- 1965 Morris Cooper 998cc
- 1969 Austin Cooper MkII 998cc
- 1963 Austin Cooper S 1071cc
- 1964 Austin Cooper S 1071cc
- 1964 Morris Cooper S 1071cc
- 1966 Morris Cooper S 1275cc
- 1966 Austin Cooper S 1275cc
- 1967 Morris Cooper S 1275cc MkII
- 1970 Mini Cooper S MkIII 1275cc
- 1972 Mini 1275 GT
- 1975-80 Mini 1275 GT
- Wood & Pickett Margrave
- 1967 Morris Mini Moke 848cc
- 1989 Mini Moke 998cc
- 1969 Mini Marcos 1275cc
- 1982 Mini Metro MG Turbo 1275
- 1991 Rover Cooper 1275
- 1994 Rover Mini Cabriolet 1275
- 1962 Austin-Healey 3000 MkII
- 1967 Austin-Healey Sprite 1275
- 1967 MGB GT 1800
- 1971 MGB Roadster 1800
- 1961 Jaguar Mk2 3.8
- 1964 Lotus Elan S1 Roadster 1600
- 1969 Lotus Seven
- 1964 Rover P5 Coupé MkII 3000
- 1974 Rover P6 V8 S 3500
- 1973 Land Rover Half Ton 2.25-litre
- 1984 Range Rover 3500
- 1966 Mercedes-Benz 230 SL
- 1966 Mercedes-Benz 200 'Fintail'
- 1966 Mercedes-Benz 230 S 'Fintail'
- 1970 Mercedes-Benz 280 SE W108
- 1971 Mercedes-Benz 230.6

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BRITISH GREATS IN
AUSTRALIA**

Luca keeps a good stock of tyres to make sure his Minis are properly shod



This 1275 Wood & Pickett Margrave is one of only two in Italy



Massimo's attempt to buy one of the Minis gets a frosty reception



Luca also collects scale models - 400 Minis and 5000 of other vehicles

It's not quite exclusive wall-to-wall Anglophilia. There's the odd Merc too, like this 230 SL





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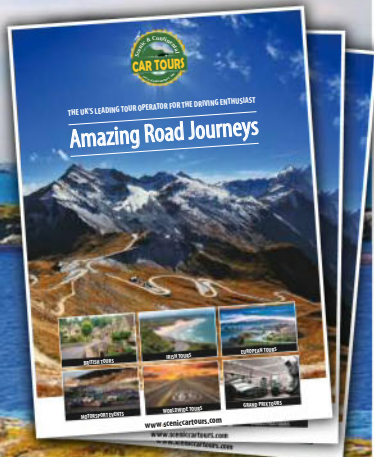


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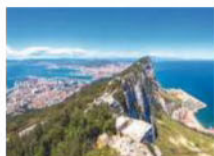
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Six steps
to buying a

Porsche 928

A Porsche within realistic reach? Yes, but this grand tourer is also mightily complex

Words PAUL HARDIMAN Photography JOHN COLLEY

The 928 remained in production for 18 years and time has confirmed it as one of the world's great GTs. Values bottomed some years ago and have continued to steadily increase. Expect a car that feels firm and planted on the road, with relatively heavy steering, especially on earlier iterations. Manual shifts are fairly notchy, better on the later GT and GTS, and the throttle pedal has a long travel.

Though it's unlikely you'll find a service book fully stamped by Porsche main dealers, you'll want to see documentary evidence of consistent care with fluid changes at the right intervals - and MoTs that tie up with the odometer. Bosch has stopped making a lot of the electrical parts - MAF sensors, for example - but specialists have stepped in to fill the gap and spares support is pretty good. John Speake of JDS Porsche (01233 709915) for example, repairs them, plus the fuel injection ECUs, for £320 apiece, and there's a wealth of knowledge out there on the internet to help you.

On a car this complex, when you find one you really fancy, an expert opinion is vital and worth paying

[What to pay]

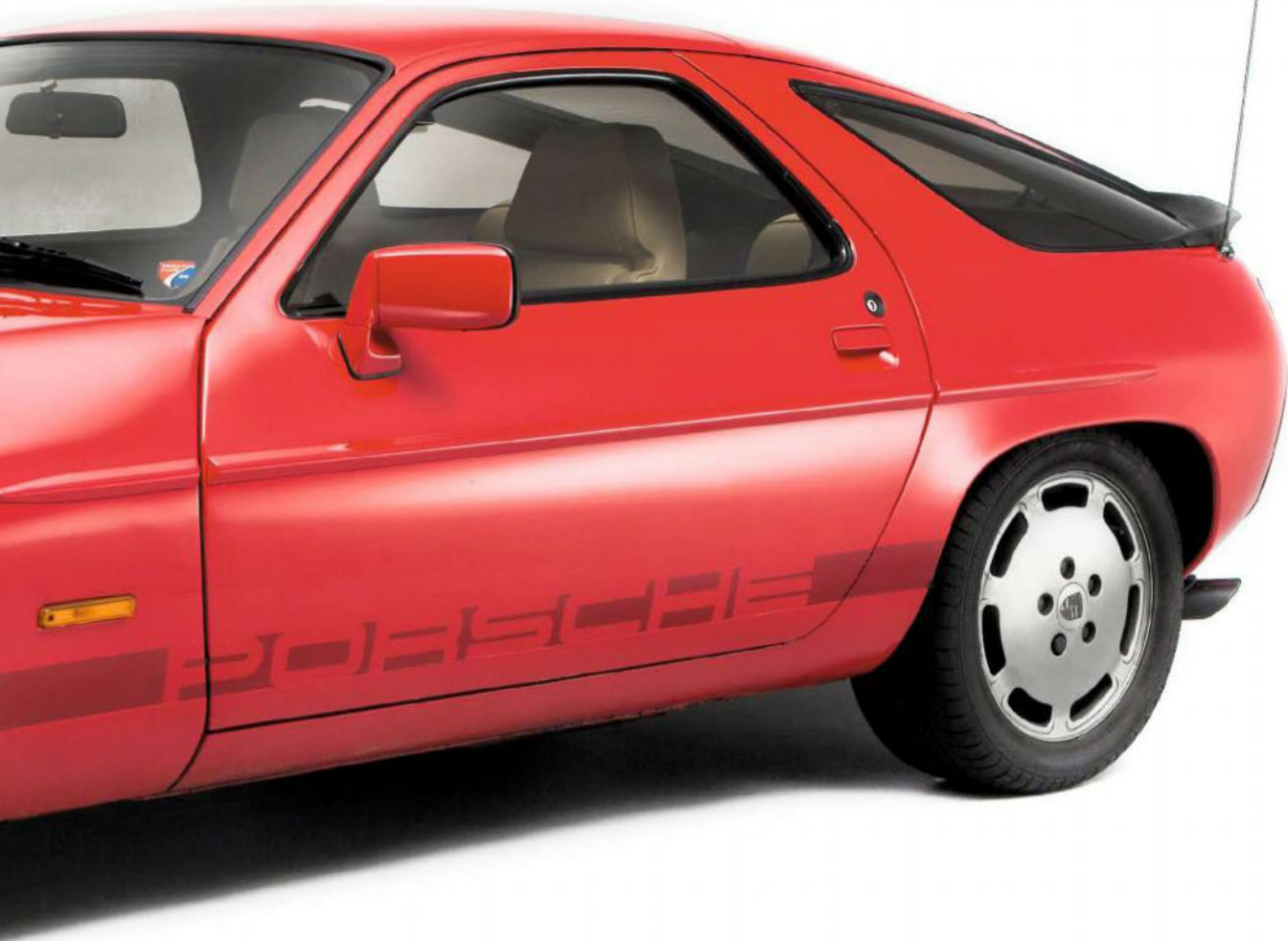
- ▶ **£4000** got you a driver-quality runner not long ago. These days that's project car money
- ▶ Fair 'driver-quality' S2s fetch **£8k**, but they can end up costing much more
- ▶ Track day cars start at around **£12k**
- ▶ Good restored early cars go for **£15k**
- ▶ **£15-18k**: cheaper, likely repainted S4s
- ▶ Starting point for nice S4s is **£25-30k**
- ▶ S4s with lowish mileage and FSH start at **£35k**
- ▶ GTs and GTSs start at **£40k**, and will probably be in left-hand drive
- ▶ Perfect low-mileage GTSs will fetch **£70k+**

for. Porsche Club GB (porscheclubgb.com) is a good starting point for contacts. We spoke to 928 Register Organiser David Hemmings, to Adrian Clark who is PCGB's technical advisor on the model and has raced them since 2007, and to Paul Lacey (paullacey.org.uk) who offers specialist help including engine rebuilds.

Which one?

There's a bewildering choice of permutations, from early 4.5-litre 240bhp cars to the final 5.4. For most enthusiasts it's a choice of the clean styling of the recessed tail-light S1 and S2, or the added sophistication of later cars. Earliest cars have 'telephone-dial' wheels, very early ones lack spoilers and side strips. S4s offer more luxury and speed while the GTS is the most hardcore and most expensive to fix, having unique brakes and engine. Most are autos, but that suits the car's character. Here's a summary.

- ▶ **1977-1982**: 928 launched with new water-cooled, 4474cc V8 K-Jetronic engine giving 240bhp and 140+mph top speed. Five-speed manual or three-speed automatic transmissions.
- ▶ **1979-1984**: 928S gets 4664cc L-Jetronic engine,



'There's a bewildering choice of permutations. For most enthusiasts it's a choice of the clean styling of the S1 and S2, or the added sophistication of later cars'

plus small front and rear rubber spoilers and side-protection strips; 300bhp with 152mph top speed.

► **1984-1985:** S2 has 310bhp LH-injected engine; auto gearbox is now a four-speed.

► **1985:** US-only cars receive new four-cam 5.0-litre V8, four-valve cylinder heads and unofficial 'S3' title.

► **1987-1992:** S4 has smoother front end, wraparound tail-lights and big rear spoiler. UK-only SE (manual only Sports Equipment, 42 made) is equivalent to rest-of-the-world Club Sport, (left-hand drive, 71 made).

► **4957cc 32v** V8 with LE injection gives 320bhp. Digital dash and auto 'box standard for '89-on S4.

► **1989-1992:** manual-only GT introduced with stiffer suspension, 16in wheels and 330bhp, twin tailpipes.

► **1992-1995:** GTS has 5399cc V8, 340bhp, Cup 17in alloys, colour-coded rear spoiler, Turbo external mirrors, full width rear light panel.

Engine/transmission The V8 (two-cam until S4) is largely bulletproof, going up to 200k miles between rebuilds if looked after, but resist a smoky engine. A slight vibration at idle suggests worn engine mountings (£250 each plus labour). Cambelt interval

is 60,000 miles or four years, and it's wise to renew the water pump at the same time; make sure you see a bill for this. The original 4.5 (up to 1984 non-S) is a non-interference engine, but all the others will bend the valves if the timing belt breaks, though the pistons usually survive. Engine rebuilds cost upwards of £3500, or the same for a secondhand engine.

Pipe failure to the oil cooler and steering rack isn't unknown so look for oily front brakes and backs of wheels. Check for leaks from the power steering reservoir (big bottle with ZF on the cap).

Check the condition of the fuel pipes generally, because engine fires are not unknown. On 32v cars (1987 on) check the condition of the fuel hose that runs in front of the oil filler neck - if incorrectly fitted it eventually wears through, resulting in a fine spray of fuel over the engine, which has destroyed more than one car. A braided replacement is good to see here.

If it's a GTS, don't be concerned if the engine has been fixed under warranty; they had oil-burning issues, but check if the engine has been replaced and ask about oil consumption - if it's a burner, walk away. You can't see oil haze as the cats stop it.

Porsche purists were horrified when the futuristic 928 appeared over 40 years ago. Big, water-cooled and - shock, horror - front-engined, it was a radical departure from the marque-defining 911



The V8 powering Porsche's big GT grew from 4474 to 5399cc during the 928's 18-year lifetime. Cambelt interval is 60,000 miles

'The V8 is largely bulletproof, going up to 200,000 miles between rebuilds if looked after'



Crankshafts on automatics can be destroyed by incorrect flex plate tension. This affects S4s more than S2s but ask if it's been checked. If the owner doesn't know, have it checked by a specialist or walk away.

Clutches are expensive - reckon on £1000 just for parts, not all of which are available for early cars. Listen for bearing noise varying with pedal pressure, and on later, torquier cars, clutch slip on hard acceleration. Actuation is hydraulic, so if it's failed completely you won't be able to engage any gears.

If there's drone from the torque tube bearings, best walk away or negotiate a big discount because it's another £1000 job that's not do-able at home.

Electrics of 928s have a propensity to deteriorate if they're allowed to stand or get damp, though by modern standards the wiring is fairly simple and easy to trace. John Speake of JDS says, 'Up to S2 they are relatively straightforward though the fuse boxes are quite daunting with 40-odd fuses and lots of relays. Later cars have extras too, such as memory seats in S4s, and electro-hydraulic differentials.'

Plug-in diagnostics arrived only in 1988, and on these cars it's worth paying someone to check for fault codes (refurbished Hammer testers are available from

jds.porsche.com). Other than that, check that when you switch on, all the instruments and warnings light up, and that the ABS light goes out when the engine starts. ABS warnings are common with the digital dash that arrived in 1989; the problem is likely a wheel sensor (about a £100 fix). But if the PSD (electro-hydraulic LSD) warning lights too, there might be a problem with the high-pressure hydraulic pump, which will easily cost £1000 to put right. The good news is that fuel pumps cost only £100. Later cars have two, but can be converted back to the original single system, doing away with the in-tank lift pump.

Now check secondary features: central locking, boot release, electric windows/mirrors/seats and sunroof motor. Beware of extra underbonnet alarms - poorly executed alarm wiring leads to breakdowns or worse. As Speake says, 'An unskilled person getting into the electrics is the worst thing that can happen to a 928.'

Bodywork Galvanised and part-aluminium, yes, but not totally rotproof. Look for paint bubbles in the front wings, door skins and around the rear side windows; the aluminium bonnet can corrode too. Accident repairs are a breeding ground. Get underneath to check the rear of the sills, obscured by plastic covers



Leather seats usually wear well. This is a fairly restrained version of a 928 interior. Early cars had the option of cloth in psychedelic Pasha pattern



on later cars. All panel gaps should be consistent. Is the sunroof motor working? Non-sunroof cars are sought after because they don't leak.

Wheels Ideally you want the originals; many cars have later or aftermarket wheels, sometimes with spacers at the rear. Are the originals available with the car? And is it on the right tyres? As well as correct sizing (the internet is your friend here), are the tyres N-rated? If not, previous owners might have cut other corners too.

Interior Check for wet carpets, indicating tailgate/sunroof leaks; in the rear it's often the window seal, obscured by trim, rather than the hatch rubber, but that's not a dealbreaker. However, check the roof lining and door cards are not warped from damp.

Part-leather interiors were standard, but early cars had the option of cloth including the psychedelic Pasha pattern (up to 1984) that's now available again from Germany (werk924.com). Seat leather generally wears well, although edge beading isn't as robust. If the dash is leather, has it pulled away from the vents? Out back, is the luggage cover still present?

Most cars had aircon; if it works it's a bonus. If not it's usually a case of more than regassing.

Rear end featured recessed lights until 1987

[Owning a Porsche 928]



Graham Martin and **Jay Winter** jointly own the car in the photos – it's one of four 928s they've owned between them, and Martin still has an earlier S2. 'We both had an epiphany when at 18 a wealthy young friend of Jay's turned up with a new 1980 Porsche 928S in Guards Red,' says Graham. 'Its Gerry Anderson UFO styling blew us away – it was light years ahead of our daily drivers back then, a Triumph Vitesse and an Escort Mexico. The interior was ergonomically perfect and the rumble from Porsche's V8 put the hairs on our necks on end.'

'Scroll on four decades and a collection of interesting cars behind us, we co-own this three-owner, 38,000-mile 1981 non-sunroof 928S auto. It is a rare car having been specified with a full leather interior including magnolia seats and fawn carpets to raise the mood – many 928 interiors are all-black. It has the upgraded hi-fi system with eight speakers. Jay sourced an OEM radio/cassette rather than the archetypal Blaupunkt.'

And it's now for sale! Visit the928.com.



Marc Chenery paid £4000 privately in 2014 for his 1985 S2, which pretty much represents the bottom of the market. He drove it home 150 miles from Cheshire, 'I bought it for my birthday. I'd had big V8s before – Interceptors and Rover P5Bs – and as an architect I'd always liked 928s for their timeless design, so I wanted the original recessed-tailight car.'

'The temperature gauge didn't work, but the previous owner had wired in a remote dial. I had it serviced for £250 – a cambelt change is about £500 – then drove it daily for 18 months in all weather, including four days in the snow. It's been faultless, apart from the rear hatch sometimes springing open on bumpy roads. All that needed was a new plunger, spring and plastic sleeve for £12, mail order.'

'It gets hot inside – the aircon doesn't work, of course – but you just open a window. I've even had four people in it. I only stopped using it because someone gave me an X5 which is more suitable for work, so now I've pulled out the interior to have the worn seat bolsters recovered, and the rest re-Connolised. I'm also going to fit some new glassfibre boot side trims that I found in the US.'

'I'm 6ft 5in and 21 stone with a 54in chest and it fits me perfectly. As I slide down into the seat it's like a bespoke suit. I now know how Dan Gurney felt in a GT40, but I don't quite need a roof bubble – there's a finger clearance between the top of my head and the sunroof.'



Adrian Clark has owned 928s since 1989. He's raced the big Porsche GTs since 2007 and his collection currently includes two race cars (one with an engine bored out to 6.4 litres), three SEs, a GTS and a 500bhp supercharged GT.

'My first 928 was a 928S manual I bought in 1989. Great car except the cambelt went after a week, luckily with no major damage because it happened at low speed. Since then I've owned many, though my passion since 2007 has been racing my two 928 GTs. Both have been racing since the mid-Nineties and have been developed over the years to be competitive and beat more modern Ferraris and Astons.'

'They can be very competitive race cars, handling being their biggest advantage along with the powerful engine and torque. You need a dry-sump upgrade to avoid engine failures though, and additional gearbox cooling is important. For 2018 I hope to be campaigning again in the BARC Intermarque Championship and CSCC Future Classics series.'

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1990 Porsche 928 S4 Auto £14,250

Featured in the BBC series *Shetland*, for which it was specially painted yellow. Approx. 111,000 miles, recently had its belts changed and is ready to enjoy.

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Next Month

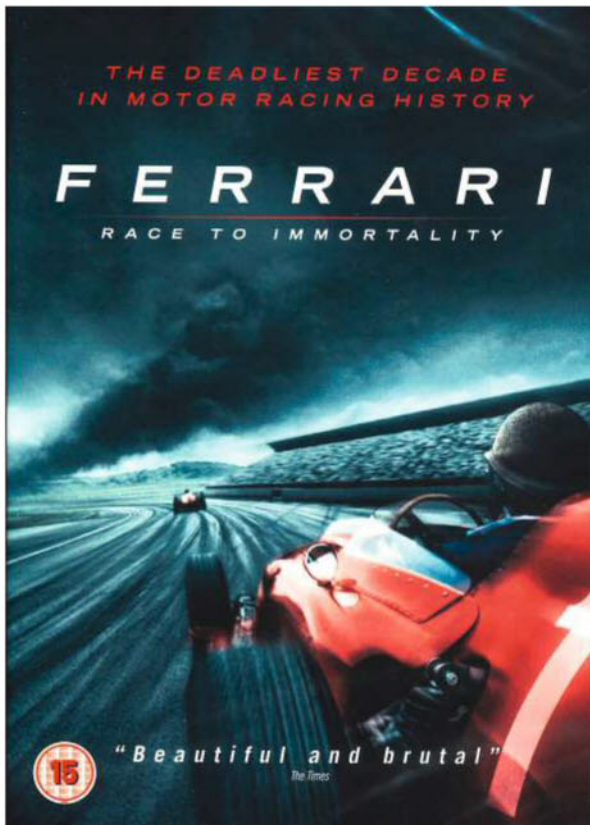
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Quentin Willson's

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Daryl Goodrich's documentary film is powerful, but there is no other way to describe its subject matter other than tragedy. The raw facts are hard to stomach – during the period 1955-59, all of Ferrari's works Grand Prix drivers were killed. Following Asif Kapadia's lead with *Senna*, Goodrich's film is entirely made of period footage voiced by a deliberately select cast of expert-witness interviewees, creating something that's timed and plays like a vivid drama.

There's no avoiding the horror of the subject material. Some of the period footage hasn't been aired before, and it's unrelentingly graphic. Enzo Ferrari hangs over the piece like a funeral pall – obsessive, manipulative, emotionally non-committal. If you're a Tifoso, it's a must, but prepare to have your preconceptions regarding the 'glory' of your chosen marque shattered.

Racing & Recipes

By Jürgen Barth & Rüdiger Mayer,
£29.95, rmp-rm.de, ISBN 978 3 9819070 1 8

Now here's a motor sport memoir with a difference. Jürgen Barth is best known as a racing driver inextricably associated with Porsche. His mastery behind the wheel, under the bonnet and at the boardroom table led to the creation of classic racing cars, Le Mans victories and entire race series. But he has another talent, too – he's a rather good cook.

In *Racing & Recipes* Barth takes us on an unusual tour through his racing life, from a time when drivers ate what they liked at local restaurants rather than under orders from the team nutritionist. Each memory is accompanied with a recipe, usually something Barth ate before, after or even during an endurance event.

There are more in-depth memoirs elsewhere – technical details and lap-by-lap recollections are absent –

but Barth's take on the whole thing is unique. Probably the only car book you can keep in the kitchen.

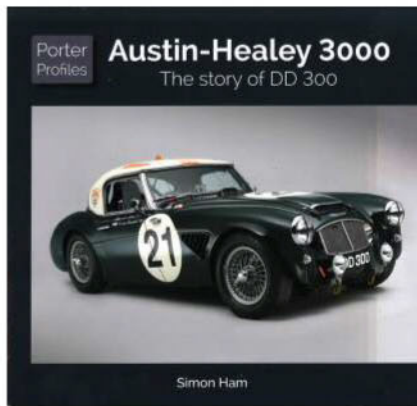
Austin-Healey 3000: The story of DD 300

By Simon Ham, £20, porterpress.co.uk, ISBN 978 1 907085 70 3

This is the first book in a new series for the Porter Press – more affordable, but just as in-depth as its more prestigious large-format books.

Ham's subject is a remarkable Austin-Healey that began life as a works racer before passing into privateer hands. What's particularly gratifying about the story of DD 300 is that its history is continuous.

Its existence chronicles the evolution of British club racing in beautifully-illustrated, clearly-researched detail, from the post-Le Mans decline to the joyously lurid ModSports era of the Seventies and finally the emergence of historic competition in the Eighties.



MODELS



1:18-scale Fiat X1/9 Minichamps, £139.99

This large-scale diecast is a delight of details – pop-up headlights and underbonnet accessories included. The model's duff aspect is oversized roof catches on the roll bar. Great overall, if pricey alongside similar recent output.



1:18-scale Ford Sierra RS Cosworth Norev, £69.99

Exclusive to the UK market with just 1000 made, this big black Sierra is decent value for money for something so well-finished. It's a sealed-body model, but the extent of the glazing and good underbody detail means you don't feel short-changed.



1:43-scale Viotti Alfa Romeo 8C 2300 Berlinetta Kess, £73.99

This gorgeous 1:43 resin replicates Viotti's road-rebodying of the car that came third at Le Mans in 1933. While it's superbly finished, the lack of intricacy might call its value into question. As a reminder of a great piece of design, it's fine.



1:43-scale Opel Manta i200 Neo, £72.99

The interior is a tad Matchbox Superkings, but what rescues this model of the Irmscher-tuned Manta is its striking presentation. The free-rolling Ronal alloys give it the feeling of a toy, but it's a satisfying one nonetheless.

MORE TO ENJOY

Formula 1 Car by Car 1970-79

By Peter Higham, £50, evropublishing.com

Year-by-year chronicle of arguably the most creative period in F1 history. Colourful and enjoyable.

The Good, The Mad & The Ugly

By Peter Dron, £14.99, veloce.co.uk

Musings on motoring journalism throughout the Seventies, Eighties and Nineties. Very funny.

Panhard & Levassor: Pioneers in Automotive Excellence

By David Beare, £14.99, amberley-books.com

An entire marque history in 126 softback pages. And what a history – P&L are overlooked yet significant.

Rallying 1967

By John Davenport & Reinhard Klein, £95, mckleinstore.de

1967 was a significant year for rallying. Relive it in 377 pages of glossy photo-journalism and diligent fact-accumulation.

All these books are available from Chater's. Go to chatters.co.uk to find out more.

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FORD DID!**

64 MUS looking healthier than Quentin ever intended it to be when he bought it



Quentin's attention grabber

1964 Ford Mustang

Owned by Quentin Willson

Time owned 3 years

Miles this month 450

Costs this month £370

Previously Bringing it up to my (high) standards

There's clearly something about the first Ford Mustangs that people recognise and love. And I'm really loving my 1964 Mustang convertible as I bask in the warm approval and broad smiles it provokes wherever it goes. Park and you're showered with compliments; stop at a road junction and you're waved through like the Pope. Maybe it's all those movie appearances, but I'm still amazed at all the attention the car gets.

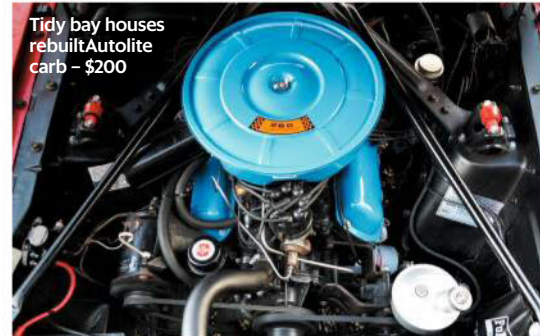
Adam Longmore at Mustang Maniac in Ware (mustangmaniac.co.uk) has been indispensable in my adventure, with advice, guidance, parts and expertise and I can't rate his deep knowledge and cheery can-do attitude highly enough. If you're running an American classic in the UK you definitely need a specialist like Adam.

I've learnt two valuable lessons about buying classics in the States. First, you need to actually be there and second, you should always inspect on a ramp. The first I managed by working in Los Angeles but buying privately meant I couldn't do the second and missed things like one wrong-sized road wheel, an exhaust being held up with wire and corrosion in the floors and torque boxes.

Crawling underneath won't reveal enough because classics in the US don't need any annual safety checks; lots are shiny on top and dire underneath. But given my car's early spec with its one-year-only 260ci V8 and lots of the '64½ features still intact, I'm chuffed to own such an unspoilt early Mustang.

I'm also loving reasonably cheap parts prices and simple engineering. I bought a rebuilt Autolite carburettor online for \$200 (manufactured the same month as my car), set it up with a vacuum gauge and it's transformed the performance. I reinstated two missing fender support braces (found online again) that have stiffened up the front end, fitted a set of new whitewalls from Longstone Tyres at £68 each and found some January '64-dated seatbelts - yet another bargain sourced online for \$50.

Tidy bay houses rebuilt Autolite carb - \$200



Period seatbelts were another bargain



Apart from some creaking from the back end - probably anti-roll bar bushes - 64 MUS now wuffles along brilliantly. Next jobs on the list are a front disc conversion - the standard drums can be scary - a heater rebuild, new speedometer bulbs and replacing a worn door handle and window cranks. Everything's available and, apart from the brakes, simple enough to do myself. With a bit of luck, £600 and a couple of weekends should cover it.



Careful winching needed to get the brake-less E-type safely down the sloped drive and into the garage

Two miles per year

1966 Jaguar E-Type 2+2 Auto

Owned by Malcolm McKay (MMcKays@aol.com)

Time owned 2½ years

Miles this month 5 (on trailer)

Costs this month £355

Previously Stored while other cars took priority

I've been itching to get started on reviving my US-import E-type 2+2, bought in 2015 before prices rocketed. First priority was to get it home from the barn, so I rounded up wife Helena, son Fraser and his girlfriend Georgia to lift off the bonnet. We changed the incorrect ribbed cam covers for the correct polished ones, sourced online - and were glad we had done so before starting the engine, because I found a small bolt lying loose beside one camshaft. It could have done untold damage if left to rattle around in there when running.

Over Christmas, Helena and I set to work. First question - will it run? The engine looks very clean - it's not the original but has a block from a slightly later E-type, what appears to be a new cylinder head and all the correct manifolds and ancillaries for a 1966 car. With lots of Redex injected everywhere (US cars that

have sat a long time suffer from gummed-up valves), we were ready to try - but the fuel pump wasn't working.

I dismantled it, to find that too was gummed up. Freed off, and with the oxidised points cleaned, the straight six burst into life - and promptly flooded the float chambers, with fuel pouring out of unions. Pump disconnected but chambers full and choke wedged open, I turned the key and pressed the button. The engine roared into life! Only for a few seconds until it had drained the float chambers, but it sounded healthy and fired on all six. A compression test showed all was well - but I didn't want to run the engine longer with no cooling system and leaky fuel joints, so shut it down.

We bought a Burlen carburettor rebuild kit and I stripped them back. Fortunately they were complete and original with little wear, but full of muck and the rubber diaphragms were rock-hard - they wouldn't have lasted long. Rebuilding was a satisfying job, and while I was working on that, Helena tackled the front subframes.

Helena repainting the engine frames in original maroon



Carburettors off for rebuild

We were pleased to find that all were rust-free and still in their original factory paint. Unfortunately, said paint looked nothing like when it had come out of the factory! It seems the Opalescent Maroon pigments were unstable, and oxidised even without sunlight to a dull pink.

I ordered a tin from Autopaints of Brighton and Helena repainted most of the frames, just leaving the area around the chassis number which I will lacquer as is, for proof of originality!

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Ross shows the R5 some mechanical sympathy, resisting the urge to lay down some elevens of his own

Dismay precedes some devilish delights

1981 Renault 5 Turbo 1

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

Time owned Two years, two months

Miles this month 94 **Costs** £400

Previously 2nd place achieved at Swiss concours

As we approached Blighty on our return journey from Geneva it became clear that our freshly rebuilt engine was no longer punching its weight - time for another visit to John at JL Engineering. His diagnosis? Turbo failure. Disappointing in extremis, both for him and us. The company that'd rebuilt it offered to do it again, but John had lost faith in them so sent it to another and, considerably, ate the fee.

Good comes from bad though, because removing our little Garrett *escargot* revealed a rapidly deteriorating inner

manifold surface. If loose metal had broken off it could have wrecked the turbo blades - third rebuild, sirs? - or even worse. A dexterous bit of welding rectified matters and glorying in fortuitous relief we decided life's too short, and spent more money.

The Devil exhaust system was a period option, so we were able to man-justify to ourselves that it wouldn't compromise the R5T's originality. Unfortunately, with our enlarged appendage in place we had to leave off the lower grille because it no longer fitted - time to source a replacement that can be adapted, and store the original.

On the hoof it was transformative. Our ethereal turbo whistle remained, but now joined by a proper snap, crackle and overrun-pop soundtrack - more in keeping with its original wild Group 4 raison d'être. In fact it reminded me of *The Beastie* - my faithful old Fiat 124 Abarth - and that's no bad thing at all.

Our new improved R5T was ready just in time to debut at the Renault Alpine

Owners' Club's yearly *Origine RS* bash. A change of venue saw Brooklands host it for the first time, and that gave the organisers the chance to incorporate a bit of competitive action with timed runs up the hill and an auto test.

To get our car off the mark quickly you really need to spool the turbo up to 4000rpm, drop the clutch and fishtail away until the rubber bites. Recent new tyres were one thing, but the fresh clutch - and lingering tortured smell from those cars that'd already completed it - saw us making relatively reserved blasts up the hill, with the turbocharger not kicking in fully until halfway up.

On the auto test circuit it was a different story; even with a similar semi-pedestrian start, once spooled the little devil was off. First gear; second gear; weaving, turning and spinning like a dervish, it excelled. And the best bit? Oh lordy, did it sound good, as if old Beelzebub himself were sitting on our shoulders.

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1 CLB900	9 Dr chest	660x305x475	£99.98	£119.98
CLB200	2 Dr step up	672x310x195	£47.98	£57.98
CLB1005	5 Dr cabinet	685x465x795	£164.99	£197.99
2 CLB1007	7 Dr cabinet	685x465x955	£189.98	£227.98

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CTC900B	9 Dr chest	610x255x380	£59.98	£71.98
CTC500B	5 Dr cabinet	675x335x770	£109.98	£131.98
CTC800B	8 Dr chest/cab set	610x330x1070	£94.99	£113.99
2 CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£139.98	£167.98
PROFESSIONAL RANGE				
3 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
4 CTC106	6 Dr drop front	662x305x365	£59.98	£71.98
CTC109	9 Dr chest	662x305x421	£69.98	£83.98
5 CTC105	5 Dr cabinet	685x465x795	£159.98	£191.98
CTC107	7 Dr cabinet	685x465x950	£189.98	£227.98

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1 CBB209B	9 Dr Chest	710x315x420	£114.99	£137.99
CBB210B	10 Dr Chest	710x315x475	£129.98	£155.98
CBB203B	3 Dr step up	710x315x250	£67.98	£81.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
2 CBB217B	7 Dr Cabinet	758x468x975	£239.98	£287.98
CBB213B	3 Dr Cabinet	758x481x975	£189.98	£227.98

* Except on CBB231B & CBB230B

MODEL	SIZE	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
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CBB315	36"	5 Dr Cabinet	927x416x985	£279.98	£335.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£389.00	£466.80
1 CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£311.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£449.00	£538.80
CBB231B	56"	9 Dr chest	1460x615x490	£399.00	£478.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£599.00	£718.80

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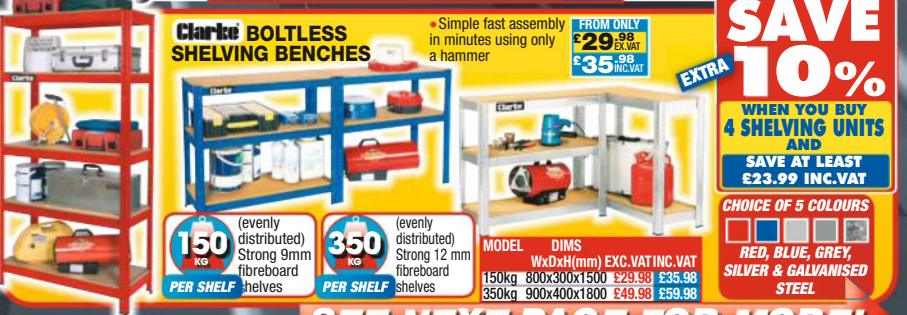
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CTJ2001G	Pro Garage	2	£79.98	£95.98
CTJ3000LB	Quick Lift	3	£79.98	£95.98
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BC190	38/180	£94.99	£113.99
BC210C	35/200	£109.00	£130.80
BC410E	25/400	£129.98	£155.98
WBC180	35/180	£129.98	£155.98
BC205N	30/200	£179.98	£215.98
WBC240	45/240	£159.98	£191.98
BC520N	50/100	£179.98	£215.98
WBC400	60/350	£199.00	£238.80

Clarke GRINDERS & STANDS

Stands come complete with bolt mountings and feet anchor holes.

FROM ONLY **£32.99** EXC.VAT
£39.59 INC.VAT

Clarke FUEL TRANSFER PUMPS

Ideal for dispensing diesel, light fuel oils or refuelling vehicles.

FROM ONLY **£149.98** EXC.VAT
£179.98 INC.VAT

MODEL	MOTOR	MAX FLOW	EXC.VAT	INC.VAT
DFT12	12V	40l/min	£149.98	£179.98
DFT24	24V	40l/min	£149.98	£179.98
DFT230	230V	56l/min	£189.98	£227.98

Clarke LCD INSPECTION CAMERA WITH 9MM LENS

Versatile tool for viewing objects in inaccessible areas.

FROM ONLY **£59.98** EXC.VAT
£71.98 INC.VAT

Clarke CRANES

Folding and fixed frames available. Robust, rugged construction.

FROM ONLY **£164.99** EXC.VAT
£197.99 INC.VAT

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

Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

Keep batteries in top condition over a long period.

FROM ONLY **£24.98** EXC.VAT
£29.98 INC.VAT

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

Clarke HIGH FREQUENCY BATTERY CHARGERS

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

FROM ONLY **£44.99** EXC.VAT
£53.99 INC.VAT

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

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE.

FROM ONLY **£22.99** EXC.VAT
£27.99 INC.VAT

Clarke WORKSHOP AIR TOOLS

FROM ONLY **£18.99** EXC.VAT
£22.79 INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT110	1/2" Impact Wrench	£26.99	£32.39
CAT111	Air Orbital Sander	£21.99	£26.39
CAT113	3" Cut Off Tool	£18.99	£22.79
CAT117	13 piece 1/2" Impact Wrench Kit	£34.99	£41.99
CAT120	43 Piece Air Tool Kit	£99.85	£119.82
CAT121	Dual Action Sander	£24.99	£29.99
CAT123/2"	Reversible Air Drill	£29.98	£35.98

Clarke ENGINE STANDS

Rotates through 360°. Fully tested to proof load.

FROM ONLY **£44.99** EXC.VAT
£53.99 INC.VAT

Clarke TOOL CHEST AND TOOLS

329 HAND CHT624 TOOLS.

FROM ONLY **£259.98** EXC.VAT
£311.98 INC.VAT

air master 8/250

TURBO AIR COMPRESSORS

Superb range ideal for DIY, hobby & semi-professional use.

FROM ONLY **£89.98** EXC.VAT
£107.98 INC.VAT

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/250	2HP	7.5	24ltr	£99.98	£107.98
7/250	2HP	7	24ltr	£94.99	£113.98
11/250	2.5HP	9.5	24ltr	£109.98	£133.98
8/510	2HP	7.5	50ltr	£119.98	£143.98
11/510	2.5HP	9.5	50ltr	£139.98	£167.98
16/510*	3HP	14.5	50ltr	£209.00	£250.80
16/1010*	3HP	14.5	100ltr	£259.98	£311.98

Clarke INDUSTRIAL AIR COMPRESSORS

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

FROM ONLY **£369.90** EXC.VAT
£442.90 INC.VAT

Clarke CAST IRON PUMP

AIR DISP. MOTOR AIR REC. EXC. INC.

MODEL	DISP. cfm	MOTOR (HP)	AIR RECEIVER	EXC. VAT	INC. VAT
XEV117/100(L)	9	2	100ltr	£369.00	£442.80
XEV16/100*	14	3	100ltr	£399.00	£478.80
XEV16/150*	14	3	150ltr	£429.00	£514.80
XEV16/200(L)	14	3	200ltr	£499.00	£598.80
XEV16/150(400V)	14	3	150ltr	£499.00	£598.80
XEV19/200 (L)	18	4	200ltr	£599.00	£718.80
XEV18/200 (L)	18	4	200ltr	£559.00	£670.80
XEV26/200*	23	5.5	200ltr	£699.00	£838.80
XEV37/270 (L)	36	2x4	270ltr	£1149.00	£1378.80

Clarke ELECTRIC BELT DRIVEN AIR COMPRESSORS

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

FROM ONLY **£289.90** EXC.VAT
£346.80 INC.VAT

Clarke AUTOMOTIVE WHEEL DOLLY SET

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

FROM ONLY **£44.99** EXC.VAT
£53.99 INC.VAT PER PAIR

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

FULL RANGE OF ACCESSORIES IN STOCK.

FROM ONLY **£995.00** EXC.VAT
£1194.00 INC.VAT

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

Floor Stand Including Dux Tray.

£169.00 Exc. VAT/£202.80 Inc. VAT

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Clarke HEAVY DUTY PETROL POWER WASHERS
PLS195

FROM ONLY £219.00 EX.VAT
£262.80 INC.VAT

• CAN DRAW OWN WATER
• Honda engine models
• Diesel engine models in stock

MODEL	BAR/PSI	HP	EXC. VAT	INC. VAT
Tiger1800 110/1595	2.6	£219.00	£262.80	
Tiger2600 170/2465	4	£289.00	£346.80	
Tiger3000 200/2900	6.5	£349.00	£418.80	
PLS195 186/2698	6.5	£439.00	£526.80	
PLS265 260/3770	13	£669.00	£802.80	

Clarke JETSTAR PRESSURE WASHERS

FROM ONLY £59.98 EX.VAT
£71.98 INC.VAT

NEW RANGE

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

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1850	1400W	1323psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet17500	1600W	2030psi	£124.98	£149.98
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

FROM ONLY £79.98 EX.VAT
£95.98 INC.VAT

PROpane GAS FIRED

*stainless steel

MODEL	OUTPUT KW	EXC. VAT	INC. VAT
Little Devil II	10	£79.98	£95.98
Little Devil SSII*	10.3	£84.99	£101.99
Devil 660 SS*	15	£99.98	£119.98
Devil 700	15	£99.98	£119.98
Devil 900	24.9	£139.98	£167.98
Devil 910 SS*	NEW 17.6-24.9	£159.98	£191.98
Devil 1600	36.6	£169.98	£203.98
Devil 2100	49.8	£259.00	£310.80
Devil 4000	70-131	£398.00	£477.60

Clarke PARTS WASHERS

PARTS WASHER FLUID FROM £5.99 INC.VAT

FROM ONLY £39.98 EX.VAT
£47.98 INC.VAT

BEST BUY

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

Clarke PRESSURISED SANDBLASTERS

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

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

FROM ONLY £139.98 EX.VAT
£167.98 INC.VAT

MODEL	TANK VOLUME	FLOW RATE	EX. VAT	INC. VAT
CPSB100	32 litre	6-19 cfm	£139.98	£167.98
CPSB200	63 litre	12-20 cfm	£169.98	£203.98

Clarke JUMP STARTS

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

FROM ONLY £59.98 EX.VAT
£71.98 INC.VAT

MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£59.98	£71.98
910	400A	900A	£69.98	£83.98
CLJPJS	200A	400A	£74.99	£89.99
4000	700A	1500A	£124.99	£149.99
12/24	1000A@12V	5000A@12V	£139.98	£167.98
	500A@24V	1000A@24V		

Clarke ELECTRIC HEATERS

FROM ONLY £49.98 EX.VAT
£59.98 INC.VAT

BEST SELLER

MODEL	VOLTAGE	HEAT OUTPUT KW	EXC.VAT	INC.VAT
DEVIL 7003	230V	1.5-3	£49.98	£59.98
DEVIL 7003	230V	3	£59.98	£71.98
DEVIL 6005	400V	2.5-5	£74.99	£89.99
DEVIL 7005	400V	5	£84.99	£101.99
DEVIL 6009	400V	4.5-9	£119.00	£142.80
DEVIL 7009	400V	9	£139.98	£167.98
DEVIL 6015	400V	5-10-15	£179.00	£214.80
DEVIL 7015	400V	15	£199.98	£239.98
DEVIL 7025	400V	22	£249.00	£298.80
DEVIL 7030	400V	30	£299.00	£348.80

Clarke DIESEL/PARAFFIN HEATERS

FROM ONLY £189.00 EX.VAT
£226.80 INC.VAT

Ideal for fast efficient heating • Extra-long run fuel tanks - up to 53 litres • Variable heat output with thermostat control

MODEL	MAX OUTPUT	EXC.VAT	INC.VAT
XR60	14.7kW	£189.00	£226.80
XR80	20.5kW	£239.00	£286.80
XR110	29.3kW	£289.00	£346.80
XR160	46.9kW	£349.00	£418.80
XR210	61.5kW	£399.00	£478.80

Clarke TAP & DIE SETS

High quality tungsten steel • Supplied in metal storage case (except 12pc)

FROM ONLY £15.99 EX.VAT
£19.99 INC.VAT

TYPE	EXC.VAT	INC.VAT
CHT203 16pc Metric	£15.99	£19.19
CHT302 24pc UNC/UNF/NPT	£19.98	£23.98
CHT303 28pc Metric	£23.99	£28.79
CHT304 33pc Metric/UNF/BSP	£32.99	£39.59
CHT774 37pc Metric	£38.99	£46.79
CHT527 32pc Metric	£46.99	£56.39
CHT776 76pc Metric	£64.99	£77.99

Clarke ANGLE GRINDERS

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

CAG800B

INC. DISC & HANDLE

MODEL	DISC (MM)	MOTOR	EXC.VAT	INC.VAT
CAG800B	115	800W	£24.99	£29.99
CON1050B	115	1050W	£29.98	£35.98
CON115	115	1010W	£36.99	£44.39
CAG2350C	230	2350W	£52.99	£63.59
CON2600	230	2600W	£79.98	£95.98

Clarke HEAVY DUTY GARAGES/WORKSHOPS

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

ZIP CLOSE DOOR

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

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£229.00	£274.80
CIG1216	4.9 x 3.7 x 2.6M	£299.00	£358.80
CIG1020	6.1 x 3 x 2.4M	£289.00	£346.80
CIG1220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG1224	7.3 x 3.7 x 2.5M	£429.00	£514.80

Clarke GENERATORS

FROM ONLY £99.98 EX.VAT
£119.98 INC.VAT

Honda engine models available

CHECK FRAME TYPE WHEN ORDERING

* as £346.80inc.VAT

MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	0.9	£99.98	£119.98
G1200	1.1	1.5	£159.98	£191.98
PG2500	2.2	6.5	£179.98	£215.98
PG3800	3	7	£239.98	£287.98
PG3800DV*	3	7	£269.00	£322.80
PG6500DVES	5.5	13	£499.00	£598.80

Clarke STRUT SPRING COMPRESSOR

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

FROM ONLY £109.98 EX.VAT
£131.98 INC.VAT

MODEL	DESC.	TYPE	EXC.VAT	INC.VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30	Large Cabinet	Floor	£299.00	£358.80

Clarke BLAST CABINETS

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

ALUMINIUM OXIDE POWDER FROM ONLY £9.98 EX.VAT
£11.98 INC.VAT

FROM ONLY £109.98 EX.VAT
£131.98 INC.VAT

MODEL	DESC.	TYPE	EXC.VAT	INC.VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30	Large Cabinet	Floor	£299.00	£358.80

Clarke DIAGNOSTICS

FROM ONLY £37.99 EX.VAT
£45.99 INC.VAT

MODEL	EXC.VAT	INC.VAT
E0BD Fault Code Reader	£37.99	£45.99
Engine EOBD/OBD2 RED.	£49.98	£59.98
Fault code reader		
Engine Diagnostic & EOBD/OBD 2 Fault Code Reader	£104.99	£125.99

Clarke INVERTER GENERATORS

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

IG1200

FROM ONLY £179.98 EX.VAT
£215.98 INC.VAT

MODEL	MAX WEIGHT	EXC. VAT	INC. VAT
IG1200	800W	£179.98	£215.98
IG1000	1000W	£129.98	£157.98
IG1200	1200W	£129.98	£157.98
IG3500	3400W	£329.98	£394.80
IG2000	2000W	£194.98	£236.80
IG2200	2200W	£194.98	£236.80

Clarke PRO 7" SANDER/POLISHER

CP185

FROM ONLY £69.98 EX.VAT
£83.98 INC.VAT

Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200W motor

Clarke DRILL PRESSES

Range of precision bench & floor presses for enthusiast, engineering & industrial applications

B = Bench mounted
F = Floor standing

FROM ONLY £66.99 EX.VAT
£80.99 INC.VAT

MODEL	MOTOR (W)	SPEEDS	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£66.99	£80.39	
CDP102B	350 / 5	£79.98	£95.98	
CDP152B	450 / 12	£139.98	£167.98	
CDP202B	450 / 16	£185.00	£222.00	
CDP10B	370 / 12	£198.99	£238.79	
CDP352F	550 / 16	£229.00	£274.80	
CDP452B	550 / 16	£229.00	£274.80	
CDP502F	1100 / 12	£499.00	£598.80	

Clarke BODY REPAIR KITS

CS10BRK

FROM ONLY £89.98 EX.VAT
£107.98 INC.VAT

Fast snap connector attachments for quick & easy assembly

Hydraulic pump, ram & hose with various tubes, pieces & connectors • Includes metal case

• Fast action pump

MODEL	CAPACITY	EXC.VAT	INC.VAT
CS4BRK	4 tonne	£89.98	£107.98
CS10BRK	10 tonne	£149.98	£179.98
CS10BRK*	10 tonne	£154.99	£185.99

Clarke CAR TRANSPORTER LASHING

UK MADE

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

5000KG CAPACITY

Clarke SOCKET SETS

Top quality chrome vanadium steel. • 18 Sockets 8-32mm • Reversible ratchet • Comfort grip handle

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

PRO360

PRO389
62 PIECE
1/2" & 1/4" DRIVE
SOCKET & BIT SET

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

LIFETIME GUARANTEE

NEW

1/2" TORQUE WRENCH - CHT141

5" Extension bar 1/2" 3/8" adaptor 28-210 Nm

FROM ONLY £23.99 EX.VAT
£28.99 INC.VAT

Clarke CAR CREEPERS

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

FROM ONLY £99.98 EX.VAT
£122.98 INC.VAT

£27.59 INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CNC36	Car creeper	£22.99	£27.59
CNC40	With tool storage	£36.99	£44.39
CNC45	With adjustable headrest	£29.98	£35.98
CNC50	Folding car creeper	£47.99	£57.59

Clarke PRO 7" SANDER/POLISHER

CP185

FROM ONLY £69.98 EX.VAT
£83.98 INC.VAT

Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200W motor

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1965 JAGUAR E-TYPE 4.2 FHC.

Black (Its original and rare colour) Blood Red Hide. Matching numbers, dry stored since 1977, totally restored and upgraded to the very highest of levels. Featured in the book Factory Original Jaguar E-Type: the Originality Guide to the Jaguar E-Type by Anders Ditlev Clausager. With the mechanical side being taken care of by ex Jaguar / Daimler engineer Brian Moody and bodywork by RMG Coachworks, all that was required was the final finishing touches, completed by CMC. Balanced Engine, Rebuilt Gearbox, AP 10" Clutch, Stainless Sports Exhaust and Manifolds, 2:88 Diff, Upgraded Cooling, 6" Comp. Wire Wheels, Avon Tyres, Retrimmed Interior with later sports seats (or original seats if required), Coopercraft Brakes, Correct Period Number Plate, Original Jack Etc. This, without question, has to be one of the finest E-Types we have ever had the pleasure of having through our doors and could be a true concours contender. RHD - £199,995



1960 AUSTIN HEALY FROG EYE SPRITE.

Iris 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 Ignition, 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. RHD - £27,995



1971 JAGUAR E-TYPE SERIES 3 V12 MANUAL COUPE.

Opalescent Silver Grey Metallic with Red Interior. 36,000 genuine miles covered from new. Chrome Wire Wheels. In depth rebuild carried out over recent years including; Complete body strip and total refurbishment to the highest of standards. Total engine strip and rebuild including all oil seals. Gearbox overhauled. Front and Rear suspension totally stripped and reconditioned including final drive, bearings and seals. High Torque Starter Motor fitted. Beautifully original interior with replacement carpets Etc. Etc. A superb example throughout and ready to be enjoyed once again. RHD - £79,995



1991 MORGAN 2.0 PLUS 4 - 5 SPEED.

Finished in Corsa Red with Black Hood, Tonneau and Trim. Only three owners from new with the last being a Retired Aircraft Engineer who has meticulously maintained this fine Morgan during his ownership. Spec. includes; Upgraded Leather Seats with Headrests, Inertia Reel Seat Belts, Walnut Dash, Map Light, 14" Leather Motalita Steering Wheel, Painted Wire Wheels, Stainless Sports Exhaust including Manifolds, 4 pot Calipers, Panhard Rod, Sports Air Filter, Door Handles, Mirrors, High level Third Brake Light. Etc. Etc. Continuous History from day one, including original purchase invoice, Handbook, Invoices and detailed servicing logs. Beautifully presented and impressive throughout. RHD - £23,995

1960 TRIUMPH TR3a

Racing Green with Red interior. Restored some years ago to a very high standard and still superb today. Specification, includes Balanced Fast Road Engine, Upgraded suspension and brakes etc. etc. A very desirable Triumph and always so sought after.

RHD - £Ask



1964 MORRIS MINI COOPER 1071 S.

Tartan Red with White Cap and Red Trim. Supplied new by Appleyards of Leeds. Total ground up restoration to FIA Spec some years ago and still in exceptional condition today. Mountune Engine, Close ratio Gearbox, LSD, Full Cage, Reclining Works Seats, 4 Cibie Spot Lamps, Minilite Wheels. Twin Tanks, Harness's, Map Light, Heated Screen, Fully Fused Works Style Dash, Sump Guard, Adjustable Suspension etc. bodysell painted by Moorland Classics at a cost of £8,000! A most exceptional example. Correctly set up and ready to go!! RHD - £39,995



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 heading and visors, Upgraded with Overdrive on 3rd & top, Servo, Gearbox Remote Control, Dunlop Disc Brakes, Front Anti Roll Bar, Oil Cooler, Electric Cooling Fan with Revotec controller, Hi Torque Starter, Alternator, Kenlow Fan, Aluminium Fuel Tank, Seat Belts, 185 x 16 Vredstein Tyres, Upgraded Heater, Flashing Indicators with Working Semaphores, Hazard Warning Lights, Overtaking Mirrors Etc. A very advanced four seater Grand Tourer. RHD - £69,995



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 - £14,995



1958 ROVER 60.

Dove Grey over Smoke Grey with Red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 20,800. This has to be the lowest mileage Rover extant. Has a most extensive history, Including Original Log Book, Hand Books, service Bills Etc. Equipped with Free Wheel, Spot Lamps, Wing Mirrors, 'His Masters Voice' Radio, Rim embellishers Etc. It would be hard to believe that a better example exists. RHD - £13,995



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



1997 JAGUAR XK8 COUPE 4.0 AUTO.

Finished in Jaguar Racing Green with Magnolia Hide. One Owner and a genuine 43,000 recorded. In outstanding condition throughout with comprehensive service history. Specification includes ; PAS, ABS, A/C, Heated front and rear screens, Electric seats, Electric windows, mirrors and locking. Very desirable and one to buy now while still affordable. RHD - £11,995



1972 TRIUMPH TR6.

Sapphire Blue with Black Trim and Hood. This TR6 is in outstanding condition throughout and was last sold by us in 2004 to its present owner. Continual 'works' over the years have ensured that the Triumph has been trouble free and enjoyed trips all over the UK and Europe. Sensible upgrades include Overdrive, Upgraded Fuel Pump, Ram Pipe Air Intakes, High Torque Starter, Kenlow Fan and Sports Seats. A beautifully presented car, now ready to be used and enjoyed by a new custodian. Will not disappoint. RHD - £26,995

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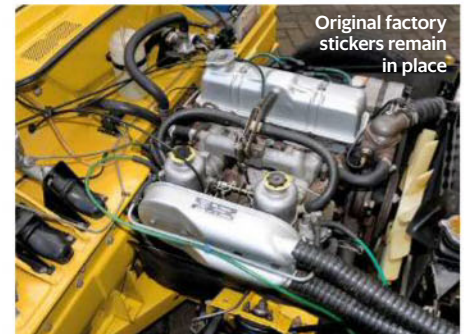
If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.



As close to a new Spitfire as you'll get – but you'll have to do without a soft-top



Erratic minor gauges only real niggle



Original factory stickers remain in place

Triumph Spitfire 1500 £22,995

A minimal mileage plus a lifetime of loving care means this Spitfire is as good as it gets, says **Paul Hardiman**

This late-model Spitfire is almost like new, with just two registered owners after it was a demonstrator at TH Nice, the supplying dealer whose sticker remains in the rear window of the hardtop. Thoroughbred has sold the car before, to its previous owner, and since getting it back has refinished the wheels. It still shows just 3035 miles from new, corroborated by the history file and MoTs.

It was equipped from new with the two most expensive options - overdrive and a hardtop, although oddly there's no soft-top. Aside from the stainless exhaust, fitted in 1994 at 1450 miles, this Spitfire is almost as it left the factory.

That means there are a few small sink and dust marks in the original paint on the scuttle, a nod to Seventies and Eighties British Leyland build quality. It's super-clean underneath and under the bonnet, panel- and door-fit is all good, and all the spotwelds and joints retain their factory sharpness. Even the pressing wrinkles survive in the inner front wheelarches, their rubber sealing flaps remain like new, and the factory stickers are still

underneath the front clamshell, as bright as the day they left Coventry.

Inside, the cigarette lighter has never been used and the houndstooth seat trim is almost like new; the driver's seat base just beginning to go a little baggy. The dash timber is perfect and beneath this sits the original Unipart radio. The dash top is excellent and even the ventilation duct surrounds unusually show no rust. Carpets are unworn, and there are no marks on the brushed-aluminium steering wheel spokes.

In the boot, the light still works when you open the lid, the spare has never been on the car and it looks as though the tool bag has never been opened. Remarkably, all the tyres - Goodyear G800 Customs - match the spare, with almost no treadwear, so they must be the originals. You might not actually want to drive on them, especially in the wet, but they're perfect for concours and because the car has been carefully stored for most of its life there's no cracking evident to the rubber.

The motor is clean and tidy, with the carburettors still retaining their yellow warning tags, green plastic float chamber overflow pipes and concertina intake ducting. It's just been serviced so there's

a new oil filter, and the coolant is full and green. Even the master cylinders' rubber gaiters are still supple and uncracked.

That engine starts instantly with a shrill rasp from the exhaust and the car drives as tightly as you'd expect, though the rear brakes feel as if they're dragging through lack of use. The ride is taut, all the controls are play-free and overdrive operates promptly on third and fourth. The minor gauges were intermittent on our test.

Of course, using this car would take away the very 'newness' that confers most of its value. But if you want the perfect Spitfire, it's sold with good history including original books, Super Cover wallet, unused Passport to Service book and the original key tag in an envelope, plus a new MoT.

CHOOSE YOUR SPITFIRE

- ▶ Herald-based Spitfire launches in October 1962 with 63bhp version of the saloon's four-cylinder engine and independent suspension.
- ▶ MkII arrives in March 1965 with the tweaked 67bhp engine and a more fully trimmed interior. Hardtop offered as an option.
- ▶ MkIII launches early in 1967 with a 75bhp, 1293cc engine and a one-piece grille much obscured by the raised front bumper.
- ▶ 1970 brings the MkIV with a new corporate chopped tail. Much-revised 'swing-spring' rear suspension cures tendencies to oversteer.
- ▶ The final Spitfire - the 1500 for 1975 - uses a longer-stroke 1493cc engine giving 10% more power and a genuine 100mph. The last of 314,000-odd Spitfires is built in August 1980.

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1980 Triumph Spitfire 1500

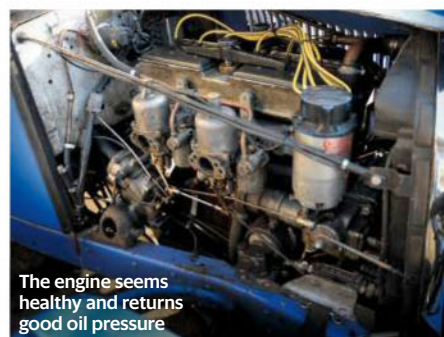
Price £22,995 Contact Thoroughbred Cars, Essex (020 8501 2727, thoroughbred-cars.co.uk) Engine 1493cc in-line four, ohv, twin-SU carburettors Power 71bhp @ 5500rpm Torque 82lb ft @ 3000rpm Performance Top speed: 100mph; 0-60mph: 11.2sec Fuel consumption 29mpg Length 3734mm Width 1488mm



Sixties-built Grebe replica has benefitted from a recent £25k restoration



It's fast, grippy and huge fun



The engine seems healthy and returns good oil pressure

Riley Grebe replica £76,500

Sublime handling makes this steeped-in-history Post-Vintage Thoroughbred racer a real sweetie, says **Paul Hardiman**

This lovely replica of a Riley Grebe racer, of which no originals survive, was built in the early Seventies on a 1933 12/6 Kestrel chassis, using a 14/6 engine bored out to 1808cc and topped with a 12/6 cylinder head. It has always been a competitive racer, evidenced by results sheets as far back as 1976. These are included in a large and detailed history file. The car was owned in the Eighties and again in the late Nineties by Motor Shed proprietor Mark Elder's father, Malcolm (who sadly left us last year). It was restored by Barrie Gillies and colour-changed from green to this rather fetching French Racing Blue.

Recently refreshed with rebuilt gearbox and rear axle - bills since 2015 total £25,000 - it's in fine health with good cosmetics for a working race car. The paint is decent over a straight body, and the radiator shell has but one small ding and a few scratches. Tyres are well-scrubbed Excelsior Comp H Wings, lights, spare wheel and rear numberplate easily unbolt for racing.

Inside, the leather is nicely worn in, with the colour rubbing off the side beadings.

There's no speedo or roof, though there is a fresh-looking tonneau cover. The 2kg powder fire extinguisher is in date.

The motor, now 1903cc using a newer block and rebuilt by Keith Pointing, is serviceable-looking, still with magneto but no cooling fan. Oil is cleanish, coolant a good level. There's a small oil weep from the tacho drive at the back of the inlet cam. The nicely-fabricated stainless six-into-one exhaust doesn't look old.

The high-cam inline-six starts instantly on the button. It takes a little while to warm up but is simple to operate, with tractable power delivery, an easy short-throw gearchange and powerful brakes that pull up straight, though the pedal is quite 'long', so perhaps the cables could do with adjusting. We didn't rev it hard (redline is 6500rpm), but it's lively with probably over 100bhp. Oil pressure was at least 60psi, and nearer 70 at any revs, and water temperature struggled to get much over 50 deg C, with the oil temp gauge hardly moving off the stop.

Handling is superb, feeling secure and stable. It's beautifully balanced and easy to drift, though there's more grip than you first think. The gearchange gets better and

faster the more the 'box warms through, though it still likes a double-declutch on the down-change. You need narrow footwear to drive it, because avoiding the brake with your throttle foot is awkward.

We didn't want to give this back; it looks good value for a competitive PVT racer, given that a 1928 12/4 Brooklands-based Treen was advertised in the last VSCC newsletter for £159k. It comes with a big history file including photocopies of build pictures and green logbooks, VSCC Buff form and FIVA identity form. Just right.

CHOOSE YOUR RILEY 'SIX'

▶ 'Brooklands Six', a six-cylinder 1486cc version of Riley Nine, offered in 1932 though expensive at £595 so only two built - one a pure racer.

▶ Between one and four 1.5-litre Riley Grebes are built for the 1933 racing season, but they'll later be dismantled to be made into MPHs, and none will survive. The 'White Riley', the forerunner of the ERA racers, is a close cousin tracing its roots back to this period of Riley's six-cylinder racing projects.

▶ TT (Tourist Trophy) with same 1486cc engine (originally). Five built from 1933-34 including the White Riley. Two dismantled and their chassis used for MPH prototypes. Three to seven 1633cc Gamecock 14/6 rally cars also built although never offered for public sale.

▶ MPH range, noted for their styling, is offered from 1934-35 using three choices of engine size, all with the same 95.2mm stroke but varying bore sizes. 12/6 was 1458cc, 14/6 1633cc, 15/6 1726cc. The latter is said to produce more than 70bhp. Only 17 MPHs are built.

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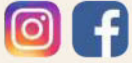
1933 Riley Grebe replica

Contact The Motor Shed, Bicester Heritage (07818 764463, vintageandclassiccars.co.uk) Engine 1903cc ohv (high-cam) in-line six-cylinder, twin SU carburettors Power 120bhp (est) Torque 120lb ft (est) Performance Top speed: 100+mph (est) Wheelbase 2591mm Track 1213mm

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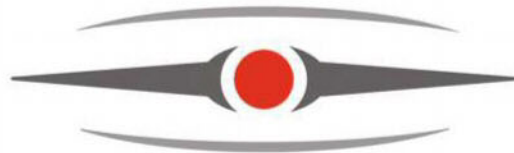
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Condition is scruffy but a repaint is a purchase option



Cabin has lasted well, although Texan sun has damaged dash



Modifications have boosted the 5.7-litre V8's power

1969 Mercury Cougar £13,850

This patinated but potent Cougar is more unusual, better equipped and cheaper than a Mustang, says **Nigel Boothman**

First impressions of this upscale 'pony car' are of its rather well-worn exterior appearance. The paint is an unusual shade between ivory and beige that's officially called Light Ivy Yellow, and close up it reveals a network of fine crazing like the surface of an elderly Fender Telecaster. Here and there are larger grazes and minor bubbles in the paint; there's also a patch of paint missing near the driver's door hinge and there is one small hole in the corner of the boot lid. The green vinyl roof has no splits or tears but there are a couple of tell-tale bumps suggesting corrosion beneath.

The underside of this Texas import is more difficult to fault. No rust is apparent and money has clearly been spent - the new bushes, brake lines and an expensive-looking twin exhaust are plain to see. There is also a set of aftermarket anti-tramp bars fitted to the rear axle, part of some tuning work obvious once you lift the bonnet. The 351 cu in (5.7-litre) Windsor V8 has ported cylinder heads, a performance camshaft, tubular exhaust headers, an Offenhauser inlet manifold and a large four-barrel carburettor on a riser block.

MSD electronic ignition is fitted, with the control box on the nearside inner wing.

In keeping with the previous owner's souping-up efforts, the car runs Hankook Ventus 295/50 15s at the rear and Bridgestone Potenza 235/60 15s at the front, all in fair part-worn condition. The chromed Magnum wheels are blooming with rust stains - refinishing or replacing them would improve the appearance significantly. The same is true for the unsightly front bumper, where chrome has peeled in one corner and by two bolt heads.

The interior has survived well, with the green cloth sections of the seats unspoiled by stains or rips. An aftermarket rev-counter now sits on the steering column and there are gauges for oil pressure and water temperature fitted above the original radio-cassette player, which still works. However, the kick panels at the side of each footwell are scruffy and the dash top is rippled after years of sun.

That mighty engine starts promptly from cold with plenty of volume and a slightly lumpy idle that indicates its state of tune rather than any problems. On the road it pulls very hard indeed with a big bellow, while at a more restrained cruise the car

rides well - no squeaks, thumps or rattles, and both power steering and power brakes work nicely in their over-assisted way. The T-handle that operates the Mercury's three-speed Select Shift automatic changes up and down as it should.

There's little history bar a few recent receipts. This is clearly a car to drive and enjoy rather than win prizes with, but the vendor will happily discuss a re-paint, with, of course, an upwards adjustment of price. This still looks like something of a bargain for an owner who wants to enjoy all that performance and then spend a bit of money on the car's appearance later.

CHOOSE YOUR MERCURY COUGAR

- ▶ The Cougar is launched in 1967 as a re-panelled Mustang with more luxury and a grown-up image. Disappearing headlamps and sequential rear lights for the turn signals are distinctive features.
- ▶ Options for both trim and powertrain are myriad from the beginning, and the XR-7 trim level (first use of the 'XR' prefix on a Ford product) adds a fancier interior. Engines are the Mustang's 289ci V8 and a big-block 390ci.
- ▶ Restyled for 1969, the Cougar gets new, larger engines - the 351ci in several tunes and a 428ci V8 at the top end. The Eliminator performance package arrives with a boot spoiler and a side stripe. The first convertible Cougar becomes available this year too.
- ▶ 1970 sees the last hidden-headlamp Cougars, with the 1971-73 models still sharing Mustang underpinnings but without the distinctive looks or performance edge of earlier Cougars.

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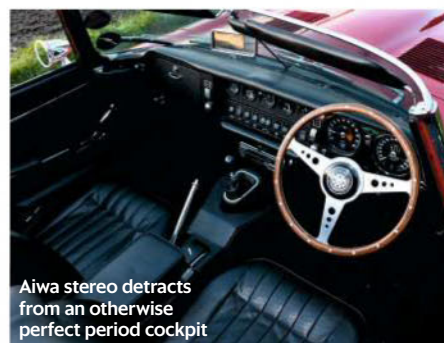
1969 Mercury Cougar

Price £13,850 Contact Gordon Glen, Kingdom Customs, Fife (01592 873003, kingdomcustoms.co.uk)

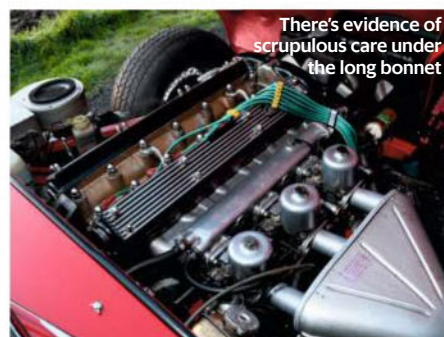
Engine 5752cc, V8, ohv Power (standard) 290bhp @ 5800rpm Torque 290lb ft @ 4300rpm Performance (standard) Top speed: 104mph; 0-60mph: 7.6sec. Fuel consumption 13mpg Length 4923mm Width 1882mm



Having been repainted four years ago, the S2 roadster still looks lovely



Aiwa stereo detracts from an otherwise perfect period cockpit



There's evidence of scrupulous care under the long bonnet

1969 Jaguar E-type S2 roadster £86,990

Restored and converted to right-hand drive, this vibrant ex-Florida roadster looks to be good value, says **Rob Scora**

This E-type has lived much of its life in more classic-friendly Florida. It was imported into the UK in 1997 and has covered 13,000 miles since, bringing its total on the clock to 98,500.

You certainly wouldn't think this Jag had covered the best part of 100k. It underwent a complete restoration (by Jaguar apprentices) and right-hand drive conversion in 2004. In May 2014 the car was stripped and repainted again, this time in Signal Red, and the cockpit retrimmed in black leather. A new windscreen was also fitted. Consequently, there's little to fault. The paint finish is consistent and swirl-free, retaining a high-gloss finish. Looking down the 'mouth' and underneath reveals no discolouration or surface corrosion.

The smart click of the doors opening and shutting suggest the tub is straight, as does the fuss-free opening and closing of the huge bonnet. Reassuringly, shut lines to the big clamshell remain consistent along both sides. The long chrome strips and bumpers are free of pitting or discolouration. Likewise, headlight mountings are clean, smooth and bright.

The MWS wire wheels (with EBC vented disc brakes behind) are in fine fettle - no corrosion or grime around spoke ends - and shod in new-looking Pirelli Cinturato tyres.

The refurbished cabin is also hard to fault, the only obvious anomaly being the faded hood cover. Seats are hardly broken in and the centre console armrest looks to have never felt an elbow. The only chips to the finish appear around the speedo mount and centre console ashtray. The hood is in good order. An Aiwa stereo is the only non-period-looking item.

The car's last owner was an engineer and his company - Yorkshire Engineering Services - looked after the car. The bay suggests a vigilant attitude towards leaks, stains and fluids, and no jubilee clips or screw heads show signs of corrosion or dirt. There is a pair of sizeable fans in the nose.

The straight-six fires up readily - helped by the high-torque starter motor and uprated distributor - and settles into an even idle. Those three SU carburettors (European spec rather than US-market twin Strombergs) work nicely in harmony. It doesn't feel hugely quick, so perhaps it still has a US-spec low-compression head, but above all feels a well-sorted, balanced car

on the road. Pedals are light and responsive and the motor pulls well. The smooth, progressive clutch and positive changes from the four-speed 'box are reassuring, as is the play-free steering. None of the gauges threw up any warning signals, and there were no groans, whines or grinds from body or drivetrain.

Though it may have a higher mileage than some, this repatriated example's conscientious upkeep means it has many more miles to drive and it is priced keenly.

CHOOSE YOUR JAGUAR E-TYPE

► Unveiled at the 1961 Geneva Motor Show, the 150mph E-type takes the world by storm. It is available in fixed-head coupé and roadster forms. To improve comfort, during 1962 floorpans are given added depth to provide extra legroom and seats given further travel.

► From 1964, Jaguar introduces the 4.2-litre engine, churning out more torque, and an all-synchromesh gearbox. The 2+2 lands in showrooms for 1966, offering an automatic gearbox and a longer, taller bodyframe.

► For 1967, Series 1½ E-types use uncowed headlamps to address American anxieties over safety. Series 2 cars introduce raised bumpers, larger indicators and longer bonnet with larger air intake. Air conditioning and power steering becomes available, and collapsible steering column is made standard.

► The final incarnation before the XJ-S, the Series 3 of 1971 uses Jaguar's new 5.3 V12 engine. Both roadster and coupé are now based on the 2+2 platform. Detailing includes a new 'egg-crate' grille and flared wheelarches.

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1969 Jaguar E-type S2 roadster

Price £89,990 Contact Manor Classics, North Yorks (017904 501252, manorclassiccars.com) Engine 4235cc, dohc, in-line six, triple SU carburettors Power 265bhp @ 5400rpm Torque 283lb ft @ 4000rpm Performance Top speed: 151mph; 0-60mph: 7.0sec Fuel consumption 17mpg Length 4453mm Width 1656mm

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BMW 323i (E36) 2.5 Ltr CONVERTIBLE 1998: Metallic Black with a black power soft-top and grey hide interior. Alloy wheels. Two owners. 63,000 miles only from new. Full service history. Automatic/P.A.S. Air conditioning. Fog lamps, Rear park-assist **£5,995**



JAGUAR XJS 4 Ltr. FACELIFT 1993: Kingfisher Blue with Magnolia hide interior. Alloy wheels. Four owners. 55,000 miles only from new. Full service records and quite the most comprehensive MOT/service invoice history you could ever wish to find. Air conditioning, electric seats and other usual refinements. Superb example **£16,995**



JAGUAR SOVEREIGN 4.2 Ltr SERIES 3 1986: Sage Green with Doeskin hide interior. 'Pepper pot' alloy wheels. 24,000 miles only from new. Air conditioning and other usual refinements. Full 1986 model year specification, the very last of the Series 3 6 cylinder cars and now very rare. Previously supplied by ourselves **£13,995**



JAGUAR S-TYPE 3 Ltr. 2006: Midnight Black with Warm Charcoal hide interior. 18" Mercury alloy wheels. Jaguar body kit with oversize exhaust tail pipes, mesh radiator grill and bumper inserts. 'Aluminium' veneers. Supplying Main Agent plus one lady driver. 34,000 miles only from new. Full service history. Air conditioning, parktronic etc **£9,495**

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**

JAGUAR XJ 3.2 Ltr. SPORT (X-300) 1996: Carnival Red with Magnolia hide interior. 16" diamond cut 'Dimple' alloy wheels. Three owners. 35,000 miles only from new. Mesh radiator grill. Air conditioning and other usual refinements **£9,995**

JAGUAR XJ8 3.2 Ltr. (X-308) 1998: Maderia Pearl with Cashmere hide interior. '20 Spoke' alloy wheels. 31,000 miles only from new. Air conditioning, electric seats, retractable door mirrors, wood & leather steering wheel and other usual refinements **£9,750**

JAGUAR S-TYPE 3 Ltr. 2003: Pacific Blue with Beige hide interior. 16" alloy wheels. Three owners. 38,000 miles only from new. Full service history. Air conditioning and other refinements. Rear park-assist. Wood & leather steering wheel. Birds Eye Maple wood trim etc **£8,495**

MERCEDES-BENZ SL 280 (R129) 1998: Brilliant Silver with Navy blue hide interior and matching soft-top. Silver hard-top. Up rated to 5-hole alloy wheels. Air conditioning, cruise control, heated electric front seats. 67,000 miles only from new **£12,995**

MINI COOPER 1.6 Ltr 2001: Silver with a black roof and bonnet stripes. Full black leather interior. Alloy wheels. 4 previous owners. 119,000 miles only. 5-speed gearbox. Power steering. Air conditioning. Fog lamps. CD player. Our car for over 6 years, now surplus to requirements.

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Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Striplin Marshall 12 inch headlamps, opening windscreen. After 50 years in the Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breathtaking. It is the most beautiful looking we have ever seen and boasts many concours wins in its time. Winning the Rolls Royce Owners Club concours touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concours in 2002. With an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, roadtest, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as if should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment. £275,500



Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS 100. These cars are very rare only 22 were ever made this is number 12, these cars have over tripled in price in the last few years, because of the investment side of it, plus they drive beautiful. Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming black (tulle) with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio, stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking.....POA



Corvette 1958 Roadster finished in signal red (orange) with white side covers, matching interior white soft top, 4 speed manual, dual quad 283/270 H.P. This very rare 58 Corvette is probably the finest in the world, having covered only 10 miles since full professional restoration every nut and bolt. It boasts every original part with matching numbers even down to the wipers. If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed. This car is just breath taking..... £145,750



Jaguar E type 1968 2+2 series 11, Finished in gleaming signal red with black hide interior, automatic, tinted glass, original motorola radio, sparking chrome wire wheels, known to us for many years, this is a very exceptional original E type, with nearly every MOT, and piles of service history, and handbook, maintained to the highest standard, drives superb, always garaged, very difficult to find another like this one, a fine investment while enjoying driving..... £68,750



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior, and blue dash and carpets, knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HP, L79 V8. A super looking and breath taking Corvette. £118,750



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MOTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found..... £89,750



Mercedes sports 280SL 1983 finished in totally unmarked light peppermint green metallic, with light beige interior, which is just stunning, headrests, hard and soft tops, stereo system, power windows, alloys, over mats, factory fire extinguisher, tinted glass, automatic, power steering, twin spots, twin mirrors, complete with all tools, this car is one of the best we have ever seen it is just pristine through out, and drives like new, garaged from new, only 85,000 miles, and only two very care full owners with full history, plus many invoices and many old MOTs, properly the finest there is Superb investment..... £29,750



Jaguar SS100 roadster built by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and last discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment..... £145,750



London Taxi TX2 2005 finished in Black with superb interior, occasional seats, power steering, wheel chair access, automatic, power windows, stereo system, glass divider, this is a seven seater cab very rare and only one private owner, low miles, with full taxi history, and handbook very difficult to find another like this one..... £6,750



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, zero system, manual transmission, sparking chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new..... £250,000



Mercedes 250SL Pagoda sports 1968. Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops, with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old mot's and history invoices, handbook, looks very similar to new. Drives Superb, Garaged, This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one..... £139,500



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



BENTLEY 1956 coachbuilt BY Hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overrugs to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £85,750



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..... £129,500



Daimler Sovereign 420 1967 finished in golden sand with cherry red hide interior, automatic, power steering, badge bar, chrome wire wheels, stereo. These Daimlers are very rare and probably never in the condition of this car, being kept in remarkable condition from new, and only 53,000 miles with a folder full of history and old MOTs, complete with original tool kit, having only three owners from the new last owned 34 years, a superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic..... £36,750



Mercedes Sports 350SL 1980 finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys, this car has only covered 45,000 original miles from new, with full Mercedes history, and all old MOTs, and invoices Complete with all original tools, Recent full service, garaged from new, this car must be one of the finest to be on offer..... £28,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect, one of the last of this handsome model, only two previous owners, fabulous history, original handbook, fantastic to drive you can hardly here this car running and could be driven anywhere in the world, it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day..... £86,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige Hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmodified car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E Type, which has mellowed to an amazing condition, This car is just remarkable..... £165,000



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example..... £59,750



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blue, headrests front and rear, magnolia hide headlining, with royal blue top roll dash, glass like finish burr walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armrest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new, this car is totally stunning..... £18,750



Mercedes 450SL Sports 1980, finished in champagne gold, with superb contrasting interior, headrests, hard and soft tops, automatic transmission, power steering, alloys, abs, expensive stereo system with modern updates, air conditioning, only 79,000 miles, with service history, original owners manual, complete with invoices, and all tools, garaged from new, drives superb. A fine investment. Hence... £19,750



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 V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.£145,750



Mercedes 560 SL Sports. Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning.....£38,500



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, and aeroflye, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example.....£115,500



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whitewall tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mot's, 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



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP. only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb£119,500



Bentley Bentaga 2016 V8 Diesel finished in metallic thunder with beluga hide interior, muliner spec, with all terrain spec, dynamic ride, 22 inch wheels, 9,000 miles.....£134,000



Jaguar E Type V12 1971 2+2 LHD finished in British racing green with superb black hide interior, headrests, air conditioning, power steering, chrome wire wheels, drives excellent, lots of maintenance invoices, only two owners, always garaged, not concourse but a very genuine car to drive, Gift one for the enthusiast. at only£48,750



London Taxi 1999 TX1 diesel bronze model, finished in night fire red, with excellent interior, automatic, power steering, power windows, glass divider, occasional seats, wheel chair access, one previous owner, drives superb, just serviced.....£145,750



London Taxi SE TX1, 2001 Diesel, Finished in metallic silver, colour coded bumpers, with superb interior, as new chrome hubcaps, wheel chair access, occasional seats, glass divider, automatic, power steering, many extras including stereo system, drives excellent not many of this model produced. Garaged. These taxis have so many different uses.....£5,750



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning.....£125,500



Jaguar E Type 1972 V12 Roadster, finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25,000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and in totally superb condition, just stunning.....£145,500



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



Jaguar 1967 240 MK11. Finished in Midnight Blue with superb Cherry Red interior, with walnut veneers, original Radiomobile radio, over mats, sparkling chrome wire wheels, manual transmission with overdrive. This car is in unbelievable condition and must be the best original example there is. Having had only two previous very fastidious owners from new and only 77,000 very careful miles. With handbook, invoices and old Mot's even the original complete tool set looks like it has never been used, new stainless exhaust fitted, very smooth and quiet, drives like new, makes oil pressure. Mellowed into an absolute beauty and a fine investment. Impossible to repeat.....£36,750



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colour of sand over sable with beige hide interior, picnic tables to rear, lambourow overage, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whiteline tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value.....£125,750



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Weber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website.....£125,750



Rolls Royce 20/25 1934 Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaffer. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example.....£57,750



Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this muliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning.....£169,500



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 whiteline 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.



Hillman Super Minx Convertible 1963 This very rare model is finished in glacier white with superb cherry red interior with piping and matching convertible top, original radio, personal number plate, manual transmission, original supplying dealer, plaque on dashboard, complete with original tools, handbook, history folder and old MOTs, only 3 owners from new, and only 55,000 miles, excellent restoration thousands spent to bring this car to a high standard, displayed at the N.E.C. classic car show, drives superb always garaged, amazing condition and a fine investment.....£26,500



Mercedes 300SL 1992, finished in astral silver with dove grey hide interior, rear seats, headrests, hard and soft tops, light up vanity mirrors, power windows, power hood, air bags, abs, alloys, stereo system, only 68,000 miles from new with full history. Superb example.....£9,750.



Bentley Continental GT 2004 W12 Finished in silver tennet with Bordeaux hide interior, complemented with black piano wood, and complete with every extra, 19 inch split rim wheels (as new) keyless entry and start, only 48,000 miles from new, with full service history, pampered from new, garaged from new.....£29,750



Mercedes 420 SL sports 1989, personal reg number, finished in brilliant signal red, with superb interior, headrests, hard and soft tops, automatic, power steering, power windows, light up vanity mirrors, stereo system and CD, abs, alloys, tinted glass, none smokers car, complete with all tools, and Mercedes first aid kit, only 37,000 miles from new, with impeccable service history, plus service invoices, and almost every MOT since new, maintained to the highest standard, fitted with new stainless steel exhaust system, garaged from new, drives like new, one of the last of this model, totally superb.....£55,750



Daimler 4.0 hearse 1999, coachbuilt by Eagle Wilcox, finished in gleaming black with gold pinstripe, and superb beige interior, headrests, beater seats to rear, excellent walnut veneer twin decks, with coffin stops, climate control / ac, dual air bags, power windows, remote locking, automatic, power steering, drives silky smooth, this hearse has only covered 46,000 miles from new, with only 2 owners, original handbooks and wallet, just stunning, excellent value at only.....£12,750



Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged.....£39,750



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



Jaguar E Type 3.8 series 1 1963 LHD Roadster. Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment.....£157,500



Jaguar E Type V12 roadster 1973 This E Type must be one of the best in the world, easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior, headrests, sparkling chrome wire wheels, with white band tyres, spare wheel unused, power steering, manual transmission, stereo system, tinted glass, drives like new, box file full of history, thousands spent to bring this car to its like new condition, if you want the very best this is it, just breath taking, more pics on our website. A fine investment.....£165,750



Mercedes E 280 Elegance 6 door 2000 limousine coach built by Binz, face lift model, finished in black with superb hide interior, headrests all round front and rear, glass divider, veneer dashboard, and door rails, automatic, power steering, cruise control, air conditioning, power windows, power mirrors, auto tip tronic, parking sensors front and rear, power seats, stereo, alloys, multiple air bags, only 65,000 miles, original wallet containing handbook and service details. Excellent example and drives superb.....£11,750

1968 ASTON MARTIN DBS VANTAGE



Finished in light metallic blue with navy trim. 78000 miles from new, with huge history file back to 1969 mainly with Aston Martin service dept.
Very original Vantage

£139,000



1980 ASTON MARTIN V8 VOLANTE, left hand drive
Finished in Masons black with black trim, Just 9000 miles !!!

£175,000



1980 ASTON MARTIN V8. RARE MANUAL GEARBOX CAR
Finished in Original spec of Kentucky blue with magnolia piped blue trim. Bare metal repaint and retrim just completed, new sills, large history file. Immaculate example

£175,000



1968 ASTON MARTIN DBS SIX WITH MANUAL GEARBOX. VERY RARE original left hand drive US spec car restored

£180,000



2000 ASTON MARTIN DB7 VANTAGE VOLANTE finished in Mendip Blue with parchment over blue trim and dark blue mohair hood. 60000 miles with full service history. Works service upgrades include Driving dynamics rear light and sports exhaust.

£39,950



2000 ASTON MARTIN DB7 VANTAGE finished in Silver with grey over charcoal trim, 52000 miles with full service history.

£33,950



2001 ASTON MARTIN DB7 VANTAGE VOLANTE. Finished in Green with magnolia piped green and green hood. 52000 miles with full service history.

£39,950



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Aston Martin DB2/4 RHD



Aston Martin DB6 Manual RHD



Aston Martin DB2/4 MKII Coupe



**Aston Martin V8 Volante
Auto 1981**



**Aston Martin V8 Volante
POW Spec LHD Manual**



Aston Martin Virage Coupe



Aston Martin Virage Coupe Manual



**Aston Martin Virage LE
Number 7 of 9 Ex Lennox Lewis**



**Aston Martin V8 Vantage Zagato
Left hand drive**

Aston Martin DB7 Coupe Driving Dynamics
Aston Martin DB6 Vantage Man RHD
Aston Martin V8 Vantage V600 Man RHD
Aston Martin Virage Volante Wide Body
Aston Martin DBS 1970 RHD
Aston Martin DB6 Vantage Man LHD
Aston Martin Vanquish S LHD

Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 Vantage X Pack Coupe RHD
Aston Martin V8 S2 Saloon LHD
Aston Martin V8 Volante Auto LHD
Aston Martin Virage Coupe
Aston Martin DB MKIII LHD
FULL 6.3 Man RHD

Jaguar XJS Convertible RHD
Jaguar MK IV manual LHD
Jaguar XJ220 LHD
Jensen CV8 MKIII
Karman Ghia
Lancia Dilambda Saloon 1931 RHD



1968 Bentley H. J. Mulliner 2 Door Coupe (RHD)



1980 Rolls-Royce Silver Shadow II (RHD)



1959 Bentley S1 Continental H.J Mulliner 2-Door (RHD)



1997 Ferrari F50 (LHD)



1966 Ferrari 330 GT 2+2 Series II (LHD)



1966 Iso Grifo GL 350 (RHD)



2007 Aston Martin Vanquish S Ultimate Edition (RHD)



1968 Aston Martin DB6 Volante (RHD)



1973 Jaguar E-Type Series III V12 Roadster (RHD)



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40
YEARS

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SUPERCARS
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INVENTORY



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3 Owners, 38,000m FSH, Perfect
£229,950



1988 FERRARI TESTAROSSA

Rosso/Black Hide, E/Windows, 7,000m FFSH, Just Had Major Service With
Graypaul Ferrari, Immaculate Condition Throughout
£179,950



2003 FERRARI 360 CHALLENGE STRADALE LHD

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1965 ASTON MARTIN DB5 (EX ROBERT PLANT)

£POA

Chassis '1744/R' was built in 1965 and found its way to Led Zeppelin singer Robert Plant's ownership in the early 1970s. Plant, owned the car until summer 1986 when it was sold to father-and-son collectors also based in the West Midlands. Shortly afterwards the DB5 was entrusted to Aston Martin agents Chapman Spooner for a restoration that resulted in its current, exemplary condition.

Entered in a number of AMOC and local concours during the 1980s, the car remained in the same ownership until 2008 when it was purchased by the current owner from ourselves. Used very sparingly and kept in a controlled environment since 2008, '1744/R' has been regularly maintained by local and respected Aston Martin specialists. Mechanically excellent, with only the lightest signs of use, this iconic car can most accurately be described as having received, a Whole Lotta Love...



1963 Aston Martin DB4 Convertible POA



1984 Aston Martin V8 Vantage (LHD) £399,950



1987 Aston Martin V8 Vantage Zagato £525,000



1996 Aston Martin V8 Coupe £120,000



1988 Aston Martin V8 Efi £165,000



1990 Aston Martin Virage £95,000



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1961 ASTON MARTIN DB4GT, CHASSIS NO. DB4/GT/0148/R

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It then acquired the Reg. No. 427 COB and was featured in many books and magazine articles.

Subsequently sold (by myself) to Switzerland and reimported and restored again by AutoKraft/AC Cars in the late 1980's, still retaining its original chassis and twin-carb. '427 S/C' spec. 485 bhp side-oiler engine etc., with new panel work, but now with Reg. No. COB 3.

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Actively stored from 1995 till the present, just serviced and thoroughly checked over by Thunder Road Speed Shop (plus brand new tyres, fuel tank and hydraulics etc.) with fresh MOT, this spectacular and mind-shatteringly quick Cobra has full weather equipment, car cover and comprehensive documented history including lengthy correspondence with the original 1966 Californian owner. It is still in Show-winning condition in every respect.

For more photos etc. search 'AC SHELBY COBRA' on www.classiccarsforsale.co.uk



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1967 JAGUAR MKII 240 AUTO. Finished in immaculate Birch Grey with Stone Ambler interior. Family owned from new and was last on the road in 1975 when it developed an engine problem and was kept in a bus station work shop until last year with the cylinder head removed. The body is totally original and has never been welded or repaired. Seat covers are on from new having left the seats in virtually new condition. Now fully recommissioned and ready for the road. The mileage is warranted at 59,000. Must be one of the best Jaguar 240's on the market and a rare opportunity and investment at..... **£26,995**



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1982 FERRARI MONDIAL QV . finished in immaculate gun metal grey with black hide. The car had been in a museum collection in Italy for a number of years before being imported to the UK by the previous elderly owner in 2012 it was taken to a Ferrari specialist for a major service including cam belt and tensioner replacement. LOVELY RUST FREE UNMOLESTED EXAMPLE **£33,995**



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1997 MERCEDES 320 SL. Finished in immaculate brilliant silver with unmarked black leather and black hood ONLY 51000 miles with service history old MOTs and invoices to confirm how well looked after this car has been. Must be one of the best examples on offer today..... **£13,995**



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1991 JAGUAR XJS 4.0 FACELIFT MODEL. Finished in Westminster Blue with magnolia hide and dark blue Wilton carpets, only 77,000 miles. Car has been in a private collection and not used since 2003. Now fully recommissioned and ready for regular use again. Number plate included. Superb original example..... **£11,995**



2004 54 BENTLEY CONTINENTAL GT. Finished in immaculate Silver Tempest with Black Connolly hide. 48,000 miles only, with Full Service History and split rim alloy wheels. Hard to find low mileage immaculate car like this..... **£27,995**



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1989 JAGUAR XJS V12 AUTO CONVERTIBLE Finished in immaculate diamond blue with blue/grey hide and dark blue mohair hood. Cross spoke alloy wheels. Only 50,000 miles with lots of history and MOT's. Spent part of its life in the Isle of Man, hence the low mileage. Very hard to find one in this condition and low mileage. Number plate included..... **£17,995**

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1958 Aston Martin DB MkIII. Extremely fast and successful race car now requiring some recommissioning, either as a race car or for road use. Well known to the Aston Martin Owners Club and frequently successfully campaigned by the previous owner. The car will require a considerable amount of work but will be a worthwhile project. Please enquire.



1962 Jaguar E Type semi Lightweight race car in Silver with current FIA papers. Highly competitive with fresh engine and ready for 2018 season. See website for further details.



1959 Jaguar XK150 FHC in Carmen Red with Black hide interior, on chrome wire wheels. Sensibly priced at only.....**£69,950**



1959 Jaguar MkII 3.8 Saloon in Cornish grey with red hide interior, Absolutely stunning motor car, please read website description ...**£59,950**



1956 Aston Martin DB2. This 2 owner car has been garaged from new and has the most perfect chassis you could wish to find. After close inspection there is no evidence of any past corrosion making this car quite unique. An extremely rare find. See our website for further details.



1961 Aston Martin DB4 in Wedgewood Blue with grey hide interior with period patina and a delight to drive, Very realistically priced in today's market at**£365,000**



1968 Aston Martin DB6 Saloon in Dubonnet Rosso with Cream hide interior, An older restoration but in superb condition. Last owner since 1979**£285,000**



1997 Aston Martin Vantage finished in Estoril blue with Pacific Blue and Parchment hide interior. For the past 8 years it has been the property of a gentleman now in his 80's and has been extremely well looked after. See website for further details.



1998 Ferrari 355 GTS F1 in Rosso Corsa with Nero hide. Unusually high mileage and unusually competitive price**£67,500**



2000 Aston Martin DB7 Vantage manual in Antrim Blue with Cream hide, stunning car with superb history. A delight to drive.....**£34,950**



1990 Ferrari 328 GTS in Rosso Corsa with Crema hide interior. In lovely condition with the benefit of a new clutch and recent cam belt change by QV London. Slightly up on the miles and well below the average asking price for a lovely 328. See website for full details.



1982 Ferrari Mondial 8 finished in Silver with full red hide interior. Only for sale due to bereavement and being sold on behalf of the estate. Very competitively priced for such a nice motor car and we would listen to sensible offers. Just bid me!!!!



1984 Ferrari 308 GTS in Rosso Corsa with Crema hide interior. This is a high mileage but well maintained example that is in excellent condition and is probably the least expensive 308 GTS currently on offer. See our website for more details.



1972 Aston Martin AM Vantage in Silver with red hide interior. Beautiful restoration in 2013, Manual gearbox, stunning condition. **£129,950**



2009 Ferrari California in Tour de France Blue with tan hide, 37,000 miles, full service history, just reduced to**£74,950**



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1947 ROLLS ROYCE SILVER WRAITH SEDAN CA DE VILLE BY H.J. MULLINER Finished in Black over Maroon with Black hide and Grey West of England wool cloth interior. Offered with a huge history file detailing the recent £100,000 restoration The car runs and drives beautifully. Outstanding condition. A show winner.....**£85,000**



1947 ROLLS ROYCE SILVER WRAITH FORMAL SALOON BY BARKER, with Division. Finished in Grey over Black with Grey hide interior. Good History File. Lovely condition..... **£35,000**



1994 BENTLEY TURBO R. Finished in Masons Black with Black piped, Red interior. 67,000 miles full service history main agent and specialist. An exceptionally handsome example in excellent condition. Ex- Gloria Hunniford..... **£16,500**



1980 ROLLS ROYCE SILVER SHADOW II. Finished in Exeter Blue with Magnolia hide. Covered 78,000 Miles Full and comprehensive history file. Invoices from new. A stunning Silver Shadow. **£26,500**



1951 MG TD. Two Tone Grey 51,000 miles. Black interior. New radiator and new Red carpets. All weather equipment including hood, tonneau cover & side screens. Fantastic driving car ready to tour and show. A fantastic original example..... **£24,000**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today..... **£60,000**



1984 ROLLS ROYCE SILVER SPUR LWB. Coral with White Everflex roof. 51,000 miles from new. Magnolia hide piped Red with Red carpets and over rugs. A very attractive Long Wheel Base Silver Spur in excellent condition..... **£14,000**



1963 ROLLS-ROYCE SILVER CLOUD III finished in original Pine Green with Light tan hide Interior. Genuine 102,000 Miles from new. 1 family owner from new. Father and son. A stunning example in exceptional condition. **£72,000**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition..... **£70,000**



1963 ROLLS ROYCE SILVER CLOUD III CONVERTIBLE. By Pilkington. Finished in Royal Blue. Light Tan Hide. Excellent history. Beautiful example. Many thousands spent..... **£185,000**



1964 ROLLS ROYCE SILVER CLOUD III finished in Shell over Tudor Grey with Tan hide interior. Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition..... **£80,000**



1970 BENTLEY T1. finished Caribbean blue with Grey hide interior Covered 98,000 miles with service history, Very well maintained. Known to ourselves. Exceptional condition..... **£26,000**



1965 BENTLEY S3. Finished in Bordeaux with Black hide interior 53,000 miles just 4 former keepers. One family and 3 private individuals. A stunning example. Outstanding condition cosmetically and mechanically..... **£50,000**



2000 BENTLEY ARNAGE. Red Label Royal Blue Magnolia piped Blue Interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition..... **£22,000**



1990 ROLLS ROYCE SILVER SPIRIT II. Finished in Bordeaux cover 64,000 miles Magnolia piped Red Interior. Full service history. Rolls Royce main agent. Excellent condition throughout..... **£17,000**



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 stamped service book having 25 service stamps, drivers handbook and all other supplements. A very pretty example of this scarce model with only 558 having been made..... **£12,500**



1995 JAGUAR XJ12 (XJ81) Finished in Regency Red with Light tan hide interior, 56,000 miles Scarce and highly desirable 6.0 V12. Full service history. Exceptional condition..... **£9,000**



1909 ROLLS ROYCE SILVER GHOST 40/50HP TOURER. Finished in Black and Green. Black hide interior. Last owner for 52 years. Previously owned by Hurbert Scott-Paine of Supermarine. A highly sought example, fresh to the market after over 50 years..... **£1,300,000**



1989 ROLLS ROYCE SILVER SPIRIT. Finished in Windsor blue with magnolia piped blue interior. Covered just 39,000 miles from new having had just 3 former keepers. full main agent service history. Outstanding condition..... **£17,500**



1990 BENTLEY TURBO R finished in Midnight Blue with Magnolia hide piped Blue Just 59,000 miles from new. Known to us for many years. Always regularly serviced. Very desirable colour combination. Sold fully serviced with 1 years MOT..... **£13,750**



1993 BENTLEY BROOKLANDS finished in Racing Green Magnolia hide piped Green 76,000 miles. Full service history. Fantastic condition throughout. Full tool kit, rear passenger lamb's wool over rugs and foot stool and a flying B mascot..... **£17,000**



1996 ('97) BENTLEY BROOKLANDS LWB LIGHT PRESSURE Turbo finished in Ocean Mica with magnolia interior piped blue. 76,000 miles. 4 former keepers. full service history light pressure turbo 300 BHP model. long wheel base. Picnic tables and electric rear seats..... **£18,000**

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1955 MG TF 1500
£29,995

The MG TF 1500 was only produced for one year, 1955, thus making it rare and sort after. There is a four-speed manual gearbox and four-wheel hydraulic drum brakes. An older restoration in red with a black leather interior. Fitted with wire wheels and chrome luggage rack.



1957 MGA 1500 Roadster
£37,500

A wonderful example of a 1957 MGA in Old English White, complemented by a red leather upholstery and factory extras including wire wheels, heater and safety belts. Imported from the States in 1989, the car underwent comprehensive restorative works when it arrived in the UK which included a conversion from left-hand to right-hand drive. The car comes complete with an extensive file of bills, receipts, photographic evidence of rebuild and MOT's etc. A luggage rack is already fitted to the boot lid and complete weather equipment with side screens included. A very desirable MG model with the ultimate classic appearance.



1958 Austin Healey "Frogeye" Sprite
£29,995

An opportunity to own number 661 off of production with a newly restored body, finished in its original colour of Primrose Yellow. Complete with its Heritage Certificate, this car is an original UK car with its factory extras, including a heater, laminated windscreen, locking fuel cap and no front bumper. The car has also been fitted with the upgraded 1270cc engine making this a smooth and more comfortable ride. A very rare, early example of the renowned Frogeye Sprite with exceptional body work.



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 its 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.



1966 Triumph TR4a IRS
£29,995

A magnificent example of the highly sought after Triumph TR4a IRS. An original home market car finished in its factory colour, Triumph Racing Green, complemented by a black Ambla trim and black hood. This particular car left the factory with a few extras including disc wheels, overdrive, independent rear suspension and heater. In 2011 the engine was rebuilt and later a gearbox overhaul in 2015. The car comes with a good file containing a number of receipts, photographs and MOT certificates. An all round well presented car with exceptional body work and tidy interior.



1973 MG Midget
£7,995

This car has recently been unearthed from careful hibernation having been laid up for 17 years. The garage that found it gave a thorough check-over, service and put it through an MOT. We were impressed at how well it has survived. The panel fit is excellent and the underside is as good as we have seen. A sweet engine gives lively performance and car handles very well. This car is finished in Harvest Gold with blue interior and comes with hard and soft tops.



1988 Daimler 5.3 Double Six
£9,995

The Daimler Double Six are becoming ever more rare, especially fitted with the legendary V12 engine. Fitted with its original automatic gearbox, this is a very smooth executive car. With just 4 owners from new and having covered just 44,000 miles, the car comes complete with its original Daimler service pack. The car comes finished in Crimson Red with a complementing Beige leather interior. Central door locking, PAS, electric windows, electric sunroof and climate controlled heating system.



1990 Mini Cooper RSP
£18,995

Newly refurbished by our sister company New Forest Classic Cars, this car has had a full bare metal respray in the iconic colour British Racing Green metallic. The striking interior features black leather and cloth seats piped in red with a brand new vibrant red carpet set. Powered by the MG 1275cc engine, this car is very nippy and a comfortable ride. This is just one of 1,055 John Cooper RSP models built for the home market (No. 766), making this a desirable car for any collection. The car comes complete with a service book, some bills and receipts. A new MOT will be supplied on sale.

WANTED

We are keen to acquire similar cars for either outright purchase or on a sale or return arrangement.

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2014/14 Bentley Flying Spur W12 LHD. Finished in Dark Sapphire with electric sunroof and factory light smoked glass with Linen interior, with Comfort spec. and two tone 3 spoke steering wheel. Picnic tables and Naim premium audio system. One owner, only 25,000 miles with Full Service History. Immaculate throughout **£109,750**



2012/12 Bentley Mulsanne. Finished in Silver Storm with Linen interior, with Imperial Blue stitching and Imperial Blue carpets piped in Linen. Fitted with rear entertainment and internet. Only 21,000 miles with Full Service History. Immaculate condition throughout **£99,250**



2010/10 Bentley Flying Spur. Finished in Cumberland Green with 20 inch alloys and electric sunroof. Special order interior in Portland with Arma style rear seats and picnic tables. Rear park camera and adaptive cruise. Only 31,000 miles, FSH. Immaculate & outstanding value at **£49,999**



2010/60 Bentley Continental GTC Mulliner. Finished in unmarked Granite with 20 inch alloys and a Black Mohair hood. The interior is in Linen with Beluga stitching. Only 29,000 miles with Full Service History. Known to ourselves for last 4 years. Immaculate condition throughout **£62,950**



2008/08 Bentley Flying Spur Mulliner. Finished in Meteor Blue with electric sunroof and electric rear blind. The interior is finished in luxury Mulliner styled leather in Portland with contrasting Nautic carpets. Fitted with park camera. Only 47,000 miles with FSH and just 2 owners. Immaculate throughout, a must at only **£44,950**



2007 model/56 Bentley Continental GTC. Finished in stunning Silverlake with French Navy hood and Magnolia interior, with Nautic secondary hide and 20 inch alloys. Only 49,000 miles with Full Service History. Known to ourselves for last 5 years. Immaculate throughout **£49,999**



2006/06 Bentley Flying Spur. Finished in Sapphire Blue with electric sunroof and 20 inch alloys. Luxury 4-seater version with reclining rear seats. Saffron interior with secondary hide in French Navy, Walnut veneers, wood rimmed steering wheel and rear screens. Only 77,000 miles. FSH. Immaculate throughout **£34,950**



2005 Model/54 Bentley Arnage R. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with Walnut door inlays and Flying B's to the waist rails. Fitted with DVD screens to the rear. Known to ourselves for last 3 years. Immaculate condition throughout with FSH. Outstanding value at only **£32,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Magnolia interior, Beluga secondary hide and Walnut inlays and veneers. Only 63,000 miles with Full Service History. Immaculate condition throughout. Value at only **£32,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Autumn interior, Beluga secondary hide and Walnut veneers. Fitted with Bluetooth. Full Service History. Known to ourselves for last 4 years. Immaculate condition throughout **£29,750**



2005/55 Bentley Arnage R LWB. Was Bentley Motors' own car and is a 2007 model. Finished in Black Sapphire with Cotswold interior, complemented by French Navy carpeting. This extremely rare car is in outstanding condition throughout with low mileage and FSH. This car is value at **£45,950**



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 40,000 miles with FSH. Totally unmarked, must be seen. Outstanding value at only **£31,950**



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 **£31,950**



2003 Model/52 Bentley Arnage R. Finished in Peacock Blue with Cream fine lines. Cotswold interior with French Navy carpets and Walnut veneers, with a 2 tone leather trimmed steering wheel. Just 70,000 miles with Full Service History. Immaculate condition throughout **£29,950**



2002/02 Bentley Arnage Red Label. Finished in Sherwood Green with 18 inch alloys. The interior is finished in Soft Tan, with Walnut veneers. Fitted with Sat nav. Only 79,000 miles with Full Service History. Immaculate throughout. Outstanding value at only **£23,950**



1976 P Rolls Royce Corniche Convertible Series 1A. Finished in Brewster Green with Soft Black interior and matching carpets, with a new Mohair hood just fitted. Just 57,000 miles with extensive history. This very rare model, in unbelievable condition, is an investment at only **£69,999**



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 **£19,999**



1997 P Bentley Brooklands Turbo. Finished in Sherwood Green Mica with Parchment interior piped in Spruce Green. Only 2 owners and just 42,000 miles with Full Service History. Immaculate throughout. Not to be missed **£23,950**



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**



1992 K Rolls Royce Corniche Convertible Series III. Finished in Vermillion with a Magnolia hood and Magnolia interior piped in St James, with St James carpets piped in Magnolia and Walnut veneers. Only 14,000 miles with full history. Just amazing condition and will only go up in value. Only **£132,950**



1989 F Rolls Royce Silver Spirit ABS EFi. Finished in Silver Sand with Nutmeg coach lines and whitewall tyres. Cream interior with Nutmeg piping and Nutmeg carpets with Cream piping. Fitted with picnic tables. Only one owner from new and only 27,000 miles. Immaculate condition throughout **£23,950**



1980 W Rolls Royce Silver Shadow Series II. Finished in beautiful Silver Sand and with a Nutmeg Everflex roof, complemented by Magnolia interior and Nutmeg carpets. Fitted with near side door mirror and Whitewall tyres. Only 69,000 miles with lots of history. Immaculate condition throughout **£23,950**



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only **£75,950**



1969 G Rolls Royce MPW Convertible LHD. Corniche style. Finished in Regal Red with a new Black Mohair hood just fitted. Magnolia interior with matching carpets. We have completely recommissioned this car throughout to the highest standard, with no expense spared. Like new and must be seen **£56,950**

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1982 ROLLS-ROYCE CORNICHE CONVERTIBLE BY MULLINER PARK WARD – Willow gold over Nutmeg brown with Parchment interior. 74,000 miles. Late type Rolls-Royce alloy wheels. Beautiful condition throughout. **£49,950**



1988 ROLLS-ROYCE SILVER SPUR
Ice green with Dark green interior. Only 19,000 miles. 1 owner. Picnic tables, Cocktail cabinet in rear of centre console. Immaculate condition. **£24,500**



1995 ROLLS-ROYCE SILVER SPUR (LWB)
Royal Blue with Magnolia interior piped in French Navy. Just serviced, new windscreens and 4 new Avon whitewall tyres. 108,000 miles. Outstanding value. **£14,950**



1998 BENTLEY CONTINENTAL R CHATSWORTH
Very rare Bentley – number 1 of only 9 manufactured. Black Sapphire with Silverstone main hide and black hide to inserts of seats. 34,000 miles. F.S.H. **£77,500**



1997 BENTLEY AZURE JACK BARCLAY SPECIAL BY MULLINER PARK WARD – Silver with Royal blue interior. 51,000 miles. Limited edition – only 10 ever built. Burr walnut front door panels. DVD screens in headrests. F.S.H. **£67,500**



1963 BENTLEY S3
Smoke green over Sage green. Air con, front & rear seat belts. Vehicle restored to pristine condition **£59,950**



2008 BENTLEY CONTINENTAL GT
Graphite with Magnolia interior. 54,000 miles. Burr walnut veneers, Sat Nav, Reversing camera, Front & rear parking sensors. F.S.H. **£39,950**



2005 BENTLEY ARNAGE T Metallic black with Beluga diamond quilted interior. 53,000 miles. Electric sunroof, Upgraded stereo system with DVD screens to rear of front headrests. F.S.H. **£36,500**



1994 BENTLEY CONTINENTAL R
Black Ebony with Black interior and seats piped in St. James red. 107,000 miles. Lots of history. Superb condition. **£34,950**



2005 BENTLEY CONTINENTAL GT Umbrian Red with Portland hide. 67,000 miles. Massage front seats, Sat Nav, Front & rear parking sensors, 19" multi-spoke alloys, F.S.H. **£28,500**



2004 BENTLEY CONTINENTAL GT
Silverlake metallic blue with Saffron interior. Front massage seats, Heated steering wheel, Sat Nav, Parking sensors. F.S.H Just serviced and MOT. **£24,950**

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1998 Mercedes SL320 Convertible.
Metallic Champagne with Cream leather. Hard / soft tops, climate control, rear seat, heated seats, electric seats, AMG alloys, only 47,000 miles with FSH. Pristine.
£13,995



1999 Mercedes E55 AMG Saloon.
Brilliant Silver with Black leather. Sat Nav, climate control, e-sunroof, e-memory seats, Parktronic, 18" alloys etc. Only 65,000 miles, FSH. Immaculate. Amazing value.
£9,795



2002 Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, e-roof, cruise control, alloy wheels, stereo. Genuine 37,500 miles with FSH. Superb condition.
£5,995



1955 Cadillac Coupe de Ville.
White with original Turquoise leather and brocade cloth. Correct 5.4 litre V8 with PAS, power brakes, e-w, original radio, Kelsey Hayes chrome wire wheels. Virtually show condition. **£34,500**



1975(N) MG BGT.
Tax exempt. Tahiti Blue with Black trim. Manual O/D. Just recommissioned after 14 years off-road. SS Exhaust. Restored late 1990s inc. rebuilt matching numbers engine. Good condition. **£3,995**



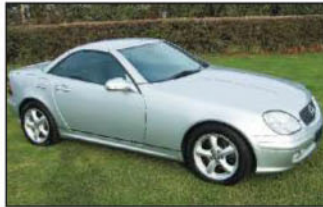
2003 Mercedes CLK320 Cabriolet.
Brilliant Silver with 2-tone Alpaca and Anthracite leather with Black power roof. Sat Nav, climate control etc. Only 21,500 miles from new. As new throughout.
£8,995



1997(P) BMW E36 328i Convertible.
Metallic Samoa Blue with Navy leather, Navy e-roof. Switchable auto, PAS, ABS, A/C, ASC, parking sensors, CD stereo, e-w, alloys etc. Only 62,000 miles, FSH. Very nice.
£5,995



1983 Daimler Sovereign 4.2 Series 3 Saloon auto. Metallic Cobalt Blue with Doeskin leather interior. Chrome hub caps, e-w, PAS. Jersey car from new. Only 39,500 miles, absolutely pristine.
£7,995



2002 Mercedes SLK320 Convertible.
Silver with Anthracite leather. Genuine 10,500 miles from new, 2 owners. E-roof, PAS, ABS, A/C, e-w, e-seats etc. Repeat only 10,500 miles from new. Pristine.
£10,995



2006 Audi A4 1.8T S-Line Convertible.
Avus Silver, Grey leather. 5-speed manual, electric and heated seats, power roof, climate control, 18" alloys etc. Only 50,000 miles with FSH. Pristine.
£6,995



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



1998(S) 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



1982 (X) BMW E21 320 Coupe Automatic.
Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, showroom condition. **£10,995**



2000(X) Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, heated seats, e-roof, CD stereo, 2 keys etc. Only 43,000 miles with FSH. Absolutely stunning. **£5,795**



2001(X) Mercedes SLK230 Kompressor Convertible. Metallic Obsidian Black with Anthracite and Cream leather. Auto, PAS, ABS, A/C, e-roof, CD stereo. Only 55,000 miles with FSH. Immaculate.
£5,295



2005(05) Mercedes C230 K 1.8 Sport Evo Coupe.
Tanzanite Blue with Light Grey trim. Auto, Panoramic glass sunroof, Evo sports pack, Bi-Xenon lights, 17" alloys, climate control, e-memory seats etc. 93,000 miles, FSH, pristine. **£3,495**



2005 Mercedes CLK240 2.6 Coupe.
Brilliant Silver with Anthracite leather. Command, A/C, Sat. Nav, cruise control, alloy wheels, parking sensors, only 43,000 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.
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1968 MK1 MG BGT S1 in mineral blue with black leather trim piped in blue
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2013(63) MORGAN ROADSTER EVOCATION (HAWKE) white/black trim and s/screens, 1300 miles only, ex cond
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£18,995



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£5,995



2006 MERCEDES 350SL AUTO in silver/black leather, many extras, 59k miles
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1999 ROVER 820Si AUTO 4 door saloon in red, 57000 miles vgc
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1988 PORSCHE 911 (930 TURBO CABRIOLET). GP white with marine blue leather and blue. Power hood, polished Fuchs alloys, 30000 miles only, stunning example£109,950



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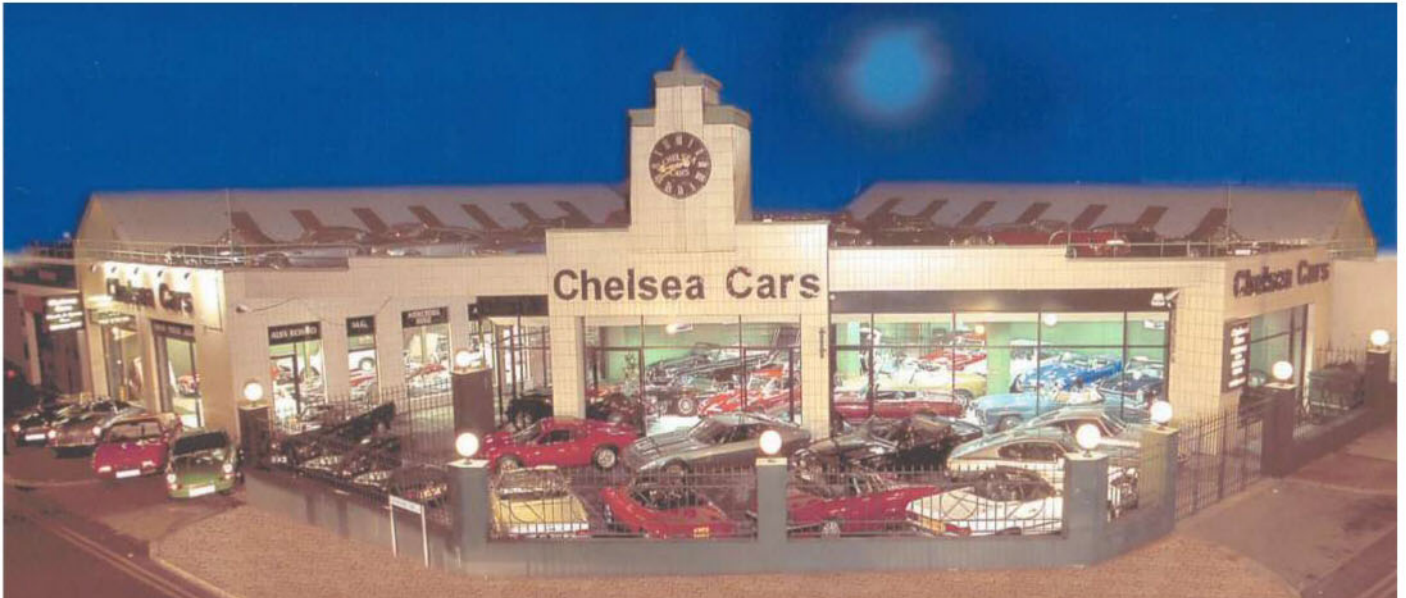
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1965 ASTON MARTIN DB5 - CALIFORNIAN SAGE COACHWORK MAGNOLIA INTERIOR £675,000

1966 ASTON MARTIN DB6 VANTAGE - MANUAL GEARBOX, WHITE COACHWORK, LOW MILEAGE. PREVIOUSLY OWNED FOR MANY YEARS BY AN ASTON MARTIN SPECIALIST. THE ONLY WHITE DB6 VANTAGE PRODUCED. THIS IS A VERY HIGH END CAR £450,000

2008 ASTON MARTIN V8 VANTAGE ROADSTER. SPORTMATIC. SILVER COACHWORK, BLUE LEATHER, S UPGRADE BODY KIT AND LIGHTS, 32K MILES £39,995

1966 BMW 2000 CS COUPE. LHD. SILVER COACHWORK. RESTORED £29,995

1949 CADILLAC SERIES 62 CONVERTIBLE CUSTOM 'CAD ATTACK' - WELL KNOWN CUSTOM CADILLAC WHICH HAS APPEARED IN MANY MAGAZINES. £POA

1966 CORVETTE 427 BIG BLOCK 7.0 LITRE CONVERTIBLE - DUBONNET RED COACHWORK BLACK INTERIOR, MANUAL TRANSMISSION £59,995

1962 FERRARI 250 GTE. LHD. MATCHING NUMBERS. SILVER COACHWORK, BLACK LEATHER £POA

1982 FERRARI 512 BBI BOXER, LHD - GRAPHITE GREY COACHWORK, MAGNOLIA LEATHER, RESTORED £249,000

1998 FERRARI 355 F1 SPIDER, LHD - PRESENTED IN BLACK COACHWORK WITH BLACK INTERIOR. LOW MILEAGE, MUCH RECENT EXPENDITURE £62,995

2001 FERRARI 456 GTM RARE MANUAL GEARBOX. RED COACHWORK, 44K MILES £89,995

1970 FIAT 500 - BURGUNDY COACHWORK £9,995

1972 FIAT 500 F RHD - BURGUNDY COACHWORK, MANY UPGRADES INCLUDING REBUILT 650CC ENGINE, SYNCRO GEARBOX, RESTORED BODY £14,995

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1966 FORD MUSTANG FASTBACK - BLACK COACHWORK .AUTO , POWER STEERING ,DISC BRAKE MODEL £39,995

1955 JAGUAR XK140 FHC. RHD. WHITE COACHWORK, BLACK LEATHER INTERIOR. £59,995

1956 JAGUAR XK 140 ROADSTER RHD - RED COACHWORK. RESTORED £99,995

1966 JAGUAR E TYPE FHC - ORIGINAL RHD UK CAR. GREY METALLIC COACHWORK, SUEDE GREEN LEATHER, LOW MILEAGE, EXTENSIVE SERVICE HISTORY £75,000

1972 JAGUAR E TYPE ROADSTER - UK RHD, RED COACHWORK, TAN LEATHER, AUTOMATIC TRANSMISSION, WIRE WHEELS. JUST RESTORED £95,000

1972 JAGUAR E TYPE V12 ROADSTER ORIGINAL RHD - PRIMROSE YELLOW, TAN LEATHER INTERIOR, AUTOMATIC TRANSMISSION. JERSEY CAR SHOWING LOW MILEAGE. WAX OIL TREATED. LIGHT RESTORATION £59,995

1975 LAMBORGHINI URRACO P300S. RARE 3.0 LITRE MODEL. LHD. BLACK COACHWORK, BLACK LEATHER £85,000

1988 LAMBORGHINI COUNTACH 5000 QV. LHD. WHITE COACHWORK, BLACK LEATHER. MUCH RECENT WORKS £289,000

1952 LANCIA AURELIA B52 2000 COUPE BY PININFARINA. RHD. ONE OF ONLY THREE PININFARINA EXAMPLES OF THIS ICONIC MODEL. VERY RARE OPPORTUNITY £POA

1936 MERCEDES V170 - 4 DOOR LIMOSINE CABRIOLET. RED COACHWORK. FULLY RESTORED £49,995

1964 MERCEDES 230 SL. RHD. AUTOMATIC - P/S. MIDNIGHT BLUE COACHWORK, BLACK LEATHER INTERIOR. THIS CAR HAS BEEN FULLY RESTORED AND UPGRADED TO 280 SL SPEC BY SILCHESTER INCLUDING DISC BRAKES, A/C WITH INVOICES AND PHOTOGRAPHS TO THE TUNE OF OVER £50K £POA

1965 MERCEDES 220 SE CABRIOLET RHD - PRESENTED IN WHITE COACHWORK WITH BLACK LEATHER INTERIOR. MANUAL TRANSMISSION WITH POWER STEERING. VERY GOOD SERVICE FILE £75,000

1965 MERCEDES 230 SL - RED COACHWORK, BLACK INTERIOR, AUTO, P/S £65,000

1967 MERCEDES 250 SL LHD - MIDNIGHT BLUE COACHWORK, BLACK INTERIOR, AUTO, JUST REPAINTED £89,995

1967 MERCEDES 250 SL - MIDNIGHT BLUE COACHWORK, BLUE INTERIOR, AUTO £55,000

1968 MERCEDES 280 SL - DARK BLUE COACHWORK, TAN INTERIOR RHD, AUTOMATIC TRANSMISSION £POA

1969 MERCEDES 280 SL LHD - WHITE COACHWORK ,DARK BLUE INTERIOR AUTO, P/S. RESTORED, NEW INTERIOR £79,995

1969 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - AUTO - RECENT FULL RESTORATION £POA

1969 MERCEDES 280SL - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR £POA

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1970 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - RHD AUTO - HIGH END - RECENT FULL RESTORATION AND ENGINE REBUILT - ONE OF THE FINEST.. £129,995

1986 MERCEDES 560SL - LHD. WHITE COACHWORK, BLACK LEATHER. 1 LADY OWNER FROM NEW WITH JUST 36K MILES. FSH..... £24,995

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1988 MERCEDES 300SL - BLUE BLACK METALLIC COACHWORK, MAGNOLIA INTERIOR, REAR SEATS. £19,995

1988 MERCEDES 300SL - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR £17,995

1988 MERCEDES 500 SL - LIGHT METALLIC BLUE COACHWORK, DARK BLUE INTERIOR. £19,995

1988 MERCEDES BENZ 500SL - SILVER COACHWORK - BLACK LEATHER INTERIOR. £14,995

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1974 TRIUMPHTR6 RHD. DARK GREEN METALLIC, TAN INTERIOR. FULLY RESTORED..... £21,995

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1959 Austin A40 Farina MK1 De-Lux - Comprehensive history file warranting the mileage of just 60,000. We have MOT certificates dating as far back as the 1970's, Subject of a major body restoration in its life time. Previously owned by a long serving very respected committee member of the A40 Farina Club. **£13,750**



1968 Jaguar E-Type Series II 4.2 Roadster - Stunning, very original and completely standard. Matching numbers. Spent most of its life in the US and came to the UK in 2016 and taken to a specialist to be treated to a new clutch, flywheel, new coolant hoses, engine mounts, eight new manifold studs, crank oil seal, sump gasket and exhaust rings. **£79,995**



1967 Fiat 500 Uprated Fast Road 650cc - SRHD. In 2007 the owner decided to restore the car with an uprated specification. Restored over two years and almost £12,000 was spent. Mechanically the car has a fantastic spec with a new 650cc engine. A delight to drive. Its quick, handles superbly and delivers lots of power. **£9,995**



1935 MG PA - Previously owned by a long term owner. Stunning older restoration which presents very well today. Wonderful driving example. **£42,995**



1962 Triumph TR3A - Presents very well with an excellent hood, side-screens, Mini-light style wheels, lovely paintwork, body panels are exceptionally straight, the underbody superb and the interior looks excellent with freshly trimmed upholstery. **£29,995**



1966 Jaguar S Type 3.8 Automatic - Recorded mileage of 66,300 and from previous MOT certificates we know the car has covered 13,300 miles in ten years since a substantial restoration. Very smart, usable S-Type that has had a substantial amount of money spent on it. Its structurally excellent, has stunning paintwork with excellent straight panels. **£23,995**



1981 Jaguar XJ6 Series III 4.2 Automatic - Stunning, 33,000 miles from new and has driven to us from Northern Ireland. Sony Broadcast Ltd in Hampshire bought the car brand new from Jaguar and for two years the car was used by one of the Company's Managing Directors. In 1993, Sony actually gave the car to the then widow of the former Managing Director as a gift. **£17,995**



1965 Jaguar MKII 3.8 Manual Overdrive - Comprehensive history file confirms that from 1971 to 1982 the car was in Jersey. In 1987 the car featured and co-starred with Phil Collins and Julie Walters in the film 'Buster', the Great Train Robbery feature film. The upholstery is a delight with beautifully aged Red leather seats. Superbly presented. **£46,995**



1969 Rolls Royce Mulliner Park Ward Coupe - Beautifully presented, low mileage, exceptional history. 1 of 606 MPW models made, it was professionally re-modelled to Bentley specification by Royce Engineering some 30 years ago. It therefore features the very rare Bentley grill and various badging. This is a beautiful machine, a car of real quality and certainly one for the discerning buyer. **£44,995**



1977 Alfa Romeo Giulia Nuova Super 1300 LHD - Presented and finished in Magenta with complementary Nero hide. This left hand drive example is in outstanding condition and drove to us faultlessly over 200 miles from Gloucestershire. The Alfa only arrived in the UK in early 2017 and has had light expenditure to ensure its ready to use and enjoy. **£13,995**



1962 Jaguar MKII 4.2 Manual with Overdrive - A very quick, highly uprated MKII Jaguar with Coombs styling. With a louvred bonnet, Coombs spats, competition body coloured painted wire wheels and its original colour of Green, this car does look spectacular. What is even more impressive is the way this car drives. Fitted with a Jaguar 4.2 litre engine. **£49,995**



1969 Austin Healey 3000 MK1 - Red over Cream with wire wheels, overdrive and wonderful aged red leather upholstery. 20000-25000 miles touring from 1991-2010 and then in Sweden for a few years prior to coming back to the UK. **£74,995**



1971 Rolls Royce MPW Convertible - Ordered new by Peter Rogers at Feature Film Facilities, Pinewood Studios (Carry on Films). 76k miles from new, £50k of service history/maintenance. Original colour, gleaming paint, lovely original interior and hood. **£69,995**



1958 Jaguar XK150 3.4 FHC - Known by us for over 15 years. Upgraded to S Specification during a mid-1980's restoration. Genuine UK supplied matching numbers car. Between 1983 and 1985 had to be completely stripped and the body professionally restored with new floors, sills and various new panels. **£79,995**



1930 Austin Heavy 12 Burnham Saloon - This is a very smartly presented Austin with a lovely, honest original feel and it can be driven and enjoyed with confidence. The car has spent the past three/four years with one owner in the York, Selby area and over this time has proven completely reliable and usable. **£17,995**



1947 Jaguar MKIV 2.5 Saloon - This Jaguar had one owner from the 1960's for over 50 years but was taken off the road in 1978 and has recently undergone a £20,000 programme of recommissioning work. The Jaguar is remarkably original, still retaining its original leather upholstery suggesting the recorded mileage of 79,000 is correct. **£59,995**



1981 BMW E12 M535i - This stunning, rare BMW M535i has just arrived with us having recently undergone a major programme of work including an engine rebuild. **£29,995**



1965 Ford Mustang Fastback 289 V8 Auto - £8,000 spent throughout this year. Work includes re-trimming door cards and seats, fitting a Master Power front brake disc conversion kit, new correct steering wheel, Halogen headlamp conversion, new fuel tank sender seal, radio with iPod, a new set of BF Goodrich tyres and work to the carburettor and throttle and gearbox control linkage. **£39,995**



1948 Triumph Roadster 1800 - Recently stripped down to the rolling shell and treated to a complete, top class re-paint. Various chrome work was also carried out and a complete interior re-trim in red leather and new Black mohair hood. The car presents superbly and is a lovely usable example, further enhanced by a floor change four speed gearbox. **£36,995**



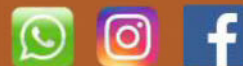
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100/6 Bn4 RHD



1955 AUSTIN HEALEY
100/4 Bn1 LHD



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JAGUAR XJ8 4.2 AUTO 2003 - METALLIC SILVER ARRIVING SOON - COVERED 31K KLM / 19K MILES FROM NEW - 1 OVERSEAS OWNER FROM NEW - FINISHED IN METALLIC SILVER WITH CREAM HIDE INTERIOR - STUNNING *** P.O.A ***



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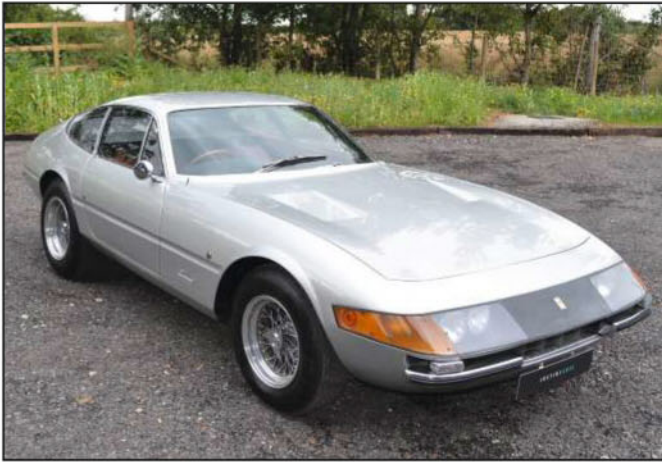
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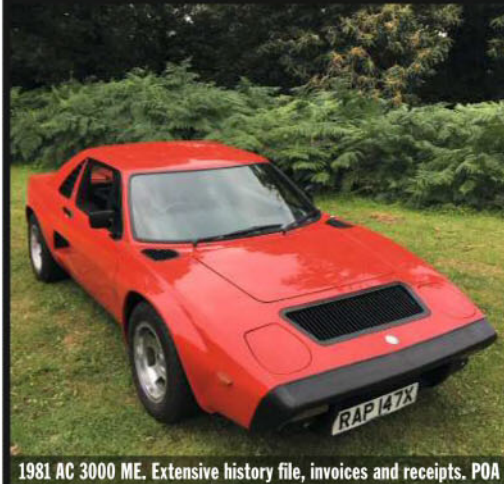
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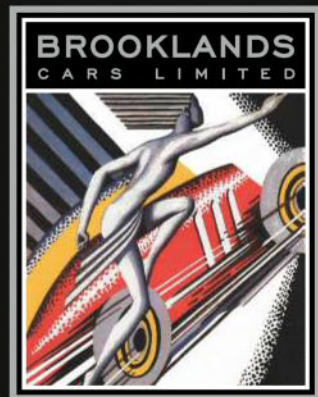
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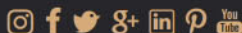
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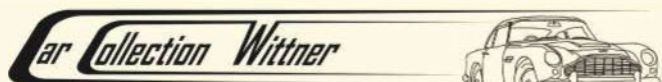
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230TE Estate 1989G

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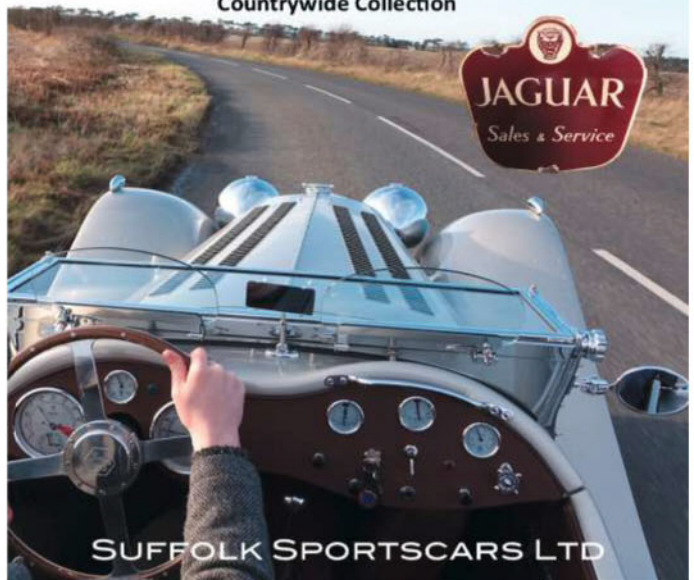
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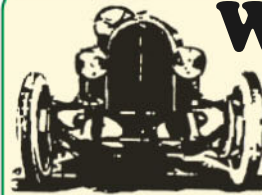
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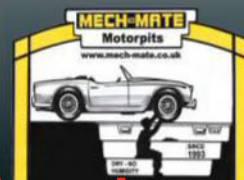
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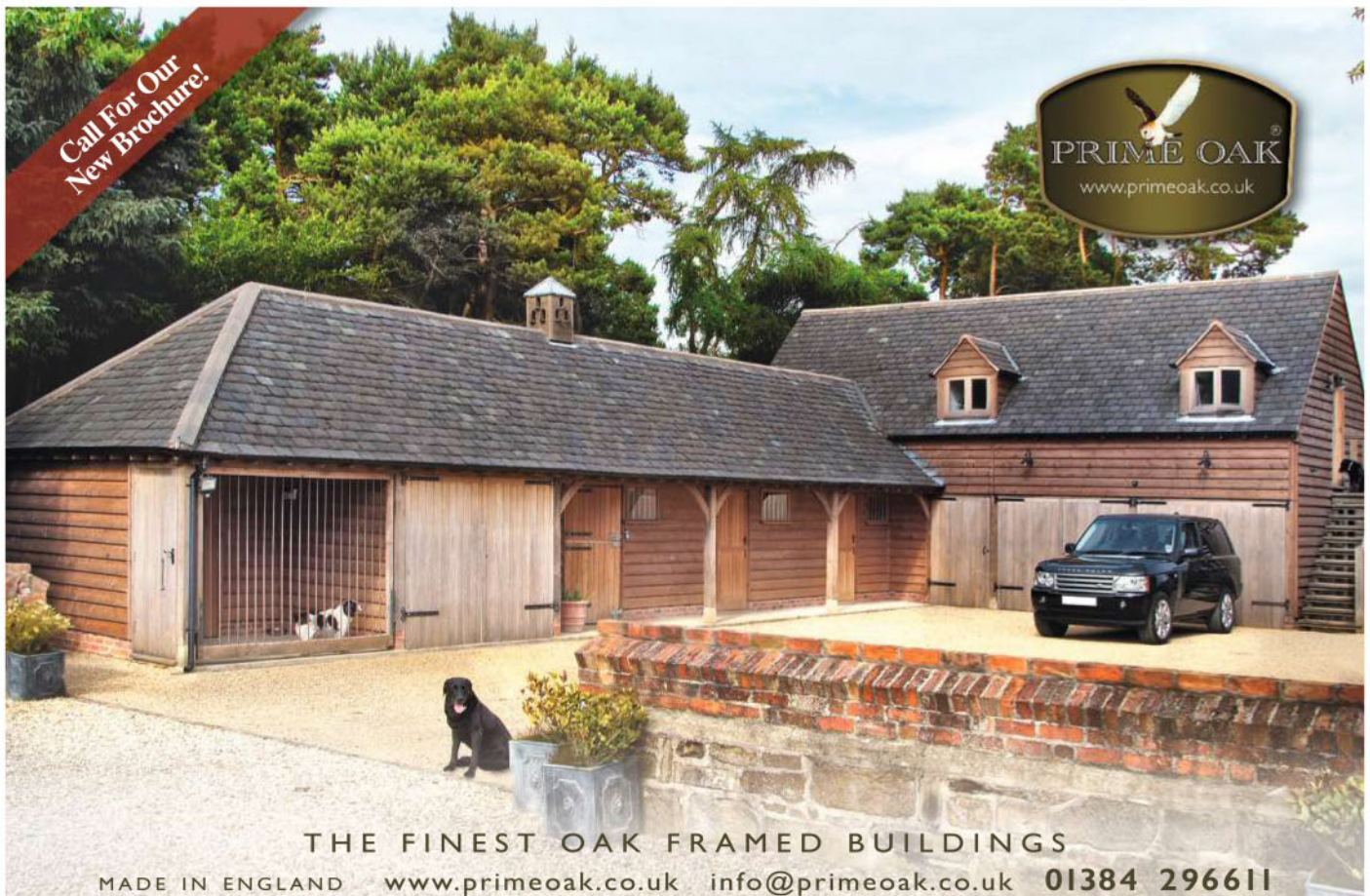


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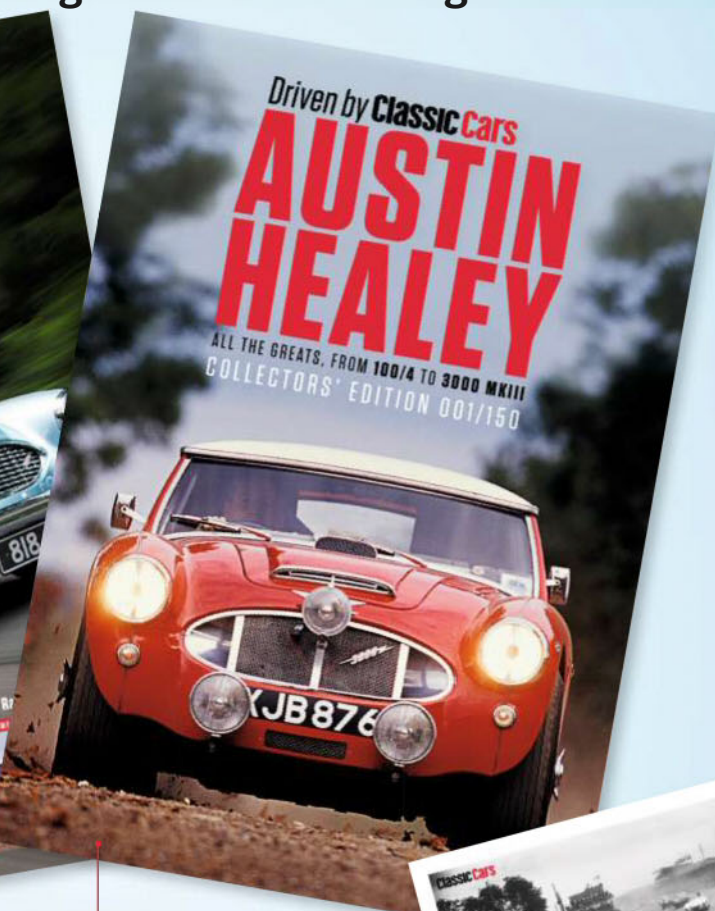
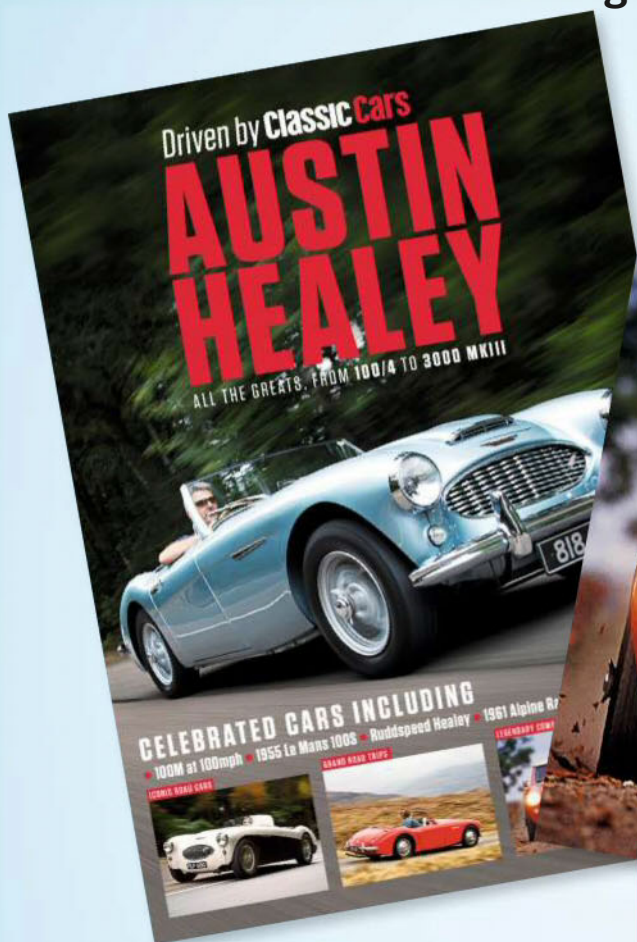
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WHY I LOVE...



...my Mallock U2 MkII. **Ray Mallock**, the British engineering mastermind, tells us why he loves racing around the world in the car his father designed



The MkII model was the first Mallock U2 designed for Formula Junior racing, although Ray's car has undergone numerous revisions

Photography Greg Clark

'In 1990 my father raced it at Monterey in his last competitive event before his death. This year I've won ten races across America in it, showing just how good his vision of function over form really was'

In 2016 I raced my Mallock U2 MkII in the Monaco Historique, finishing third. I enjoyed the experience so much that my wife and I planned a trip to the United States, where I spent six weeks racing it from August to September.

The Mallock U2 MkI was designed and built by my father, Arthur Mallock, in 1958 and has been at the heart of British Sports Car Club racing since its inception. It offered the impecunious enthusiast an opportunity to race against cars like Lotuses, Brabhams and Coopers at a fraction of the cost. It featured inboard suspension with a wide chassis fully triangulated on all six sides and designed to give a low centre of gravity, ride height and driving position. Additional rigidity was afforded by the Duralumin body, which was pop-riveted to the frame. Its contemporaries invariably used non-structure-assisting complex curved bodies. After purchasing the body, you could buy the running gear and build the U2 in your home garage.

My car is a 1960 MkII, designed to compete in Formula Junior racing, which was assembled at our family home in Northamptonshire by John Harwood. He raced it successfully, including an extraordinary win at the

Nürburgring in pouring rain. The car then went through various hands, including journalist and Formula One commentator Bob Constanduros. It was converted to a sports racer in America, before returning to the UK in 1980, when my father modified it back to an FJ racer. It was then campaigned in America by my father's good friend, John Streets, during the mid-Eighties. In 1990 my father raced it at Laguna Seca in California, which was his last competitive event before his death three years later.

It has a 1098cc Ford Anglia Cosworth MAE engine driving a BMC A Series gearbox and final drive, although back in the day owners would have fitted whatever engine they could find or afford. The suspension comprises a Ford Popular front swing axle and rear leaf springs with drum brakes all round.

Having owned the car since 2011 I've overseen its restoration back to Sixties specification. This year I have raced it in ten events at four of America's premier circuits - Lyme Rock, Watkins Glen, Elkhart Lake and Laguna Seca. The car handled like a dream and the engine didn't miss a beat. I won every event and really enjoyed showing just how good my dad's vision of function over form really was.



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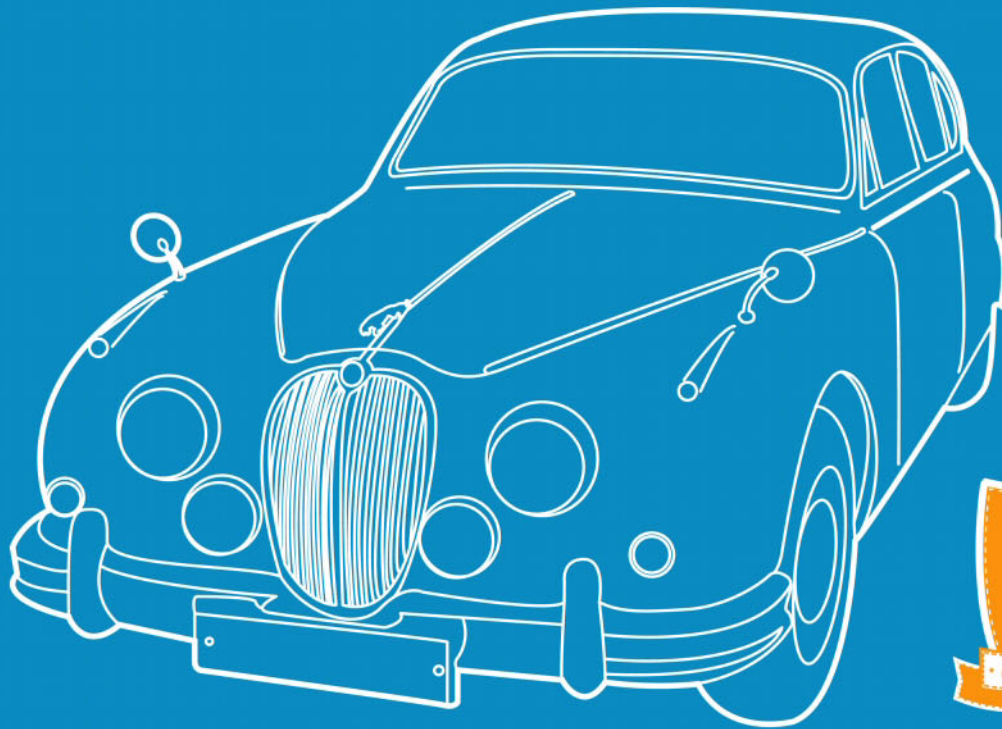
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WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

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Mint
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Good
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
Usually a runner, but with an untidy body or needing parts. Extra spending may now be a more serious consideration

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	97,500	80,000	60,000	45,000	747	95	
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
AC AC Owners' Club (01904 793563)								
2-litre	47-56	15,000	11,000	6,750	4,000	1991	83	
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9,000	1991	83	
Ace (AC engine)	54-63	200,000	150,000	110,000	80,000	1991	102	
Ace-Bristol	56-63	275,000	210,000	150,000	100,000	1971	118	
Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120	
Acaca-AC	54-63	140,000	99,000	65,000	45,000	1991	104	
Acaca-Bristol	56-63	155,000	115,000	75,000	52,000	1971	128	
Greyhound	59-63	56,000	42,000	26,000	17,500	1971	107	
Cobra MkI/MkII/289	62-69	825,000	650,000	500,000	400,000	4727	138	
Cobra 427	65-67	850,000	675,000	525,000	425,000	6998	145	
428	67-73	160,000	125,000	90,000	60,000	7014	143	
428 con	67-73	200,000	150,000	110,000	70,000	7014	143	
3000 ME	79-84	15,000	11,000	7,500	5,000	2994	125	
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134	
Ace Brooklands	93-00	28,500	24,000	18,000	12,000	4942	140	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.85m	1.4m	1.1m	950,000	1754	95	
6C 2300 Touring	33-37	1.1m	900,000	750,000	625,000	2309	94	
1900C Sprint	51-55	200,000	157,500	107,500	80,000	1884	112	
1900C Super Sprint	55-58	220,000	165,000	120,000	85,000	1975	112	
Giulietta berlina	55-62	18,500	13,500	7,000	3,500	1290	90	
Giulietta ti	57-64	22,500	16,000	7,500	4,000	1290	103	
Giulietta/Giulia Sprint	55-64	55,000	42,000	25,000	16,000	1290	110	
Giulietta/Giulia Spider	55-65	65,000	48,500	30,000	20,000	1570	108	
Giulietta, Giulia SS	57-66	105,000	75,000	50,000	32,500	1570	120	▼
2000 Spider	58-62	95,000	65,000	32,000	19,000	1975	111	▲
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124	▲
2600 Sprint	62-66	47,500	35,000	17,500	8,000	2584	125	▲
SZ-1	60-62	350,000	280,000	240,000	180,000	1290	120	▼
TZ-1	63-65	800,000	625,000	500,000	450,000	1570	124	▼
Giulia Ti/Super	62-74	16,000	11,000	5,500	2,750	1570	105	
1750/2000 Berlina	68-76	11,000	7,000	3,000	1,400	1962	115	
Giulia Sprint GI/Veloce	63-68	42,500	32,500	17,000	8,750	1570	112	▲
Giulia GTA 1300/1600	65-71	220,000	175,000	125,000	90,000	1570	115	
GT Junior	66-77	23,500	16,500	8,500	4,500	1570	115	
1750/2000 GTV	67-77	30,000	22,500	12,000	6,000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9,750	1290	110	
Duetto/1750 rtail	66-69	37,500	27,500	14,000	7,000	1570	113	
Spider S2	69-82	21,000	14,500	7,000	3,000	1962	119	
Spider S3	82-89	12,000	8,000	3,500	1,650	1962	114	
Spider S4	89-93	14,000	9,500	4,500	2,400	1962	114	
Montreal	70-77	67,500	49,500	27,500	17,500	2593	132	
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	
Alfasud Sprint	76-90	7,000	4,750	2,400	900	1490	104	
Alfetta sal	72-84	10,000	7,000	3,000	900	1962	113	
GTV 2000	76-87	9,250	6,500	3,000	1,400	1962	118	
GTV6	81-87	16,500	10,000	4,500	1,950	2492	130	
75 sal	86-92	7,500	5,000	2,000	900	2959	135	
164 2.0 TS	88-98	5,000	4,000	2,000	1,000	1962	130	
164 3.0 V6	88-98	5,750	4,500	2,400	1,200	2959	147	
SZ	89-94	36,500	26,500	18,500	14,000	2959	153	
RZ	92-94	40,000	30,000	21,000	15,500	2959	153	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALLARD Allard Owners' Club (01438 773428)								
155	92-97	4,500	3,000	1,350	700	1970	127	
155 V6	92-96	6,500	4,000	2,100	1,000	2498	140	
Spider 2.0 TS	96-02	3,950	2,650	1,200	475	1970	131	
GTV 2.0 TS	96-02	3,400	2,000	850	300	1970	134	
GTV 3.0 V6	98-02	4,950	3,400	1,600	650	2959	148	
GTV V6 Cup	01-02	10,000	8,000	5,000	2,500	2959	148	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALPINE-RENAULT Club Alpine-Renault (01902 895590)								
A110	65-77	75,000	55,000	36,000	27,500	1565	115	
A310 1600	74-77	27,500	20,000	12,500	8,000	1605	130	
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137	
GTA	85-91	10,000	8,000	4,000	2,400	2849	139	
GTA Turbo	85-91	12,500	10,000	5,500	3,000	2458	149	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308)								
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90	▲
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	
4.3 Litre Tourer	37-39	165,000	120,000	105,000	90,000	4387	100	▼
TA14	46-50	16,000	11,000	6,000	3,250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7,000	1892	72	
TA21/TC21/100	50-55	20,000	15,000	8,500	4,000	2993	100	
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95	
TD21	56-63	33,500	24,000	13,500	7,500	2993	104	
TD21 convertible	56-63	72,500	52,500	32,500	18,500	2993	102	
TE/TF21	63-67	42,000	30,000	16,500	9,750	2993	110	
TE/TF convertible	63-67	89,000	65,000	37,500	22,500	2993	107	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
AMPHICAR IAOC (amphicar.com)								
770	61-65	44,000	30,000	22,500	15,000	1147	70	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (0121 459 0742)								
Lancaster	46-52	12,500	9,000	5,000	2,750	1991	70	
Hurricane dhc	46-53	20,000	15,000	8,500	5,500	1991	70	
Typhoon coupé	46-50	16,000	11,250	7,000	4,250	1991	70	
Whitley	50-53	12,000	8,500	4,500	2,500	2309	85	
Sapphire 346	53-59	14,000	10,000	5,000	2,500	3435	100	
Sapphire 234/236	56-58	13,500	9,500	4,250	2,200	2309	97	
Star Sapphire	58-60	17,000	12,500	6,000	3,000	3990	104	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	250,000	180,000	125,000	85,000	2580	110	
DB2 con	51-53	325,000	250,000	180,000	140,000	2580	109	
DB2/4 MkII/II	53-57	185,000	140,000	92,000	65,000	2580	120	
DB2/4 con	53-57	275,000	225,000	170,000	130,000	2580	120	
DB35	53-56	4,8m	4.25m	3.75m	n/a	2922	145	▼
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	450,000	375,000	300,000	240,000	3670	141	▼
DB4 Vantage	61-63	520,000	430,000	330,000	260,000	3670	149	
DB4 con	61-63	900,000	800,000	650,000	550,000	3670	140	▼

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
DB4								
DB4 GT	60-63	2.4m	2m	1.5m	1m	3670	155	
DB4 GT Zagato								

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
1100/1300	63-74	3000	2000	900	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	4000	2500	1000	500	1798	96		
Allegro 1100-1500	73-82	2100	1300	600	300	1275	87	▲	
Allegro 1750/Sport TC	73-75	2650	1650	800	450	1748	104		
Seven/Mini Mkl	59	30,000	25,000	19,000	15,000	848	71		
Mini Mkl	60-67	12,500	10,000	6,000	3,250	848	71		
Mini Mkll	67-69	6,000	4,000	1,850	1,000	998	79		
Mini Mklll-V	70-90	4,500	3,000	1,350	750	998	82		
Mini Cooper 997/998	61-69	22,500	16,000	9,000	6,000	998	90		
Mini Cooper 1071S	63-64	42,500	32,000	20,000	14,000	1071	95		
Mini Cooper 970S	64-65	40,000	30,000	19,000	13,500	970	82		
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96		
Mini Cr 1275S Mkll/lll	67-71	32,000	22,500	14,000	9,500	1275	96		
Mini Moke	64-85	20,000	15,000	8,000	4,500	998	70		
Mini 1275GT	69-80	11,000	8,000	4,250	2,000	1275	89		
Mini Clubman	70-80	4,500	3,000	1,300	650	1098	82		

AUSTIN-HEALEY Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND								
100 BNI/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	65,000	55,000	46,500	40,000	2660	119	▲
100/6 BN4/6	56-59	47,500	35,000	22,000	13,500	2639	105	
3000 Mkl	59-61	50,000	37,500	25,000	13,000	2912	112	
3000 Mkll BN7	61-62	75,000	50,000	35,000	25,000	2912	117	
3000 Mklll BT, B7	62-64	57,500	42,000	27,500	15,000	2912	117	
3000 Mklll	64-68	62,500	46,500	30,000	17,500	2912	121	
'Frogeye' Sprite Mkl	58-61	21,000	15,000	7,000	4,000	948	82	
Sprite Mkll/lll/IV	61-71	11,000	7,000	3,000	1,250	1275	96	

AUTOBIANCHI (autobianchi.org)								
Bianchina Trans/Cab	57-68	29,500	22,000	15,000	10,000	499	68	

BENTLEY Bentley Drivers' Club (01295 738886)								
3-litre Tourer	22-25	500,000	275,000	210,000	160,000	2996		
4.5-litre Tourer	27-31	1.2m	800,000	650,000	500,000	4398	92	
6.5 Litre Speed Six	28-30	3.25m	2.75m	1.8m	1m	6597	86	▼
4.5 Litre 'Blower'	29-31	11m	8m	4.5m	2.85m	4398	98	▼
8 Litre	29-31	2.6m	1.65m	950,000	500,000	7982	101	
Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	300,000	200,000	100,000	42,500	3669	91	
Derby 4.25 PW	36-39	125,000	87,500	52,500	32,500	4257	96	
Derby 4.25 coachbuilt	36-39	390,000	265,000	120,000	45,000	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,000	8,750	4566	100	
MkVI con	51-52	110,000	80,000	42,000	27,500	4566	100	
R-type saloon	52-55	40,000	29,000	16,000	9,000	4566	106	
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106	
R-type Continental	52-55	950,000	800,000	600,000	500,000	4566	115	
S1/52 saloon	55-62	39,000	29,000	16,500	8,000	4887	101	
S1 Continental Mulliner	55-59	500,000	365,000	185,000	140,000	4887	115	
S1 Cont PW coupé	55-59	375,000	275,000	140,000	100,000	4887	114	
S1 Cont P Ward con	55-59	550,000	400,000	275,000	200,000	4887	114	
S2 Cont Mulliner	59-62	275,000	200,000	125,000	85,000	6230	115	
S2 Park Ward con	59-62	325,000	225,000	145,000	92,000	6230	115	
S2 Flying Spur	59-62	170,000	120,000	75,000	46,500	6230	120	
S3 saloon	62-65	42,000	32,000	18,000	8,500	6230	116	
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120	
S3 MPW con	62-65	250,000	175,000	100,000	60,000	6230	116	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6,500	2,500	6750	120	
T2 saloon	77-80	15,000	12,000	6,000	2,250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	6,000	2,000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6,500	2,400	6750	135	
Turbo R/RL	85-97	18,000	12,500	6,750	2,500	6750	135	
Continental MPW con	84-94	70,000	52,500	40,000	25,000	6750	140	
Continental R	91-02	42,500	30,000	22,500	16,500	6750	151	
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6,500	6750	140	
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	

BERKELEY Berkeley Enthusiasts' Club (01483 475330)								
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65	
Sports SE492	58-59	12,000	7,000	3,750	2,500	492	80	
B95/B105	59-61	12,500	7,500	4,250	2,750	692	90	
T60 3-wheeler	59-61	8,000	6,000	3,600	2,000	328	60	

BIZZARRINI (sobizclub.com)								
5300 GT Strada	65-69	600,000	500,000	400,000	300,000	5354	165	

BMW BMW Car Club (01225 709009)								
328	36-39	700,000	575,000	475,000	400,000	1971	100	▲

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
327	37-40	150,000	115,000	75,000	50,000	1971	78		
501 V8/502/2.6/3.2	55-63	44,000	28,500	17,000	11,000	2580	100		
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115		
507	56-59	1.5m	1.2m	1m	800,000	3168	135		
Isetta 250/300	55-65	20,000	14,500	10,000	6,500	298	60		
600	58-59	30,000	24,000	16,000	9,500	585	65		
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105		
1600/1602/1502	66-77	6500	4500	2200	1000	1573	100		
2002/Touring	68-75	11,500	8000	3900	1900	1990	112		
2002 cabrio/targa	71-74	20,000	15,000	7000	3000	1990	110		
2002tii	71-75	24,000	16,500	7500	3250	1990	120		
2002 turbo	73-74	100,000	70,000	47,500	30,000	1990	130	▲	
2800CS/CSA	69-71	25,000	17,500	10,000	5,000	2788	120		
2500/2800/3.0/3.3	69-77	9500	6500	3200	1650	2494	110		
3.0CS/CSi	71-75	35,000	25,000	17,500	10,000	2985	130		
3.0CSL	72-75	135,000	100,000	60,000	37,500	3003	134		
3.0CSL 'Batmobile'	72-75	250,000	200,000	150,000	100,000	3153	138		
633/628 CSi	76-87	8750	6000	3000	1500	3210	132		
635 CSi	78-89	14,000	9000	4500	2400	3453	140		
M635 CSi	85-89	32,000	22,500	14,000	7,500	3453	158		
M1	79-80	300,000	250,000	175,000	125,000	3453	162		
323i (E21)	77-82	7500	5200	2500	1300	2315	126		
320i/325 Baur cabrio	81-85	7500	5000	2500	1250	2495	135		
5-series (E12)	75-81	5000	3750	1850	900	2788	133		
M535i (E12)	80-81	26,000	19,000	11,000	5,500	3453	139		
5-series (E28)	81-87	4500	3500	1750	750	2788	146		
M535i (E28)	85-87	12,000	9000	4500	2000	3453	152		
M5 (E28)	85-88	30,000	23,000	13,000	7,500	3420	152		
5-series (E34)	88-95	4000	3000	1600	600	3982	149		
M5 (E34)	88-95	16,500	11,500	6000	3750	3535	155		
M5 (E39)	98-04	20,000	13,000	9000	6000	4941	155	▲	
3-series (E30) conv	86-93	7500	5000	2200	850	2494	130		
325i Sport (E30)	89-91	10,000	7000	3500	1750	2494	133		
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143		
M3 Evo II (E30)	88	70,000	55,000	36,500	26,500	2302	143		
Z1	86-91	30,000	24,000	15,000	9,500	2494	140		
840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155		
M3/Evo (E36)	92-99	19,000	14,000	9750	6000	3201	155	▼	
Z3 4-cyl	96-01	4000	2650	1350	600	1895	127		
Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139		
Z3M Roadster	98-02	20,000	15,000	10,000	6750	3201	155		
Z3M Coupe	98-02	30,000	22,000	13,500	8500	3201	159		
Z8	00-03	135,000	110,000	85,000	65,000	4941	155		
M3 (E46)	01-06	25,000	19,000	12,000	6000	3246	155		
M3 CSL (E46)	03-05	60,000	52,500	45,000	37,500	3246	155		

BOND Bond Owners' Club (0121 784 6626)								
Minicar MKA-G	48-65	6000	4250	1900	900	250	55	
GT2+2	63-64	7000	4500	1600	850	1147	83	
GT4S	64-70	4750	3100	1500	800	1296	92	
Equipe GT	67-70	5500	3750	1500	700	1998	100	
Bug	70-74	10,000	7000	3250	1750	701	75	

BORGWARD Borgward Drivers' Club (01536 510771)								
Isabella TS	54-61	10,000	7500	4000	2000	1493	93	
Isabella coupé	55-61	28,500	20,000	12,000	7000	1493	98	

BRISTOL Bristol Owners' Club (01403 784028), Owners & Drivers Assn (bristoloda.com)								
400	47-50	70,000	50,000	30,000	20,000	1971	92	
401, 403	49-55	58,500	40,0					

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1000SP/A Union sp	58-65	17,500	12,500	6,500	3,750	980	80	
58-63	10,000	6,750	3,400	2,000	980	82		
F102 saloon	64-66	3,250	1,950	950	550	1175	84	

DODGE

Viper RT 10/GTS	92-02	40,000	30,000	21,000	16,000	7974	165	
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ELVA Elva Owners' Club (01903 823710)

Courier sports/cpé	58-61	27,500	21,000	12,000	6,750	1498	100	
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7,000	1798	110	

FACEL VEGA Facel Vega Car Club (01621 818608)

FV 4.5/4.8/5.4/5.8	54-59	185,000	140,000	90,000	65,000	5801	125	▲
HK500	59-61	220,000	170,000	125,000	80,000	6286	130	▲
Facel II	62-64	340,000	275,000	190,000	150,000	6286	132	▲
Facellia/Facel III	60-64	65,000	47,500	29,000	16,500	1647	114	▼

FAIRTHORPE Fairthorpe Sports Car Club (01895 256799)

Electron Minor	57-73	5,000	3,750	2,250	1,250	948	80	
TX-GT/SS coupé	67-73	4,500	3,250	1,850	750	1998	112	

FERRARI Ferrari Owners' Club (01485 544500)

166 MM Barchetta	48-50	7m	4.5m	3.5m	2.85m	1995	125	
166 Inter	48-51	1m	750,000	550,000	400,000	1995	115	
212 Inter	51-52	1m	850,000	750,000	650,000	2562	120	▼
340 America	51	2.9m	2.5m	2m	1.4m	4101	136	▼
250 Europa S/II	53-55	1.85m	1.35m	900,000	725,000	2963	126	▼
410 Superamerica	56-59	3.3m	2.75m	2.2m	2m	4962	165	
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157	
250 GT Cabrio S1	57-59	4.4m	3.8m	3.4m	3m	2953	155	
250 GT Berlinetta TdF	57-59	5.5m	5m	4.5m	4.25m	2953	143	
250 GT PF coupé	58-62	550,000	425,000	325,000	225,000	2953	145	
250 Cal Spider lwb	58-62	8.75m	7.25m	5.75m	5m	2953	155	
250 Cal Spider swb	60-63	12.5m	11.5m	10.5m	n/a	2953	149	
250 GT SWB (steel)	60-63	6.75m	6.25m	5.75m	5.25m	2953	150	▲
250 GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2953	155	
250 GT Cabrio Se2	60-62	1.2m	1m	850,000	700,000	2953	160	▼
250 GTE 2+2	60-63	375,000	285,000	190,000	145,000	2953	140	
250 GTO	62-64	37m	33m	n/a	n/a	2953	158	▼
250 LM	64-66	13.5m	11.5m	10m	n/a	2953	159	
250 GT Lusso	62-64	1.4m	1.2m	1m	850,000	2953	150	▼
400 Superamerica cpé	60-64	2.4m	2.0m	1.8m	1.5m	3967	162	
500 Superfast	64-67	2m	1.75m	1.4m	1.2m	4962	170	
275 GTB (steel)	64-66	1.5m	1.3m	1.1m	925,000	3286	150	▼
275 GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3286	150	
275 GTS	64-66	1.6m	1.3m	1.1m	900,000	3286	150	
275 GTB/4 (4-cam)	66-68	2.4m	2.15m	1.85m	1.65m	3286	165	▼
330 GT 2+2	64-67	240,000	180,000	130,000	85,000	3967	150	
330 GTC	66-68	500,000	400,000	350,000	300,000	3967	150	▼
330 GTS	66-68	1.8m	1.5m	1.1m	950,000	3967	150	▼
Dino 206 GT	68-69	430,000	395,000	300,000	240,000	1987	145	▼
Dino 246 GT	69-73	270,000	220,000	135,000	90,000	2418	150	▼
Dino 246 GTS	72-74	290,000	240,000	150,000	100,000	2418	150	▼
365 GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152	
365 GTC	68-70	625,000	550,000	460,000	365,000	4390	155	▼
365 GTB/4 Daytona	68-74	590,000	485,000	400,000	300,000	4390	173	▲
365 GTS/4 Spider	72-73	1.9m	1.75m	1.6m	n/a	4390	170	▼
365 GTC/4 2+2	70-72	240,000	185,000	145,000	115,000	4390	152	▼
365 GT4 2+2	72-76	65,000	45,000	27,500	18,500	4390	150	
365 BB	75-76	350,000	275,000	220,000	165,000	4390	163	▲
512 BB, BBi	76-85	240,000	200,000	150,000	120,000	4942	188	▲
308 GT4 2+2	73-80	52,000	40,000	25,000	18,000	2926	156	
308 GTB (grp)	75-77	137,500	105,000	75,000	50,000	2926	154	▼
308 GTB/GTS	77-80	77,500	60,000	42,500	30,000	2926	155	
308 GTBi/GTSi	80-82	60,000	42,500	29,000	20,000	2926	155	
308 GTB qv/GTS qv	82-85	65,000	50,000	32,000	22,500	2926	155	
328 GTB/GTS	85-88	70,000	54,000	37,000	26,500	3195	163	▼
400/400i/412i manual	76-89	40,000	30,000	17,500	10,000	4823	158	
400/400i/412i auto	76-89	32,000	22,000	12,000	8,000	4942	158	
Mondial	81-94	32,500	23,500	14,500	9,500	2926	143	
Mondial cabrio	84-94	38,500	28,000	18,250	12,000	2926	146	
348/Spider	89-94	60,000	50,000	35,000	27,500	3405	170	
F355/GTS	94-99	80,000	70,000	50,000	40,000	3496	185	
F355 Spider	95-99	82,000	72,000	52,500	42,000	3496	183	
360 Modena	99-05	69,000	62,000	55,000	47,500	3586	184	
Testarossa	84-90	100,000	80,000	55,000	37,500	4942	181	
512 TR	91-94	127,500	99,000	65,000	50,000	4943	193	
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194	
456 GT	92-98	50,000	36,000	24,000	17,500	5474	184	
456M GT	98-03	54,000	42,000	28,500	21,000	5474	185	
288 GTO	84-87	1.6m	1.35m	1.2m	1m	2855	190	
F40	88-92	850,000	750,000	640,000	550,000	2936	201	
F50	95-97	1.85m	1.5m	1.1m	850,000	4698	202	▲
550 Maranello	96-02	100,000	75,000	55,000	45,000	5474	199	▲
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186	
575M Maranello	02-06	100,000	85,000	67,500	n/a	5748	202	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Enzo	02-04	1.85m	1.65m	1.4m	n/a	5998	220	

FIAT Fiat Motor Club (0208 372 4028)

500 Topolino	48-55	14,000	10,000	5,000	2,500	569	60	
600/600D	55-70	10,000	7,000	3,000	1,250	633	66	
600 Multipla (MPV)	55-60	30,000	22,000	12,000	6,750	767	59	
500 D/F/L/R	57-75	11,500	7,750	3,600	1,750	499	61	
1500S/1600S Ocsa sp	59-66	42,500	30,000	16,000	10,000	1568	105	
2300S	61-68	34,000	23,000	16,500	10,000	2280	120	▼
850 Coupé	65-73	8,000	5,500	2,600	1,250	903	96	
850 Spider	65-73	15,000	9,500	4,500	2,400	903	96	
124/Special 12/14	66-73	2,650	1,750	850	400	1438	100	
124 Coupé	66-75	8,900	6,500	3,000	1,100	1756	115	
124 Spider 14/16	66-74	24,000	18,000	10,000	3,500	1608	112	
124 Spider 1.8/2.0	75-81	18,500	13,000	6,000	2,500	1756	108	
124 Spider Abarth	72-75	35,000	27,500	20,000	12,000	1756	118	
Pininfarina Spider	82-85	20,000	15,000	7,500	2,750	1995	104	
Dino Spider 2.0/2.4	67-73	130,000	100,000	62,500	45,000	2418	130	
Dino Coupé 2.0/2.4	67-73	42,500	32,500	21,000	15,000	1987	122	
130 saloon 2.8/3.2	69-76	55,000	37,500	20,000	750	3235	112	
130 Coupé	72-76	17,500	12,500	7,000	3,500	3235	114	
127 1300 Sport	81-83	3,250	2,400	1,000	450	1301	102	
128 3P coupé	75-78	6,000	4,500	2,000	1,000	1301	102	
X1/9	77-89	4,250	3,000	1,400	650	1290	100	
Panda 4x4	84-92	4,250	2,500	1,250	750	999	83	
Coupé/Turbo	94-00	4,500	2,900	1,250	400	1998	149	
Barchetta	95-02	6500	4200	2200	1000	1747	118	

FORD AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mccgib.net)

Prefect	40-53	6,000	4,000	1,850	1,100	1172	68	
Pilot V8	47-51	15,000	10,500	6,000	3,500	3622	82	
Anglia/Popular 103E	46-59	6,500	4,250	2,000	1,250	1172	61	
Anglia/Popular	53-62	5,500	3,500	1,600	800	1172	71	
Prefect 107E	59-61	6,000	4,500	2,250	1,250	997	73	▲
Anglia 105E	59-68	6,750	5,000	2,500	1,500	997	74	▲
Anglia 123E	62-68	8,000	6,000	3,000	2,000	1197	82	▲
Consul MkI	50-56	8,500	5,500	2,750	1,350	1508	73	
Zephyr Six MkI	50-56	12,500	8,000	3,750	1,850	2262	82	
Zephyr Zodiac	53-56	16,500	10,000	5,000	2,500	2262	84	
Consul MkI con	52-56	16,500	12,500	6,750	4,000	1508		

[Buying] Price Guide

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
HUMBER Post-Vintage Humber Car Club (01604 404363)							
Hawk MkI-III	49-50	7000	5500	2500	1200	2267	80
Hawk MkIV-VI	50-57	7000	4500	2200	1100	2267	80
Hawk SHV	57-68	6750	4250	2000	1000	2267	86
Snipe	45-48	9000	7500	3000	1400	2731	72
Snipe/Pman MkI-IV	45-56	9750	7000	3250	1500	4139	91
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80
Super Snipe SHVA	58-67	9000	6250	2400	1200	2651	106
Imperial	64-67	9250	6250	2500	1300	2965	102
Sceptre MkI-II	63-67	5000	3500	1600	900	1725	90
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98

ISO Iso Bizzarini Club (020 8891 6663)							
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140
Grifo	63-74	275,000	210,000	150,000	110,000	5359	161
Grifo 7-litre	69-74	350,000	265,000	175,000	125,000	6998	170
Lele	70-74	40,000	22,500	15,000	7500	5736	145

JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club (01584 781588)							
SS90 sports	35	300,000	225,000	175,000	135,000	2663	90
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94
SS100 3½-litre	38-39	400,000	300,000	225,000	175,000	3485	104
1½-litre	45-49	32,500	21,000	12,000	6750	1176	70
2½-litre	46-51	39,000	28,000	15,000	8000	2663	87
3½-litre	46-51	56,000	39,000	20,000	10,000	3485	92
MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87
MkV 3½-litre con	49-51	92,500	68,500	40,000	20,000	3485	92
XK120 alloy rdstr	49-50	285,000	250,000	195,000	140,000	3442	132
XK120 roadster	50-54	110,000	78,000	54,000	31,000	3442	122
XK120 dhc	50-54	105,000	75,000	49,000	30,000	3442	122
XK120 fhc	51-54	87,000	60,000	38,000	25,000	3442	121
C-type	51-54	365m	34m	325m	29m	3442	144
XK140 roadster	54-57	110,000	82,000	55,000	32,000	3442	126
XK140 dhc	54-57	82,500	57,500	37,500	25,000	3442	125
XK140 fhc	54-57	115,000	85,000	55,000	32,000	3442	125
D-type	54-57	6m	5m	425m	375m	3442	160
XK150 roadster	58-60	95,000	67,500	40,000	26,500	3781	130
XK150 fhc	57-61	70,000	52,500	34,000	22,500	3781	128
XK150 dhc	57-61	90,000	65,000	38,000	26,000	3781	127
XK150S 3.4 roadster	58-60	160,000	122,000	75,000	52,500	3442	130
XK150S 3.4 fhc	58-60	109,000	85,000	57,500	42,000	3442	129
XK150S 3.4 dhc	58-60	140,000	110,000	70,000	50,000	3442	130
XK150S 3.8 roadster	59-60	210,000	170,000	130,000	90,000	3781	136
XK150S 3.8 fhc	59-60	140,000	100,000	65,000	50,000	3781	132
XK150S 3.8 dhc	59-60	200,000	150,000	105,000	75,000	3781	130
XK150SE 3.8 dhc	58-61	140,000	105,000	72,500	50,000	3781	141
Mk VII-MkIX	51-61	37,500	25,000	13,000	6000	3442	105
MkX/A20G	61-70	20,000	14,000	7000	3500	4235	120
Mk1 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96
Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	120
Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	114
Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121
S-type sal	63-68	22,000	15,000	6750	2750	3781	121
240	67-68	16,500	11,500	6000	3000	2483	105
340	67-68	24,000	16,500	8000	3650	3442	123
420	66-68	14,000	11,000	5000	2000	4235	123
E-type 3.8 roadster	61-64	220,000	165,000	105,000	72,500	3781	145
E-type 3.8 coupé	61-64	160,000	120,000	80,000	52,500	3781	145
E-type 4.2 SI rdstr	64-67	165,000	125,000	85,000	57,500	4235	145
E-type 4.2 SI fhc	64-67	130,000	100,000	65,000	45,000	4235	145
E-type S11+2	66-67	57,500	38,500	19,500	11,000	4235	136
E-type S11/S2 rdstr	67-70	100,000	67,500	37,500	25,000	4235	145
E-type S11/S2 fhc	67-70	75,000	50,000	27,500	17,500	4235	145
E-type S11/S2+2	67-70	50,000	35,000	17,500	10,000	4235	136
E-type V12 roadster	71-75	100,000	65,000	35,000	22,500	5343	150
E-type V12 fhc 2+2	71-74	50,000	33,500	18,000	9500	5343	150
XJ6 2.8 Series 1	68-73	6750	4250	2000	850	2791	117
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1100	4235	124
XJ12 Series 1	72-73	15,000	10,000	4500	2000	5343	140
XJ6 Series 2	73-79	9000	6000	2500	800	3442	117
XJ6 Series 3	79-86	7000	4500	1800	725	4235	125
XJ12 Series 2-3	75-93	10,500	7500	3200	1200	5343	146
XJ6 Coupé	75-78	21,000	13,000	7000	4500	4235	120
XJ12 Coupé	75-78	24,000	16,000	9000	5000	5343	143
XJR 36/40 sal	88-94	6000	4250	1750	750	3980	142
XJ12 (XJ81) sal	93-94	4850	3500	2200	1000	5994	155
XJR X300 sal	94-97	5000	3650	1800	800	3980	155
XJ-S manual	75-80	12,000	9000	4500	2250	5343	154
XJ-S auto	75-81	6500	4250	2000	750	5343	143
XJ-S V12 HE	81-91	7000	4500	2250	700	5343	150
XJ-S 3.6	83-89	7500	4750	2000	700	3590	141
XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134
XJ-SC V12 fhc	85-88	8000	5000	2750	1250	5343	150
XJ-S V12 con	88-91	15,000	10,500	5000	2400	5343	150
XJS V12	91-96	8500	6000	3200	1600	5994	161

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
JENSEN Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
S41R/S	54-63	48,000	35,000	17,500	11,000	3993	123
C-V8	62-65	47,500	33,500	16,500	10,000	6276	143
Interceptor	67-75	40,000	28,500	14,000	7500	6276	140
FF	67-71	120,000	82,500	60,000	40,000	7212	141
Interceptor SP	71-73	47,500	32,500	16,000	8000	7212	144
Interceptor con	74-76	65,000	42,500	25,000	15,000	7212	140
Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120

JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	9000	6250	3250	1600	1486	77
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85

LAGONDA Lagonda Club (01252 845451)							
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100
2.6/2.9 con	49-57	90,000	65,000	35,000	22,000	2922	100
Rapide	61-64	170,000	125,000	80,000	60,000	3995	135
Saloon SH-III	76-87	60,000	42,000	25,000	17,500	5340	140
Saloon SHV	87-90	75,000	55,000	35,000	22,500	5340	140

LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350 GT/400 GT Inter	64-67	530,000	465,000	395,000	300,000	3497	147
400 GT	67-68	400,000	325,000	265,000	220,000	3929	150
Miura P400	66-69	950,000	700,000	550,000	460,000	3929	170
Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172
Miura SV	71-75	2m	1.75m	1.5m	n/a	3929	175
Islero	68-70	250,000	200,000	150,000	110,000	3929	160
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162
Espada I/II/III	68-78	125,000	80,000	50,000	30,000	3929	154
P250 Urraco	73-74	50,000	36,000	22,000	15,000	2463	148
P300 Urraco	75-76	60,000	42,500	27,000	20,000	2997	158
Silhouette	76-77	75,000	55,000	32,000	22,000	2997	160
Islero	68-70	250,000	200,000	150,000	110,000	3929	160
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162
Espada I/II/III	68-78	125,000	80,000	50,000	30,000	3929	154
P250 Urraco	73-74	50,000	36,000	22,000	15,000	2463	148
P300 Urraco	75-76	60,000	42,500	27,000	20,000	2997	158
Silhouette	76-77	75,000	55,000	32,000	22,000	2997	160
Islero	68-70	250,000	200,000	150,000	110,000	3929	160
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162
Espada I/II/III	68-78	125,000	80,000	50,000	30,000	3929	154
P250 Urraco	73-74	50,000	36,000	22,000	15,000	2463	148
P300 Urraco	75-76	60,000	42,500	27,000	20,000	2997	158
Silhouette	76-77	75,000	55,000	32,000	22,000	2997	160
Islero	68-70	250,000	200,000	150,000	110,000	3929	160
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162
Espada I/II/III	68-78	125,000	80,000	50,000	30,000	3929	154
P250 Urraco	73-74	50,000	36,000	22,000	1		

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Mistral Spyder	64-70	590,000	480,000	350,000	260,000	3692	147 ▼	
Quattroporte 41/47	63-71	57,500	37,500	25,000	14,000	4136	130 ▲	
Quattroporte III	79-90	19,500	12,500	6,500	3,500	4930	122	
Mexico	65-72	75,000	55,000	36,000	26,000	4719	150 ▼	
Indy	66-74	65,000	50,000	35,000	25,000	4719	156 ▼	
Ghibli 4.7	67-70	200,000	140,000	82,500	60,000	4719	155 ▲	
Ghibli Spyder	69-71	600,000	500,000	400,000	320,000	4719	154	
Ghibli 4.9 SS	70-73	240,000	175,000	105,000	75,000	4930	172 ▲	
Ghibli SS Spyder	71-72	725,000	620,000	475,000	390,000	4930	170 ▲	
Bora 4.7/4.9	71-79	160,000	125,000	85,000	60,000	4719	160 ▼	
Merak	72-75	46,000	30,000	17,500	10,000	2965	135	
Merak SS	76-83	60,000	40,000	22,000	14,000	2965	147	
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151	
Kyalami 41/4.9	76-83	62,500	48,500	30,000	15,000	4930	150	
Biturbo 220-425	81-88	7000	4750	2250	1000	2491	138	
Biturbo Spyder	84-91	10,000	7,000	4,000	2,000	2491	138	
Ghibli II	94-97	13,500	9,500	5,200	3,000	2790	155	
Quattroporte IV	94-01	11,500	9,000	6,000	4,000	3217	158	
3200GT	98-01	13,900	10,250	7,750	5,500	3217	180	

MATRA		Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	10,000	6,500	3,000	1,250	1,442	102
Murena	80-83	11,000	7,000	3,500	1,500	2,155	121

MAZDA		mazdarotaryclub.com; MX-5 Owners' Club (mvsoc.co.uk)					
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125
RX7	78-86	5250	3500	1650	650	2292	119
RX7 S2	86-91	4500	3250	1750	500	2254	140 ▼
RX7 S3	92-95	8000	6500	4000	2000	2608	156
MX-5	90	5500	3750	1750	1000	1597	121
MX-5	91-97	4000	2750	1250	500	1839	123

McLAREN							
F1	93-98	10m	8m	7m	n/a	6064	240

MERCEDES-BENZ		M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	1.4m	1.1m	700,000	425,000	5016	102
500K Tourer	34-36	1.2m	1m	650,000	375,000	5016	102
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104
540K Cabrio A	36-39	2m	1.6m	1m	725,000	5401	101
540K Cabrio B/C	36-39	1.4m	1.1m	675,000	475,000	5401	100
540K Special Roadster	36-39	5.35m	4.65m	3m	1.75m	5401	106
180/190 Ponton sal	53-62	14,500	10,500	5000	2500	1897	87
219/220S Ponton sal	56-59	16,500	12,500	6250	3500	2195	101
220S/SE cabrio	56-60	120,000	82,000	55,000	35,000	2195	101
220S/SE coupé	57-60	57,500	40,000	24,000	16,000	2195	101
300A/B/C/D saloon	51-62	60,000	39,500	22,000	15,000	2996	101
300 Cabrio D	57-62	250,000	175,000	100,000	55,000	2996	100
300S cab/rdrstr	52-55	400,000	300,000	200,000	125,000	2996	112
300CS cab/rdrstr	55-58	600,000	500,000	375,000	250,000	2996	112
300CS coupé	55-58	400,000	325,000	250,000	165,000	2996	112
300SL Gullwing	54-57	1m	875,000	750,000	625,000	2996	145
300SL roadster	57-63	950,000	825,000	650,000	550,000	2996	130
190SL roadster	55-63	120,000	90,000	55,000	36,000	1897	109 ▲
190/200 Fintail sal	61-68	12,500	9,000	4,000	1,750	1988	90
220/230 Fintail sal	59-68	16,000	11,000	5,200	2,250	2281	100
300SE/L Fintail sal	61-65	20,000	15,000	7,500	3,000	2996	109
220SE coupé	61-65	42,000	30,000	20,000	12,500	2195	107
220SE cabrio	61-65	90,000	70,000	40,000	25,000	2195	107
300SE coupé	62-67	60,000	40,000	26,000	16,000	2996	110
300SE cabrio	62-67	150,000	110,000	62,500	40,000	2996	109
230SL sports	63-67	82,000	57,500	33,000	21,000	2306	121
250SL sports	67-68	85,000	60,000	35,000	22,000	2496	121
280SL sports	67-71	95,000	65,000	37,500	25,000	2778	121
600 saloon	64-81	130,000	85,000	42,500	30,000	6330	120
250/280S/SE saloon	65-72	11,000	7,000	3,200	1,500	2778	116
250SEC/280SEC cpé	65-69	45,000	32,000	21,000	13,000	2778	116
250/280SE cab	65-69	90,000	70,000	36,000	20,000	2778	116
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778	116
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116
280SE 3.5 coupé	69-71	100,000	75,000	45,000	25,000	3499	127
280SE 3.5 cabrio	69-71	275,000	210,000	150,000	100,000	3499	127 ▼
300SE/SEL saloon	65-69	11,500	7,500	3,750	1,750	2996	115
300SEL 6.3 saloon	67-72	55,000	32,500	16,500	10,000	6329	132 ▲
200/220/230.4 sal	67-76	6750	4250	2000	700	2197	105
230.6/250/280 sal	67-76	7250	4750	2250	800	2746	125
250CE/280CE coupé	68-76	12,500	8,500	4,200	2,000	2746	125
280/300 SE/SEL 3.5	69-72	17,500	12,000	5,750	3,000	3499	128
280/350/380/420SL	71-89	22,500	14,000	6,500	2,750	4196	130
500/560SL sports	82-89	25,000	16,000	7,500	3,000	5547	142
300SL (R107)	85-89	23,500	16,000	7,500	3,200	2962	124
380/380/450SLC cpé	71-81	11,000	7,500	3,400	1,250	4520	137
280S/SE sal	72-80	7,000	5,000	2,600	1,000	2746	118
350/450SE/SEL sal	72-80	10,000	7,000	3,250	1,200	4520	130
200/230 saloon	75-84	5,500	3,500	1,500	650	2299	114

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
250/280E saloon	75-84	6,000	4,000	1,650	700	2746	124	
230/280CE coupé	77-85	11,000	7,500	3,000	1,200	2746	125	
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8,000	6834	140	
300SL/SL300 (R129)	89-01	11,000	7,500	3,500	1,500	2960	142	
500SL/SL500 (R129)	89-01	11,500	8,000	4,000	2,000	4973	155	
600SL/SL600 (R129)	92-01	15,000	10,000	6,000	3,500	5987	155	
380/420/500SEC	81-91	13,500	9,000	3,500	1,500	4973	138	
560SEC	86-91	16,000	11,000	4,500	1,500	5547	151	
300SE-500SE sal	86-91	5,250	3,250	1,500	400	4973	147	
500/560SEL sal	86-91	6,000	3,950	1,800	700	5547	156	
190E sal	82-92	4,250	2,500	1,000	400	1997	119	
190E 2.3/2.5-16	85-93	25,000	17,500	9,500	5,000	2299	143	
230/300CE	87-93	5,750	3,250	1,250	375	2962	139	
E20, E320 Cabrio	91-97	12,750	9,250	4,500	2,500	3199	142	
500E saloon	92-94	30,000	22,500	12,500	8,000	4973	155	
SLK 230 Komp'	97-04	4,800	3,000	1,500	700	2295	140	
CLK-GTR	98-99	1.9m	1.5m	n/a	n/a	6900	199	
SL55 AMG	02-08	18,000	13,500	10,000	6,000	5439	155	
SLR McLaren	03-10	225,000	200,000	150,000	n/a	5439	208	

MESSERSCHMITT		Owners' Club (01293 87417); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	26,500	19,000	12,000	7,000	191	65
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75

MG		Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80
VA tourer/dhc	37-39	45,000	32,000	20,000	13,500	1548	81
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91
TA/TB/TC	36-49	35,000	26,500	16,500	10,000	1250	78
TD	49-53	26,000	17,500	11,500	6,750	1250	80
TF 1250/1500	53-55	31,500	23,500	15,000	9,000	1466	85
YA/YB	47-53	16,000	11,000	5,000	2,750	1250	71
YT con	48-51	30,000	20,000	10,000	5,500	1250	71
Magnette ZA/ZB	53-59	13,500	10,000	4,500	2,000	1489	82
MGA Roadster	55-62	32,000	22,500	13,000	8,500	1489	98
MGA Coupé	56-62	22,000	16,000	10,000	6,250	1489	98
MGA Twin Cam Rdstr	58-60	50,000	36,000	24,000	16,000	1588	115
MGA Twin Cam Cpé	58-60	36,000	26,500	16,500	11,000	1588	115
Magnette III/IV	59-68	5,750	4,000	1,800	950	1622	87
1100/1300	62-71	5,750	3,750	1,750	850	1275	97
MGB roadster	62-67	16,000	12,500	6,000	3,000	1798	103 ▲
MGB GT	65-67	13,000	8,000	3,750	1,850	1798	103
MGB MkII roadster	67-71	13,500	10,500	5,000	2,000	1798	103
MGB MkII GT	67-71	10,500	7,000	3,200	1,500	1798	103
MGB MkIII roadster	71-74	12,500	9,500	4,500	1,800	1798	100
MGB MkIII GT	71-74	9,000	6,250	2,650	1,100	1798	96 ▲
MGB roadster	75-80	9,000	6,000	2,750	1,200	1798	96
MGB GT	75-80	6,000	3,950	1,800	700	1798	104
MGC roadster	67-69	24,000	16,500	8,000	4,000	2912	120
MGC GT	67-69	20,000	14,000	6,500	3,000	2912	120
MGB GT V8 chrome	73-74	15,500	11,500	6,000	4,000	3528	125 ▲
MGB GT V8 rubber	74-76	14,000	10,000	5,000	3,000	3528	125 ▲
Midget MkI	61-64	11,000	7,000	3,250	1,600	1098	86
Midget MkII	64-66	10,000	6,000	2,800	1,300	1098	90
Midget MkIII	66-74	7,500	5,500	2,650	1,200	1275	96
Midget 1500	74-79	5,000	3,500	1,500	500	14	

Buying Price Guide

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
911S 2.0	66-69	140,000	110,000	80,000	60,000	1991	140 ▼	
912	65-69	45,000	35,000	24,000	16,500	1582	112	
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	80,000	58,000	35,000	25,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144 ▼	
914-4	69-75	16,000	12,000	6,000	3,500	1795	112	
914-6	69-72	65,000	50,000	32,000	21,000	1991	125	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	625,000	475,000	400,000	2687	149	
Carrera RST	72-73	500,000	425,000	350,000	295,000	2687	149	
911 2.7	73-77	33,000	25,000	15,000	10,000	2687	135	
911S 2.7	73-77	44,000	35,000	24,000	16,000	2687	140	
Carrera 2.7 MFI	73-77	160,000	120,000	75,000	50,000	2687	148	
911 Turbo (930) 3.0	75-77	125,000	90,000	60,000	42,000	2995	156	
Carrera 3.0	76-77	75,000	52,000	36,000	24,000	2994	146	
924	76-85	3250	2250	1000	400	1984	126	
924 Turbo	78-83	15,000	10,000	4,500	2,000	1984	144	
924 Carrera GT	80-81	70,000	55,000	36,000	24,000	1984	150	
924S/Le Mans	85-88	6750	4200	1800	850	2479	136	
928S/S2	77-87	20,000	15,000	8,500	3,500	4664	155	
928 S4	86-95	24,000	17,500	10,000	4,000	4957	161	
928 GT	89-92	33,000	24,000	15,000	9,000	4957	168	
928 GTS	91-95	50,000	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	87,500	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	95,000	75,000	46,500	33,000	3299	158	
911SC	77-83	37,500	27,500	18,500	12,500	2994	149	
911SC cabrio	82-83	40,000	30,000	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	39,000	29,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	38,500	28,500	18,000	12,000	3164	155	
Carrera Supersport	84-89	67,500	50,000	30,000	22,000	3164	158	
911 Speedster	88-89	112,500	90,000	67,500	48,500	3164	158 ▼	
959	87-88	750,000	660,000	550,000	465,000	2994	190	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	8250	5500	2500	1000	2479	134	
944 Turbo	85-91	18,500	13,500	6,750	3,250	2479	157	
944S	86-88	9,000	6,000	3,000	1,400	2479	140	
944 S2	88-92	10,000	7,000	3,750	1,750	2990	149	
944 S2 Cabrio	89-92	12,500	8,500	4,250	2,300	2990	149	
944 Turbo Cabrio	91-92	30,000	23,000	12,000	7,000	2479	150	
911 (964)	89-94	44,000	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	100,000	75,000	45,000	28,500	3299	167	
911 Carrera RS (964)	92-94	195,000	170,000	140,000	110,000	3600	162 ▲	
968	92-95	15,000	11,000	7,500	4,000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7,250	2990	154	
911 Carrera (993)	94-97	59,000	45,000	30,000	20,000	3600	160	
911 Turbo 4 (993)	95-98	130,000	107,500	75,000	50,000	3600	180	
911 Turbo S (993)	97-98	300,000	250,000	200,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	220,000	200,000	170,000	130,000	3746	172 ▼	
911 RS Clubsport	95-96	255,000	220,000	187,500	150,000	3746	175	
911 GT2 (993)	95-96	850,000	775,000	650,000	500,000	3600	187	
Boxster 2.5	96-99	6750	5000	3500	1750	2480	149	
Boxster 2.7	99-04	9400	6900	4250	2000	2687	156	
Boxster 3.2S	99-04	10,750	8900	5500	3200	3179	164	
911 Carrera (996)	97-05	39,000	29,000	12,500	9,000	3387	170	
911 GT3 (996)	99-05	80,000	67,500	55,000	45,000	3600	188	
911 Turbo (996)	99-05	69,000	55,000	45,000	30,000	3600	189	
911 GT2 (996)	01-05	124,000	112,000	100,000	90,000	3600	198	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)						
Sabre 4/6	61-64	10,000	8,000	5,500	2,500	2553	110
Scimitar SE4/a/b	64-70	8500	6500	3500	1950	2994	121
Scimitar GTE SE5/5a	68-75	7000	4750	2200	950	2994	123
Scimitar GTE SE6/6a	75-80	6000	4000	1650	650	2792	120
Scimitar GTC	80-85	10,000	7,000	3,250	1,500	2792	119
Scimitar GTE SE6b	80-86	6250	4500	1800	750	2792	122
Middlebridge Scim	88-90	30,000	24,000	16,000	10,000	2933	140
Scimitar SS1	85-89	3900	2500	1100	450	1596	108
Scimitar SS1 1800Ti	86-89	4500	3000	1500	700	1809	126

RENAULT	Renault Owners' Club (renaultownersclub.com/)						
4CV	47-61	9000	6500	3250	1650	747	65
Dauphine	54-63	6000	4250	2000	1000	845	70
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83
Florie/Caravelle cpé	59-68	10,000	7500	3000	1400	1108	90
Florie/Caravelle con	59-68	13,000	9000	4000	2000	1108	90
R4	62-80	5000	3500	1650	850	1108	72
R8/R10	62-71	3750	2500	1250	600	1108	84
R8S	68-71	6500	5000	2500	1200	1255	90
R8 Gordini	67-70	33,500	28,500	17,500	12,500	1255	108
16 GL/DL/TS/TX	65-79	4750	3000	1400	650	1565	105
17TS/Gordini	72-78	7500	5000	2500	1200	1565	110
5 hatch	72-84	3000	2400	1500	400	1289	96
5 hatch	84-96	2500	1250	450	150	1397	109
5 Gordini/Turbo	76-84	9000	6000	2500	1250	1397	116
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397	124

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale				Top speed	Price change
		RILEY						
5 GT Turbo	86-91	9500	7000	3250	1650	1397	123	
Clio Williams	94-95	8500	6000	2500	1100	1998	134	
Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134	
RILEY Riley RM Club (01352 700427); Riley Motor Club (01902 773197)								
RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2250	1496	81	
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	3750	2443	91	
Roadster RMC	48-50	50,000	35,000	17500	8750	2443	100	
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91	
2.6/Pathfinder	53-59	11,500	7500	3000	1500	2443	101	
One Point Five	57-65	6750	4750	2400	1200	1489	85	
4/68, 4/72	59-69	5750	4000	1950	1050	1622	88 ▲	
Elf Mk/II/848/998	61-69	7500	5250	2650	1250	998	75	
Kestrel 1100/1300	65-69	5000	3250	1600	800	1098	87	
ROCHDALE Rochdale Owners' Club (01364 654419)								
GT	57-61	6500	5000	3000	1250	1172	85	
Olympic	60-73	8000	6750	4250	2750	1489	105	
ROLLS-ROYCE Rolls-Royce Enthusiasts' Club (01327 811788)								
Silver Ghost	07-14	2.2m	1.75m	1.4m	1.2m	7428	75 ▼	
Silver Ghost	18-25	360,000	285,000	225,000	145,000	7428	78 ▼	
Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80	
Phantom II	29-35	300,000	185,000	90,000	45,000	7668	88	
Phantom III	36-39	250,000	150,000	75,000	37,500	7340	92	
Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9500	4257	92	
Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101	
SCI Mulliner con	55-59	300,000	225,000	160,000	110,000	4887	101	
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115	
SCI Mulliner con	59-62	225,000	160,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	100,000	70,000	40,000	25,000	6230	107	
Silver Cloud III sal	62-66	42,500	32,000	18,500	9000	6230	116	
SCIII MPW con	62-66	250,000	175,000	100,000	60,000	6230	116	
Phantom VI limo	68-77	110,000	75,000	44,000	29,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120	
MPW/Corniche cpé	66-80	37,500	27,500	17,000	9000	6750	119	
MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	6750	119	
Camargue	75-86	62,500	45,000	28,000	18,500	6750	115 ▲	
Silver Spirit/Spur	80-89	12,750	10,000	4500	1500	6750	119	
Corniche II/III	87-94	65,000	47,500	35,000	19,000	6750	119	
ROVER P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SDI Club (08451 306230)								
P3 60	48-49	10,000	7500	3750	1650	1595	75	
P3 75	48-49	12,500	9500	4500	2000	2103	85	
P4 75 Cyclops	50-52	17,000	11,000	5000	2200	2103	84	
P4 60/75/80	52-62	6500	4500	1900	700	2286	85	
P4 90	54-59	8500	5750	2250	850	2638	90	
P4 105R	57-58	7500	4500	1850	750	2638	91	
P4 105S	57-59	9500	7000	3250	1350	2638	96	
P4 95/100/110	60-64	9000	6250	2500	900	2625	100	
P5 3-litre	58-67	9000	6500	3250	1250	2995	113	
P5 Coupé	63-67	12,500	9500	5000	2250	2995	113	
P5B 3½-litre	67-73	13,000	10,000	5000	2000	3528	113	
P5B 3½-litre Coupé	67-73	20,000	15,000	9000	3500	3528	113	
P6 2000/TC	63-69	6500	3500	1500	850	1978	115	
P6 2000/2200/TC	70-77	5500	2850	1350	600	2205	112	
P6 3500	68-76	10,000	5000	2000	1000	3528	117 ▲	
P6 3500S	71-76	12,000	6500	2750	1200	3528	126 ▲	
SDI 3500	76-86	5000	3300	1250	600	3528	116	
SDI V6P	80-86	6000	4000	1600	800	3528	126	
SDI Vitesse	82-86	6250	4250	1800	850	3528	133	
SDI Vitesse TP	85-86	7500	5500	2750	1400	3528	135	
Mini	90-00	5000	3750	1750	750	1275</		

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
TRIDENT Trident Car Club (020 8644 9029)								
	Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140
	1800/2000/Renown	46-54	8000	6000	2750	1250	2088	74
	Venturer/Tycoon	69-78	20,000	13,000	7000	4000	2994	120 ▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
	Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77
	1800/2000/Renown	46-54	8000	6000	2750	1250	2088	74
	Mayflower	50-53	4500	3000	1400	750	1247	65
	TR2	53-55	36,000	27,500	17,500	10,000	1991	107
	TR3/3A 20/22	55-61	32,000	23,500	14,000	7500	1991	106
	TR4	61-65	28,500	20,000	11,250	6250	2138	109
	TR4A	64-67	30,000	21,000	12,000	6500	2138	110
	TR5 PI	67-68	40,000	31,000	22,000	16,000	2498	121
	TR6 'CP'	69-73	22,500	16,500	10,000	5500	2498	119
	TR6 'CR'	73-76	20,000	15,000	9000	5000	2498	116
	TR7	75-81	5000	3000	1100	500	1998	110 ▲
	TR7 convertible	80-81	6000	4000	1650	650	1998	109 ▲
	TR8	78-81	8000	6000	3500	1750	3528	135
	TR8 convertible	80-81	11,500	9000	5500	2500	3528	130
	Herald/S saloon	59-64	4650	3200	1350	675	1147	76
	Herald coupé	59-64	7250	4750	2200	1100	948	79
	Herald conv	60-61	6750	4500	2000	1050	948	79
	Herald 1200	61-70	4500	3000	1250	600	1147	80
	Herald 1200 conv	61-67	6500	4250	2000	1000	1147	80
	Herald 12/50	63-67	5000	3500	1500	750	1147	84
	Herald 13/60	67-71	4500	3000	1250	625	1296	87
	Herald 13/60 conv	67-71	7000	4500	2000	950	1296	85
	Vitesse 1600	62-66	5750	3750	1750	950	1596	88
	Vitesse 1600 conv	62-66	8250	5750	2750	1400	1596	91
	Vitesse 2-litre MkI	66-68	6000	4000	1750	850	1998	95
	Vitesse MkI conv	66-68	8750	6000	2750	1400	1998	95
	Vitesse MkII	68-71	6250	4250	1800	900	1998	102
	Vitesse MkII conv	68-71	10,000	7000	3250	1650	1998	100
	Spitfire 4	62-65	15,000	10,000	4500	2750	1147	94
	Spitfire Mk2	65-67	14,000	9000	4000	2250	1147	94
	Spitfire Mk3	67-70	12,500	7500	3750	1850	1296	100
	Spitfire MkIV	70-74	7200	4750	2250	950	1296	92
	Spitfire 1500	74-78	7500	5000	2200	900	1493	101
	GT6 MkI/II	66-70	15,500	10,000	4750	2500	1998	109
	GT6 MkIII	70-74	13,500	9500	4250	1850	1998	112
	2000 MkI	63-69	6750	4650	2250	1100	1998	98
	2000/2500 MkII	69-77	6000	4000	1750	900	1998	98
	2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107
	2500S	75-77	7500	5500	2850	1400	2498	108
	Stag	70-77	16,500	12,000	5500	2000	2997	117
	1300/1500 fwd	65-73	3000	2000	850	400	1296	86
	1300TC fwd	65-70	3250	2250	1000	500	1296	93
	Dolomite 1850	72-81	3250	2200	1000	500	1854	100 ▲
	Dolomite Sprint	73-81	8500	5500	2750	1350	1998	117
	Acclaim	81-84	1650	1000	500	250	1335	97

TUCKER (tuckerclub.org)								
	Torpedo	48	1.25m	1.15m	1m	n/a	5474	120 ▼

TURNER Turner Register (01895 256799)								
	803/950 Sports	55-59	12,500	9000	5500	2000	948	90
	Climax	58-66	17,500	15,000	10,000	5000	1098	102
	Mark I/II/III	59-66	16,000	12,000	7500	3500	1498	100

TVR TVR Car Club (01952 822126)								
	Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
	Griffith 200/400	63-65	65,000	52,500	40,000	30,000	4727	155
	Tuscan V6	69-71	30,000	22,500	15,000	10,000	2994	125
	Vixen S1-4	67-73	25,000	16,000	10,000	7000	1599	107
	1600M	72-77	21,000	15,000	8500	5000	1599	105
	2500M	72-77	19,500	14,000	8000	4500	2498	109
	3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121
	3000S convertible	78-79	27,500	20,000	11,000	7500	2994	119
	Tasmin/280i inc 2+2	80-87	5500	3750	2200	1100	2792	128
	Tasmin/280i con	81-87	6000	4400	2500	1500	2792	126
	Tasmin/350i inc 2+2	83-89	6000	4750	2500	1400	3528	136
	V8/350i convertible	83-89	7000	5250	3000	1750	3528	130
	390SE	85-88	7500	6000	4000	2200	3905	143
	400/420/450 SEAC	86-91	15,000	12,000	8500	6000	4441	165
	400/450SE	88-91	9500	8000	6000	4000	4441	155
	S 2.8/2.9	86-92	7250	5000	3250	1600	2922	141 ▲
	V8S	91-94	15,000	11,500	7500	4750	3943	150
	Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161
	Griffith 500	93-00	19,500	16,000	12,000	8250	4988	161
	Chimera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152
	Chimera 450/500	96-03	15,500	12,500	9000	7000	4988	162
	Cerbera 4.2	96-03	21,000	15,000	10,000	7000	4280	180
	Cerbera 4.5	97-03	32,000	28,500	23,000	20,000	4441	195
	Cerbera Speed Six	00-03	22,500	20,000	15,500	12,000	3948	170 ▼
	Tuscan Speed Six	99-05	27,500	25,000	20,000	16,500	3996	184
	Tamora	02-06	22,500	19,000	16,000	12,000	3605	
	T350	02-06	32,000	26,000	21,000	15,000	3605	
	Sagaris	04-06	69,000	59,000	n/a	n/a	3996	

VANDEN PLAS VdP Club, Cherry Trees, Llanyfaelog, nr Kidwelly, Dyfed SA17 5PS								
	4-litre Princess	57-68	13,500	10,000	4500	2000	3995	89
	3-litre I/II	59-64	8000	6000	2850	1400	2912	105
	4-litre R	64-68	8500	6500	3200	1500	3909	110
	Princess 1100/1300	63-74	5000	3400	1600	750	1275	87
	1500/15/1.7	74-80	2250	1500	700	300	1748	90

Vauxhall Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)								
	Wyvern/Velox L sal	48-51	5500	3950	1650	900	2275	75
	Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82
	Cresta E	54-57	11,500	8000	3000	1500	2262	84
	Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94
	Victor F	57-61	6000	4500	2100	1000	1507	74
	Victor FB	61-64	3650	2650	1200	600	1594	77
	VX4/90 FB	61-64	4300	3200	1500	750	1507	88
	Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94
	Victor 101 FC	64-67	3350	2250	1050	525	1594	83
	VX4/90 FC	64-67	4000	2750	1400	750	1594	89
	Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99
	Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95
	VX4/90 FD	69-72	3750	2500	1200	650	1975	98
	Ventora FD	68-72	4400	2600	1250	650	3294	105
	Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100
	VX4/90 FE	73-76	4200	2750	1250	700	2279	104
	Ventora FE	72-76	4000	2400	1100	650	3294	106
	Viva HA	63-66	3200	2100	1000	600	1057	76
	Viva HB	66-70	3000	2000	900	450	1159	82
	Viva Brabham HB	67-68	5000	3750	1750	750	1159	90
	Viva HB GT	68-70	6750	5000	2250	1000	1975	101
	Viva HC	70-79	2600	1750	800	400	1256	83
	Firenza/Magnum	72-78	4750	3250	1400	650	VAR	100
	Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119
	Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117
	Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
	Astra GTE MkI	83-84	7500	6000	3250	2000	1796	110
	Astra GTE MkII	84-91	5000	3500	1750	850	1998	134
	VX220	00-05	10,500	8500	6500	4000	2198	137
	VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151

VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs W57 8SB</								
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