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THE ACCELERATORS

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PLUS Tony Southgate on mastering thrust



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unearths a special
limousine prototype

Vast **BMW**
collection, from
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The Jack Brabham
Cooper Monaco driven...
...on the road!

ISSUE 545

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THE ARTISAN OF EMOTIONS - SINCE 1860

Welcome

December 2018 Issue 545

From blistering sprints to lazy wafts, our hobby can agitate every nerve ending we have. Bring it on, says Phil



Learned motoring scribes will dutifully inform you that it's 40-70mph punch, or some variation of, that really matters in a performance car. Technically they're right. It's what really helps you launch out of a slow corner or spear past a dawdling driver who thinks 45mph is the safest speed on a twisting B-road. Or through the next village where they inevitably catch you up. But like bhp per ton, 0-60mph is good old-fashioned performance shorthand that everyone gets. It even - almost - translates into the European 0-100km/h so we'll still have some common ground with Continental car enthusiasts after Brexit.

So, when I say that we went looking for the best choices for hitting the magic

six-zero in just five seconds, within our £6000-200,000 budget, you know that they're going to be exciting. The ability to subject body and mind to knee-tingling acceleration is one of life's greatest pleasures, a buzz that's entertaining no matter how often you repeat it, yet perfectly legal. Modern performance cars have long since eclipsed the benchmark, but their relentlessly increasing weight and sophistication have conspired to blunt the experience. Because, in the end, the numbers represent no more than a promise - it's the way the car feels, sounds and behaves that defines the experience. If the mere thought of launching the Turbo 2, 420 SEAC, 911 Turbo, Vantage Zagato or ZR1 in a frenzy of tortured rubber doesn't tickle your adrenal gland, seek urgent medical attention.

In a weekend bouncing from the frantic action of Goodwood Revival to the soothing elegance of a Florentine piazza for the Stefano Ricci Heritage Trophy, my nerve endings were treated to a full spectrum of inputs that gave the last days of the summer season a fine flourish. Like the leap from our five-second launchers to the cocooned rear compartment enjoyed by Quentin in the prototype LWB Silver Cloud. After all of that excitement, a moment of calm is surely good for the soul.

Phil Bell, editor



No, it's not Photoshopped.
Unless you're a traffic officer

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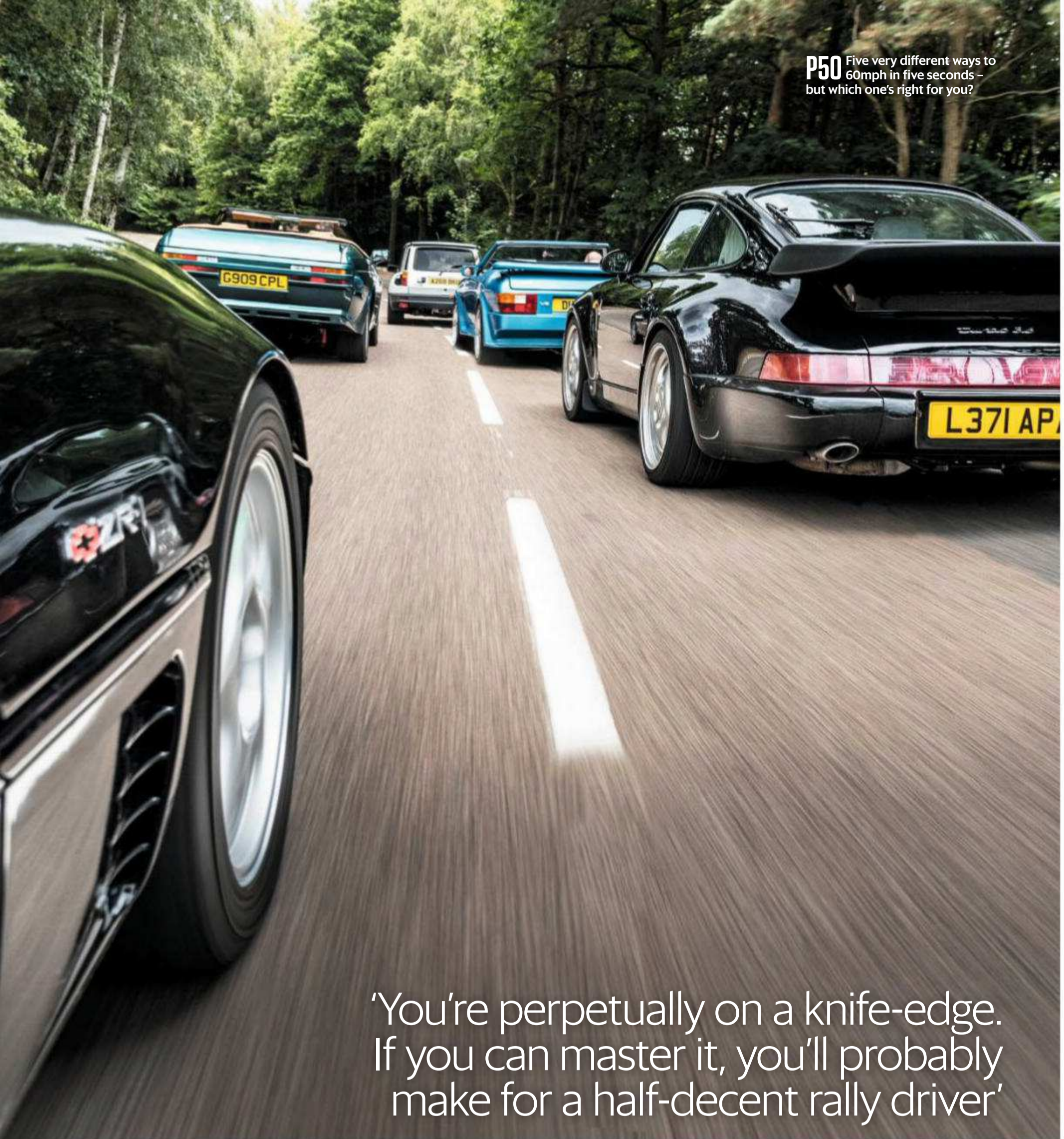
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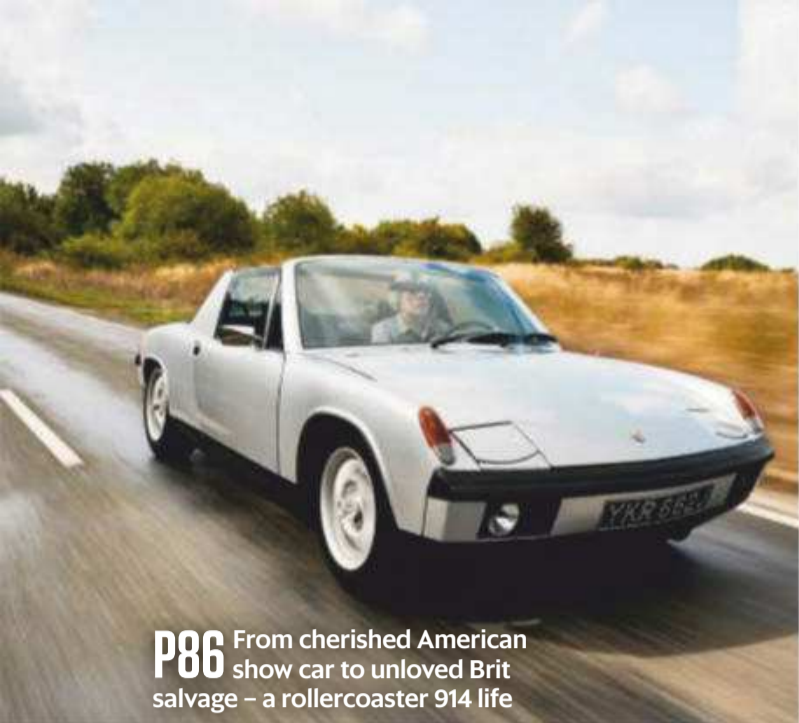
'You're perpetually on a knife-edge. If you can master it, you'll probably make for a half-decent rally driver'

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'Two years ago these cars would've made 40% more'

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[The List]

Your dream drive made real

'What a technically beautiful machine'

Joe Kitney's dream drive list is driven by a love of design. Will this wild rally-spec Lancia Fulvia 1600 HF prove to be more than just one mean looking Coupé?

Words ROSS ALKUREISHI Photography SAM CHICK





Hear ye, hear ye! V8 Vantage X-Pack owner forgoes 410bhp to step into an Italian tiddler' should go the cry around Autointegrale's Berkshire-based workshop. Surely this month's dream drive is the recipe for the ultimate anti-climax?

But this is no ordinary Italian four-pot. It's a homage - built on a later 1600 HF - to the 1972 International Championship for Manufacturers-winning works car driven by Harry Källström, Simo Lampinen and Amilcare Ballestrieri. Now owned by Autointegrale proprietor Keith Turner - who rebuilt the car's engine - it's a feast of monstrously large headlights, lightweight bodywork, a stripped-out interior and decals-a-plenty.

'If I'm honest I've always been more interested in the design of cars,' says this month's reader Joe Kitney. 'Certainly more so than the mechanicals or even the way they drive.' Before I can reply 'sacrilege' to the latter, he qualifies this. 'The Fulvia has always been high on my list. As an ex-design engineer, to me it's so well balanced and the detail so well executed - understated, yet pretty as you like.'

If that's the case, then does the visual element of this particular example spoil the aesthetic? 'Not at all, the flared arches and those spotlights make it look like it means business. From the front the quad headlights make it appear wider and more masculine than the standard car does. The neat cabin design, with large glass area and thin pillars, allows your eye to be drawn to the flowing lines of the main body, and lines that terminate in a neat, pinched off tail. The rear panel itself is really nicely done, and yet as feminine in form as the front is masculine.'

The smile elicited by the discreet 'Grumpy Club' sticker on the rear numberplate completes Joe's visual analysis. Keith pops the alloy bonnet to show us his handiwork, explaining that it's a V4. 'To be honest I know very little about them,' comes Joe's reply.

We spend a further half hour taking in the builder of this car's dedication to weight saving. Motor sport-inspired slots and holes abound - even the front sub-frame, jack and fan housing have been munched. Alloy boot, bonnet and doors came from a Series 1 'Fanalone' and all glass has been replaced with Perspex. Joe takes his time savouring the finest details of every element.

Having taken longer than normal poring over our chosen steed today, I suggest that perhaps simply being in the presence of the Fulvia has sated his dream and we should now go our separate ways. Joe shoots me a fine 'as if' look and begins clambering over the roll cage and down into the lightweight bucket seat. It's a race in slow motion as I do the same on the passenger side and we begin adjusting our harnesses. Rally cars don't lend themselves to particularly quick getaways for the novice.



JOE'S DREAM DRIVE LIST

Morgan Plus 8

'My wife calls it a 'picnic car'. Quintessentially

British in build, style and spirit'

Mercedes-Benz 280SL Pagoda

'That air of solid sophistication that few cars can match'

Citroen DS19

'Pushed the boundaries in style and mechanical sophistication'

Dodge Charger

'Awesome, menacing looks and plenty of power. Corners, so what?'

Bentley S3

'It simply exudes class, without the flashiness of the Rolls-Royce.'

Jaguar XJ 5.3C V12

'The coupé is simply stunning. Does it drive as well as it looks?'

Ferrari 512BB

'Was going to buy one before I came to my senses and bought my Aston V8. What did I miss out on?'

Mini Cooper S

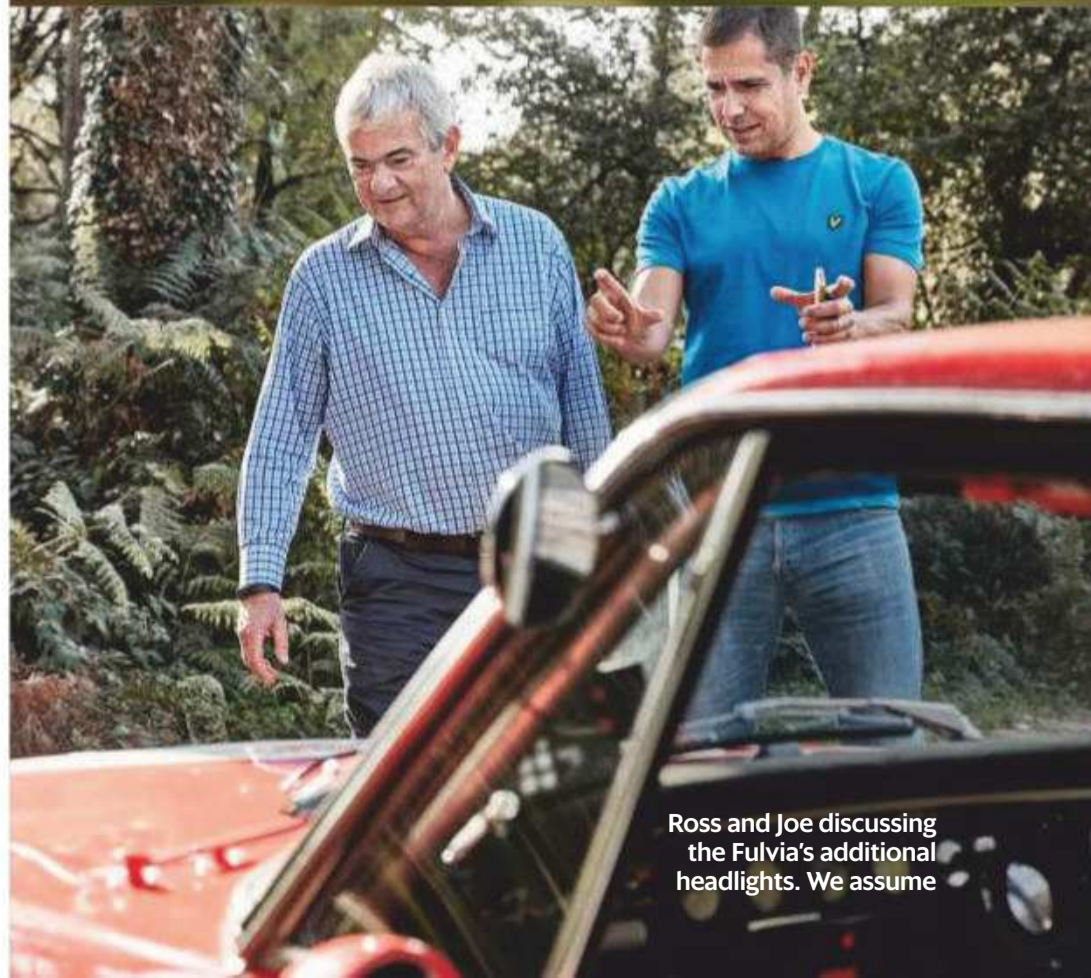
'Had fun with Minis when younger, would love to try a speedy one.'

Karmann Ghia Cabriolet

'Probably not the best driver's car, but with fabulous style'

Lancia Fulvia 1600 HF

'A truly beautiful car and one that I assume would prove you don't need a big engine to have fun'



Ross and Joe discussing the Fulvia's additional headlights. We assume

'The neat cabin design draws my eye to the flowing lines of the main body that terminate in a neat, pinched off tail'



Would sir like a little engine with his carburetors?



'I was expecting it to be twitchy and pretty uncomfortable, but it's an absolute joy to drive'

After what seems like an eternity of fiddling, Joe switches the electrics on, turns the ignition and fires the V4 on the starter button. It catches instantly and he blips the throttle several times, filling the cabin with induction roar and the workshop with exhaust crackle from that bulbous trumpet of a tailpipe. 'With no soundproofing at all, it's L-O-U-D indeed in here,' he says.

He depresses the clutch, 'that's quite heavy,' and engages first on the five-speed dogleg gearbox; we're off. 'The gears click nicely into place,' he says finding second. 'I've no problems with this 'box layout because my X-Pack has the same set-up - it really does make that second to third and back shift nice and slick.'

Pootling off the industrial estate it's clear this Fulvia isn't the happiest of bunnies at low revs. Joe pulls out onto the A4 and boots it, changing up barely past the 3000rpm mark. 'It doesn't feel that quick, if I'm honest. My big heavy Astons feel quicker off the mark.' This continues for around 15 minutes, and only when the oil and water are up to temperature do I give him Keith's only instruction, 'you have to drive it hard.'

The difference is explosively immediate. Bang, shift, bang, shift, bang, as Joe uses his right foot to negate the slovenly lack of low down pull. 'That noise is intoxicating,' he bellows, as the velocity stacks dump yet another series of deep staccato barks in quick succession. 'No wonder I wasn't getting anywhere, the engine only comes alive at 3200rpm - now it feels properly fast!'

He's in full HF mode now, learning the vagaries of the beast, revving hard to get the rally-spec camshafts on song and revelling in the 140bhp V4's sweet spot between 4500 and 6000rpm. 'There's no point talking to you, or listening to heavy rock - if it even had a stereo. Who cares, though? This is wonderful...'

For a company renowned for the precision of its engineering, Lancia's 1963 release of the Fulvia saw it follow in a long line of superlative automobiles that harked back to the pre-war Theta, Lambda, Ardea and Aprilia, and included an impressive lineage of Aurelia, Appia, Flaminia and Flavia. The new junior Lancia featured an all-new V4 driving the front wheels, transverse-leaf independent front suspension and an all-synchromesh gearbox.

The handsome in-house-styled Coupé arrived two years later, sitting on a significantly shortened floor-pan but with identical mechanicals. The Rallye and Rallye S followed, with the heavily tuned 1.2, 1.3 and from 1968, 1.6 HF models the basis for an all-out pre-Stratos attack on the rally arena. In the UK, all Fulvia HF's were prohibitively expensive - the 1.6HF cost more than a Jaguar E-type - making them the true connoisseur's sporting choice.

That's something I feel my driver is already becoming. 'As a rally-prepared car, I was expecting it to be twitchy on the throttle and pretty uncomfortable. But it's neither - in fact, it's an absolute joy to drive. The suspension set-up is firm, but not bone-jarringly so. In many ways it feels almost modern, but for the noise!'



Ross shows Joe where the radio would've been



Joe is pleasantly surprised by the driving position



There's a lot of love for the colour, rally look and sheer presence of the little Fulvia - oh, and Joe's right, that noise, as it reverberates off the surrounding buildings and cannonades down Oxford Street. Multiple thumbs up from pedestrians abound, while white van men stop to let us out at junctions. It's a proper little charmer.

Despite this it's time to ditch this urban jungle, so we head north on the A339. Joe engages fifth gear, staying sub-3000rpm and instantly civilising the cabin. 'It's so easy to imagine myself ripping through a forest rally stage, revving the heck out of the engine and seeing the next bend coming up at an unfeasibly rapid rate. And yet here it is happily cruising at speed.' I concentrate on the former remark. What the man wanteth, we giveth...

Directing Joe to take the next exit, we turn off and head towards the village of Curridge. Hermitage, Marlston Hermitage and Buckleberry are dispatched in quick succession and then it's flat out along the tree-lined Broad Lane, sunlight furiously dappling the Marlboro-branded bonnet, as we speed towards Chapel Row. There's no need to travel too far today, not with this car's natural habitat at such close quarters.

On tight country lanes the Fulvia is in its element - front wheels gripping for traction, engine pounding to an un-burstable beat. Joe's Astons would devour it on a straight, but get big dogs out into this territory and this little terrier would have the better of them.

'On public roads it'd be downright illegal to explore the handling to the full, but driving as now with a degree of gusto on these twisty back roads is great. It's so balanced and beautifully poised at all times; the steering is nicely weighted and direct, while the smooth brakes are more than able to stop such a light car quickly, adding to the feeling of being fully in control.'

We park up to gather Joe's impressions. 'You know, the heaviest thing in this car is probably me. It's completely devoid of any creature comforts, but as a stripped-out rally car, any additions would be out of place.'

'You read about Italian cars having a compromised driving position, but for me the controls are nicely placed - the steering wheel is a decent size and ideally positioned, pedals not too close together and with no awkward offset, and the gearstick is within natural reach. It could be made to measure. Thanks to the amount of

1972 Lancia Fulvia 1600 HF 'works spec'

Engine 1584cc dohc V4 with twin Dell'Orto 45 DHLA carburettors
Power and torque 140bhp @ 6200rpm (est); 112lb ft @ 4500rpm
Transmission Five-speed manual, front-wheel drive **Brakes** Discs all round, servo-assisted **Suspension** Front: independent, double wishbones, transverse leaf spring, telescopic dampers, anti-roll bar. Rear: dead axle, semi-elliptical leaf springs, Panhard rod, telescopic dampers, anti-roll bar **Steering** Worm and roller **Weight** 787kg (1735lb) **Performance** Top speed: 106mph; 0-60mph: 9.6secs **Fuel consumption** 21mpg **Cost new** £2526 (standard spec)
Classic Cars Price Guide £11.5k-£34k (standard 1600HF)



Our reader found the HF offered a more visceral experience than his Astons. If only his wife would let him have one...

glazing, the driver has a superb all-round view. The seats really are quite comfortable, and even getting in and out over the roll cage side member isn't really too difficult.' He hops out to demonstrate.

As he does, a semi-restored Land Rover Series 3 stops beside us. The owner disembarks, pulls out his camera and asks, 'You don't mind, do you? My friend has just bought a standard one, and he'd love to see a picture of this.' We grant permission and as soon as it arrived, the Series 3 is off again. Chuckles Joe, 'I'm used to people turning heads at the X-Pack, but I've never had them pull over for a look. Dressed in its war paint, the HF is difficult to resist though.'

He's right. But the interesting thing is that even that standard one would give that same essential essence of Fulvia - poised handling and jewel-like engine - albeit in a more demure visual package. It's just that here we have both turned up to 11. If ever a car demonstrated Lancia's famed High Fidelity, then it's ours.

Our reader has a ferry home to catch so we head back to base. Our journey there is a circuitous, bruising and pulsating blast. Joe stays in lower gears marginally longer than necessary and changes down more often than he would in a more ordinary car, just to get the roar from that wonderful V4 under the bonnet.

With the HF safely returned to its owner, it's time for Joe's closing thoughts. 'Even though it's so different from the cars I normally drive, I felt at home right away. To stretch the made-to-measure analogy, I almost felt as though I was wearing it. Beautifully balanced and in no way intimidating, yet certainly no pussycat. Take all of the above, along with decent ground clearance and an engine that revs like crazy while pulling like a train, and I can see why it was such a successful rally car.'

So, would he buy one? 'When I arrived I sent a photograph of it to my wife, who replied, "you're not bringing it home ARE you?" I would love to if I thought I could get away with it. It's so different from my Astons - more fun in many ways and a lot cheaper to live with. It's everything I hoped it'd be and much more. However, as a more mature gentleman, I suppose I need to act my age and not pretend that I am, or ever could've been, a rally driver.'

Just time for one last glance and comment, as he climbs back into his DB7 Vantage Volante. 'What a technically and aesthetically beautiful machine - I really did have a blast. Can we do it again?'

Anti-climax? Perish the thought.

Thanks to Keith Turner at Auto Integrale (beenhammotcentre.co.uk), where this car is currently for sale; Lancia Motor Club

JOE'S CAR CV

Not an Italian in sight - British and American metal dominate Joe's back-catalogue

FORD PINTO

'Canada 1978, we had no money and this was all we could afford. Only four years old, but passengers in the back could amuse themselves watching the road go by - through the floor! Terrible.'



MINI 1000

'Back on The Isle of Wight for three years and we went everywhere in our little blue Mini. We loved it.'

FORD MUSTANG

'I'd always lusted after a Mustang and having returned to Canada, I had to have one. It looked fabulous, even in baby-poo beige, but it was a dreadful car - unreliable, underpowered and with awful handling.'



CHEVROLET CAMARO

'This generation of Camaro is one of the prettiest cars ever made. We bought it new and although it was far from perfect, we loved it. It took us through the Rockies a couple of times and even down to San Diego and back - happy days.'



ASTON MARTIN V8 VANTAGE X-PACK

'My first classic, and still in my garage after 13 years. Having endured some really bland (but ferociously expensive) company cars, I needed something completely different. I was thinking about a Ferrari but saw an ad for the X-Pack and fell in love. It can be a sod to start sometimes and it drinks fuel, but it's taken us on many long tours and has never broken down, touch woodgrain.'



ASTON MARTIN DB7 VANTAGE VOLANTE

'Bought sight unseen while in Singapore as a retirement present. Ideal for the Isle of Wight, unlike the X-Pack. Comfortable, quick and stylish.'

[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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SERIES II COUPÉ**

Coachwork by Pininfarina



Mercedes SL63 AMG blows cool

It once served as the F1 safety car and prices are now falling on this brawny drop-top

Have a good look at the Mercedes SL63 AMG because prices are on the slide. There are nearly 130 for sale in the UK right now and 40 of those have had their advertised prices recently reduced. Currently, 2008/09s with 40,000-ish miles are running at around £30k with 2010/11s with 30,000 or so miles at around £37k. It can't be long until the first of 2008 facelift cars slip down to £26k, which is what fine examples of the older supercharged SL55s were at not so long ago. That's blinding value for a modern AMG SL than can dispatch 60 in 4.5 seconds and, if derestricted, run on to 186mph. The 518bhp M156 6.2-litre V8 is one of Mercedes-Benz's best engines and

the seven-speed gearbox gives blips and cackles between changes, and has a Race Start launch control function. I ran two SL63s and fondly remember them as lightning quick, totally reliable and more agile at the helm than the supposedly superior SLS.

Prestige Cars in Kent has a 2008 in Obsidian Black with 36,000 miles, big spec and history for £27,990 while Mercedes-Benz of Dorchester has a 2011 also in black with MB history and 39,000 miles, for £36,995. And given that back in 2008 the sticker price was £102,000 before options, a carefully serviced low-miler at a quarter of that original list looks a handy bargain.

And if you can find one with the optional Performance Package, a £7000 option, you'll get bigger ceramic brakes, LSD, 19-inch rims, revised ABC suspension settings and very nearly the sort of poise you get from a Black Series. Don't forget too that the SL63 was the F1 Safety Car for the 2008 and 2009 seasons so there's a bit of motorsport heritage too.

With only 228 SL63s registered on the DVLA database and more than half of those currently for sale, this is very definitely a buyer's market. Those asking prices are going to have to come down even more. Watch and wait.

VALUE 2012
£50k
VALUE NOW
£30k

'I ran two SL6.3s and fondly remember them being lightning quick'





Honda Insight Mk1 is a retro-futuristic bargain

Four-and-a-half grand doesn't sound much for what was once one of the world's most technically advanced cars. But that's about what you'll pay for a decent 2000 to 2006 first-gen Honda Insight. Behind the spaceship looks there's an aluminium body, suspension and brakes, a wind-cheating 0.25 drag coefficient, magnesium engine parts and an ingenious hybrid system. The three-pot 995cc VTEC petrol is aided by 144-volt electric motor that charges the NiMH battery.

For years the Insight was the world's most economical petrol car, good for 65mpg and 112mph. Even back in 2000 at a strong £17,000, Honda lost bundles on every new Insight it sold. And the company didn't sell many, with only around 200 officially imported into the UK.

VALUE 2012
£5000
VALUE NOW
£4500

See the Insight as the motoring equivalent of the first Apple Mac or Motorola DynaTAC mobile 'phone and you'll understand the potential for retro-tech nostalgia.

But the Insight is on very few enthusiast's radar and prices have stayed low. The Car Warehouse in Cleveland has a mint black ex-Japanese 2004 auto with 39k miles for £4995 while a private seller in Dundee has a grey 2002 UK-supplied car with 52k, original Honda letter of congratulation and new battery pack for £3995. Manuals are preferred to the 2001-on CVT auto and you'll need an aftermarket grid charger to keep the battery pack conditioned. New batteries are around £2000 fitted and available from Insight specialists. I've seen low-mileage cars with classic dealers for as much as £8k so now might be a good time to buy.

CLASSIC ON THE CUSP



Chevrolet Camaro ZL1

Now this one definitely isn't for everybody. The Chevrolet Camaro ZL1 looks and sounds so savagely brutal the vast majority wouldn't even dare take it round the block. But for the more adventurous mindset this is one of the best value performance cars available. Just ponder these numbers: 0-60 in 3.5 seconds, 0-100 in 7.9, 0 to 125 in 11.5, 641bhp and a top speed of 198mph. These Ferrari-busting figures are available to lucky Americans for just \$63,000 or £48,000 to you and me. And yes, sadly, there is a catch. GM don't import the ZL1 into the UK or build it with the steering wheel on our side, so you'd have to import one or buy one of the few cars already here. But even at around the £70k being currently asked by UK American car specialists, a 2018 ZL1 is still well over a hundred grand less than equivalent European supercars capable of punching the same sort of numbers. And it's much more separate and rare than all those obvious 458s and GT3s.

I drove one in LA this year and was amazed at how docile and tractable the ZL1 was. Sure, the ride is firm but nothing felt vicious, crude or uncontrollable. Feed in more than 2500 revs and you'll feel the supercharger kick in but there's no edgy squirming from the rear. The steering is a revelation – quick, fast and endlessly communicative, the huge Brembo brakes scrub off speed in a heartbeat and the monster V8 delivers a fabulous soundtrack. Even a stint on the Pacific Coast Highway out to Malibu showed that despite all the bellicose testosterone the ZL1's endearing docility could make it a daily-driver – well almost. There's a hardcore ZL1 LE1 version (\$10,000 more), which is track-focused and much more of a handful. GM engineers told me the LE1 posted a faster time round the 'Ring than a Ferrari Enzo, which is a significant achievement.

But I'd go stock ZL1 with the brilliant ten-speed auto and enjoy this car's low speed, crowd-stopping cruising ability. Onlookers just grin at its outrageous, noisy insanity.

As a modern incarnation of the Sixties muscle car the ZL1 is nothing short of outstanding. But as a relatively accessible, big-numbers supercar with gold-plated bragging rights it's unbeatable. And yes, this is an instant classic that's already being talked about in reverential tones. For those with a exhibitionism streak the Camaro ZL1 will satisfy every urge and then some.

COST NEW
£70k
VALUE NOW
£70k



Prices fall on Jaguar XK140 Coupé to tempt buyers

We know all XK values are softening sharply but the 140 could be set to weaken significantly. In September Brightwells sold a fully restored ex-USA, matching numbers 1955 SE fhc with comprehensive restoration file, magazine features and bills from XK specialist Twyford Motors for just £34,500. That's remarkably low and a fraction of the likely resto cost.

Five years ago mint 140 coupés were hovering around the £90,000 barrier so this is an historic low point. It's simply because Fifties classics are now falling out of favour as older owners give up the hobby and younger enthusiasts prefer easier driving dynamics. The 140, like lots of others of its era, has become a casualty.

Bonhams at the Goodwood Revival only managed £44,166 for a highly competitive and

VALUE 2014
£65k
VALUE NOW
£56.5k

modified ex-Le Mans Classic and XK Challenge 1955 fhc complete with FIA papers and a recent magazine feature. And don't think it's just a UK trend. Gooding in the US recently sold a mint '55 MC dhc for only £65k while Beverley Hills Car Club in LA is offering a very tidy and original grey rhd 1955 coupé, still on British plates, for £34,500. The XK120 hasn't fallen so much because of its landmark status

and 150s, while still down, are seen as slightly more glam and desirable. And that leaves lots of opportunities for buyers. A fully restored 140 at less than £40,000 is a howling bargain by anybody's standards. If you can put up with the period road manners, a sorted, well-restored XK140 at these soft prices is looking like one of the best value Jaguar classics you can buy.

MORE
QUENTIN
WILLSON
p 45



A market of two halves

Expensive classics are still selling, but buyers are being pickier than ever

We've written several times recently of the growth of interest in affordable classics contrasting with the resetting of higher-end values. There was clear evidence to support that observation at Brightwells' September 26 sale in Leominster. Just under 60% of the 165 cars sold, which is a reasonable tally at the moment. But the numbers look very different when you dig a bit deeper. Roughly splitting the catalogue in half between cars over and under £10k produces a stark contrast. Some 75.9% of the four-figure cars sold, but only 44.2% of the five-figure lots. That can partly be explained by 20 of the cheaper classics being sold with no reserve, which applied to just four in the higher range, but even if you discount those it still leaves a vast gulf between the two camps. People are largely buying affordable cars to have fun with, not as part of a portfolio.



Brightwells' results were notable for the unusually even split between the different 'sold' elements. The not-sold percentage is currently pretty typical.



This 46,500-mile Stag was one of the cars that failed to find buyer

Market indicators *Unrepeatability and period-perfection prevails again, while some dealers are pricing like it's 2017*



▲ **1968 Jensen Interceptor Mk1 £85,800**
CCA, Leamington Spa, September 15
The market loves rare (and preferably early) versions of great cars such as the Mk1 Interceptor, being the pure original with the Alfa-style dashboard. Its charge is being led – as seen here – by the manual gearbox version, of which just 22 were built and an estimated eight survive. So it has risen to plug the large price gap between regular Interceptors and the FF. The six-year-old £40k resto helped this sell too.



▲ **1971 Ford Capri Mk1 3000E £29,920**
Brightwells, Leominster, September 26
Just a week earlier we nodded sagely when a nice 3000E with similar miles made a mid-est £19,800 at CCA. That confirmed where values were and Brightwells duly estimated this at £19-21k. But it underestimated the pulling power of Le Mans Green, not to mention a rare factory sunroof and period eight-track player. It's more Seventies-tastic than T Rex having a Raleigh Chopper race. Probably unrepeatably, but the right result.



▼ **1993 Ferrari 348 Spider £40,500**
Silverstone Auctions, Southam, September 30
One of just 68 UK right-hand drive 348 Spiders, this looked classy in *Blu Chiaro* and had done 51,000 corroborated miles. Backed by comprehensive history, a year ago that would all have been a recipe for a £50k sale. But the market readjustment that has taken place is being felt most by cars like this – a sub-40k-mile 348ts two lots later in the sale made £43,875. Never mind dealer prices, this is the new reality.



The new level of cover protects classics that are off-road but still at-risk

New restoration protection

Middle-ground insurance policy for off-the-road classics

Specialist insurer Footman James has introduced a new Restoration, Storage and Transit policy that fills the gap between regular classic insurance policies and those that are for simple off-road, or 'laid-up' cover.

As well as providing cover while the car is in your garage, the new policy extends cover to those times when it is temporarily out of the garage, during transit to and from

restoration companies, exhibitions, competitions, race-preparation facilities and other similar places within the UK.

The cover is on an agreed-value basis and in recognition of the restoration process, you can increase the value of the vehicle twice in any policy year with no admin charges.

David Bond, managing director of Footman James, told us, 'Feedback from customers led to the creation of the new policy. Restoring a classic

vehicle can be an expensive labour of love, and it's not unusual to see a classic increase in value many times during the work.

'With our new policy, customers can be confident that they can get cover for the true value of their vehicle if the worst should happen mid-project.'

You can also add cover for parts and panels that are not attached to the car. For more details see footmanjames.co.uk.

IN THE TRADE



NEW APPRENTICE SCHEME

The Heritage Skills Academy, based at Bicester Heritage, has had its Heritage Engineering Technician Apprenticeship approved by the Institute for Apprenticeships. This means it now qualifies for reimbursement of up to £26,000 per apprentice under a government scheme. Duncan Russell of the International Guild of Specialist Engineers says, 'It offers an opportunity to learn a worthwhile skill, get paid, and not be saddled with a huge debt down the line.' See heritageskillsacademy.co.uk



JD CLASSICS SAVED

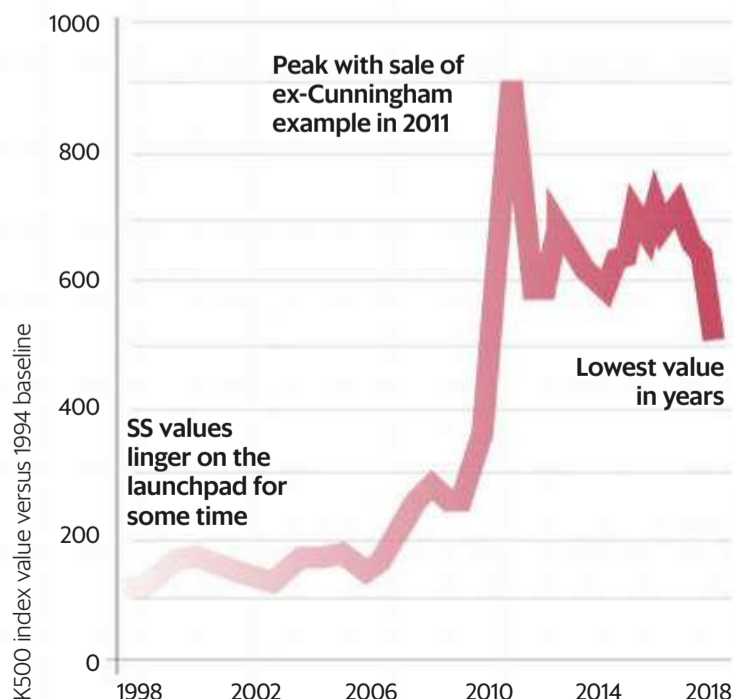
After a period in administration, Essex-based classic car sales and restoration company JD Classics has been saved, bought by a new entity set up by New York-based firm HPS Investment Partners. JD has been renamed Woodham Mortimer and will continue trading with all staff keeping their jobs, including recently appointed CEO and Chairman, Jean-Marc Gales. He says, 'The company retains a world-class workforce of dedicated and highly talented individuals.' See woodham-mortimer.com

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Alfa Romeo Giulia SS



K500's Simon Kidston says, 'Other-worldly Bertone styling, but the quirky coupé was one of Alfa's last semi-bespoke creations. A genuine rarity, with the 1600's 125mph capability. SS sales were divided between early Giulietta 1300s and later Giulia 1600s. The looks stood the test of time - production ran from 1959 to 1966. Despite its futuristic allure, in the auction room the SS has its feet firmly planted on planet earth. After the ex-Briggs Cunningham car rocketed to \$209k in 2011, sales have been solid, if not spectacular. For now the spaceship has landed.'



STINGS LIKE A BEE

Previewed in the last issue, the ex-Muhammad Ali Rolls-Royce Silver Shadow Convertible became 'The Beaut in Zoute' at Bonhams' sale in the fashionable Belgian coastal resort. Sold with all the right documentation and period photos with the sporting legend, the Rolls blitzed its pre-sale estimate of €40-60k to sell for €132,250 (£116,600) all-in. That's around double what the best example might achieve on a good day without the superstar connection.

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The value of being early

Superstar money for a regular model? There has to be a reason...

A strong estimate for a 1951 356 coupé at RM's forthcoming Porsche sale in Georgia has raised a few eyebrows. We asked Hagerty Insurance's valuation expert John Mayhead to put it into context.

'Porsche enthusiasts are notoriously obsessed by details, and I should know because I am one. The right chassis, gearbox, dash layout, even colour; all can make a huge difference to the value of a particular car.

'For the Porsche 356, Holy Grail for collectors are the 'Gmünd' cars, the 52 hand-built aluminium-bodied models created at the dawn of Porsche production in Austria.

'In 1950 production increased, moving to Stuttgart where Karosseriewerk Reutter created the bodies for what is now known as the Pre-A model series. Second only to the Gmünd models, the Pre-A's rarity, pure design and notable split windscreen are now in great demand from collectors.

One such Porsche 356 Pre-A split-window coupé is being offered for sale at the forthcoming RM Sotheby's 70th Anniversary Porsche Sale on 27th October in Atlanta.

'Finished in the original Maroon colour and reportedly restored to highly exacting standards, RM's Pre-A comes with a slightly later but correct type 528 1500 Super engine.

'Second only to the Gmünd models, the Pre-A's rarity, purity and notable split windscreen are now in great demand from collectors'



'RM has an estimate of \$600,000 to \$800,000. This is strong, considering the highest value for the model in the US Hagerty Price Guide is \$650,000 for a concours example. Most Pre-A Coupes sell in the \$200,000-\$300,000 range, and the Porsche market in general has been anything but easy this year.

'That said, that is a very early car and as such it will draw the attention of the serious Porsche collectors. Let's not forget Artcurial sold a 1951 Pre-A coupé with a later 506/1 type engine last February for €894,000. Plus, if there's one constant throughout this turbulent market it is that the best examples of any model still sell very well. This could be one such car.'

With so many die-hard Porsche enthusiasts in one room, this Pre-A - recently returned to original period spec by Rod Emory - should prove a hit

Rat-look racer

▼ **1958 Porsche 356A 1600 Super Speedster**

For sale at RM Sotheby's, Atlanta, Georgia, October 27, rmsothebys.com

Why buy it? There's something immensely cool about a rat-look version of a car at this end of the spectrum. And yes, it does run and drive. Beneath the paint remnants and surface rust it also looks like a very nice straight project. It's offered with no reserve but expect it to make at least the thick end of £200k. **Estimate** No reserve



◀ **1954 Volkswagen Beetle**

For sale at Anglia Car Auctions, Norfolk, November 3, angliacarauctions.co.uk

Why buy it? Borrowing from Green Day's best-known song, you might want someone to *Wake You Up When October Ends*, because this 'Oval' Beetle was previously owned by lead singer Billy-Joe Armstrong. Being sold with an Epiphone guitar signed by the singer. **Estimate** £18k-£22k



▲ **1988 Lotus Eclat S2.2 JPS**

For sale at Brightwells, Bicester, October 24, brightwells.com

Why buy it? One for budding Fittipaldis? This John Player Special limited edition has done just 18,500 miles from new. The estimate takes into account that only 100 of those have been covered since 2012 so the car requires some recommissioning. **Estimate** £6000-£8000



▲ **1985 Volvo 740 GL auto**

For sale at South Western Vehicle Auctions, Poole, October 26, swva.co.uk

Why buy it? A prime candidate for anyone looking to take Hagerty's Festival of the Unexceptional seriously. It clocked up just 5486 miles as back-up car for a chauffeuring business before being rustproofed and stored in a garage in 1997. **Estimate** £4900-£5500

UPCOMING SALES

OCTOBER

Wed 24, Oxfordshire. Brightwells Classic & Vintage, Bicester Heritage. brightwells.com

Fri 26, Dorset. South West Vehicle Auctions' classic sale, Parkstone, Poole. swva.co.uk

Sat 27, Italy. Bonhams, PadovaFiere, Padua. bonhams.com/cars

Sat 27, Surrey. Barons Auctions' Autumn Classic sale, Sandown Park, Esher. barons-auctions.com

Sat 27, USA. RM Sotheby's' Porsche 70th Anniversary Sale, Porsche Experience Center, Atlanta, Georgia. rmsothebys.com

NOVEMBER

Fri 2, London. Bonhams' London to Brighton sale, New Bond Street. bonhams.com/cars

Sat 3, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk

Sun 4, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. charterhouse-auction.com

Sat-Sun 10-11, Birmingham. Silverstone Auctions' Classic Motor Show sale, NEC. silverstoneauctions.com

Sat 24, Surrey. Historics at Brooklands, Mercedes-Benz World, Weybridge. historics.co.uk

Sat 24, Scotland. Morris Leslie, Errol Airfield, Perth. morrisleslie.com

Wed 28, Derbyshire. H&H Classics, The Pavilion Gardens, Buxton. handh.co.uk

Wed 28, Herefordshire. Brightwells Modern, Classic & Vintage, Easters Court, Leominster. brightwells.com

Thu 29, Dorset. Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester. dvca.co.uk



1934 3.5-litre Derby Bentley 'Bologna'
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Racing was as competitive and spectacular as ever at Goodwood



Ferraris to the fore at Goodwood

Stunning 250-series cars made historic racing debuts at **the Revival**, despite crashes

Racing at the 20th Goodwood Revival was marred by crashes, heavily damaging many of the star-attraction cars, but it was still a spectacular showcase for a pair of newly restored Ferraris and some groundbreaking Sixties single-seaters.

Ferrari 250 Testa Rossa

'We've just finished rebuilding this Ferrari,' said restorer Neil Twyman of the striking blue 1957 Testa Rossa contesting the Sussex Trophy. 'It actually began life as a 315S, but after just two months of racing it was crashed by Wolfgang von Trips.'

'It was sent back to the Maranello factory as wreckage, where Luigi Chinetti found out about it and paid to have it rebodied and rebuilt as a 250 Testa Rossa before being shipped to the US.'

The 315S chassis was very similar, but the TR's new bodywork rendered the 315S obsolete with better aerodynamics and improved brake cooling.

'Chinetti sold it to a casino owner who campaigned it in the Sports Car Club of America racing series in the 1958 and '59 seasons, where it won every race. But that was less impressive than it sounds because back then the SCCA didn't have a particularly sophisticated class system, so he found himself up against things like MGAs!

'After its racing career it became an occasionally-used road car in the US. This is the

first time it's raced in Europe since 1957, and the first time it's been seen in the UK.'

Ferrari 250GTO

Gary Pearson and Andrew Smith gave Carlos Monteverde's 1962 Ferrari 250GTO its first outing since he bought it at the Bonhams Monterey auction in 2014 for \$38.1m (£22.8m at 2014 rates), which at the time was a world record.



Testa Rossa had its first UK outing



GTO raced for first time in 20 years



David Cooke's Cobra tribute finished 15th in the RAC TT Celebration race



MRP's Lola T60s were reunited

The GTO's Kinrara Trophy race was cut short after the car was rear-ended on the start line by the Jaguar E-type of Rob Huff/Richard Meins.

AC Cobra

David Cooke was sharing his freshly prepared Cobra with Jonny Adam in the RAC TT Celebration race. Said Cooke, 'It's a tribute to COB6006, the 1963 Cobra that David Purley destroyed in an accident at Brands Hatch in 1968. Afterwards he cut it up and threw it away. His cousin was Cobra racer Derek Ridler, who persuaded him to have a go at racing, but against all advice Purley went straight in and bought a Cobra. Within three races he'd destroyed it.' Cooke likes to have missing cars recreated, 'We inherited a road car based on an Aceca chassis number, and we've only had time to do an hour and a half of testing.'

After qualifying in 26th, Cooke and Adam brought their Cobra home 15th in Sunday's TT race.

Lola-Cosworth T60s

The Glover Trophy saw two of the Midland Racing Partnership Lola T60s – plus the ex-Eric Offenstadt car re-liveried as a third – reunited for the first time since 1965. 'They were MRP's team cars, driven by several significant drivers in Formula Two and Three,' said restorer Rob Shanahan. 'MRP was effectively Eric Broadley's factory-backed Lola team, before Lola itself took on those duties, and they had a rotating list of drivers which included Richard Attwood, John Surtees, Chris Amon and Jo Bonnier. One of the reasons why this apparently

small team was able to attract this kind of talent was the all-day parties it would hold every year, which were massively popular, and would involve karting. Jim Clark won one of MRP's kart races once, although he didn't go on to drive for them.

'Number eight was the most successful, winning the 1965 Oulton Park Gold Cup with Surtees, the Rome Grand Prix with Attwood and the Solitude Grand Prix with Amon. Frank Gardner took it to second place at the Reims Grand Prix, but beat Jim Clark in the process – perhaps it was revenge for the kart race?'

Gemini-Ford Mk4

This remarkably modern-looking Formula Junior car was making its first appearance in the UK, and was baffling onlookers in the paddock who speculated that the unusual front halfshafts could be part of a four-wheel-drive system.

'It looks like it has four-wheel drive, but in reality it has inboard front brakes,' said driver Tim De Silva. 'Gemini only built three of them, and this is one of just two survivors – the third was crashed and damaged beyond repair when it was new.'

'Gemini had Formula One aspirations, but didn't have the budget to compete at that level. It entered Formula Junior instead, but still embraced all the innovations it wanted to take into F1. It has inboard brakes all round to reduce unsprung weight, inboard lateral pushrod suspension, twin side-mounted radiators, a smooth profile nose design 30 years ahead of its time, and a bespoke six-speed gearbox.'

'Gemini even had a decent driver in Howden Ganley, but unfortunately all this experimental technology made the Mk4s very unreliable, and as a result of this it never even managed to finish a race. It's still breaking down now but it's very fast when it does work.'

'It's been a very long project. We bought it in 2014 and it had been just sat there in a garage unused for 50 years. Absolutely no generic replacement spare parts fit it, so we've had to handmake everything.'

Chassis 3851GT was back in the Grigio Metallic colour it wore when Jo Schlessler and Henri Oreiller drove it to second place in the 1962 Tour de France Auto, the same year in which Oreiller crashed it fatally at Montlhéry. Said Gary Pearson, 'I had a ten-minute test in it at the Silverstone circuit on Tuesday and apart from that, this is its first run in a long time, the first time it's raced in 20 years. We built up another engine and gearbox to race, and stiffened up the dampers, but apart from that the preparation has mainly been crack testing.'



Gemini featured experimental technology such as inboard brakes

Lotus celebrates in style at 70

Anniversary bash brings examples of all Lotuses to Hethel for a world record attempt



Championship-winning Lotus Type 72 was on static display

Lotus celebrated its 70th anniversary at its test track with a spectacular array of classics, encompassing road cars, sports-racing and Formula One. The marque collated at least one example of every Lotus road car built, from Mark 6 to Evora Sport 410, and attempted a Guinness world record for a single-marque track parade - 700 - thwarted only by the sheer numbers that prevented continuous movement.

Lotus Type 72

The celebrations made for a surprisingly low-key debut for one of Classic Team Lotus' most significant restorations - an ex-Emerson Fittipaldi Type 72. This iconic Formula One car remained in a marquee because the recent full restoration meant its rebuilt Cosworth DFV engine hadn't been run yet.

Fittipaldi used the car, chassis 72/5, to win the 1970 US Grand Prix. It was originally finished in Gold Leaf livery, and red paint from this time is still visible along internal panel joins. The

car sported JPS livery in 1972 and won the Italian and Austrian Grands Prix, which saw Fittipaldi secure his first World Driver's title. He also used it to win the non-championship 1972 Race of Champions and Grand Prix Repubblica Italia.

It was deemed competitive for a fourth year and Fittipaldi won the 1973 Spanish GP in it. Following Fittipaldi's heavy crash in qualifying at Zandvoort, however, Colin Chapman put the wreckage in storage.

'It's extraordinary the car survived, given my father's constant focus on the future and perennial battle for storage space,' said Colin's son Clive, Classic Team Lotus managing director. 'It languished for 40 years until 2013 when the team decided to have a go at repairing the badly damaged monocoque tub, which hit the barriers on its left-hand side. Miraculously, they succeeded and we decided to restore the car.'

Lotus Elise S1

This Elise, the second to leave the production line and the first to be

registered, returned to Hethel for the first time since 1996. It was used for development testing, covering more than 100,000 miles, and was taken to the Stelvio Pass by engineer Dave Minter to test the lightweight brakes, designed for the car by MMC.

Minter took the car home during testing and, once the process was completed he was allowed to keep it. He's covered a total of 28,000 miles since, although it was MoT tested in August for the first time in several years.

Lotus 340R Exposé

This extreme version of the Lotus 340R with transparent bodywork isn't usually seen in public because it's not road-registered, but it's the creation of Tony Shute, the engineer who originally devised the 340R.

'He did it to go racing and to prove a point,' said fellow Lotus 340R owner Kevin Connolly. 'He intended the 340R to have 340bhp per ton. He needed 190bhp, but the Rover K-series failed emissions tests in that tune. Catalytic converters restricted it, causing it to overheat, and in the worst case, the optional magnesium wheels go up like fireworks.'

'It ended up with 242bhp per ton, so Lotus built 340 cars to justify the name. Tony made this version with no emissions equipment, mudguards or lights and a polycarbonate body to achieve 340bhp per ton. He used it for hill climbing.'

Lotus Éclat Sprint

A rare sportier version of the Éclat was only properly registered four months ago. 'It was being sold by a

guy who'd bought it from Ireland but never registered it,' said owner Daniel Cobley. 'It had 48,000 miles, but it seems the Irish buyer registered it under lots of other people's names, yet he was the only owner!'

The Sprint was a £298 option with cloth seats, different axle ratios for faster acceleration, a freer-breathing exhaust system, uprated brakes and lightweight alloys. They came in white with black stripes.



Lotus Exposé



Lotus Éclat Sprint



Lotus Elise S1

700-car Lotus lineup was the largest ever amassed on the Hethel test track



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Florentine fashion hits the Piazza

The second **Stefano Ricci Heritage Trophy** celebrates some of the finest classics going



1937 Talbot Lago T150C was built with unique Roadster bodywork by Pourtout of Paris, complete with retractable windscreen

The second Stefano Ricci Heritage Trophy, held ten years after the first event by the men's high-end fashion house, brought together 40 rare and unique cars to the Piazza Pitti in Florence, Italy.

Talbot Lago T150C

Christopher Gardner presented his 1937 Talbot Lago with unique roadster bodywork by Pourtout of Paris. 'It took 22 years from the time I bought the first pieces to the puzzle coming together.' Solving the problem involved a global quest to reunite body, chassis and engine, and research how it was originally.

'It was one of two Talbot Lagos ordered through the Paris agent Luigi Chinetti by Count and Countess Colhiva of Portugal, each to have Figoni et Falaschi bodywork. But it wouldn't have been possible to complete both by 1938, so the Count's more sporting T150C with 4.0-litre triple-Stromberg engine and Wilson pre-selector gearbox went to Pourtout instead.

'I found the body in France on another chassis. It was clearly wrong – the front axle was seven centimetres too far forward. And it had a 3.0-litre engine. The Portuguese Auto Club records showed it was registered as a 4.0-litre. When I found a picture of the car having its engine removed, I could see that it was the 4.0-litre hemi, so I started hunting for it. I found it with a collector who had bought the whole car for it. Talbot Lago only made around 35 of these racing motors, so people buy them when they can.'



Vignale designed OSCA weighs just 750kg and has 100bhp

Gardner found the chassis by chance in the late Nineties, 'I bought a Figoni & Falaschi Teardrop from an American Talbot Lago collector. He told me that he had another chassis, with a coupé body that he'd removed. It was clearly much earlier than the chassis. I finally got to buy it in 2004, from his estate.'

'It had taken 15 years to uncover the history of the car and re-unite the engine, chassis and bodywork.' Gardner even managed to contact the Countess, who could remember having the body removed and set aside in a barn, so that a more practical four-seater could be fitted to accommodate her family.'

The project got off to a good start. 'The first time we fitted the body to the chassis it just clicked – the firewall had never been removed from the body. We started in 1987, but then the project seemed to go in the wrong direction. I was wrongly advised that the sweep of the wheelarch in the front fender was incorrect and that it should be cut. I said, stop, stop, stop!

'Eventually I found Jean Bonnefoy, who has a small shop in France – they have the touch.'

OSCA MT4 1350

A 1949 OSCA MT4 made its post-restoration concours debut in Florence. Said owner Mario Caniggia, 'I bought it four years ago. OSCAs are the last true Maseratis and I like the Vignale design. It's the only one on an OSCA chassis, but an identical one was built on a Ferrari 212 and, of course, there's the similar body on the Cunningham C3s.'

The OSCA's tubular chassis was originally clothed in torpedo-style bodywork by Dorino Serafini, but when Gigi Villorosi bought it in 1951 he had this aluminium coupé body created for it by Vignale so that he could use it as his road car.

'The most difficult part of the restoration was the engine – many parts were corroded. The best thing about this particular car is the power once it gets past 3500rpm. It makes more than 100bhp but weighs just 750kg. It's amazing.'





The unique Ferrari 166M (left) had lived in the States for most of its life. Alfa 1900SS la Flèche (below) required the careful analysis of two photographs to get the bonnet line details right even after the car had been finished



Ferrari 166MM

The Stefano Ricci event marked a return to Italy for a unique Ferrari 166MM that had spent most of its life in the United States. Steffen Görig revealed, 'I bought it last year from the US. What I found appealing, if true, is that this is the only Ferrari-bodied car from these times.' There's some debate whether the Spider body was designed by Aurelio Lampredi and built in-house by Ferrari, or by Autodromo. 'The car certainly looks a little bit awkward, but it grows on you.'

Görig was also attracted by its history. 'This car did the Mille Miglia twice, the first time in 1953 with Alberico Cacciari and Bill Mason, when it came third in class, and again in 1954 with John Fitch and Kirk Douglas for the movie *The Racers*.'

Görig is more used to a Porsche 911 GT3R, 'It's my oldest car. I feel it should go quick but it drives well. The V12 is like a sewing machine.'

Alfa 1900SS

Corrado Lopresto's unique Alfa Romeo, The Arrow, was bodied by Vignale to a Michellotti design for the 1955 Turin Motor Show.

'I bought it from a friend eight years ago. The body was in good condition but we spent a long time to get it perfect. We had just one photograph to help get the details right, but after we'd finalised it I found another picture.'

What really helped was that the photograph had been taken from a different angle. 'We had thought that the bonnet trim was a single strip but the new photograph showed that it was actually two strips with a white section between them. We could see the white around the front grilles as well, so we had to change it all.'

Fortunately the original seat leather, wood-effect painted instrument binnacle and leather dashtop were good enough to be preserved. 'It was ready last week.'

'It had taken 15 years to uncover the history of the car and re-unite the engine, chassis and bodywork. The Countess remembered the body being removed'





Delage's history includes a prince as a former owner

Angoulême's rare stars

Drivers mark respect after fatal crash on historic French track

Denis Derex's death, after being taken ill and crashing his 1964 Mini Cooper S at Fangio, made for sombre racing at Angoulême with some drivers withdrawing out of respect. It got no better when Anna Tiger broke her shoulder after rolling her 1928 Ratier Monoplace at Carnot, and Frédéric Viginier flipped his 1927 Darmont Special, fortunately without injury. Otherwise, the 47th Circuit des Remparts, the track unchanged since 1939, saw large grids, rare cars and enthralling historic racing across its eight plateaux.

Delage 15 S-8

Uruguayan farmer Paul Emile Bessade was racing his ex-Prince Bira Delage, having bought it from a private collection two years ago. 'It has a curious history. The type originally was built in 1926, when four examples were made,' he explained. 'But in 1936 Bira, who owned two 1926 cars, approached Delage, then owned by Delahaye, who had nothing to offer save an upgrade. Its designer, Albert Lory, introduced independent front

suspension and, in 1937, two more cars were built, this time by Rubery Owen for White Mouse Garage.

'My car, number 5, has the engine from number 2 and major components from number 4. Bira found it uncompetitive and sold it to Reg Parnell in 1940. It subsequently passed through numerous hands before being acquired by Jean-Claude Miloé in 1995. I bought it from him by private treaty when he decided to dispose of his collection.'

Veritas Rennsport

Lille-based classic car dealer Bruno Vendiesse bought this rare 1948 German sports-racer earlier this year. Said Bruno, 'Today is its first outing. Although I know Angoulême circuit well, I first drove it at 25 in a Bugatti Type 35. The Veritas requires careful handling because the brakes need improving.

'It's a rare car, the only one in France, with a fully documented racing history – GPs, endurance, hill climbs and sprints. It was campaigned by André Chardonnet in 1948-50 and then Jacques Swaters in 1950-52. It was then



owned by Antoine Bertrand who drove it until 1974, when it was bought by a friend of mine who restored and owned it for the next 44 years. I'm only its fourth owner.

'It's a superb track car and competitive in historic racing today. Aluminium-bodied and weighing only 600kg, with a 1971cc straight-six BMW 328 engine it produces 125bhp and has a top speed of about 134mph.'

DB HBR5 Coupé

François Fouquet-Hatevilain inherited his unique 1958 HBR5 Coupé from his father. Said François, 'He bought it from the Philippe Charbonneaux museum in Reims in 1999. Nicknamed "la Camionette" in 1958, because of its boxy rear end, the aluminium-bodied prototype was built by DB and raced with its works team in 1958-62 including the Targa Florio and Tour de France Auto from 1959 to 1961, the 1959 and 1961 Le Mans 24 Hours, and the 1960 and 1961 Nürburgring 1000km. In 1967 Charbonneaux acquired and restored it as a museum piece.

'My father replaced the dual-ignition twin-cylinder Panhard engine with a single ignition unit and rebuilt brakes, suspension and electrics. We demonstrated it at the Le Mans Story in 2009. After he died, I prepared it for racing with a roll cage, replaced the windscreen, rebuilt the front axle and steering, and re-installed the Panhard engine.



This is the only Veritas Rennsport in France

CASTLE COMBE RALLYDAY

Lancing the rain

Ex-works Lancias starred at Castle Combe Rallyday, despite heavy rain. The cars shrugged it off – it's what they were built for.

Lancia Delta Integrale

Miki Biasion's 1991 Acropolis Rally Lancia Delta Integrale made its first appearance since that year. 'We're not running it, because it's in completely original, untouched condition – we will need to refresh everything and make some minor



modifications to things like the seats and the fire extinguisher system before it can be driven,' said restorer, Simon Ayris of Rally Preparation Services. 'It's been hidden in a Greek collection since the end of the 1991 season.

'Biasion finished third on the Acropolis that year, and then the car was used by his Argentinian teammate Jorge Recalde on his home rally, although the collector wanted it in Acropolis identity. It's a higher-riding car than the other works Integrales, designed for rocky terrain. We've had it since February and we've got the ex-Carlos Sainz Repsol-liveried Integrale coming, so it's exciting times.'

Lancia Stratos

AutoCross and X-Sport founder and rallycross pioneer John Cross was displaying his recently-restored rallycross Stratos.

'It's a special, but it's based on a genuine car and it's still a Lancia in the logbook! I've altered just about everything, but kept the original chassis to ensure it has an historic identity for classic rallycross.

'It doesn't have the Dino V6 and rules state we had to use a pre-1990 V6 of the same displacement, so it has a turbocharged VW VR6. The clamshells are altered to add downforce at the front and to accommodate the intercooler.'





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TVR Speed 12 came out of hiding for Manchester show

Prototypes pop up in Manchester

One-offs, concept cars and development models emerge at packed EventCity show

Prototype cars – some recently restored, others only just dragged out from long-term storage – made for an informal theme at the Manchester Classic Car Show, which expanded into yet more halls at the Trafford Centre's EventCity complex.

TVR Speed 12

After more than 10 years buried under piles of rubbish, first behind TVR's Bristol Avenue factory, then in a warehouse at specialist Track V Road's workshops after it purchased the contents of Peter Wheeler's 'TVR graveyard,' the spectacular Speed 12 supercar is back on the show circuit ahead of a full restoration.

'It was TVR's big step towards building a Le Mans racer and a roadgoing hypercar,' said TVR Car Club show organiser Newton Holmes. 'It was great in a straight line, but it wouldn't go round corners, and became a development car instead.'

Restoration is going to be a challenge because there are no engine spares – Speed 12 had a one-

off V12 made from a pair of Speed Six engines sharing a common crank in a unique steel block, which no longer exists. 'We never found out truly how powerful it was – TVR's dyno couldn't cope with 1000bhp, so Wheeler just submitted the figures for two Speed Sixes to the FIA, estimating the power at 980bhp,' said Holmes.

Sunbeam-Lotus

The car that became the first Talbot Sunbeam-Lotus reappeared at Manchester following years in a collection of the Hethel-engineered rally homologation specials.

'It was the prototype, originally just a 1.6S, taken off the production line at Linwood by competitions manager Des O'Dell,' said Ian Gerrard



of the Sunbeam Lotus Owners' Club. 'In effect, it's the very first Sunbeam-Lotus, although lots of things used on this car were changed for production. If you look at the photos of the launch car at the Turin Motor Show, you'll see it has this car's Exacton wheels. The production cars were supposed to get those, but they got Avons instead.'

'Because it was used for testing, they didn't want to give the game away by putting Lotus badges on it, so O'Dell differentiated it by painting this blue stripe down the side and making up the 2.2S badge. It's a bit rusty, but the owner keeps it that way – he likes his cars original.'

MG YB

The restoration of the very first MG YB, the one that took pride of place on the firm's stand at the 1952 London Motor Show, has just been completed. It was previously seen as a barn-find at the first Practical Classics Restoration Show.

'I found it on eBay – I was just looking for MGs. I already have a couple of them,' said owner Keith



Buckley. 'I saw how significant it was, having read an article confirming it still existed, although there were no photos of it. I thought my chances of owning it were remote, but put a bid on it anyway.'

Buckley said the car has an odd design quirk, being the first. It was based on a YA and used its spare-wheel well, but the YB had 15-inch wheels. 'The spare needs its tyre deflated in order to fit in! It's got a YA wiring loom too,' he said.

It was all in one piece, but everything was rotten. It's had new sills and several body parts remanufactured, including the door bottoms. This is its original colour – someone had repainted it brown.

'It's got a great party trick, by the way – built-in jacks,' said Buckley.

NEC show star returns to Birmingham

Lotus Turbo Esprit

One of the stars of Lotus' 1982 Birmingham Motor Show display is set to return to the NEC on November 9-11 at the Classic Motor Show (necclassicismotorshow.com) as part of the Pride of Ownership concours feature.

Lucas Reynolds' Ice Blue Lotus Turbo Esprit originally starred alongside the newly-launched Éclat Excel and Nigel Mansell's carbon-fibre-chassis Type 91 Formula One car. The use of the new colour

option helped launch the new cars, including the Turbo Esprit as a full-production model to succeed the limited-edition dry-sump Essex Turbo of 1981.

Famously, HRH Prince Michael of Kent visited the stand that year, met Colin Chapman, and successfully requested a ten-lap test drive in the Type 91, which took place at Donington Park two months later on December 3, supervised by Mansell himself. Tragically, Chapman died of a heart attack just 12 days later.

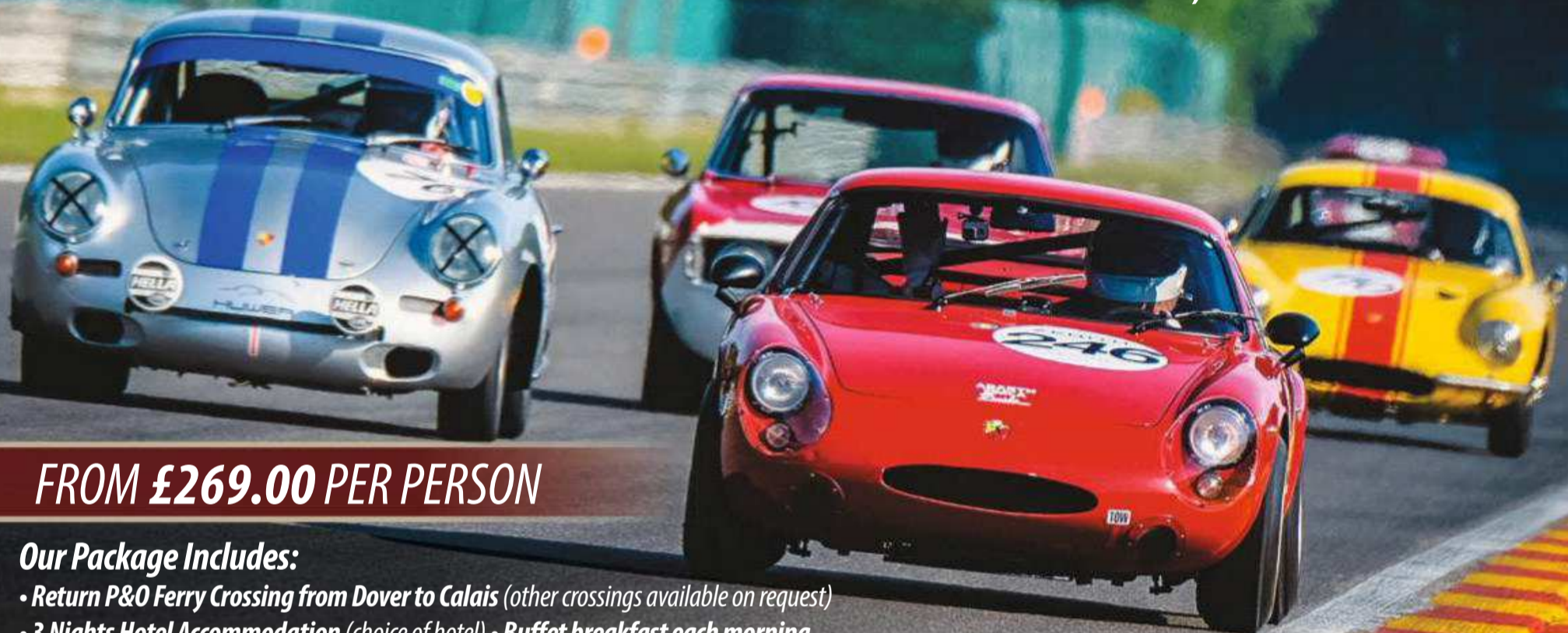




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Grist (left) and Kankkunen with their 1994 Celica

WRC star's Toyota gets a warm Welsh welcome

Nicky Grist treats his restored rally-winning Celica GT-Four to its UK debut at Llandudno tarmac-stage spectacular

The first closed-road tarmac stages ever seen on the British round of the World Rally Championship (October 6-7) proved a perfect opportunity for 21-times WRC rally-winning co-driver Nicky Grist to reveal his latest classic restoration – the very car that he and Juha Kankkunen made a winner nearly 25 years earlier.

Toyota Celica GT-Four

'It's not quite finished, but this has been a very careful restoration,' said Grist of the Celica at the Llandudno event. 'It's a 24-year-old rally car and a piece of history – the winner of the 1994 Portuguese Rally – so I didn't want to subject it to a ruthless top-to-tail restoration.'

The Ebbw Vale-born motor sports star wants it to remain a rally car, complete with all the dings and dents it's picked up in the course of its career. 'There are so many ex-works rally cars out there that have been restored to the point where they look like they haven't been used, and so appear to be replicas of themselves,' said Grist. 'I didn't want that. Our restoration has largely been about adding detail that's been lost – routing of pipework, things like that.'

Getting hold of the right parts hasn't been easy, although Grist has been lucky in that he can call upon the services of the original builder.

'My affection for this car goes deeper than all those wins,' he said. 'When I joined Toyota in 1991, I spent four months in Kenya preparing the GT-Four for the Safari Rally. It has the roughest stages imaginable – rocky sections, mountains, deserts, very deep water-splashes – the sort of thing that off-road 4x4s would think twice about. The GT-Four? Not one breakdown in four months. That included driving the 5000km route four times as well as subjecting it to special-stage tests. It made one hell of an impression.'

'And then they hired Juha, and we won in Argentina – my first WRC win – as well as my home event in Wales. After that I knew one day I'd have to have my own ST185 Celica GT-Four Group A car. Unfortunately, their strength has been their undoing – they were so reliable

and strong that they ended up being rallied to death!'

A friend of his found out about this one, described as an ex-Carlos Sainz car in Repsol livery, but not a rally winner. Grist passed the serial number to a Toyota Team Europe (TTE) contact who replied, 'You won Portugal in this one, in 1994!'

'I was willing to buy it even if it was Sainz car,' said Grist, 'but I bought it from the owner, not letting on what I knew. He was mortified when he finally found out – WRC-winning cars are fetching huge amounts of money nowadays. I can understand why he didn't think it was my old car though. It had been converted to right-hand drive by a previous owner in Ireland, who in turn found it in Sweden. All the mounting brackets were still there to convert it back.'

There's no problem getting hold of the bulky bits of a GT-Four, but things like carbonfibre clutch-foot rests are extinct. Grist drove it for the first time at a recent demonstration rally in Spain – basically a rally without timing gear so Group B cars can compete.

'I reunited it with Juha, and as soon as he sat in it, he said, "I know this is my car." I asked him why, and he said, "It's the gearstick. It's been bent backwards and to the side. I sat further back than the other TTE drivers, putting the mounting point too far away, so they made me a special gear lever."

'I never noticed at the time. The original mechanic was reunited with it in Spain too, and he said, "I can tell it's mine – I put the brake master cylinder in front of the anti-roll bar. Everyone else put it behind."

Carlos Sainz drove it, as did Didier Auriol, but its career with them was brief because of the introduction of the ST205 GT-Four, after which TTE sold it off.

'Because I never throw anything away, I still had all the roadbooks and service books for this car,' said Grist. 'I still have the overalls and helmets Juha and I wore, even the tiny badges we were given by the scrutineers before the start of the rally. With this car, the collection is complete. Jari-Matti Latvala tried to buy it off me, but he's not having it. He's ended up with an ex-Armin Schwarz car in bits instead!'

EVENTS PLANNER



November

October 26-4 Hilton Head Concours d'Elegance, Hilton Head Island, South Carolina, USA hhiconcours.com

3 Regent Street Motor Show, Regent Street, London regentstreetmotorshow.com

3-4 Walter Hayes Trophy, Silverstone, Northamptonshire silverstone.co.uk

4 London to Brighton Veteran Car Run, Regent Street, London to Brighton, Sussex veterancarrun.com

8-11 RAC Rally of the Tests, Harrogate, North Yorkshire to Bristol heroevents.eu

9-11 NEC Classic Motor Show, NEC, Birmingham necclassicmotorshow.com

9-11 Daytona Classic 24 Hour, Daytona, Florida, USA classic24hour.com

10 VSCC Lakeland Trial, Cumbria, location TBC vsc.co.uk

10-December 9 In the Spotlight: Pegaso Autoworld, Brussels, Belgium autoworld.be

17 VSCC Cotswold Trial, Prescott, Gotherington, Gloucestershire vsc.co.uk



December

1 VSCC Winter Driving Tests, Launton, Bicester, Oxfordshire vsc.co.uk

1-2 The Christmas Cracker, Greater Manchester Museum of Transport gmts.co.uk

7-9 Retro Classics Bavaria, Nürnbergmesse, Nürnberg, Bavaria, Germany retro-classics-bavaria.de

8-11 LE JOG, Land's End, Cornwall-John O'groats, Caithness, Scotland heroevents.eu



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Continental was used as a wedding car by its DuPont family owner before he laid it up

From upper crust to utter rust

Early Lincoln Continental surfaces from deep slumber in DuPont family ownership

This early Lincoln Continental hasn't been on the road in 50 years. It is a 1940 model that had been in the hands of long-term owners, the DuPont family, since 1949 when Jacques DuPont bought it for \$1250 from a dealer in West Chester, Pennsylvania.

You had to be someone of note to own one of the first Lincoln Continentals. The DuPont family was a motor manufacturer in its own right, but like many luxury carmakers ceased production after the Depression kicked in, instead using their

fortune to save the Indian motorcycle company. It served as regular transport - and as a wedding vehicle - for Jacques DuPont, son of the firm's founder, but was laid up around 1960. He was a keen motorcycle racer and seems to have had the Lincoln tuned - it sports uprated cylinder heads and twin carburetors on an Edelbrock inlet manifold.

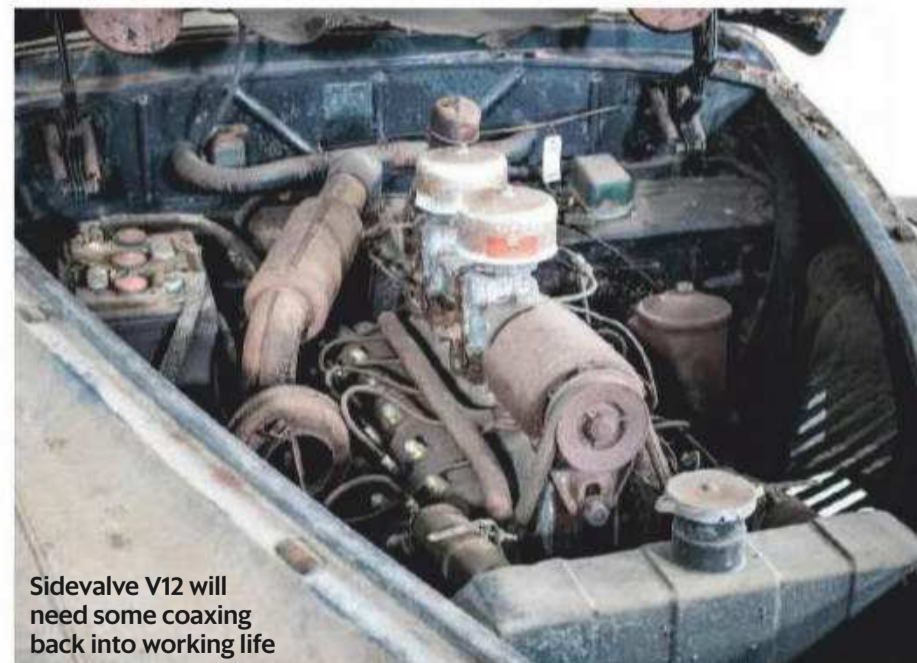
With a three-speed transmission and a chassis based on the Zephyr sedan, the Continental was no sports car, but its head-turning image kicked off a nameplate for Lincoln that still exists today.

The car has certainly suffered in storage, and while not a wreck, will probably need a full restoration, even if the careful removal of its thick layer of garage dust and grime reveals little more than surface rust. Lincoln's 4.4-litre V12 sidevalve engine was known for its propensity to overheat, even if its smooth and silent power delivery made the suffering worthwhile.

The ex-DuPont Lincoln Continental was offered by Bonhams at its Simeone Foundation sale in Philadelphia on October 8, where it sold for a modest but comfortably within estimate \$6720.



DuPont heirs honeymooned here



Sidevalve V12 will need some coaxing back into working life

Barn Finds

First, shift the Workmate

This 1975 Triumph TR6 PI has been laid up since 2006 – which makes it a veritable youngster as ‘barn finds’ go – but only glimpsed daylight occasionally in the preceding decade, barely adding to its 61,000 miles since 1996. It’s being sold with no reserve by Anglia Car Auctions in Kings Lynn on November 3rd.

ACA’s Guy Snelling tells the story, ‘The car is being consigned by its first and only owner. He bought it from University Motors on January 23rd, 1975, when he was living in Middlesex – the bill of sale is still in the file. He received a trade-in of £1277 on a two-year-old MGB roadster, which came off a total of £2474 for the Triumph. It’s got the odd bit of rust now, but the shutlines are good and it’s a lovely, honest car that deserves a bit of attention.’

The TR6 gained overdrive as a standard feature from 1973 and this one is from the last year of PI production – the final cars built up to 1976 used carburettors and dropped 20bhp.



Low miles and one owner, but this late PI needs some work



Until recently, the TR6 was used as a garage shelf



Traction Avant sleeps nose-to-nose with Renault Colorale

Gallic treasures unearthed at abandoned garage

Malcolm Brewin writes to tell us of a find he made in a village in the Charente, south-west France, ‘The place would have been a busy village garage some years ago but is sadly now not in use. In fact, when I stopped, it was the French lunchtime lull, so there were no signs of life at all, but it’s clear these cars haven’t been touched in some time. A lot of old cars remain on the road here but the French MoT test equivalent, the Contrôle Technique, has just got tougher so things might start to change.’

These cars look a long way off a successful CT. The Citroën Traction Avant in red primer is large – is it a 15/6? Elsewhere on site are two elderly hulks,

one a Simca Aronde and the other a Simca Vedette. The Vedette was a re-badged Ford with a Detroit-born flathead V8 inherited when Simca bought Ford of France in 1954. Also on the scene were a Citroën CX propped on breezeblocks, sundry vans and an almost-extinct Renault Colorale, the small yellow truck in front of the the Traction Avant.

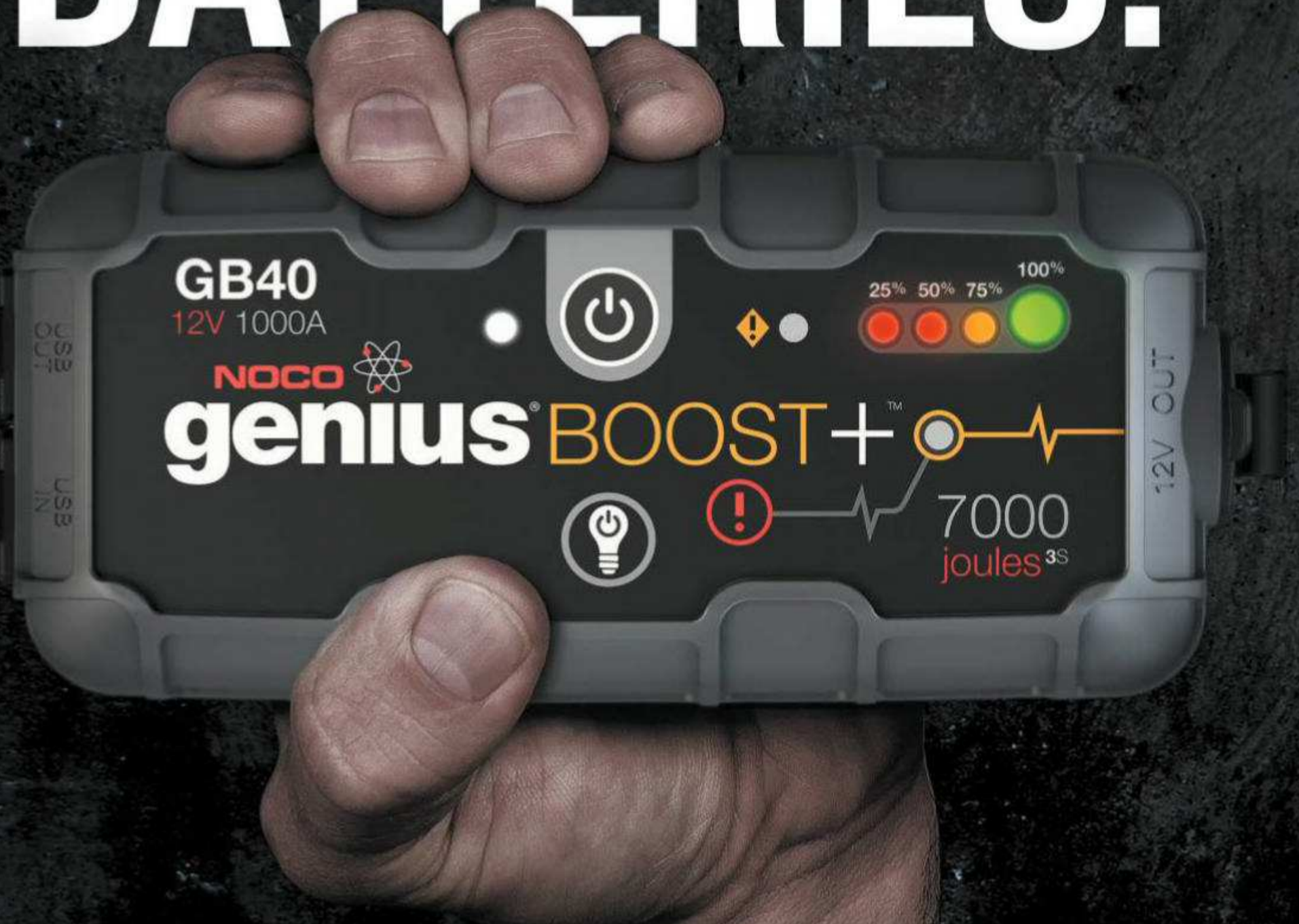
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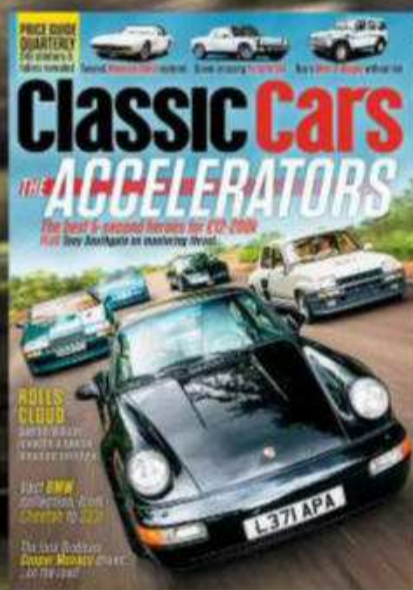
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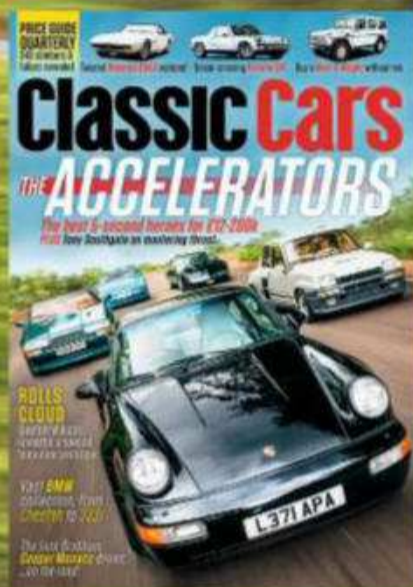
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Whizzo remembered

LETTER OF THE MONTH

I was saddened to read of Barrie 'Whizzo' Williams' passing (Month in Cars, November 2018). I first met Barrie when attending the Under-17s Car Club in 1974/5 at Finmere, where he assessed our driving abilities, or lack thereof. I recall him turning up in a Celica MkI and enthraling us all as he did doughnuts around a tyre, then getting out to cheers from us teenagers and telling us not try that with dad's car, which prompted 'don't even think about it' warnings from the parents.

My father and I then followed his racing career, watching him race and meeting up with him in the paddock to have a catch up. He never forgot my name and to father it was always 'Hello Dad'.

Reminiscing over this weekend I recalled a trip to Silverstone and a saloon car event. We caught up with Barrie in the bar, along with Tony Lanfranchi and Gerry Marshall... soft drinks all round please. He was a true gent and will be sorely missed by his fans and the racing fraternity. RIP.

Gordon Dow



Jeep originator

Loathe as I am to criticise Prof Stevens, describing a 'Ford Willys Jeep' designed in Detroit (Why I love, November 2018) is an example of how the victors write history.

The design was the product of the American Bantam company and was created by engineer Karl Probst and ten Bantam men. Probst drew the plans in five days and Bantam built its prototype in fewer than 49 days. The resulting 'Blitz' prototype was the only quarter-ton light truck submission delivered on time for evaluation to the US Army.

The Office of Production Management had reservations about Bantam's ability to produce the Jeep in sufficient numbers, so after Bantam had built 2675 cars the job was handed to Willys. Ford then lobbied on Capitol Hill to get the lucrative manufacturing contract and Bantam was left with a contract for Jeep trailers.

Willys and Ford produced early examples of the Bantam Blitz design with the larger Willys 'Go-Devil' engine, minor bodywork changes and Ford-variant parts.

In 1948 there was a legal argument about who created the Jeep. The US Federal Trade Commission sided with Bantam but the Commission added that this had occurred in collaboration with the US Army Corps. The Commission denied the Willys Company from claiming, directly or



by implication, that it had thought up the Jeep. However, Willys' development of the Jeep (and its re-engine of it) was cited.

Lance Cole

Knebworth memories

Last month's magazine brought back fond memories of being 17 and of once having lots of long hair! I was at that Deep Purple gig in 1985 (Editorial, November 2018) and loved every minute of it. When I read you were featuring one of my all-time favourite drummers I had to read the article about Ian Paice (Highway Star, November 2018). What a great drummer and what good taste in cars he has too - his Mercedes 500SEL was a cracker and looked so mean.

It makes me realise that I should be getting my old car sorted and driving it before the fuel runs out like in the *Mad Max* films. I'm going to be listening to the double CD of the concert tonight.

Tony Hill

Islero lights

In your report on The Quail (The Month in Cars, November 2018) you quote Lamborghini Islero S owner Dr Perry Mansfield as saying, 'We had to create new tail light lenses from scratch.'

I don't know why that was necessary, because the taillights are from a later-series Alfa Giulia Super Saloon 105 series and the lenses are readily available online.

I know this because some clown totally destroyed the earlier-series Giulia Super lights on my car when they clouted it and I had to find replacements. Earlier series units are now scarce, but while I was looking, loads of the later-series lights came up, both as complete units or as lenses only. I did eventually find what I was looking for, from Nuvolari srl in Italy.

Norman E Hawkes

Classic Cars

DECEMBER ISSUE
ON SALE OCT 24-NOV 20

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US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1365-9537, is published 12 times a year by Bauer Consumer Media Ltd. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Bauer Media Subscriptions, CDS Global, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leicestershire, LE16 9EF, United Kingdom. Air Business Ltd is acting as our mailing agent.

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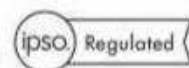
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Printed by Wyndeham

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Quentin Willson



Classics we once thought were too expensive have suddenly become affordable – but just how long can the bargain basement market last?

Yikes – there have been some cheap classics knocked down of late. Anglia's August sale saw a tidy '88 Jaguar XJ-S V12 coupé with warranted 65,000 miles and good history sell for a derisory £2100. You'd make more breaking it for spares. A '73 Rover P6 3500S in admittedly unflattering Mexico Brown but with the manual gearbox, 78,000 miles and 32-year ownership, sold for just £2862, while a silver 2002 right-hand-drive Mercedes C32 AMG estate with 56k miles and history sold for just £4982 – and only 128 C32 wagons were ever sold in the UK. Even a very clean '74 Mercedes 350SL with 133k, history, long run of old MoTs, hardtop and 19-year ownership made just £7526 – and we all know R107s usually fetch north of ten grand.

Bonhams at Beaulieu in September was equally bargain-based. A nice green '96 Aston Martin DB7 coupé, the desirable manual, 67,000 miles and good Aston dealer and specialist history went for an eyebrow-raising £13,491 and an '83

right-hand-drive Maserati Kyalami with 54,000 miles, £12k's worth of bills and one of only 190 ever built, made just £23k. Two years ago either of those cars would have made 40 per cent more. The '89 fly-yellow Testarossa may have been left-hand drive with scant history but when was the last time you saw a redhead go under the hammer for £60k? Weakening modern Ferrari values seem to be biting hard and Bonhams only drew £52,900 for a '99 left-hand-drive 550 Maranello despite 17,000 miles and a recent major cambelt service. Most surprising of all was a pretty '65 Sunbeam Tiger MkI, an older restoration with MkII 4.7 engine, that made only £31k. Not long ago nice Tigers would make £50,000 all day long.

Barons dispatched a very shiny '87 Capri 2.8i in Radiant Red with 89k and 18-year ownership for a piffling £6380 and – make sure you're sitting down for this one – a very sharp and well-kept '98 Jaguar XK8 convertible with 67k miles being sold due to ill health made a risible £3300. Bargain of the day was the gorgeous '83 Jaguar XJ12 Series 3 in Coronet Gold with only two

owners and warranted 35,000 miles for £4400. That's half-price to you and me.

CCA sold an early 1949 Series 1 80-inch Land Rover complete with behind-the-grille lights in very decent nick for £23,500 and a recently refreshed and repainted left-hand-drive '76 Mercedes 280SE in anthracite with 76k for only £5280. Even an ex-Elton John 1990 Bentley Turbo R long-wheelbase with 96,000 and mainly Bentley dealer history only made £8800.

So there are amazing opportunities out there while economic and political uncertainty shakes the market's confidence. Look at it this way – we may not know how long this softening will carry on or what sort of recovery might come, if and when, but these cars were all cheap enough to play with for a year or two and get your money back, or even suffer a mild loss. At these prices I'd happily take my chances with that 350SL, DB7, Tiger or XJ12 just for some classic fun. The cars we thought had spiralled out of reach are now back in our crosshairs at seriously tempting money. Life's far too short not to own the Rocket Man's Bentley for a bit.

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.

Tidy 1988 Jaguar XJ-S V12 made only £2100 – just one of the bargains Quentin highlights





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Gordon Murray



Car design is all about the packaging, says Gordon as he chooses another small but perfectly formed icon to join his rapidly growing classic collection

Packaging, or use of internal space, has always fascinated me. Over the years there have been some cars with dreadful packaging and then there have been milestone vehicles with such a great use of space that they kicked off trends in automotive design. The 1984 Renault Espace, the original Renault Twingo - with its sliding rear seat - and the Mercedes-Benz A-class introduced in 1997 are among those that spring to mind.

Formula One teaches a designer a packaging lesson in the extreme, with all the mechanical elements and the driver shrink-wrapped in a shape that is driven by regulations and aerodynamics. But for me the most interesting and challenging automotive package work is best exemplified in city-car design.

Some of the most iconic classic city cars are masterpieces of design and packaging and a section of my classic collection is dedicated to them. Interestingly, nearly all of these milestone designs were the work of a single strong-willed team leader

- which is arguably why the vehicles were so pure and so focused.

The first and most obvious is the Issigonis Mini from 1959. I had a red 850 when I was 18 years old and I now own a red 850 built in October 1959 - a very early car. The packaging of this little car is phenomenal for an overall length of just ten feet. If a designer wants to make a step change in vehicle architecture then moving or re-arranging the powertrain is almost always a requirement. The innovation in the Mini layout that allowed such a great package was the front-wheel-drive transverse 'gearbox in sump' engine and rubber cone suspension. The car was also a revelation from a dynamics point of view - and it had timeless styling.

Another in my collection is the Fiat Cinquecento, also a single-designer car from the great Dante Giacosa. It pre-dated the Mini by two years and was also a great piece of design and packaging, once again by re-arranging the powertrain, in this car a parallel-twin rear engine. The design is timeless and iconic, yet another example of an engineer with styling capability.

Then there is the often-overlooked Hillman Imp. I had never owned an Imp, but I can remember being fascinated by the package and the design when it was launched in 1963. It was the creation of Mike Parkes and Tim Fry and once again tore up the rulebook.

With a lot of automotive firsts, such as a Coventry Climax all-aluminum overhead-camshaft engine mounted north/south and inclined over to the right at 45°, an all-synchromesh aluminum gearbox, a folding rear seatback for extra luggage capacity accessed by a rear hatch that was separate from the engine access cover, the Imp was a great piece of car design. Once again the styling was both different and good, this time by Bob Saward.

I recently found an early Imp (1964) in very good condition and, having never owned one in period, I was delighted to discover that the car drives very well, is great fun and it is a proper four-seater package. The Imp was my missing link in the small city sector and it has now joined its peers in the iconic small-car part of my classic garage.

Gordon Murray is one of the most innovative automotive designers of his generation. He designed GP-winning F1 cars for Brabham and McLaren and the McLaren F1 road car.



Gordon was so impressed by the Imp's packaging he bought one



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John Fitzpatrick



A trip to Monterey brings back fond memories of Porsche race winners, and of the details that made them unique – which is how John can spot a fake

It's been a busy summer, with bigger and better classic events and more and more previously unseen gems emerging from their years in hibernation. I have just returned from the Porsche Rennsport Reunion in Monterey where, every three years, the world's largest display of racing Porsches can be seen.

Le Mans-winning cars from 1951 up to the latest 919 Evo, which recently broke the Nürburgring lap record by almost a minute, were on the track and in static displays at the festival. Porsche also revealed its latest road-going special, the modern-day 935, which relies heavily on styling from the Le Mans 'Moby Dick' that I drove at the Festival of Speed in July.

More than 50 Porsche racing drivers past and present were invited to drive the cars and meet the thousands of fans who lined up at autograph sessions on each of the four days. Porsche has a racing heritage like no other marque. The main display

area in the paddock was a collection of 80 race-winning Porsches that included seven of my cars – the 1972 European GT-winning Kremer 911, the '72 Gelo European GT winner, both Dick Barbour 935 K3 IMSA winners, my own K3 and K4 935s, and the J David 956 that is to be auctioned by RM Sotheby's in Atlanta in October.

Seeing all the cars together and estimating their current values brought back thoughts of 'why did I ever sell them?' The answer is that I sold them to be able to buy the next competitive car. They're probably worth \$25 million at auction now – all for an outlay of less than \$1.5m back in the day. Not a bad investment if only I'd had the foresight...

Having said all that, there were a few cars in the paddock pretending to be the originals, and that is a big problem for the dealers. Even the chassis plates can be forged, but someone like me can remember the little details that identify the fakes from the real cars. The small

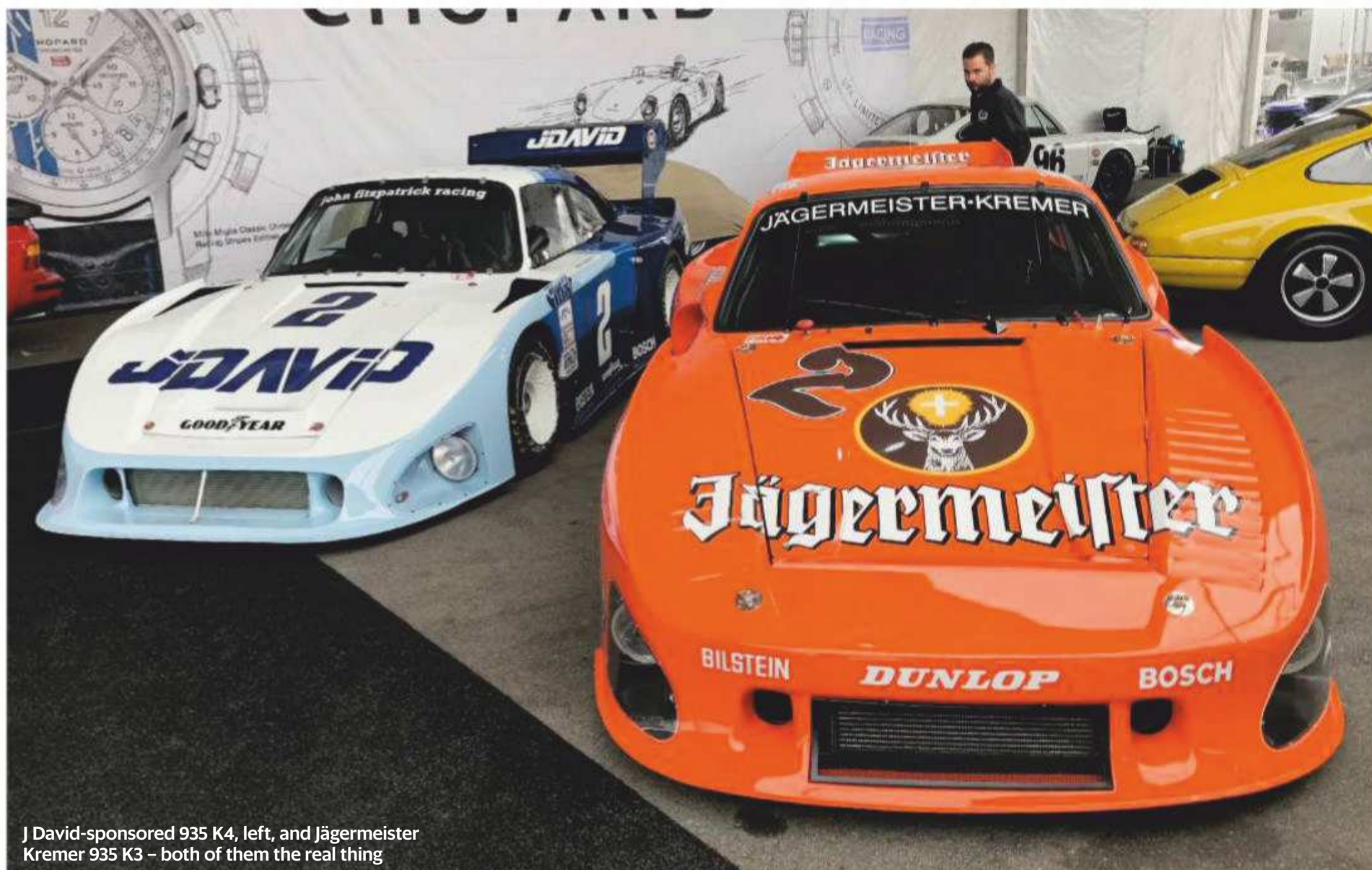
detail changes to the seats, the steering wheel, the hole drilled in the dashboard to attach a lucky charm, the holes for screws holding the drinking bottle.

Strolling round the paddock, I was approached by a very enthusiastic guy in a nice Porsche jacket. Would I come over and sign the 935 he had recently bought? Apparently this was the car in which I'd won a 1000km race in the late Seventies. It looked right but on close examination, I just knew it was a copy. Poor guy.

Little details as previously mentioned stick in the memory. Perhaps a different seat or steering wheel or even a different make of seatbelt. He had photographs of my car crossing the finish line but this one just looked too new and fresh. Even when race cars are restored, they retain a certain patina which this one didn't have.

What do you say? 'Sorry, but you've wasted £2m on a fake?' So you smile and say how it brings back good memories and you move on, relieved he didn't ask you to sign the steering wheel. Not everything is as it seems.

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.



J David-sponsored 935 K4, left, and Jägermeister Kremer 935 K3 – both of them the real thing



Chevrolet Corvette ZR1, Porsche
964 Turbo 3.6, Aston Martin V8
Vantage Zagato Volante, TVR
420 SEAC, Renault 5 Turbo 2



5, 4, 3, 2, 1...

Our pick of five rabid accelerators make up the most varied and exciting ways to buy your way to 60mph in just five thrilling seconds

Words SAM DAWSON Photography JONATHAN JACOB



By the time you've finished reading this sentence, all the cars you see here could have gone from stationary to 60mph. The Renault 5 Turbo 2 185, Porsche 964 Turbo 3.6, TVR 420 SEAC, Aston Martin V8 Vantage Zagato and Chevrolet Corvette ZR-1 are all specialists in their own field, yet none were rivals. And yet, in the Eighties, all had unique reasons for making a rapid getaway, be it incorporating Le Mans-racer tech to vanquish Italian rivals, bending racing rules to breaking point in order to win a championship, injecting sportiness back into a range of stately grand tourers, hiring Lotus in order to be taken seriously as a supercar player, or just winning rallies. Let's drive them all, and relive that performance-car revolution.

The Audi Quattro is often credited with inventing the Group B car, but that only told half the story. Four-wheel drive aside, it was a bit of a dinosaur, rooted in the Group 4 era. Most Group B front-runners followed the earlier **Renault 5 Turbo's** lead - a space-efficient short-wheelbase hatchback monocoque as a basis, rear seats replaced with a frenetic turbocharged engine, steel panels swapped for lighter glassfibre and aluminium. The result combined wheel-at-each-corner agility with the huge torque increases enabled by turbocharging, and having pioneered it in Formula One, Renault was best-placed to exploit it. Would the Lancia Delta S4 or MG Metro 6R4 exist were it not for the 5 Turbo?

However, unlike the other cars here today, a 5 Turbo wouldn't do a five-second 0-60 run in standard form, for reasons which complicate the buying process even today. The Renault Sport performance catalogue included rally-derived tuning options including the 'Factory 185' engine. Most 5 Turbos to emerge from Dieppe were built for homologation purposes, with the mere potential for truly high performance. The original owner of this one, however, ticked this option for clubman-rally levels of power. It amounts to an extra £20k in today's market.

The 5 Turbo makes a remarkably convincing baby supercar despite being based on a hatchback. Like Gerard Welter's Peugeot 205 a generation later, Michel Boué's 5 design is a proportional masterpiece, the sloping rear tilting the visual weight of the car towards the centre. Renault marketed the three-door as a coupé, making it the perfect canvas for Bertone's supercar artist Marcello Gandini to sketch flared arches, air-scoops and spoilers.

It's a bit more down-to-earth inside, the Group 4-homologation Turbo 1's bespoke Bertone interior, which still helps the earlier car command a 30-percent premium today, ditched in favour of parts-bin pragmatism in the Group B era. I fire the engine, wait for the temperature gauge to stabilise, slot the slick gearchange into first, raise the revs to 3000rpm to clear the turbo-lag, leap off the clutch and force the accelerator pedal deep into that gold carpet. Tiny 1397cc engine shrieking under load behind the seats, skull thrust back against the headrest, wafer-thin doors helping the five-second 0-60 sprint make itself felt with blood-letting intensity, followed by Gatling-gun overrun on throttle lift-off.



The 5 Turbo 2 needed keen driver and Renault's performance catalogue for best performance: rollcage, lightweight Gotti alloys and clubman-level power were all optional extras



The sense of total commitment to the cause of speed doesn't let up when you're cruising. It doesn't take long to realise that in order to get the best out of the Renault, you have to think almost solely in terms of rpm and turbo-boost. Allow the revs to fall below that magic 3000rpm barrier and you're left with a 1.4-litre shopping car. Keep it on the boil, stabbing it towards its 6000rpm redline, and it feels genuinely capable of devouring a Ferrari 308.

But in order to pilot a 5 Turbo as quickly as rally ace Jean Ragnotti, you have to keep it on-boost through corners too. First, make sure it's properly set-up - years of being undervalued compared with other homologation rivals like the Lancia Stratos mean many have been neglected and bodged, so make sure it's sporting the right de Carbon dampers and non-aftermarket wheels. Thankfully doubling values over the last ten years - especially among French collectors - mean they're usually better looked-after nowadays, albeit a rarer sight in British dealerships.

Having learnt my lesson bogging it down in third gear through a hairpin, I attack a series of snaking S-bends. Third works well for these, but my accelerator foot is paralysed with fear at half-travel. The bulbous tyres seem to generate plenty of grip, but move the accelerator up and down by millimetres and the car twitches and squeals mid-bend. With a 2340mm wheelbase and rear-wheel drive, it'd be near-impossible to rescue from a spin, but you could easily provoke it into one through lift-off oversteer or badly-judged boost increase.

You're perpetually on a knife-edge in a 5 Turbo. If you can master it, you'd probably make for a half-decent rally driver.

Owning a Renault 5 Turbo 2



'You have to forget all the usual rules of driving classic cars and treat a Renault 5 Turbo quite harshly in order to get the best out of it,' says Oliver Melliard, whose business Melliard of London (melliardoflondon.com) specialises in the French homologation

specials, and where this example is currently for sale.

'They're fundamentally robust though - the engine is a mass-produced block at heart. But what gives them a sense of fragility is their sensitivity to set-up. With the wrong tyre pressures, for example, their handling can be lethal. The De Carbon dampers suffer with age but they're rally parts, designed to be swapped at service stops, so they can't be repaired, and you can't buy new ones. But it needs them to handle properly, so you need to get the originals re-gassed.'

'The best examples of these cars nowadays come from Germany, where buyers tended to buy them fully-specced with more power and kit.'

Renault 5 Turbo 2 'Factory 185'

Engine 1397cc in-line four-cylinder, ohv, Bosch K-Jetronic fuel injection, Garrett T03 turbocharger **Power & torque** 185bhp @ 6000rpm; 160lb ft @ 3250rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front: independent, unequal-length double wishbones, torsion bars, telescopic dampers, anti-roll bar. Rear: independent, unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs front and rear **Weight** 970kg **Performance** Top speed: 128mph; 0-60mph: 5sec **Cost new** £15,300 **Classic Cars Price Guide** £22,000-£70,000 (Without factory-fitted 185 kit)



O

ulton Park, April 26, 1986. It's the first round of the BARC Production Sports Car Championship. Privateer competitors in ex-Le Mans Porsche 935s and Ferrari 512 BBs look forward to another year trouncing plucky tuners in British sports cars. And that includes what looks like Chris Schirle's bright yellow TVR 390SE from the previous season, now wearing a massive rear spoiler. That'll give the Morgans and Marcoses some bother, so long as its V8 doesn't blow up again.

The supercar pilots didn't smirk for long. Steve Cole's TVR 420 Special Equipment Aramid

Composite was up to third place in the space of as many laps. One lap later, it snapped at the rear bumper of the leading Porsche. By the time the TVR's differential gave up on the 18th lap, it had been making convincing lunges for the lead. By the end of the season, it had won nine races and made the podium at another five.

Fellow competitors got angry, claiming TVR was contesting a privateer championship with a works team. Grounds for a ban were quickly found - not enough examples of the **TVR 420 SEAC** had been manufactured with Kevlar bodies to homologate them for racing. Schirle's 'works-supported' team withdrew and TVR went on to create the Tuscan Challenge in riposte.

Luckily, our car today is one of the few Kevlar SEACs. The reason for the production deficit was because it was a difficult material to work with on a road car, the flat planes of bodywork

often rippling and bowing in the middle. Neither the Kevlar nor the equally awkward rose-jointed suspension of the early cars amount to a premium for today's buyer, a reflection of the way they continue to frustrate the ownership experience. But it all contributed to a 300bhp car with a kerb weight of 1170kg - and with a huge rear downforce-wing, flush-glazed nose and steeply-raked windscreen, it was slippery for a roadster. For a few brief months before Porsche unleashed the 197mph 959, the 420 SEAC's five-second 0-60 time and 165mph-plus genuinely vied with the Lamborghini Countach and Ferrari 288 GTO in the world's fastest production car stakes. Yet there was no exotic engineering under the bonnet, just raw Solihull muscle. It all adds up to a remarkably cheap supercar - as the wedges continue to be overlooked in favour of curvier Nineties cars, TVR's mightiest Eighties offering still struggles to break the £20k mark.

Yet it doesn't feel cheap, the traditional long-legged TVR interior boasting swathes of leather and high-quality wood. And the savagery of the V8's race-informed bore and stroke, coupled with a body sculpted by aerodynamic science and chemical engineering, means it is genuinely comparable to those Italian supercars.

Violent is the word that springs to mind. It's a visceral, howling, angry car that bucks under its own hard acceleration and writhes into corners, the smooth wheelrim racing through my fingers. I can see the tiny speedometer in my peripheral vision, and its needle is flicking wildly as though it's actually a gauge measuring throttle pedal angle, so linear is the SEAC's torque delivery, unfettered by excess weight or drag.



Before the 200mph club arrived, TVR 420 SEAC was one of the world's fastest cars. Bored-out Rover V8 generates 300bhp within 1170kg car; interior spacious and luxurious

'A howling, angry car that bucks under its own hard acceleration and writhes into corners'

But ultimately, it'll scare you sensible. I find myself entering bends at 80mph - a speed that seems slow compared to how absurdly easy it makes three-figure velocity on straights - and a sudden gale of understeer howls through the front undercarriage. It's a combination of simple physics - the car's lightness merely emphasises the engine's mass in the nose - and 245/40 VR17 Pirelli P-Zeros plus that massive downforce wing excessively aid rear grip. It's necessary though - engineer Schirle once removed it from the racer in search of ever more speed on track, and Cole returned to the pits a lap later declaring it 'undriveable'.

So before long, you're forcing yourself to think like a racer in order to avoid doing anything unwittingly dangerous. Accelerate only on straights or once a clean corner exit is visible. Brake in straight lines and remember there's no ABS to help keep you out of the scenery. Keep gearchanges measured and deliberate on the hefty, long-throw gearbox. It's rewarding once you get it right, but it's a nervous, intimidating driving experience from a very serious supercar - one that should perhaps be regarded more as Britain's GTO rather than some overgrown kit car.

Owning a TVR 420 SEAC



TVR specialist Paul Jackson runs Amoré Autos and has owned several 420 SEACs. 'Originality is important with SEACs because of their variable specification. Only the earliest cars had the full complement of Kevlar in the bodywork and race-derived rose-jointed suspension, making them 200kg lighter and better-handling than identically badged later cars. 'Kevlar is a temperamental material to work with, and repairing a small crack involves blending in a glassfibre mix, which makes it heavier. The materials are 50 per cent more expensive than regular glassfibre, and require more time and expertise to fix.'

'The 4.2-litre engine is a North Coventry Kawasaki-tuned Rover V8. Make sure it has an 'NCK' stamp on the bottom of the block. It has a wider bore than a standard Rover 3.5, but the commonality of parts elsewhere means it's no more expensive to rebuild - and most will have been by now.'

TVR 420 SEAC

Engine 4228cc V8, ohv, Bosch L-Jetronic fuel injection
Power & torque 300bhp @ 5500rpm; 290lb ft @ 4500rpm
Transmission Five-speed manual, rear-wheel drive
Steering Power-assisted rack-and-pinion **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, lower wishbones, driveshaft as upper link, torque arm, coil springs, telescopic dampers
Brakes Discs front and rear **Weight** 1130kg **Performance** Top speed: 165mph; 0-60mph: 5sec **Fuel consumption** 17mpg **Cost new** £31,000 **Classic Cars Price Guide** £6000-£15,000

Tony Southgate

the science of speed

The designer, whose career spans Sixties F1 to Le Mans prototypes via Group B rallying, explains the Eighties performance leap – and how engineering physics kept up



'Tyre technology was responsible for the Eighties performance car boom,' says Tony Southgate as he reflects on our quintet of five-second rockets. 'They were getting wider and wider for a start, but in the late Seventies tyre companies started working with manufacturers to design rubber for specific cars, rather than constructors just buying them off the shelf. One of the most crucial of these was Renault – the 5 Turbo was a very brave move, but Michelin was basically paying half the costs of the project so it could develop its tyres using the car.'

Renault's gamble worked, and as the Group 4 rules gave way to Group B, soon nearly all competitors were pursuing the strategy of an adapted hatchback monocoque with mid-engined configuration and lightweight construction. Although his background was in Formula One, Southgate was working at Ford when this revolution occurred, and he was tasked with designing something to counter the likes of the Renault – the RS200.

'Formula One is straightforward compared to rally car design!' Southgate laughs. 'A rally car has to perform on snow, sand, tarmac, gravel – sometimes all on the same stage, so you need something that's both grippy and lightweight. Ford was very conservative, had just been using lighter, more powerful road cars, and had arrived at the Escort RS1700T, with rear-wheel drive and tubular spaceframes front and rear. With the RS200, we started with the mid-section of a three-door Sierra, so we could reuse things like windscreen glass – 117 parts were reused in total – and the front and rear was redesigned by Filippo Sapino at Ghia for better aerodynamics. Tested in a wind tunnel, it generated positive downforce – most road cars generate lift and downforce measures merely limit it.'

Ford almost dismissed the use of lightweight composites. 'The management couldn't comprehend that an aluminium-GRP honeycomb structure could survive a rally,' explains Southgate. 'I had to build demonstration sections to squash in front of them, and they couldn't believe how vastly superior they were to steel. Even then they ended up compromising by bonding a sheet of steel to the underside, but even then we could have used Kevlar, like TVR did with the 420 SEAC.'

'In motor sport requiring a fast standing start – not Group C, but certainly F1 and rallying – you need grip off the line, minimising wheelspin. That's where the wide tyres come in, but the

advantage of grip runs out soon. Once you've cleared the threat of wheelspin, weight distribution becomes more important. You need weight to be concentrated over the driven rear wheels. The Porsche 911 is superior in this respect, probably the closest road car in terms of weight distribution to an F1 car. Although you can also shift weight rearward by ramping the differential.

'The problem is, weight distribution that aids acceleration can hinder cornering – if you're oversteering, you've failed. On the BRM P180 I experimented with 30/70 front/rear weight distribution, moving the water radiators to the rear; previously it had been 35/65. It won just one race, a fluke, but while it was OK in a straight line, it was difficult to get round corners because the nose was too light. Realistically, 32/68 is as much as you'll get away with, but on a road car the ideal – as exemplified by the TVR – is 50/50 for controllability.'

Nearly all the cars in our test sport spoilers, and flush-glazing on elements like light clusters and windscreens, but how effective is this? 'Although low drag coefficients only really show at much

higher speeds than 60mph, aerodynamics are still important to low-speed acceleration,' says Southgate. 'When we tested the Ford C100 Group C car at Paul Ricard, it was spinning its wheels coming out of a first- or second-gear 40mph hairpin. A change in size of the vertical rear Gurney flap from just a quarter of an inch to half an inch stopped the wheelspin.'

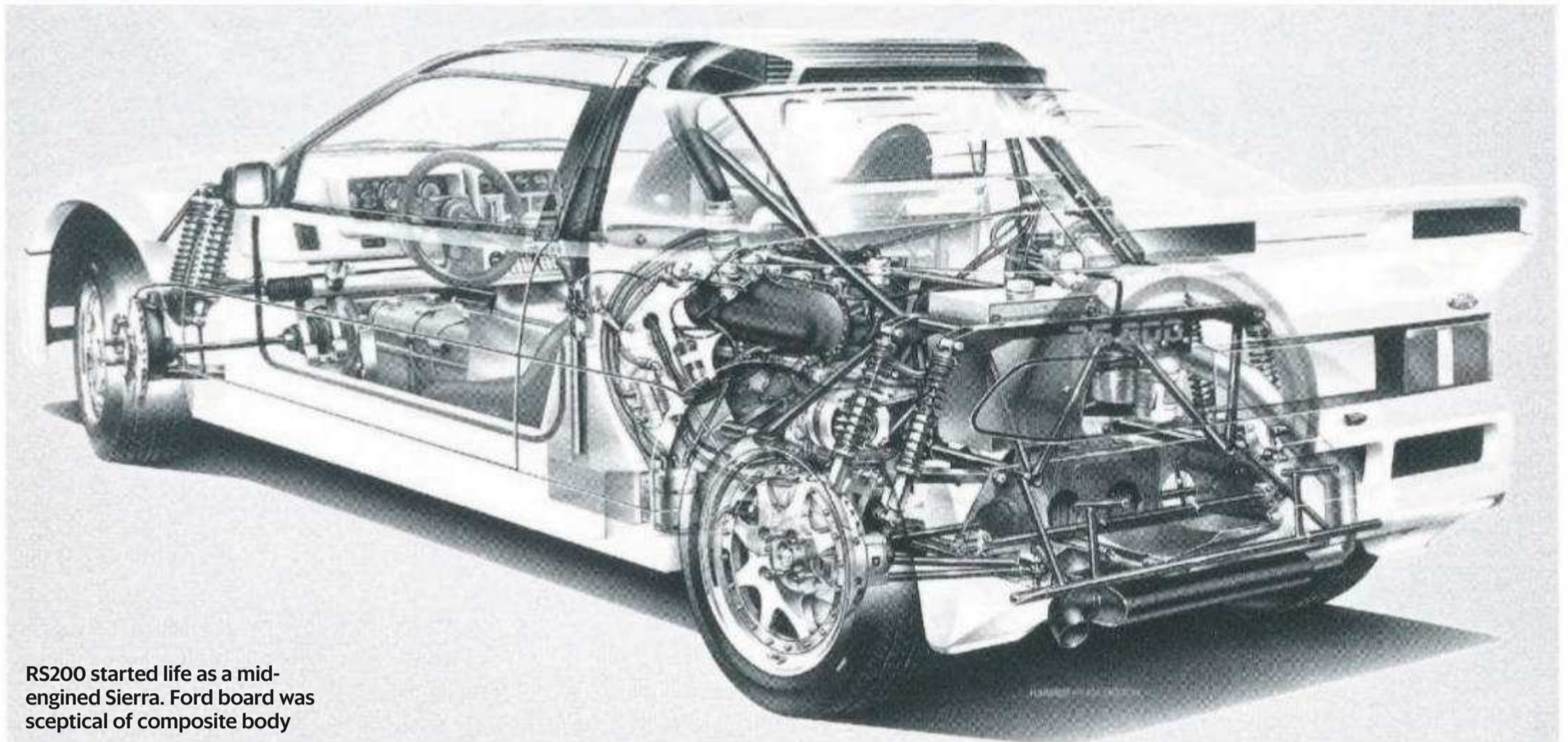
'This sort of thing is largely psychological on a road car – but on track, drivers are acutely aware of aerodynamics. It's like a switch, they can feel it coming on and off and calculate the numbers – if you can generate 200lb more downforce through a

corner by going 15mph faster, you'll do it. Then you'll search for 500lb – if you're brave enough. But then the next element to give up will be the tyres – hence why they're developed together.'

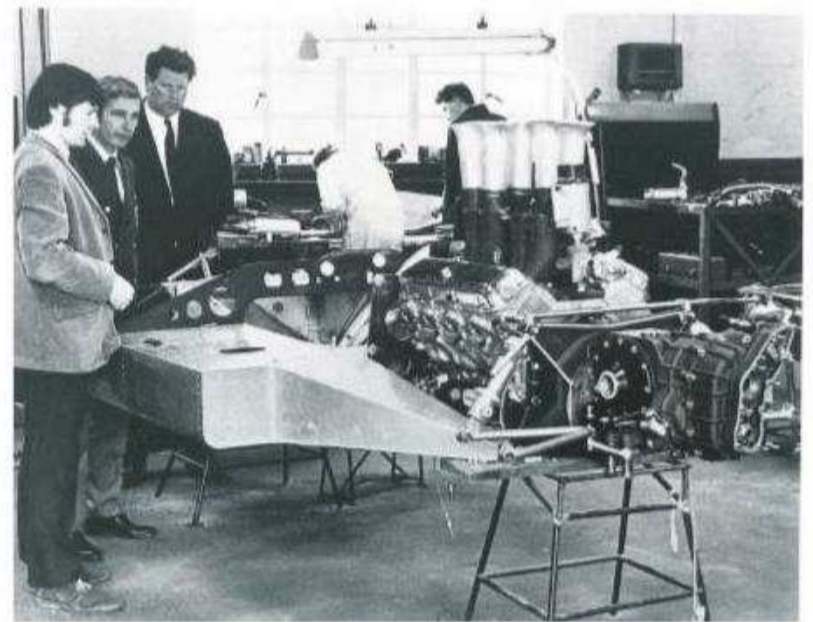
Tyre technology is in some ways more crucial in the USA, where IMSA cars like the Corvette GTO competed on high-speed oval tracks. 'At Daytona, when you get to the banking of the track, the tyres suddenly take on a lot of extra load. You need to anticipate this, working with tyre engineers to avoid sidewall squash, and cars set up for American circuits need slightly higher ride heights to stop them bottoming out, and you'll need far more downforce than Le Mans with its 200mph straights.'

'And of course, the most crucial motivating factor of all in motor sport engineering is beating Porsche.'

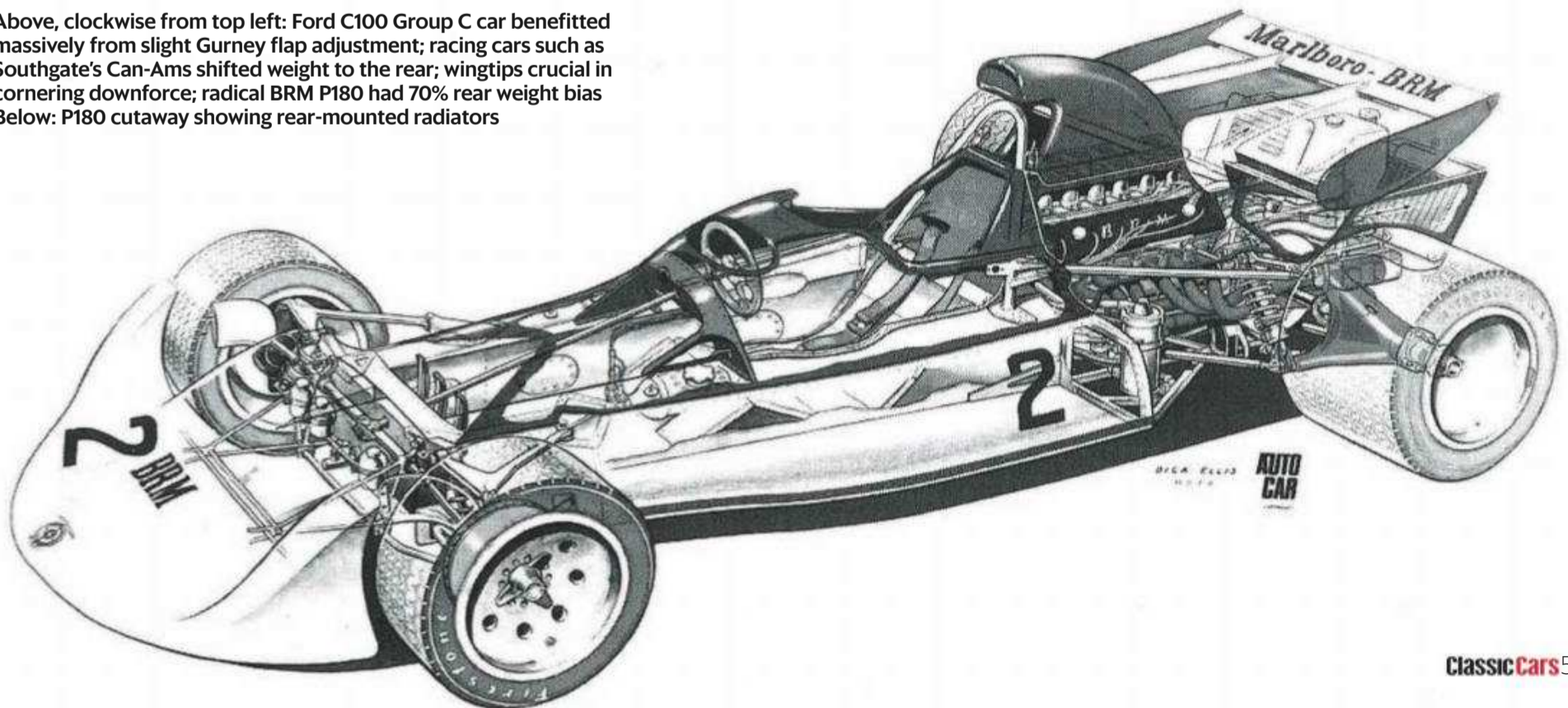
'Weight distribution that aids acceleration can actually hinder cornering'



RS200 started life as a mid-engined Sierra. Ford board was sceptical of composite body



Above, clockwise from top left: Ford C100 Group C car benefitted massively from slight Gurney flap adjustment; racing cars such as Southgate's Can-Ams shifted weight to the rear; wingtips crucial in cornering downforce; radical BRM P180 had 70% rear weight bias
Below: P180 cutaway showing rear-mounted radiators





Compact V8 Zagato was Aston's first true sports car since the Sixties. Vantage Volante has unslatted headlights. Engine more powerful than standard Vantage, but downdraught Webers necessitated awkward bonnet bulge; interior combines British and Italian style themes



The Aston V8 Vantage was a supercar of the old school. Firepower derived from downdraught Webers, aerodynamic improvements made by blanking off grilles and scoops. Aston flirted with the idea of mid-engined supercars - 1980's Bulldog was reminiscent of the Maserati Bora, but it remained a concept. Aston contested Group C, but no roadgoing AMR racers followed. Then Aston boss Victor Gauntlett happened upon a sleek Zagato concept, the Zeta 6, at Geneva in 1983. It used light weight, truncated proportions and smooth aerodynamics to turn Alfa's GTV6 into a serious performer. A plan was hatched to do the same with the V8 Vantage, echoing the DB4GT Zagato. Fifty orders were taken on the emergence of a stylist's sketch.

Looking at this **Aston Martin V8 Vantage Zagato**, I can see why some of those creditors were initially disappointed. The angular, bumperless nose is more Audi Sport Quattro than pretty DB4, and that ski-ramp bonnet-bulge looks like a hot-rodder's backyard bodge. But look closer and there is elegance - the Lagonda-referencing tail and tiny bumperettes, as well as evidence of performance engineering in the form of meticulous flush-glazing, with elements like headlamp covers, windscreen edges and door mirrors flowing seamlessly. Aston's standard Vantage was stuck in a world of chrome windscreen trim and whistling rain-guttering.

Climb aboard and you're greeted with a remarkable meeting of Aston and Zagato values. The angular instrument cluster and

diagonal motif in the door cards is typical of the bold, striking Italian supercar interior design of the era. But the polished timber, dazzling chrome and pungent leather that's more saddlery than couturier reeks of a British aesthetic of stud farms and Jacobean drawing-rooms. Crucially, it's supremely comfortable and the ergonomic driving position is reminiscent of the TVR's.

The V8 soundtrack is familiar yet amplified via a freer-flowing exhaust system as well as the lack of roof in this Zagato Volante - one of just eight Vantage examples built. It lunges forward with intoxicating fury, a hard-edged crackle thrashing from the tailpipes. I'm still relaxing in my armchair - it hasn't forgotten how to be a proper Aston V8 - but the car itself is behaving like a TVR.

Blackpuddlian comparisons surprisingly continue into the corners. The use of lighter-gauge aluminium, ditching the rear seats and paring back the overhangs liberates the previously-hefty Vantage of 277mm and 168kg, and concentrates its weight between the axles. In tight bends, it pivots with a faithfulness, predictability and immediacy alien to any Aston since the DB4GT, with only the shuffling of the de Dion-suspended rear a reminder of the DBS-derived chassis' age. It's 30mm slimmer than a V8 saloon too, and feels easy to place in corners. It doesn't take long behind the wheel to feel confident enough to take liberties in corners in a manner you wouldn't dream of doing with the TVR.

It's geared for spectacular performance - 0-60 in 4.8 seconds and on to 185mph - but this doesn't help on B-roads. The colossal 395lb ft lulls you into thinking you can carry complexes of tight bends in third gear, but it judders in protest as the revs sink



'It hasn't forgotten how to be a proper Aston V8 – but the car itself is behaving like a TVR'

towards 1000rpm. Shift down and second is too peaky when playing at 30-60mph. It's difficult to rein in at the end of straights too – like the TVR – but unlike a Ghibli or Daytona, squirms alarmingly under hard braking.

Still, I can't help but think that the Zagato marked the moment of Aston's true post-oil-crisis renaissance. Vantages and Lagondas kept the flame alive, but the Zagato proved it was possible to create a compact, sporty Aston that retained its trademark luxury. It's the ethos that sired the 1994 DB7 and 2003 AMV8, brought the marque back to GT racing, and invigorates Aston's spirit today.

Zagatos have never been cheap, so they haven't suffered shoestring maintenance like some V8s and Virages. However, years spent locked up in speculators' collections can generate astronomical recommissioning bills if the engine or suspension needs rebuilding, but you'll be spending a six-figure sum to enter the Aston Zagato club at any viable level anyway. Given the lower state of tune of the standard, blanked-grille Volante, it doesn't command a premium over a Vantage coupé, but a Vantage Volante like this costs in excess of two mint-condition hardtop Zagatos.

Owning an Aston Martin V8 Zagato



'They're actually fairly bulletproof for a high-performance supercar, and the handling is phenomenal,' says Roger Bennington of Stratton Motor Company, who likes his Vantage Zagato so much he bought it back for a second time. 'It's a V8 Vantage X-Pack at

heart, mechanically identical except for the carburettors and a freer-breathing exhaust system giving 20bhp extra. By the time it came out, Aston had ironed out all the bugs. Lack of use makes them suffer – brakes in particular.

'They are very rare – only 50 were built, and just eight genuine Vantage Volantes – most Zagato Volantes were standard V8-spec. The lighter-gauge Italian aluminium body dents easily, but it's no more expensive to repair than standard V8 bodywork. The plastic parts are harder to come by – I bought one of the last front bumpers from Aston for mine, you'd have to get replacements specially made now.'

Aston Martin V8 Vantage Zagato Volante

Engine 5340cc, dohc per bank, four Weber 48 IDF3/150 carburettors **Power and torque** 432bhp @ 6250rpm; 395lb ft @ 5100rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Power-assisted rack-and-pinion **Suspension** Front: independent, unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: de Dion tube, Watts linkage, trailing arms, coil springs, telescopic dampers **Brakes** Discs front and rear **Weight** 1650kg **Performance** Top speed: 186mph; 0-60mph: 4.8sec **Cost new** £125,000 (1988 coupé, Vantage Volante on special order for undisclosed sum) **Classic Cars Price Guide** £60,000-£200,000 (standard Zagato Volante or Vantage coupé)



Forget 'Yank tank' clichés – this is a sharp-handling 186mph supercar created by Lotus. Sophisticated V8 uses F1 and powerboat technology. Interior cheap but looks futuristic

The FIA's Group B regulations were always meant to form a racing series as well as a rally class. Because of the cost of building homologation runs, it only resulted in a few BMW M1s and Porsches at Le Mans. However, in IMSA's parallel American jurisdiction, which didn't need homologation specials, the near-identical GTO class ran wild with silhouette-bodied sports cars scrapping behind GTX-class Group C doppelgangers. The US tuning industry boomed for the first time since the Sixties.

Chevrolet embraced the opportunities presented by IMSA. Its Corvette was banned from production-class SCCA club-racing in 1987 for exerting TVR 420 SEAC-like dominance. Behind the scenes, parent company General Motors had swiped Lotus from beneath expected buyer Toyota's nose following its 1986 stock-market flotation. A Corvette GTO won its class at the 1988 Sebring 12 Hours, and in October a GTO-inspired road car was unveiled to the press – the **Chevrolet Corvette ZR-1**.

Lotus' Tony Rudd had actually been working on the ZR-1 since 1986. The antiquated pushrods of the 5.7-litre small-block V8 went in favour of Formula One-derived quad-overhead camshafts. Lotus recalibrated the springing and damping rates. A six-speed manual was the only gearbox available.

Seen 'in the glassfibre' the Corvette ZR-1 has remarkable, unanticipated presence. The widened bodywork, flaring out to contain massive 315/35 ZR17 tyres at the rear, and the way the

smoked lenses of the revised flush-glazed light clusters seem to blend seamlessly into this one's black bodywork give it the look of a spaceframed, one-piece silhouette-bodied racer. Today, it's the only thing that can really complicate ZR-1 ownership – while it's just as reliable as the mass-produced C4 and shares much of its componentry, ZR-1 body panels aren't available off the shelf like most C4 bits, so any damaged ones ideally need repairing rather than replacing. Star-cracks can help you negotiate a bargain.

Open the door and you lower yourself into a high-silled cockpit that's part racing tub, part F-14 Tomcat. Turn the ignition key and the dashboard flashes into bright, digital life like an Eighties arcade game, although the engine just gives off a subdued purr.

Get it underway and, remarkably, it feels quite compact. The view down the bonnet is more curvaceous and Stingray-like than it appears from the outside, and the sharp peaks of the wings make it easy to place on twisty roads. It handles them well too – the power steering is very light and lacking in fine feedback, but it's as immediate and intuitive in its responses as a Lotus.

For a 385bhp V8 the LT5 is remarkably docile and quiet at low speeds. Accelerate hard though, and it's a different story. The quad-cam engine gives off a fiery scream – high-pitched, not brittle like an Italian V12, but not the traditional loose and bassy bellow of a typical American V8. The road and the yellow digits flashing up in the middle of the instrument cluster become a frenzied blur. Get it on a motorway and 100mph is absurdly, effortlessly easy. So's 150. Then my right hand rests on the chunky gearlever and I realise I'm only in the fourth of its six intergalactically long



'0-60 in 4.2sec makes it faster than an Aston Martin that was four times its price when new – and ten times its price now'

ratios. It doesn't run out of heave until 186mph, having cleared the 0-60 dash in 4.2 seconds. That makes it faster than an Aston that was four times its price when new and ten times its price now. When you think about its racing pedigree, this performance surely warrants comparison with the likes of the 959 and 288GTO.

And yet you can buy a mint Corvette ZR-1 for less than £20k, provided you can find one. Buying privately in the UK or Europe is your best bet - they're highly-prized in the US and shipping duty makes them poorer value than finding an original import, and dealers will charge £20k or more for mint low-mileage examples.

You're not getting a sophisticated engine carried by a chassis that can't quite cope - the front-mid configuration gives it the balance of a Lotus Excel, with body control and powerful braking to match. Only the hollow-feeling plasticky dashboard finish undermines it. But this car is all about IMSA GTO-style performance and handling for the road, and it's also capable of taking on some of the best European supercars of its era.

Owning a Chevrolet Corvette ZR-1



'It's a genuine supercar that can be fixed with a set of spanners – probably the last of its kind you can say that of,' says Chevrolet Corvette ZR-1 owner Alan Lewis. 'Aside from the engine, it's pretty-much all standard Chevrolet Corvette C4, and therefore

mechanically simple. Lotus designed the engine, but it was built by Mercury Marine and subjected to the durability testing regime it used for powerboats, where it was redlined from idle. It has thicker internal castings than the standard Chevrolet small-block V8, so despite having more complicated valve gear, it's probably more reliable than the standard Corvette. I've driven this car all over Europe, including high-speed German autobahn runs.

'The electronic adjustable damping system often fails, but most owners just disconnect it. ZR-1 replacement body panels are hard to come by and expensive though.'

Chevrolet Corvette ZR-1

Engine 5732cc V8, dohc per bank, Delphi Multec electronic fuel injection **Power and torque** 380bhp @ 6000rpm;

370lb ft @ 4500rpm **Transmission** Six-speed manual, rear-

wheel drive **Steering** Power-assisted rack-and-pinion

Suspension Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, parallel trailing arms, transverse leaf spring, lower link, driveshaft as upper link **Steering** Power-assisted rack-and-pinion

Weight 1560kg **Performance** Top speed: 186mph; 0-60mph:

4.2sec **Fuel consumption** 18mpg **Cost new** £36,035

Classic Cars Price Guide £9500-£18,500



It's odd that the Porsche 911 has become so inextricably linked with Eighties culture. True, it became an unimaginative visual-shorthand status symbol whenever a film producer wanted to pair a showy arriviste with wheels to match, but Porsche seemed indifferent to its success. Production-class racing efforts were focused on the 944, international recognition was won with the 962, and the Group B rally 959 served as a technological showcase. It might have received a displacement increase here, a new gearbox there, but the 911 and its Turbo sibling remained torsion-bar-suspended, Seventies-rooted anachronisms, no matter how popular they were in the showroom.

However, during this time a new 911 was designed. Codenamed 964, it kept the rear-engined, air-cooled principles, but applied the smoother aerodynamic profiling, coil-sprung MacPherson-strut suspension, anti-lock braking, power steering and four-wheel drive of the 959. With a more capable chassis than its predecessors, it would be could handle much greater performance. A new 250bhp 3.6-litre flat-six engine was developed, and upon its eventual release in 1989, the new normally-aspirated 964 Carrera 2 produced the same performance figures as the old 930 Turbo.

The old 3.3-litre unit, its harsh characteristics smoothed over with modern anti-lag measures, was carried over from the 930 to create a half-hearted range-topper. But behind the scenes the **Porsche 964 Turbo 3.6** seen here was being developed - a 911 with 959 performance. Because of the effects of the early-Nineties

recession on Porsche's sales, development of its 360bhp 'M64' engine had been repeatedly put on the backburner. In the end, it was available for just 12 months - mid-1993 to mid-1994. With just 1437 built, it's one of the rarer and more sought-after 911 variants today and this is reflected in its pricing - although the Porsche market has softened lately, Turbo 3.6s having peaked just beyond £200k a few years ago, the £180k you'll pay now for a rust-free low-miler is still four times what they were worth ten years ago.

It doesn't take long behind the wheel of the Turbo 3.6 to realise how far removed it is from the previous-generation 911. The intimate, hyperactively talkative steering is gone, washed away by 225/40 ZR18 Pirellis up front and a thick-rimmed wheel. However, in place of the old 911's jiggly nervousness, there's confidence-inspiring solidity, endless grip and a sense of imperviousness. A stable launch platform, set for a relentless assault on the horizon.

Take your first foray into the 3500rpm-plus boost zone and it's clear that this is no longer merely an overpowered 911 kicked into supercar contention by its turbocharger, but comprehensively devised to operate on another plane altogether, with Ferrari 512TRs and Lamborghini Diablos in its sights. It's conceived with the same sense of flamboyant irrationality as well - it would have made more financial sense for Porsche to have abandoned this car to concentrate on the new 993 instead, but it persevered with its development for three years simply to make a point.

Problem is, it suffers from the same issues as the Italians at lower speeds. Kept off-boost by short-shifting, the old 930 could still be treated like a sports car on tangled roads that'd leave a



964 Turbo 3.6 feels more stable than its predecessors – and much faster; 360bhp engine took Porsche four years to perfect. Quality interior offers calm amid the 174mph fury



'There's confidence-inspiring solidity, endless grip and a sense of imperviousness'

Testarossa flailing. The 964, its wheels widened in the name of grip, is too broad to feel wieldy on B-roads. But it's incredibly urgent and you need to stay alert - the rear end will still try to overtake the front if you take a tight corner too hard.

Stick to supercar behaviour though, and the Turbo 3.6 rewards in a way its Italian rivals don't. It's slick, smooth, easy to see out of, even economical compared to a V12. There's a decent amount of luggage space too, so you can imagine making a long trip, taking pleasure in rapidly covering ground. It's a supercar for grown-ups.

It doesn't howl with fury like a TVR or an Aston. It gathers speed in an understated, progressive way, the whistle of the turbocharger signalling the subtle but massive accumulation of torque. The ABS allows confidence not present in its predecessors when progressively slowing from such massive speeds too.

It didn't take long for Porsche to eclipse the 964 Turbo 3.6 with a plethora of 993 variants in a more economically stable era - but they existed in the shadow cast by the McLaren F1. The 964 Turbo 3.6, however briefly, once shone brighter than all its rivals, and guided the concept of the practical supercar into a new era.

Owning a Porsche 964 Turbo 3.6



'They often clock up huge mileages – it was a supercar you could use, far more so than its rivals,' says owner James Taylor. 'And it still retains those qualities today – interiors are hard-wearing, and they're very mechanically reliable so long as they've been properly serviced. That said, they will rust eventually – though not as badly as previous generations of 911 – and are prone to minor electrical faults, such as battery drains. The ignition cuts out if it's kept idling for too long, harming the battery when restarted. They're from an era of dodgy aftermarket immobilisers and stereos too.'

'They are one of the great collectible 911s. Even in a time when Porsches were relatively mass-produced, fewer than 1500 Turbo 3.6s were built, and it was a proper engineering tour de force, not a special edition. As a result, they've shot from under £50k to almost £200k in a relatively short time.'

Porsche 964 Turbo 3.6

Engine 3600cc horizontally-opposed six-cylinder, sohc per bank, Bosch K-Jetronic fuel injection, KKK K27 turbocharger

Power and torque 360bhp @ 5500rpm; 384lb ft @ 4200rpm

Transmission Five-speed manual, rear-wheel drive

Steering Rack-and-pinion **Suspension** Front and rear:

independent, wishbones, MacPherson struts, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs front and rear

Weight 1470kg **Performance** Top speed: 174mph; 0-60mph:

4.8sec **Fuel consumption** 21mpg **Cost new** n/a (special import)

Classic Cars Price Guide £100,000-£180,000

It almost seems unfair to try and compare these cars. They were built for such different purposes and environments, from hurtling off the mark at the raise of a marshal's hand and dancing through hairpins against the clock in the case of the Renault, to vying deliberately for world's fastest supercar honours against all economic odds with the Porsche.

However, there are three cars here in which their sub-five-second acceleration abilities - and the lengths their manufacturers went to in order to achieve it - speak of far greater significance. Our three front-engined V8 bruisers from Blackpool, Newport Pagnell and Bowling Green, Kentucky. And two of them are absolute bargains.

Aston Martin's performance and prestige was never in doubt prior to the release of the Vantage Zagato, but it took the Zagato to prove it could also challenge its Italian competitors in the driver's-car stakes. In retrospect the Virage which replaced the old V8 in 1989 was a brief and distracting misfire - the popularity of more compact, concentrated Astons from the Nineties onwards

ultimately proved the success of the Zagato's formula. The Astons which followed it are better value for money, but the marque has never quite been the same since the Zagato first emerged.

The TVR 420 SEAC shocks with its sense of seriousness. I can't help but think that had it been homologated as a Group B racer and banned from Le Mans rather than Croft it would have garnered more respect through its infamy and be better known. As it is, it's a forgotten gem, waiting to be discovered by supercar drivers drawn from outside TVR's traditional ownership pool, and they'd be spending a fraction of their usual budget too.

However, there is one car here which doesn't just succeed, but excels on every level - the ZR-1. Perhaps if it wore a Lotus badge on its nose, people would have paid it more attention outside of its homeland. But the raw facts remain - the cheapest car here is also the fastest, best-handling and most reliable. Added to that, it is as impervious to the rigours of regular use as a Volvo estate, has motor sport pedigree as formidable as any Porsche, outlandish styling inside and out, and performance on a par with a Ferrari 288 GTO. Go out and buy one now before anyone else notices.

Thanks to: RS Williams (rswilliams.co.uk), the Osprey Group (ospreygroup.co.uk), Philip Raby, Sports Purpose (sports-purpose.com), Marc Byrnes, Mark Walpole, and Paul Jackson at Amore Autos (amoreautos.co.uk)



Amongst this diversity of rapid rivals, one car noses ahead of the rest - and probably not the one you suspect...



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THE LON

Fit for royalty – Quentin basks in the Cloud's opulent lines at Rowington Hall, once owned by Henry VIII



GGAME

Quentin Willson has been busy unearthing the fascinating backstory of a piece of automotive history – and you could do the same, he says

Photography JONATHAN JACOB

Today I'm sitting in the back of a rather special Rolls-Royce. It's a gratifying moment. An exciting find. A piece of R-R history. The mellowed leather is soft, the inlaid walnut gleams and my feeling of satisfaction is palpable. We ooze majestically along in the summer sunlight like it was 1956 all over again. This is the heartening story of buying the prototype Rolls-Royce Silver Cloud I long wheelbase for the price of an average - but not nearly so historically significant - Standard Steel version.

But here's the thing, this car was advertised on the open market and hadn't suddenly emerged from hidden storage. All I did was spot its potential and research the important back story. So, gentle reader, take heart, because you can do it too.

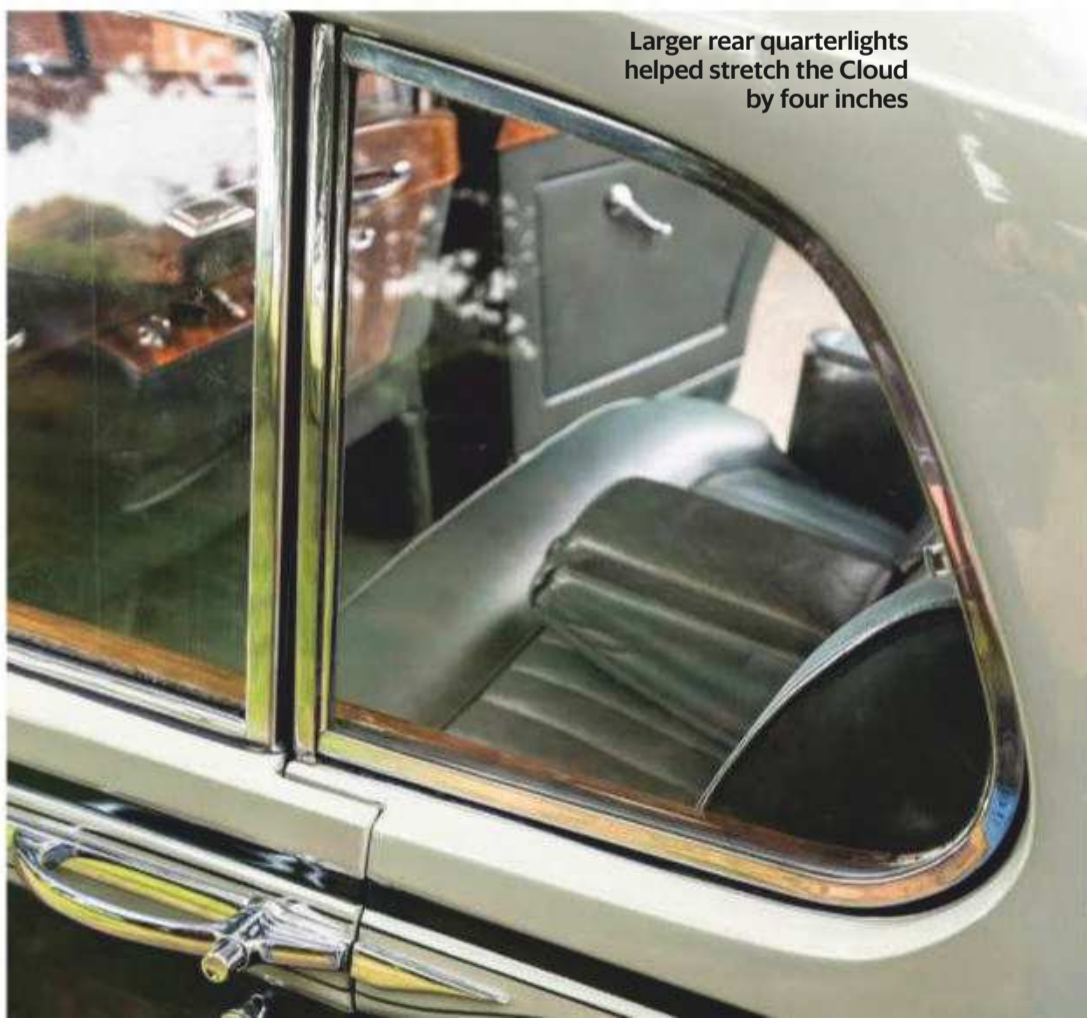
When an old friend, Ian Mulingani, rang to say he'd spotted an experimental Silver Cloud for sale, I was intrigued. Ian already drives a Bentley S2 - bought, he admits, because of a column I wrote in this magazine - but fancied selling his modern Bentley Continental GTC and buying the Cloud as a weekend car instead. Was this, he asked, an insane idea? A few minutes on the internet showed that buying this unique Roller wasn't insane at all but a cast-iron opportunity as the prototype of only 26 first-series lengthened Clouds ever built. For sale with Vintage and Prestige in Essex on behalf of a customer, it was worth a closer look.

We were charmed at how fresh and unmolested this car looked - restored, shiny and straight with matching numbers and in fine original condition. V&P couldn't have been more helpful and allowed me to prod the underside on its ramps and take a long test drive. Apart from some micro-blistering in the paint on the roof, elderly Dunlop Fort tyres and some squeaking from the front anti-roll bar bushes, I was impressed and frantically nudged Ian to get a deal done quickly. A couple of days of nail-biting negotiation followed and eventually V&P agreed to take Ian's 2007 GTC in exchange plus a token amount of cash. But at that stage neither of us knew just how historic 'YLG 990' really was.

Leafing through R-R history books, pictures of the car kept appearing whenever an LWB Cloud 1 was mentioned. Then I discovered an entire chapter devoted to YLG 990 in Davide Bassoli's history of the model, *Every Cloud has a Silver Lining*, with several photos of the bare bodyshell being worked on in the Experimental Shop of R-R coachbuilder Park Ward in North-West



Quentin says that the lengthened rear compartment ramps up the opulence



Larger rear quarterlights helped stretch the Cloud by four inches



‘Despite a bodyshell that’s been literally sawn in half and stretched, body control is good with few creaks or shudders’

London. Another photo turned up suggesting that YLG was designed by R-R Chief Stylist John Blatchley, who penned the original Cloud in 1951. In a period Rolls-Royce PR picture showing Blatchley at work in his styling office you can clearly see a clay model of Design 858 - the experimental LWB Cloud - in the background. The positioning of the model wouldn't be accidental in such a stage-managed photograph and is persuasive evidence that it was another of his Silver Cloud masterpieces and he'd been physically involved in sculpting this very prototype.

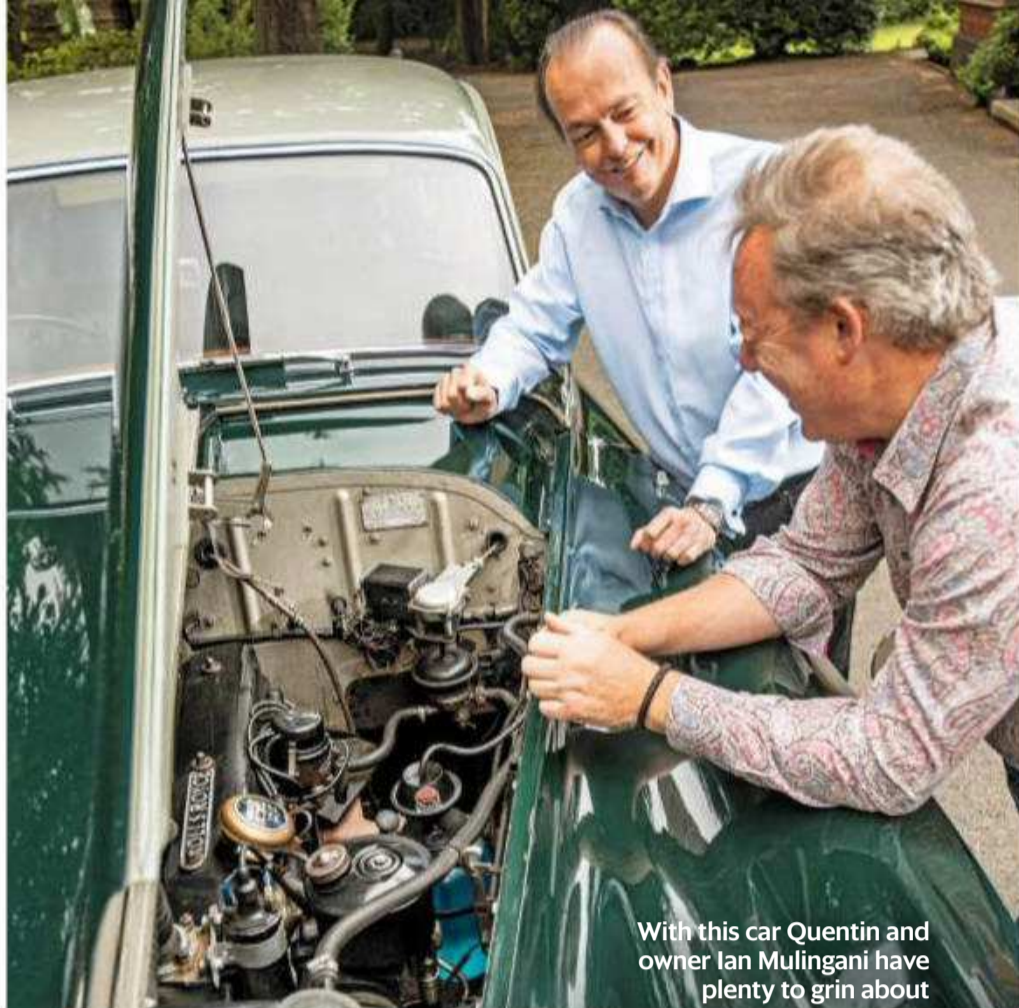
Experimental Design 858 was built up by Park Ward by cutting a Cloud bodyshell in half and fitting a longer floorpan, sills and stretched roof. Completely new rear doors and frames were fabricated, the central pillars repositioned, the rear wings reworked and two handsome quarterlights sculpted into the rear roof pillars. In early 1956 the completed 'shell was sent to Crewe for paint, trim and fitment of the longer chassis and mechanicals. Checking the Rolls-Royce Enthusiasts' Club records, the finished prototype wearing experimental chassis number 28-B was registered for the road in October '56 with Cheshire County Council; YLG is a familiar number plate sequence often worn by R-R factory cars. It then went back to Park Ward for its engineers

to carry out body stiffness testing and try out different versions of the central division. Final work and evaluation took three months and then YLG returned to Crewe for further development and road testing. After another trip to Park Ward in May '57 for finessing and servicing, the Experimental Department chassis number was changed to ALC1X. In June 1957 the finished prototype was delivered to Rolls-Royce's London works, Lillie Hall.

YLG 990 was also a demonstration vehicle for the then-new optional Hobourn Eaton power steering - later to become standard equipment on all Clouds - and was also built with an electronic glass division and extension speaker to the rear compartment. At £6893 it was £1200 more than the Standard Steel version and marketed in sales literature as 'the dual purpose Silver Cloud' to appeal to 'the busy executive who wishes to prepare notes, carry on confidential conversations, or simply relax'. The blurb continued, 'At other times, with the division down, the long wheelbase Silver Cloud is a normal family saloon for weekend use or continental travel.' YLG 990 was the photo car for the official factory sales brochure. I also found previews in *Autocar* and *Motor* magazines in September 1957, the month of the official launch, and two full-page magazine ads in October of the same year.



Original experimental chassis number evolved from 28-B to ALCIX



With this car Quentin and owner Ian Mulingani have plenty to grin about



'The great achievement of this car is its dual personality – it's glorious to drive, but even better to be driven in'



Touch a button and a screen cocoons rear occupants in soundproofed luxury

Owning the Rolls-Royce Silver Cloud I LWB



Ian Mulingani is a big fan of Standard Steel Rolls-Royces and Bentleys and, having run an S2 for five years, he knows all about the costs and challenges. 'These cars aren't really that complicated and if you keep on top of bodywork and servicing and change all the fluids often they're very reliable. I've just spent £6k on the S2 to include trim work,

brakes and carb' overhauls and that's the biggest bill I've ever had. They don't depreciate either, so investing in 'YLG 990' made financial sense. I love its colour scheme, that decadent rear compartment and the fact it looks even slinkier than the normal Cloud. The trouble is you need a chauffeur to really appreciate its magic. I'm going to join the Rolls-Royce Enthusiasts' Club, go to some events and raise the car's profile.

'I took it to Rolls-Royce and Bentley specialist Balmoral in Stourbridge to check over. They said it was in great condition and only needed tuning, some work on the front suspension and the front bumper adjusting because it squeaks. I know I'll have to spend money freshening up the paint to make it really perfect but with such a special history it's always going to be worth improving.'

For Ian the greatest bounty in buying YLG is other people's reactions. 'Everybody wants to hear its story and I get treated like royalty on the road. Sometimes I use it to go to see clients and it's the first thing they want to talk about. They think I'm properly eccentric and I rather like that.'

For two years it served as a press car and demonstrator with Rolls-Royce London Sales, and then in 1959 is recorded as a 'Rolls-Royce Limited company car' used first by the R-R Hythe Road Service Department and then by the Aero Division in London as a limousine for the jet engine maker's executives. Surprisingly, it stayed on the company's books until October 1968 when the chassis card history states it was sold 'as it stands in used condition' to Surrey R-R dealer Weybridge Automobiles for £1150. After that it drops off the radar for a decade and reappears in 1977, painted white and owned by Weber Garage in Southampton. In 1981 it was sold to Southern Comfort Luxury, also in Southampton. One more owner followed, who forked out a large lump of money for a very good restoration and paint job back to the handsome original Sage over Velvet Green. In 2015 YLG was advertised by Ghost Motors in Kent and bought by a doctor, and in 2018 it was offered by V&P - which is where Ian and I join the story.

Lounging in the back while Ian plays chauffeur, I'm struck by how wonderfully opulent the extended rear compartment is. The substantial walnut centre divide with its shimmering writing tables looks like an art deco sideboard. There's a generous central chrome ashtray, switches and loudspeaker volume controls. Press a dainty white button and the electric glass division slides smartly up and I can't hear a word Ian is saying. I settle back into the

deep-pleated green leather seat and try to savour the same languid self-importance of those Fifties and Sixties VIPs. Blatchley's quarterlights in the rear pillars let in much more sunshine than the standard Cloud and I feel as though I'm in the First Class compartment of a Fifties steam train. Philip Larkin's line on the train journey in *Whitsun Weddings* comes to mind, 'All windows down, all cushions hot, all sense of being in a hurry gone'.

I can see that Ian is still talking but the raised division means I'm in a silent world, mesmerised by the thought that YLG's 1957 £6893 list price was a whole £2400 more than the contemporary Mercedes 300SL Gullwing and £400 more than a Ferrari 250GT. For the same money you could have bought three Jaguar XK150s and a Frogeye Sprite. Back then this was a proper tycoon's ride.

We switch seats and I take the helm. The long chrome selector wand snicks precisely into drive and the hefty Bakelite wheel feels liberated by the essential power steering system. Never buy a Standard Steel Rolls or Bentley without it - they're just too cumbersome at parking speeds. The 4.9-litre straight-six spins silently - I prefer its silken smoothness to the later V8s - and we waft imperiously through the Warwickshire countryside. The controls and dials aren't just beautiful, they're a paragon of ergonomic efficiency. The big white-on-black 110mph speedometer is next to the steering wheel, exactly where you want it, and just a glance away are four neat little gauges for fuel, oil, coolant and charging plus a clock. Placed perfectly in the centre of the dash are warning lights for fuel and generator, the headlamp switch and lock for the Yale ignition key. The original factory-fitted push-button His Master's Voice radio still lives below. Everything is symmetrical, balanced and harmonious, neatly laid out with enormous care, like an aristocrat's tea service.

Despite a bodyshell that's been literally sawn in half and stretched, body control is good with few creaks or shudders. Fresh tyres, some work on the suspension bushes and rubber body mountings plus new lever-arm dampers would improve the ride quality even more. Despite its 18ft, two-tons and extra 170lb of weight compared with a standard Cloud, YLG feels alert and poised and I'm impressed with the sheer engineering integrity of Blatchley's conversion. Design 858 doesn't feel like a ponderous limo but drives just as precisely as a standard Cloud. This car's great achievement is that it really does have a dual personality - glorious to drive but even better to be driven in. You can imagine the well-heeled Sixties company director being chauffeured, reading his board meeting minutes in the rear during the week, and then driving himself to see his family in their county pile at the weekend. Elegant, handsome and visually balanced, it's an



YLG 990 can lay claim to siring all of today's long-wheelbase luxury cars

Memories of a star-studded Cloud prototype



This isn't the only historic LWB Silver Cloud I've seen at a bargain price. Several years ago I spotted an online ad in America for a slightly tired '62 Cloud III LWB, originally registered '226 XMA'. The plate rang a distant bell so I checked my records

and found it was Chassis CAL7, the car used in the 1963 Metro Goldwyn Mayer movie *The VIPs*, starring Richard Burton and Elizabeth Taylor. Both were pictured with the car off the film set, so they clearly spent some personal time on that rear seat. XMA was also a Rolls-Royce press car and demonstrator at the company's London showroom in Conduit Street.

The asking price back then was \$25,000 but by the time I'd rung the seller it had already gone. I wonder if its new owner appreciates their purchase's star-studded past?

Photo Courtesy of Metro-Goldwyn-Mayre

exemplar of classy low-profile embellishment. The concept of the upper class post-war limousine had been democratised, but at a cost - at 1956 prices each of those extra four inches cost £300.

We waft around, stopping to take photos, and YLG dominates the narrow leafy roads, its two-tone green colour scheme blending perfectly with the vibrant summer hues. Parked on the driveway of Rowington Hall, a manor house given by Henry VIII to his sixth wife Catherine Parr, the car looks perfectly at peace outside the sort of country house where Cloud LWB owners might have lived. And wherever we park YLG I'm amazed just how good looking it is and how Blatchley's mastery makes it seem sleeker and more voluptuous than his original standard Cloud design. I'm impressed too that after several hours of innumerable stop-starts, nine-point turns and reversing into tight country gateways, it doesn't miss a beat and the needles on the temperature and oil pressure

gauges hold rock-steady. Ian is delighted too and confesses that despite the day's sunshine he doesn't miss his modern convertible Bentley. He's overjoyed that he owns such a special, historic Rolls. And I'm sure there's even more history to unravel. There may be more road tests in period newspapers and magazines, more photos of its testing and evaluation phases at R-R and Park Ward, and then there's the ten years it spent ferrying VIPs for the Aero Division. Limousines like YLG lived a gilded life carrying larger-than-life passengers to special places. All I have to do is carry on digging.

YLG 990 deserves a footnote in history as the first long-wheelbase car to use a production body marketed at the owner-driver. R-R's 'dual purpose' tag was a revolutionary idea because most LWBs up to 1956 were florid coachbuilt sledges meant to be driven by a fellow in a peaked cap. Design 858 was a stunning conversion of a standard car that pioneered the manufacturing economies of lengthening a normal bodyshell. It can legitimately claim to be the pioneer of all those long-wheelbase BMW 7 Series, Audi A8s, Jag XJs and Mercedes S Classes that are so familiar today. That it still survives in such a well-preserved and original state is remarkable enough, but to have bought such an important Rolls-Royce so easily and reasonably feels a total triumph.

1957 Rolls-Royce Silver Cloud I LWB

Engine 4887cc, six-cylinder in-line, iron block/alloy cylinder head, two 1¾in SU H6 carburettors. **Power** 178bhp @ 4000rpm (est) **Torque** n/a **Transmission** Four-speed automatic, rear-wheel drive **Steering** Hobbourn Eaton cam-and-roller, power-assisted **Suspension** Front: independent, wishbones, coil springs, lever-arm dampers, anti-roll bar. Rear: live axle, parallel semi-elliptic leaf springs, radius arm/adjustable lever-arm dampers, anti-roll 'Z-bar' **Brakes** 11¼in drums front and rear, servo-assisted **Weight** 2157kg (4750lb) **Performance** Top speed: 106mph; 0-60mph: 13sec **Fuel consumption** 20mpg **Price new** £6893. 17s **Classic Cars price guide** £20,000-£44,000

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SUPER COOPER

This Monaco was driven by Jack Brabham, Bruce McLaren and Roy Salvadori in its heyday. Today we take it for a spin... on the road

Words IVAN OSTROFF Photography GLENN LINDBERG





'The coolant pipes pass through the cockpit to my left; I don't need a gauge to tell me when it's up to temperature'

The Cooper Monaco I'm about to drive is hardly short on provenance. It was owned by Jack Brabham at the time when he was the number one works driver for Cooper, and campaigned by him during his first World Championship year of 1959. It was also driven by Bruce McLaren and Roy Salvadori; John Cooper himself owned the car too, as did John Coombs. Brabham raced the car in Denmark, Sweden, the Bahamas and Cuba as well as the UK, so it has a great international history. Other owners included Peter Hannen, Alan de Cadenet and Thomas Boscher. At one point it was sold in America where it also raced for many years.

After being robbed of a drive three years ago by damage it sustained in a crash at Goodwood just days beforehand, at last I stand before the repaired Cooper with key in palm. I spend a moment taking in the three iconic names written on the flank - Jack Brabham, Bruce McLaren and Roy Salvadori. The car has been returned to the specification it ran when Brabham and McLaren drove it at the 1959 Goodwood Tourist Trophy, complete with painted knock-off wire wheels and access holes in the bodywork for oil and water top-ups. John Cooper's signature is scrawled across the bonnet too.

To open the door I have to release a slotted aluminium catch from the top of the wraparound perspex windscreen, which in turn requires a twist of the Raydot racing mirror fixed to the catch. I then lean in and pull the cord on the inside of the door; the door falls open downwards like an inverted gullwing. Now it's a balancing act as I take great care not to step on the door itself, nor put any weight on that long rear clamshell. The aluminium is so thin it would damage instantly.

I survey the dash. A tachometer dead ahead, rotated in typical Fifties competition-car style through 100 degrees, reads to 8000rpm with a redline at 7000. There is no speedometer. A fuel pressure gauge sits below and to the left, an ammeter below right, and above and to right of that is an oil pressure gauge, then a water temp gauge. Now, where is the oil temperature? Ah OK, it's there on the right hidden behind the rim of the leather-trimmed aluminium steering wheel. The arrangement wouldn't win a design prize but who cares.

What I do care about is that there's a big black button to the right marked 'horn' because, you guessed it, this purebred racer is road-legal. For a minute, I think about about the greats that have driven this car, then I get my head back to 2018, twist the red battery master key, flick on the fuel pump and the ignition, and finally press the starter button. The 2.0-litre Coventry Climax barks into life and I keep it ticking over at 2000rpm while it warms. The coolant pipes pass through the cockpit to my left; I don't need a gauge to tell me when it's up to temperature.



Instruments are haphazardly placed



Monacos were equipped with either 2.0- or 2.5-litre versions of the Climax; this is the smaller

The gearlever is a stubby, spindly affair crowned by an aluminium ball with a flattened top. I pull the Willans five-point harness down a tad tighter, dip the clutch and slide the lever forward into first. As 5000rpm comes up, I snick it back into second. The road opens up, so I slot the lever across the wide gate to get into third. The Monaco is good for 175mph at full chat, so on a public road I will not have any possibility of exploring the car's performance in top. Acceleration even in third is terrific and presses my back hard against the seat as the deep rasp from the single rear exhaust pipe blasts my ears.

Slowing to a trickle as I approach a town, the car is easy to manage and the FBF Climax does not complain or hunt at low speeds so long as I keep it revving. If I accelerate without dropping a gear though, it isn't too happy off the cam. But that is expected, so approaching the National Speed Limit sign I double-declutch down from third to second and then floor it. The rev counter spins through 4000rpm, the car taking on a completely different persona. Past 5000 things start to happen very fast; the gruff yowl increases in pitch and I instinctively back off. Without the luxury of a speedo it soon becomes difficult to judge how fast I'm going, until I come upon one of those illuminated roadside sensors displaying my excess velocity on the approach to the next town. I make a mental note of the rpm and slow accordingly.

Owning a Cooper Monaco



Paul Griffin bought his Cooper Monaco in 2011, 'It had been based with its previous owner in Spain for some time, so I went over there to see it with Sid Hoole. Shipping it back required quite a bit of form-filling but it was fairly straightforward process.

'There were no real problems when it arrived from Spain, but Sid did notice something awry with one of the magnesium rear wheels the car had when I bought it. The suspension geometry on that corner was out too; we came to the conclusion that the previous owner had probably clipped a curb while hill climbing on Spanish street circuits. Sid corrected the suspension and replaced the wheel.

'At the 73rd Goodwood Members' Meeting, a D-type dropped its oil at St Mary's; I was following close behind and immediately became a passenger, drifting across the grass into the tyre wall. The Cooper ended up with body damage to three of the four corners, but the chassis and the mechanicals were left unscathed. I took the opportunity to have it repainted in colours it ran at Goodwood in 1959.

'I use it for tours as well as racing; Sid has been familiar with the car for around 35 years so he knows the car extremely well. He always prepares a box of spares to take along but it is very reliable and robust - up to now they have never been required. It's a delightful car to drive on the circuit but is also a reasonable road car.'

[Cooper Monaco]



Despite its age, the Cooper still makes for a wieldy B-road weapon – providing you respect its cornering preferences

The Monaco's clutch is switch-like but not too heavily sprung, so is easy to manage. The Cooper's Ersa gearbox has four forward speeds; there's little longitudinal movement between first and second or third and fourth, but there's a large gap across the gate. Once I get my head around that, and the need to double-declutch up and down the box because of the lack of synchromesh, it's fairly easy for me to swap cogs quickly.

Weighing just 500kg and sporting disc brakes all round, the Monaco sheds speed impressively. But I quickly learn that this is not a car to trail-brake into a corner, it doesn't feel right. It's vital to brake in a straight line and get the attitude of the car set up to slide through while being balanced on the throttle. To avoid terminal understeer, the product of narrower front tyres, I have to avoid loading up the front end when turning in; I get the power on early so that the back is pinned down.

The Monaco is beautifully balanced - water and oil radiators sit in the nose, while the fuel tank is mounted in front of the scuttle on the left side to counter the driver's weight. And that poise is to be exploited. As the weight shifts to the back and the car slides through the corner on power, I find myself sawing away on the steering wheel busily. The steering is light, direct, and keeps me well informed about what the two wheels up front are up to.

Once on the power it's important not to lift off on the way through - lose commitment at full revs while the car is sliding and the back will go light and lose grip immediately. The Cooper will slide progressively and predictably, but being a short, mid-engined car, if things do go too far, it will swap ends quickly. It is skittish and more difficult to handle than a lot of other racers, but offers an engaging drive and really rewards you when you get it right.

The suspension - double wishbone at the front and transverse leaf spring at the rear - is predictably firm, so the car corners flat without much roll. However, it does move around a lot on its historic crossplies; a new set of rubber would be most welcome. Just like Cooper's Grand Prix cars, the suspension layout was fully adjustable, with Terry's dampers fore and Armstrongs aft.

Out in the country through a fast double apex bend, I set up early in third then feed in more and more power. The Monaco keeps on pushing around. I resist the urge to grab fourth too early; I know it'll take me out if I do, so I hold off then click the lever back when things straighten up on the last part of the exit.

Lower-speed manouvres can be just as challenging. This car might be road-registered but racing cars have notoriously

large turning circles and the Monaco's is a whopping 40 feet. Furthermore, in 1959, racing sports car regulations did not require either a handbrake nor a reverse gear. When I'm required to turn the car around during my test drive, I fail to find a large enough empty car park. I have to resort to swinging into the nearest driveway, getting out to cautiously push it back into the road, then climbing back on board. It's a little inconvenient I suppose, but then 500 kilos is easy enough to push single-handedly.

That was hardly a main concern when this Monaco was built specially for Jack Brabham. Brabham had considerable success in the car during 1959, including coming sixth overall on May 3 at Silverstone and third overall at Aintree on July 19.

Cooper built a similar car for Stirling Moss, but that example was fitted with the 2.5-litre Coventry Climax engine in full Grand Prix spec. Moss said the Monaco was virtually a Formula 1 car clothed in a two-seat body; indeed it shared the same wheelbase and track, along with many of the components including the suspension. Even the front/rear weight balance was the same. Moss found it 'very quick and chuckable', but vague at high speed. Years later, he realized that was probably down to aerodynamic lift from the all-enveloping bodywork.

Today, current owner Paul says the Cooper is reliable and competitive. He'd like to run it with the larger engine that it was fitted with for certain events in period, but the rules for the series he currently competes in will not allow him to race it in 2.5-litre form. 'It's a shame because it would go like stink and gobble up everything, but of course that's the reason they won't allow it!'

True that may be, but I can't say I've found the 2.0-litre's 180bhp insufficient today, particularly on public roads. It's hardly a daily driver, but driving such a historic machine in such a relatable environment has arguably made the experience all the more special - especially when I take one final glance at the names emblazoned on the door.

1959 Cooper Monaco

Engine Coventry Climax FBF 1960cc in-line four cylinder dohc, twin Weber 48DCO3 carburettors, dry-sump oil system, oil cooler **Power** 180bhp @ 6500rpm
Torque 190 lb ft @ 5000rpm **Transmission** Four-speed Cooper Ersa gearbox, cam and pawl limited-slip differential, rear-wheel drive **Steering** Rack and pinion
Suspension Front: double wishbone, coil springs, telescopic dampers, anti-roll bar. Rear: wishbone, transverse leaf spring, telescopic dampers, anti-roll bar **Brakes** 10¼-inch discs with two-piston calipers all round **Weight** 500kg (1102lb)
Performance 0-60mph: 4.5sec; Top speed: 175mph **Cost new** £2950

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SPEED WITH STYLE

The Art Deco visuals may give the wrong impression of the Aston Martin MkII Sports Special Saloon. This is a focused tool, honed by the factory's Le Mans exploits

Words ROB SCORAH Photography ADAM SHORROCK





I'm sort of realising how Alice must have felt; you know, she who went *Through The Looking Glass* to a world where things worked the other way around. I'm going pretty briskly, at the wheel of a 1934 Aston Martin MkII Special Sports Saloon, its guttural four-cylinder gruffly announcing every change in accelerator pressure. Glancing down at the controls, everything looks quite normal, but there are a few things to note if you are coming fresh from your paddle-shift Vanquish.

The dainty-looking open-gate gearchange is the other way around - first is to the right, forward and hard by your knee. Amusingly, if you had the time to look, you'd see it says 'TOP' in capitals on the furthest away, down-to-the-left slot. There's no synchromesh on this Moss 'box; all these cogs are manually meshed by you. That might not be so bad, but, until you've *really* got your pre-war head back on, there might be a momentary lag in responses. Remember, in these Astons, the accelerator is *in the middle*. And the brake is on the right.

And right now, I'm braking. It's not the easiest pedal to locate, somehow a little behind the throttle and easy to hit at the same time as the gas pedal. I'm not talking in a heel-and-toe kind of way; lord knows how you would go on in a pair of Thirties brogues. But I've consciously remembered which one it is and I am in the process of braking. I know I'm braking hard because my right leg is pushing my backside into the back of the seat. And the effect? Well, the road's going underneath the car just as fast as it was before, the little bright blue saloon undaunted by the unsighted right-hand hairpin we are approaching.

I've been in the car for around 20 minutes and, if you don't drive Thirties machines too often, especially ones with the centre throttle, there's always that initial warming-up period in which you have to manually override the habitual muscle memory of day-to-day driving. But, let's be honest; that's why we come here, to these cars - to get involved. To drive.

'The Aston turns clean and flat into the corner and, feeding the power back in, its poise is unruffled'

Astons were ever a driver's car. When the MkII appeared on the scene in January 1934, motoring journalists of the time talked about its development from racing experience. Its predecessor had raced at Le Mans, the model acquiring that sobriquet along the way. At least one review announced the model as, 'A fast sports car which inspires confidence'.

This model, the Special Sports Saloon, is essentially a MkII with a longer wheelbase. So I'm getting a very similar feeling from this car as that period road tester had experienced - the machine close around me, responsive, immediate controls. Chuckable. Though one probably needs to qualify those words.

Notice how knurled the steering wheel is; it's a wheel that reaches virtually from your groin to your chin, brushing your thighs as you sit like Uncle Arthur on his deck chair on Brighton beach. The knobby bits are for you to get your fingers meshed into, to really haul the little car about and bring it neatly into tight bends. The Aston will do this immediately, but remember that you are the power assistance in this car, so you will be calling on a fair few muscles plus the bracing of the bucket seat's snug sides (and a



tightened bum) to whip you round the turns. And on the subject of corners, there's that hairpin coming up.

So far, we've been taking things fairly gently, going at a jaunty clip, but with not much effort. And probably not putting enough shove into the double-declutched jabs of the throttle, the cogs complaining with a croaking bark as metal teeth jostle to mesh. The unchallenging upchanges have been easy enough - just give a pause, a beat between each segment of the movement - but right at this moment, I could really do with coming down to second before hauling the MkII over to the left.

Later on, I'll get it- that toe on the recessed brake and a quick kick with the heel to the accelerator as the left foot dances on the clutch (the whole thing is actually a much nicer action in a centre-throttle car). But right now, we're staying in third, braking - I mean like actually slowing down, and turning.

Off the brake, the Aston turns clean and flat into the corner and, feeding the power back in, its poise is unruffled. I power out, another hairpin revealed ahead. This time I don't go for second; third and the chassis held us exactly where we needed to be.

Special Sports Saloon's longer wheelbase is graced by an elegantly elongated nose compared to the standard Aston MkII



OWNING THE 1934 ASTON MARTIN MKII SPECIAL SPORTS SALOON

'They're a very expensive car to restore properly, so a lot are botched up,' explains Robert Blakemore, MD of pre-war Aston specialist Ecurie Bertelli. He adds, 'Because the cost is so high compared to their overall value, you tend to get people chopping them up to make Ulster replicas.'

When, in 1991, a new owner finally handed over chassis number L4/524/L to Wakefield and Sons of Byfleet, the car had already seen a lot of ad hoc repairs. The sliding roof had been *plastered* over.

'It's not unusual – if something like the sunroof leaks on one of these, you see a lot of quick fixes,' laments Blakemore.

The once-opening windows were screwed into the bodywork and under-bonnet supports had at some time been hacksawed short to give room for a gravity-fed fuel tank, the pump having presumably failed a long time in the past. Most worrying, on a structural level, the boot had been refashioned, bringing the spare wheel inside the car. Supporting timbers in the frame had been cut.



'In the end, they decided it was cheaper to simply use a different body,' Blakemore explains. Ironically, one had become available from a car that had itself been made into an Ulster replica.

The replacement body had all the correct fittings, including the external spare wheel, and was delivered to Wakefield's to fit. However, once stripped

down, the new shell revealed its own collection of poorly executed repairs, so it was decided to retain only the wood frame and have new aluminium body panels made. While nearby G&A Fabrications set about fashioning the skins, Wakefield's still had work to do on the frame – more amateur repairs to eradicate and (original builders') inconsistencies side-to-side. The work was made harder by the lack of patterned parts to work from. Fortunately, another MkII saloon owner allowed his car to be dismantled for the restorers to make patterns for the new parts.

In 1993 the car was completed and, running on a loan engine while its own was also being restored, the Aston completed a 2000-mile Canadian trek. While still fitted with its borrowed motor, the Special Sport won its class at the Pebble Beach Concours in 1997.

Rakish air of individuality is backed up by the fact that only 22 Sport Saloons were ever built



Second would only have laboured the point, almost bogging the car down. It's a simple case of a dab of the brakes, twist the wheel, power on - and breeze through the bend.

I'm sure, if we were better acquainted, it wouldn't be long before we were playing with the merest touch of drift in the faster bends, but this isn't the time or the place for that.

I have to admit, I'm slightly surprised at the car's composure and tightness, although if I'd taken the time to read a bit more of the reviews of yore, I wouldn't be. Everyone noted the MkII's handling as excellent. The chassis was thicker and better braced than the previous model, with an additional crossmember behind the engine. And the front suspension had been modified, the Andre Hartford friction dampers now being transversely mounted, their outer ends mated to the wheel carriers. Steering sharpness and roadholding were both improved.

We're swiftly out of the woods and going up the hill, my attitude to the Aston slightly changed. The more bold, or at least decisive I am with the controls (*not* ham-fisted), and the quicker I go, the easier and smoother it all becomes. A sharp shove on the

throttle in the downshift sends the gearchange through with a seamlessness hardly matched by a double-clutched Porsche.

The gutsy motor picks up well from low revs. Well, I presume they're low; the tachometer has been registering nothing more than total disinterest ever since I got in the car. But these are cars you drive more by feel and sound than by instruments. Thinking about the engine note, for all its hand-built nature the dry-sumped 1.5-litre doesn't seem as snickety or 'watch-like' as I would have expected. It's quite gruff in tone, though smooth in operation. The MkII's counterbalanced crankshaft, uprated from the previous incarnation, running in three large bearings sees to that.

Smoothness is something that was important to the model. The Special Sports wasn't, and isn't, just for quick or hard driving, as the historical background to the model reveals. When, on the prompting of his son Gordon, Sir Arthur Sutherland had taken over the failing Aston Martin business in 1932, he was keen to see a return on his investment before sinking more money into former owner AC Bertelli's ongoing racing programme. That return depended on selling more road cars, which led to the widening

[Aston Martin MkII Special Sports Saloon]



Light weight combined with responsive steering add up to a fun driving experience



The 1.5-litre four-cylinder engine gives surprisingly sprightly performance



Dash layout was revised for the MkII. Knurled steering wheel gives great leverage

of the appeal of the models Aston built and the addition of a less hardcore two-plus-two tourer as well as the Sports Saloon.

Along with doing rallies or hillclimbs, the closed-bodied saloon was a car you could happily take mother to church in, or Audrey on a tour of the Highlands - without having to stop in every town you came to in order to buy her a new hat. Unlike many Aston Martins, it was, and is, a car you could be whimsical with. Have you ever tried being whimsical in a V8 Vantage?

Look again at that gorgeous coachwork with its hint of Art Deco in the long nose and low greenhouse. You might observe the hint of purposefulness in the lowered, narrowing and doubtless wind-cheating snout. But ignoring that and keeping the *d'elegance* theme going, notice instead the sunshine roof - a very fashionable item in the early Thirties. And every window opens. A great summer tourer. Sutherland's insistence on refinements and developments paid

off, because between January 1934 and December 1935, 166 MkIIs were sold. However, the Sport Saloon is something of a rarity, with only 22 ever being built.

This one, chassis number L4/524/L, did indeed take part in at least one motor sport event - the 1936 RAC Rally, in which it gained a second-class award with its first owner. Later it would pass into the collection of Aston Martin boss Victor Gauntlet before a period of relative neglect and finally, in 1991, restoration.

It is a car of a type largely lost to us. It's only when you get up close to the Special Sports that you realise just how small it is. It's hard to find a present-day equivalent. Every modern sports saloon (usually German) isn't far off the size of its full-fat counterpart, and still weighs as much as an airport fire tender. Their window pillars are as thick as this thing's chassis rails. Maybe the Seventies Lotus Eclat/Elite approaches its compact nature, or possibly BMW's Z3M coupe or even the Mazda RX8...

Even in-period there wasn't a lot that came close. Of course, there was no shortage of handy, sporty models or formidable racing names producing road cars. MG, Sunbeam or Riley's Nine which was doing rather well in the early Thirties, although in sport saloon 'Kestrel' guise, it looked a bit ungainly. As well as having

'It's only up close to the Special Sports that you realise just how small it is'

the aesthetic edge, the aspiring Aston owner could feel a genuine connection with recent Le Mans cars; granted, more probably because, with limited development funds, the company had found it necessary to rely on less purely 'race-developed' models.

The draw of individuality and exclusivity, then as now, would push buyers towards the Aston; it was almost all bespoke-made. Or they might go higher, towards an Invicta, a Lagonda or a Bentley 3½ Litre. Or, for those who had seen the Teutonically dashing Hans Stuck von Villiez at Shelsley Walsh in 1936, maybe a Horch. Of course, if we're wanting Art Deco, how about the Bugatti... OK, let's leave it there. But, beautiful and powerful as all of those are, they are also bigger and heavier. All would be an absolute hoot racing Alison in the De Haviland across France, but on Cromarty, in the Peaks or the Malverns, or even 'in town', the little Aston is simply more fun.

Even today, it offers us a very complete package and, not least, the opportunity to really drive and take a significant part - for good or bad - in the whole mechanical process. Few cars can touch any pre-war machine for immersion in the experience. Then there's the looks, of course, and the individuality.

Restoration costs for MkII Special Sport Saloons are such that project cars are often sacrificed to make open-topped Ulster replicas (28 originals were built), but for many a classic car fan, the saloon offers wider options. The rigours of wind-in-the-hair motoring are often times not even noticed by a driver, but passengers are a different matter. Cars like these are often as much enjoyed by non-car people - and even more enjoyed when shared. Alice, grab your gloves, let's take a spin in that Special.

Thanks to Robert Blakemore and Ecurie Bertelli, where the car is for sale.

1934 Aston Martin MkII Special Sports Saloon

Engine 1493cc, inline four cylinder, sohc, twin SU H2 carburettors **Power** 73bhp @ 5200rpm **Torque** n/a
Transmission Four-speed manual, rear-wheel drive
Steering Worm and nut **Suspension** Front and rear: semi-elliptical leaf springs, Hartford friction dampers
Brakes Drums front and rear **Weight** 457kg (1007lb)
Performance Top Speed: 85mph; 0-60mph; 24.8sec
Cost new £700 **Price** £195,000

[Life Cycle]

The life story of a Porsche 914-4

This special-order Porsche has changed continents almost as often as it has owners. We follow its trail from Virginia via Italy all the way to Northampton

Words RUSS SMITH Photography XISCO FUSTER

1971 - Porsche nut Phoebe Harper orders a special 914

On Thursday 12 October 1970, the Porsche 914-4 with the VIN number 471 290 6184 was the 13th car of the day to roll off the Karmann production line in Osnabrück, Lower Saxony. It was a special-order car with black paint, tinted windows and the rarely ordered limited-slip differential. From there it was shipped to the supplying dealer in Washington DC and collected early in 1971 by Porsche-loving couple Phoebe and Bob Harper from neighbouring Virginia.

Phoebe explains, 'All that was some time ago, but there are just some things you don't forget. We had already owned a yellow 1970 914, which we sold, and got the new 914 by special order - we specifically wanted black because it shows so well in concours. The standard bumpers were chrome and we ordered those painted black as well. Also, we were active rallyists and autocrossers, hence wanting one with a limited-slip differential. The original VW-type steel wheels were replaced with alloys bought from an independent source at \$50 each.

'Bob and I were very enthusiastic Porsche nuts. We lived and breathed Porsche. When we first met he owned a '59 356A coupé and I had a 356C, which was our first concours winner. We even spent our honeymoon at the 1966 Porsche Parade annual gathering in Colorado Springs. For some time Bob was also president of Porsche Club of America's (PCA) Potomac region.

'When the car arrived in Virginia there was a dent from a loading strap in one of the doors. Thankfully we had a wonderful small body shop we worked with and it was able to make it look like nothing ever

happened. I remember that there wasn't much of a tool kit with the car so I sewed one from black vinyl and we outfitted it with appropriate tools.

'We took a lot of honours with our 1971 black beauty. In fact with that car I became the only woman to have won the Overall Trophy for the Porsche Parade in the USA, the same year we got the car. And because a man didn't win the Overall award, they changed the rules so it would never happen again!

Different times indeed. The 914 stayed with Phoebe Harper and was used to commute five days a week,

when not being shown, right up until 1976, when it was reluctantly put up for sale to fund the purchase of the vineyard in Virginia that the couple ran until their retirement in 2010. Along the way they returned to Porsche ownership, with a 944 Turbo amongst others.



1971 - an instant trophy winner

1976 - The 914 joins Trudy Brophy... and the US Navy

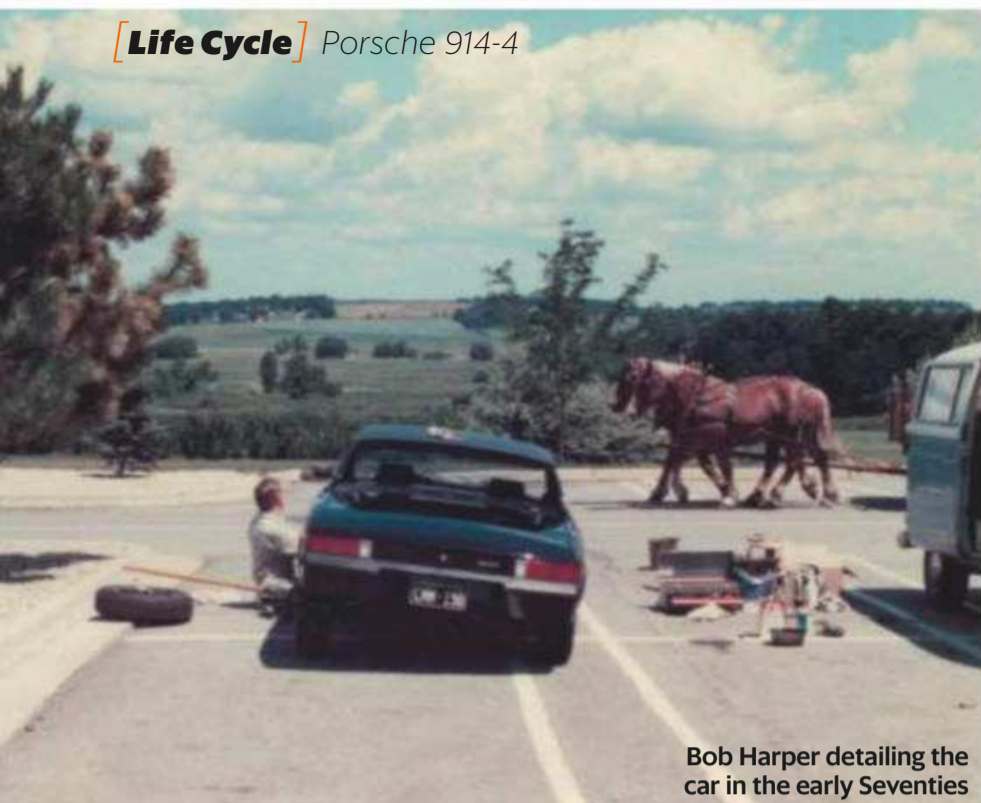
The Porsche's next owner was also a PCA Potomac region member, Trudy Brophy. 'I bought the Porsche when I was a lieutenant (junior grade) in the Navy, stationed at the Bureau of Naval Personnel in Washington DC. The Porsche and I took advantage of the club's road rallies and other activities.

'Eventually I got married, resigned my commission, had a baby, and took the car to Naples, Italy, where my husband Jim - by now promoted to a Naval Commander - was stationed for four years. We liked it that much! By the time we got back to Virginia Beach I needed a mom-car, for carrying kids and their paraphernalia. Jim continued to drive it now and then for a number of years, then we gave it to a family friend, Mark Butler, in September 1990.'



After being delivered new to the States, the 914-4 bounced to Italy and back, then on to the UK





Bob Harper detailing the car in the early Seventies



Now painted silver, the car lives a new life in Europe

1991 - Mark Butler and the \$10 flip

The Certificate of Title records that Butler paid \$10 for the car, covering a technicality for it to be 'sold' not 'given'. It also confirms that by that point the car had covered 112,421 miles. Butler kept the car for a matter of months, carrying out some basic repairs before unceremoniously flipping it for \$5000 to a British car dealer who was in the area on a Jaguar E-type buying spree.

1991 - Henry Pearman pays \$5000 for a stocking filler

Henry Pearman of Eagle E-types was responsible for the 914's next trip across the Atlantic. 'I bought half a dozen E-types from a dealer in Virginia. As well as those he had other Jaguars and this. I had space in the container for one more car and this was it; it was a stocking filler. It was all up together and running at the time; nice looking but with dull paint, so I brought it back and sold it to Lenham Motor Company.'

1992 - Peter Rigby rescues the 914 for £800

Peter Rigby was actually looking for a 356 but took pity on the 914. 'I spotted the car in a sorry state at Lenham Motor Company in Kent. The guys at Lenham gave the impression they really did not want the car - it had been hanging around for about a year. It was matt black, the interior had just about had it, the rear window had leaked and as a result the floorpan had rotted. Also, the driver's door had a huge dent in it.

'But I loved the shape, it had original Minilites, and I could see the potential. I struck a deal with Lenham and to my recollection handed over £800 for the car.

'My young son Sam and I set about stripping the bodysell back to bare metal, at the rate of one panel per fortnight. It had been badly repaired and repainted at some time and covered in some kind of spray filler. The dent was removed by a good friend who also repaired the floor, matching the pressings in it so well that I couldn't tell where he'd done it. We couldn't get hold of any sill covers so we made those too.

'I made most of the interior myself and had to apologise to my mother for breaking her lovely original Singer sewing machine. Hours were spent poring over colour charts before we settled on a period Porsche

'The interior had had it, the rear window leaked and the floorpan had rotted. But I saw the car's potential'

silver, paint code 936. I didn't want to redo it the original black because I was worried that would show any imperfections in the body.

'The engine was rebuilt and fitted with a new clutch by Care's Garage. The guy rang me and said he hoped I didn't mind but when he removed the tinware he thought it was a little tatty so he'd shotblasted it and had it repainted. No extra charge!

'The car was given an age-related numberplate and put back on the road late in 1993. I had a great time restoring the car and had no intention of selling it, but had an offer I couldn't refuse from a guy, Peter Bartlett from Melton Mowbray, who said his wife saw the 914 at a show and loved it. He had a 1957 356A which had never been welded and had a Kamm-tail back. We swapped cars in May 1994 and I drove home in a piece of history - but that's another story, one that doesn't have such a happy ending.'

1994 - Steve Screamton spots an ad in the local paper

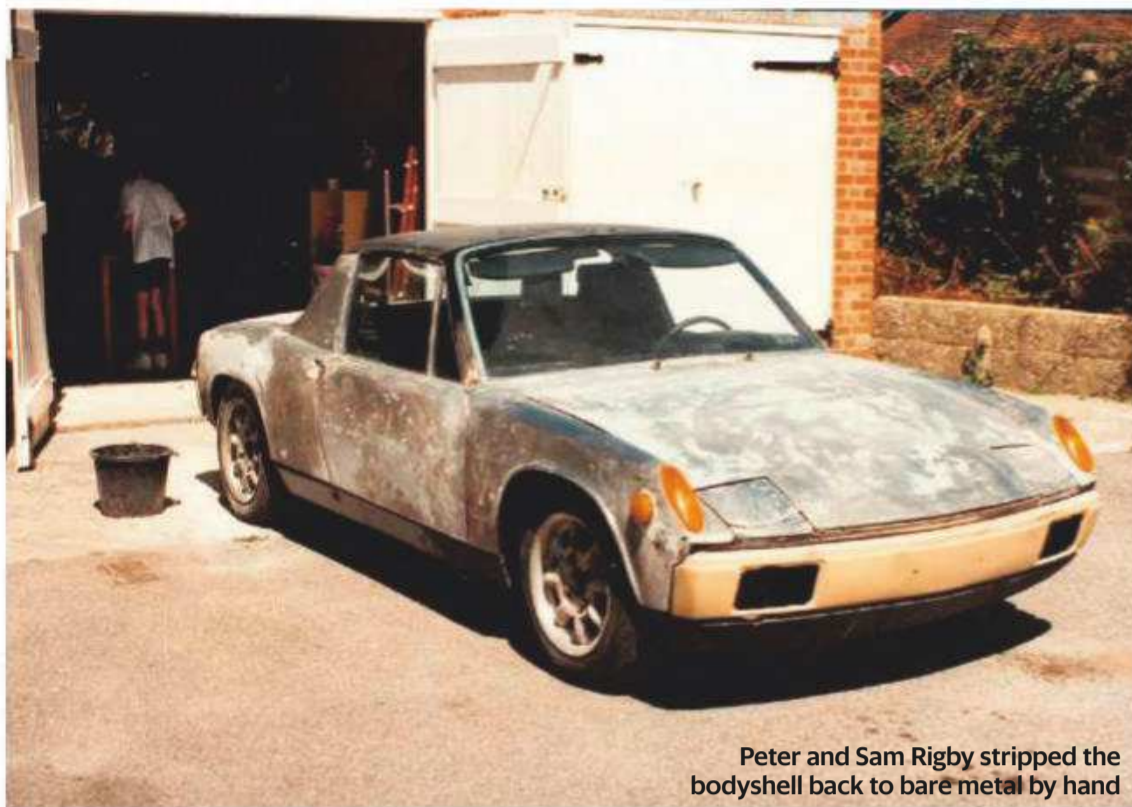
Peter Bartlett, who is believed to no longer be with us, had the 914 advertised for sale less than three months after getting it. Apparently his wife didn't like it after all. A long-time fan of the 914, Steve Screamton had been looking for one since the late Eighties, but there were few about and never the right one at the right price.

'Then I saw this one advertised in our local Leicester daily newspaper for £2950,' says Steve. 'It was largely positive but did mention "cockpit needs tidying and first gear broken". Over a period of three weeks the price came down and down until I could resist no longer and my wife and I went to have a look.

'The car turned out to be better than expected - a gleaming silver machine - and during the test drive Peter Bartlett drove like a man possessed. Possibly because his main passion was for old British motorbikes it was logical he would lean the car round



As spotted at Lenham Motor Co after it was imported to the UK in 1992



Peter and Sam Rigby stripped the bodyshell back to bare metal by hand



The previous owner's spirited demonstration convinced the current keeper to buy it



Off on one of many tours and rallies the car has completed



The 914 enjoys a busy life



Crankcase failure struck in 2014



Engine built with mix of old and new



Jay Kay turned out to be a 914 fan



Steve Screamon battled through a list of faults



Steve has turned down numerous offers for the 914

corners. Whatever, the result was that I was hooked and a deal was done for £2250.

'He delivered it and problems with insurance meant my own first drive was a few weeks later, but will never be forgotten. Left-hand drive, no first gear and quite a lack of brakes. Then reversing into the garage I noticed smoke coming from under the dash and that the reversing and tail-lights didn't work. I decided to spend the winter sorting the problems ready for a full year's fun in 1995. As it turned out, it was finally MoT'd and ready for the road in October 1996.

'Then I tackled the interior, which had no carpets, split and holey seats and door panels badly covered in a slimy-feeling vinyl that smelt like it had been stuck on with fish glue. We then managed to use the car for over four years without a first gear. Being such a rare item with its LSD, the delay was in finding someone I was confident to have do it. And the spare cash. Finally, in 2000, I took it to Gantspeed who completely rebuilt it and restored all five forward ratios to the penny of their £2253.63 quote. More than the car cost.

'Also over time I've managed to track down and share correspondence with most of the previous owners, gradually piecing the car's history together.

'Over the years my wife and I have put 33,000 miles on the clock, often sweating on the 3000-mile insurance limit. It now reads (1)48,000. We've done many tours in the car [he's not kidding - I've seen the large board of rally plaques on his garage wall] and the

'We used it for more than four years without a first gear. The car is very much a "driver"'

car is very much a 'driver'. I wouldn't want it concours, it's at its best just as it is - nice enough to turn heads but not too good to drive regularly. It always gets attention at shows anyway because there are so few 914s about, even once from a chap called Jay Kay at a Castle Hedingham show who chatted for a while and seemed very interested in it.'

It was one of those tours - 1500 miles round France in 2014 - that finally saw off the original engine. 'It started running like a pig, dropping cylinders and struggling on hills, but kept going enough that we were able to make it home. I took it to Angus at the VW Camper Co in Banbury who found damage and past bodgery in the crankcase which meant it was scrap. Thankfully he managed to find me another one of the right sort and built it up with my crankcase and some new-old-stock 1.7-litre cylinder heads and a slightly warmer camshaft. The bill came to nearly £5000.

'I get regular offers - as much as £26k - but always joke I'd sell my wife first. It's staying because it still gives so much enjoyment every time we go out in it.'



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[Epic Restoration]

‘When you sat on the bootlid, the door gaps opened up!’

Careless past work and corrosion made the concours restoration of this ultra-rare Ghibli SS Spyder a far bigger task than expected

Words NIGEL BOOTHMAN Photography DEAN SMITH

Stephen Dowling first walked into Bill McGrath Maserati one day in 2004. Andy Heywood had just moved from managing Britain's best-known Maserati specialist to becoming the proprietor, as McGrath himself retired. From this first meeting grew some significant projects including the restoration of Dowling's green Ghibli coupé, Kermit.

'After that I had total faith in Andy and his team,' says Dowling. 'I'd been running my Ghibli Spyder at home in Australia for many years and I was attached to it, but it was going to need attention. When the time came, I knew I wanted McGrath Maserati to do it.'

The car, at this point painted Blue Sera with cream upholstery, was shipped from Brisbane in 2012. It made an appearance on the Maserati Club stand at the NEC Classic Motor Show that year, but Dowling knew from using it that it was getting tired and Heywood could see that all was not well with the body.

'The body lines didn't look right. I thought it might be full of filler, but when it was eventually stripped we discovered the body lines were wrong in the metal. That wasn't all... the back of the car had been twisted at some point and the only way to fix that was to cut the sills off and put it on a jig.'

This added considerably to what was more than just a job. Dowling had effectively laid down a challenge - and one that Heywood relished.

'Stephen said, "Make it the best you can make it," with a target of achieving not just the best finish but completely original specification. And a lot of that had been lost.'

Major internal surgery required

Andy Heywood has worked with Shane Willis of Prestige Restoration bodyshop in Chertsey, Surrey for many years. Says Willis, 'I went up to McGrath to see the car before it was stripped. We found that if someone sat on the bootlid, the door gaps opened slightly... which gives you a clue to the trouble! The back was detaching itself from the front.'

Heywood's team removed the driveline and running gear, stripping the car to a bare shell. It arrived at this form at Prestige Restoration in the first half of 2013, eventually spending almost three years there until its return as a painted shell. Willis expected the worst but didn't know how drastic the work would have to be.

'We put it on a flat-bed, a kind of jig where we could weld the bodyshell at the suspension mounting points to keep it completely square while we cut out the areas that were supposed to be keeping it stiff. This is why people dislike doing this kind of work to Maseratis; where you'd get a separate chassis and removable glassfibre inner wheelarches on a Ferrari, the Ghibli has chassis tubes welded to the floor and steel inner arches that give you no easy way in to make a repair.'

Even with two chassis tubes, the Ghibli Spyder needed plenty of extra stiffness built in. Maserati chose to add a second inner sill and created a

double-skinned floor with cross-bracing steel tubes between the skins. Sound like a perfect rust trap? It is.

'We took the floorpans out completely,' says Willis. 'There was quite a degree of fatigue in the middle where it had been weakened, so we had to remake the outer sills, inner sills and inner-inner sills too.'

Before anything was re-attached, Willis and his crew measured the car's alignment. Just as well they did.

'We got the laser lines on it, so we knew the wheelbase was correct both sides, but we found the back of the car was twisted. The suspension had been taking it up, but there was quite a considerable twist, say three-quarters of an inch to an inch. It had been crabbing down the road.'

Serious skin complaints addressed

When the structural issues were remedied, attention turned to the outer panels. Beneath the paint and filler, corrosion had extended into the door skins and frames, so both doors received a new skin. Prestige was obliged to recreate around two-thirds of each door frame and mate it with what could be saved. The mission to save as much useable steel as possible was hampered by both rust - the bonnet skin came back from stripping with barely enough steel to hold a layer of paint - and previous bodes.

'In the Seventies and Eighties, rusty bits were patched and hidden under paint and underseal, while damage or dents might be knocked out in such a way that the body lines aren't where they should be,' says Willis. 'It's really easy to get it wrong with the Ghibli unless you see a good one and you know exactly how the crease should interact with the wheelarches.'

Like many classic Maseratis in the UK, this Spyder is a returning visitor to the premises in Kimpton, Hertfordshire. McGrath Maserati had been asked to do work on the car in 1989 for a previous owner, but this time it could go well beyond the scope of that job.

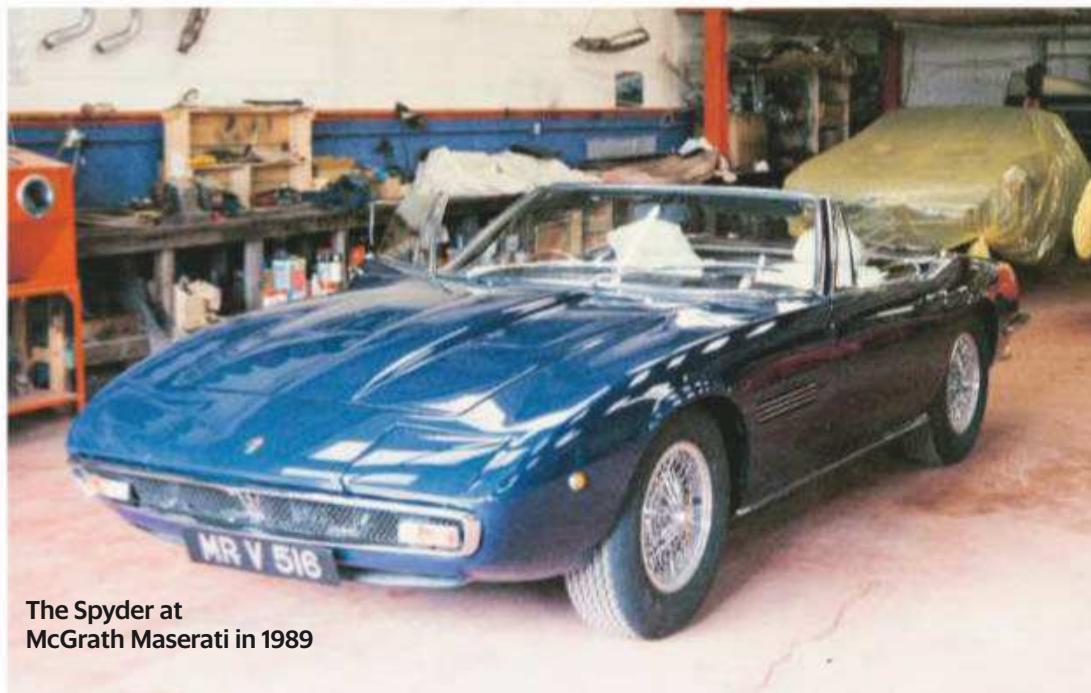
'It had a partial restoration here nearly 30 years ago, in its blue phase,' says Heywood. 'The kind of work that Stephen wanted this time is so much more thorough than anyone was attempting back then.'

Willis and his team altered what they could and cut out other areas to get the lines flowing as they should. But the knock-on effects of one small change can be immensely time-consuming, as he describes.

'Take the bumpers. They'd had a bit of damage over the years, so we straightened them. But the nose of the car had been altered to fit the shape of the bent bumpers, so we had to work on that. And that meant adjusting the position of the headlamp pods a little, and all that goes with that. It's why we do a dry fit.'

Low point

'There were a lot of moments that needed a deep breath, but I think fiddling about with the bumpers, the valance and the nose of the car took the most patience' Shane Willis



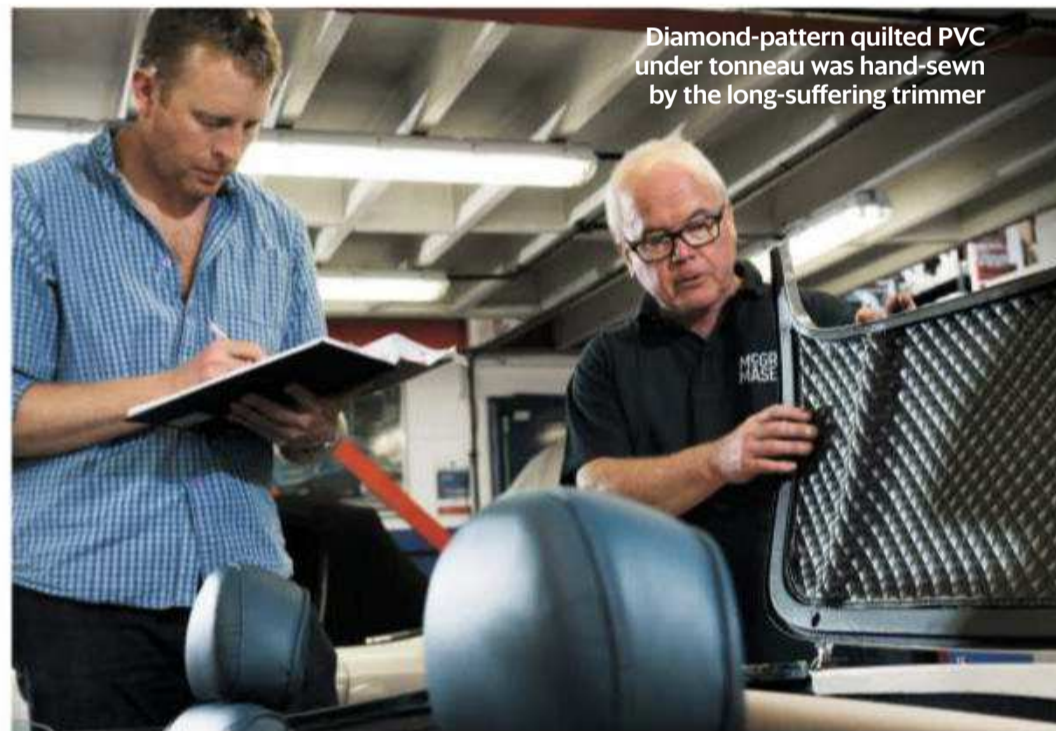
The Spyder at McGrath Maserati in 1989



It took three years to turn the twisted and boded body into a painted shell resplendent in its original Bianco Polo Park



Bracing frame held structure in place during repairs



Diamond-pattern quilted PVC under tonneau was hand-sewn by the long-suffering trimmer



Most of the lower metalwork had to be remade



Steel inner arches made repairs difficult



Engine has to be heated to 150°C to remove the cylinder liners



Chromed trim strip was remade by hand in brass, then plated



Back at McGrath for the crucial dry-fit process



V8 needed new cylinder liners and pistons



Alloy cylinder head and block were resin treated to resist porosity

The dry fit stage is crucial, but especially so in this restoration. It returned to McGrath Maserati in 2016 to be built up with glass, trim, latches and handles. Every opening panel was positioned and checked. It took four months.

'In getting the body lines right, we can affect other stuff - one of the door handles no longer looked like it was in the right place, so we had to alter that next,' says Willis.

'The relationship between doors, quarterlights, screen and trim is crucial,' says Heywood. 'It takes infinite patience. We had to make new trim around the tonneau panel from scratch - brass, silver solder, then off to be chromed.'

Meanwhile, back at headquarters...

As Prestige carried out their painstaking work, Heywood's team had plenty of time to apply an equally obsessive approach to the driveline and running gear.

'Maserati V8s need special techniques to rebuild them,' says Heywood. 'They have removable liners, so that's something you normally replace, especially if there's any wear or damage. They're an interference fit in the block, so to get them out we have to heat the block to 150°C - "spit-rolling temperature" as Bill McGrath used to say - then drift them out from below.'

Refitting is the reverse of removal, as repair manual like to claim - with one important difference. 'If you heat the block, insert new liners and fit the cylinder heads, you'll find the gaskets blow straight away because the liners get squeezed up and out slightly as the block cools,' says Heywood. 'So clamping them down firmly during the cooling process is vital.'

McGrath's engine builder Simon Wilson adds, 'The valve guides are also an interference fit, so I heated the cylinder heads and knocked the guides out, then cleaned up the carbon build-up before replacing the guides, which have to go in the freezer the night before to shrink them a tiny bit.'

Because of the back-to-standard liners, Wilson also replaced the pistons but the crankshaft survived with a regrind and new shells. Much more innovative is the team's approach to protecting what are now quite elderly alloy cylinder heads and the engine block against porosity. Says Wilson, 'We can guard against porous castings by soda-blasting them until they're as clean as they can be. Then they're sent off to a specialist who places them in a vacuum tank and introduces a resin that's sucked into the microscopic pores in the alloy. It's the same process that some manufacturers use on new aluminium engines.'

The Ghibli's dry-sumped V8 has scavenge and delivery oil pumps driven from the nose of the camshaft and prone to damage, but this car escaped with the minimum of attention from Wilson to keep

High point

'Weirdly, it was right at the beginning of the job. Being asked to do the car totally to original specification was great - we could get nerdy and really do our homework!'

Andy Heywood

the oil where it should be. 'I had to machine a groove for an O-ring around the outside of the perimeter of the pump body,' he says.

The five-speed ZF gearbox was looked after by McGrath's Mechanical Projects Manager Duncan Berry. 'It had never been apart before,' he says. It was very grubby but turned out to be in good nick - just a case of clean, inspect, rebuild. Likewise, the ZF steering box had never been touched and was also OK, which was a big relief.

They're very hard to source parts for and we've had to create a kit of our own to rebuild them.'

McGrath Maserati also originates new coil springs for these cars, made to their own specification to get as close as possible to what Maserati offered when new.

'The suspension is double wishbone all round,' says Berry. 'We fitted new rubber bushes which are quite hard to find, but they're vital to keep the ride comfort and original on-the-road characteristics, so we wouldn't use polyurethane versions.'

The back axle is a tough Salisbury unit with a plated LSD, which was rebuilt by GKN in Birmingham. Soon the team had a lovely collection of refurbished Ghibli components and needed a Ghibli to attach them to.

Refinishing and refitting - very carefully

Having gone to such extremes to get the car's shape correct, Shane Willis and his team were hyper-vigilant about letting anything go wrong at the final stage.

'Once the metal surface was properly clean, we applied four coats of high-build primer, then rubbed it down to take out any tiny wobbles or depressions in the surface, but also to get the sharpness of every contour just as we wanted it. Two more coats of high-build and another rub down left it ready for primer.'

Yet another obsessive rubdown by hand followed the application of the primer, leaving the car ready for the top coat of *Bianco Polo Park*, confirmed by Maserati Classiche as the finish with which the car left the factory.

'It took 150 to 200 hours to paint the car,' says Willis. 'And that's before the polishing or the treatment of the underside in black epoxy.'

For a perfectly original touch, Heywood's team found a way to recreate the factory's textured finish for the coating in the engine bay - no artificial shine where once there was none. At this point, in 2017, a year of work was still ahead as the car's trim, wiring and build-up gathered pace. But before that it had to get back on its wheels.

Duncan Berry turned the Spyder into a mobile object once more by assembling the numerous powder-coated suspension and steering components. With the driveline in place, attention turned to the brakes. If you're thinking this was a 'replace everything' restoration, think again - Berry *et al* really did re-use

MY FAVOURITE TOOL



'This is a special tool Bill made many years ago for removing the crankshaft sprocket from a Maserati V8,' says Andy Heywood. 'Normal pullers bend the sprocket or break teeth off, but this won't. You heat the sprocket cherry red with oxy-acetylene, wind this puller onto the thread on the nose of the crank, screw down the middle piece and off it comes. Bill's engraved, "Maserati Crank Puller, W McGrath" on it in his lovely copperplate handwriting.'



parts where possible, rescuing the brake discs and rebuilding calipers with new seals and fresh plating.

Last Lap

‘We made our own wiring loom,’ says Heywood. ‘The loom in this car was a bit hacked around, and that plus age and deterioration meant it needed to be renewed.’

The Ghibli was treated to an original Maserati-branded Autovox radio Heywood had squirreled away and the best ashtrays they could find in the stores.

‘The new windscreen was a challenge,’ says Berry. ‘It was made by Pilkington but the rubbers came from Italy and were a harder compound than original.’

Originality gave way to pragmatism for the sun visors. They’re beautifully trimmed in leather, but would have been heat-welded plastic when new, a process you can’t replicate without a Seventies car factory. Malcolm Barton, McGrath’s trimmer, had trimmed the car in the cream leather it gained in 1989.

‘It held up pretty well,’ he says, ‘but we were going for originality and Maserati confirmed the car originally used Connolly PAC 1545 blue, so that’s what we used. Luckily Connolly has started making the PAC leather - printed and crushed - as it did 45 years ago.’

With a straightened and powder-coated hood frame supporting the perfectly matched blue hood, the finishing touches came from McGrath’s reproduction Fiamm and AGIP decals, placed just as in 1971.

It’s a project Heywood, Willis and their colleagues are particularly proud of, but it was one of a number of exotics in Stephen Dowling’s collection and he felt it was time to thin the pack. ‘I got so emotional watching it being pawed by auction viewers at the RM Battersea sale, I prayed it wouldn’t sell,’ he says. ‘It didn’t, and now I’m keeping it. It’s been a special car for me over many years; I’m not ready to let it go.’

From top: after flirting with selling the Ghibli, Stephen can’t bear to part with it; McGrath Maserati trimmed the car in 1989, but this time fitted Connolly hide in its original colour; badge makes it one of four right-hand-drive Ghibli SS Spyders



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[The Collector]

'I collect mostly for sentimental value'

Marek Letowt's BMW-centred collection is driven by a love of angular design, and a strong family connection

Words WILHELM LUTJEHARMS Photography KIAN ERIKSEN





W

hen I arrive at Marek Letowt's premises in Midrand, just north of Johannesburg, it looks like an automotive graveyard. There are several British classics - all of which look well past the point of recovery - as well as a number of cars that are earmarked for restoration, a few military vehicles and even a classic Winnebago. This smorgasbord is the result of Marek's passion for motoring, but also represents the dedication of his father, who built the main barn 20 years ago and restores cars for clients on site.

Marek directs me into the barn. It houses a wide variety of cars but it's immediately obvious that there's a common theme linking most of them. 'I usually prefer luxurious saloons, especially when they are square-ish in their design. Rolls-Royces and BMWs are my favourites - I've worked for both companies - but overall, I collect cars that have sentimental value, cars I have fond memories of, or cars that friends and family have owned in the past.'

'I also have a soft spot for uniquely South African cars. With the political sanctions of the Seventies and Eighties, the local motoring industry was involved in some really interesting projects and I'm fascinated by the finer details on these cars, from the different badges to the interior trimmings that were used.'

One of Letowt's earliest motoring memories was packing a Volkswagen Kombi - a vehicle that he still owns - before he and his family headed 200 miles north east to his grandmother in Tzaneen. Could it be that these early memories laid the foundation of his appreciation of squarely designed cars?

'My grandfather always drove BMWs. He first had a BMW motorcycle and then he owned a 2000, then a 2500 followed by a 733i, which I currently still own.' The shed contains several project cars and family-owned cars, many of which they use regularly.

1969 BMW 2000 Cheetah

We walk over to a nondescript BMW family saloon, a 1969 BMW 2000 Cheetah, but it grabs my attention because I've never seen one before. Letowt is eager to explain the significance of this car, 'BMW started manufacturing in South Africa in 1968 with the 2000 SA. These cars were sent to Rhodesia, Zimbabwe, in knocked-down form to be assembled. I bought this one seven years ago and it is totally original. The previous owner collected the car from Zimbabwe and drove it 1000km back to his home in Witbank. Interestingly, I still have the border-crossing papers.'

'The only BMW badge on this car is the one on the front grille, which is not a BMW kidney grille but a Hans Glas GmbH item.' Letowt doesn't only like these early cars because they are BMWs, but also because of the historical context.

1975 BMW 2004 saloon

His history lesson continues as we approach the 2004 saloon. 'As BMW started to run out of the CKD kits to build the 2000 Cheetah here, BMW Germany took control of BMW South Africa and started production of the 2004. It was essentially the same car, but it was given trad BMW frontal styling and proprietary rear lights.'

'This is also a totally original car. I haven't touched the paintwork or the interior, and it has only 72,000km [around 45,000 miles] on the odo. It was part of BMW South Africa's museum when I was the manager there. When I left several of the cars were sold. I eventually found the owner and bought it.'

'I do appreciate originality. People have their own ideas about the condition of cars, but a car is only original once in its lifetime. There is no reason to strip and paint this car, it is not necessary. I drive it and I enjoy it; that's what it's about.'

1972 BMW 2000 saloon

'My grandfather's first BMW was a 2000 like this one. I couldn't find a similar model in South Africa, so I sourced and imported this car over a decade ago from the Netherlands. Its engine is currently at an engineering workshop being overhauled. At one stage I drove it more regularly than any other car in the collection, simply because it is such an easy and enjoyable car to drive.'

1934 Rolls-Royce Phantom III

We move towards the back corner of the shed, and Letowt moves some parts out of the way. 'This is my Rolls-Royce Phantom III. It is totally original, totally complete and totally... ahem... in pieces. This car stood in a shed in the USA for a number of decades. These were the last Rolls-Royces produced during the time that Henry Royce was part of the design and development team.'

'Look here, these are hydraulic jacks. When you have a flat tyre, you pull a lever and the car raises itself. The engine is basically a smaller version of the Merlin engine that powered the Spitfire. Each cylinder has two spark plugs, so 24 in total. Currently one of our problems is to find a capable aluminium welder because of the glut of aluminium parts it has.' Letowt hands me a rear bumper to feel how light it is - it seems insubstantial compared with the steel body parts from cars of the same era.

As with a number of the cars in the collection, Letowt found the Phantom III on the internet in 2005. Remarkably, the interior wool trim is perfectly original.

Alvis Saracen

We walk outside and I can't help but move towards the military vehicles - I've never met someone who owns such things. This Alvis Saracen troop carrier was used until the early Nineties by the South African Army and police force.

There is a good reason why these vehicles are stationed here as Marek explains, 'They are fitted with B80 straight-eight Rolls-Royce engines from the Fifties, similar to those fitted in the Phantom IV. The latter was very rare - only 18 were produced.'

'My father found these troop carriers when he heard that they were about to be decommissioned. Fortunately we are able to

'My Rolls-Royce Phantom III is totally original, totally complete and totally... ahem... in pieces'





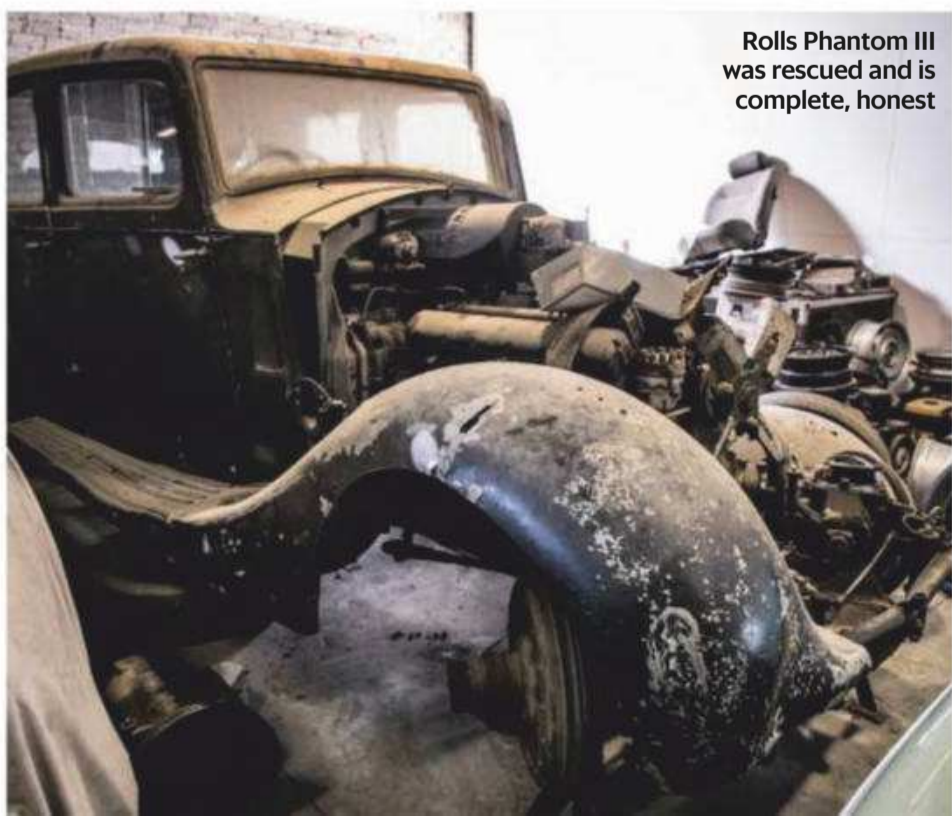
No, it's not a Glas 2600. This is a Cheetah



Unlike many collectors, Marek takes enjoyment from adding mileage to his cars



The collection boasts right angles aplenty, whether they belong to BMWs or Plymouths



Rolls Phantom III was rescued and is complete, honest



Alvis Saracen has an unlikely link to a rare luxury coachbuilt saloon



Marek prefers the South Africa-only E30 333i to its M3 cousin



Individual-spec 850CSi was brought over from the UK

buy them before they were sent to the scrapyard, because these engines are exceedingly rare. This particular one we'll restore as a complete vehicle because we want to drive it again... we're currently overhauling its carburettors.'

As I climb on top of the vehicle with Marek I wonder what would be to drive it through normal traffic. But there's more to see, so we head through the graveyard to a smaller building. I don't know what to expect, but Marek tells me confidently, 'I've kept the best for last.' As he opens the doors, a small collection of the most sought-after modern-classic BMWs comes into view.

1995 BMW 850CSi

'The 850CSi was essentially an M8. This car's engine number starts with an S, like all other M-cars' engine codes. For this model, the V12 engine was enlarged to 5.6 litres. And this car is a unique Individual-spec car with Orient Blue exterior paint and buffalo interior leather. It was originally sold in the UK before being imported to South Africa. I think with the new BMW 8 Series around the corner, there'll be a new appreciation of these cars in the future.'

1986 E30 BMW 333i

Another South African special is the E30 333i. 'The left-hand-drive E30 M3 was never homologated and imported for the South African market. So BMW SA developed and built its own interpretation, powered by the 3.3-litre straight-six from a 7 Series. It's one of only 210 produced. I bought it when I was working at BMW in 1993. At the time it had 14,000km on the odo. A few years later, I sold it with only 15,000km showing.

'I tracked down the new owner years later and bought it back with 88,000km on the clock. Before I did any work on it I drove it further than I did when I owned it the first time. Part of that was driving the 600km from here to Tzaneen and back via the wonderful Magoebaskloof Pass.

'Because the previous owner drove the car so often, and I've used it liberally, several of the panels were chipped. I had the nose and mirrors resprayed, the headlamps replaced, fitted the correct tyres and replaced the windscreen. I spent a huge sum of money on it, but here she is, looking beautiful. The result is, that for me, this is now more than just a rare 333i.

'I've driven an E30 M3, but I prefer our local version. This 333i is actually in some way not BMW-ish, because it runs out of breath past

5000rpm. It is also heavier than the E30 M3 and very tail-happy. At the time you could specify power steering or air-conditioning, but you couldn't have both. This one is fitted with aircon, which I prefer because I prefer the unassisted steering. I ordered a new Alpina exhaust system, and to my surprise it arrived here, safely in South Africa, in one piece - from the manifold to the outlets.'

I could easily spend few hours exploring Letowt's collection, and listening to the abundance of anecdotes and snippets of motoring history he has to share. Clearly, this is an evolving collection, with each respective project requiring restoration and/or management on an individual basis. Marek admits more cars find a home here than leave the premises.

COLLECTION HIGHLIGHTS

- 1934 Rolls-Royce Phantom III
- 1946 Rolls-Royce Silver Cloud III
- 1958 Mercedes-Benz 300d
- 1960 BMW 2600 Luxus
- 1965 Bentley S3 Continental
- 1965 Rolls-Royce Silver Cloud III
- 1968 BMW 1600 GT
- 1969 BMW Cheetah
- 1968 BMW 2000 SA (x2)
- Early 1970s Chrysler Imperial
- 1972 BMW 2000
- 1973 BMW 2000
- 1973 Mercedes-Benz 350SLC
- 1973 Alfa Montreal
- 1974 Rolls-Royce Corniche
- 1975 Volvo P1800ES
- 1975 BMW 2004
- 1977 Volvo 164TE
- 1977 BMW 3.0L
- 1977 Mercedes-Benz 450SEL 6.9
- 1970s Peugeot 504 ie
- 1970s Jaguar XJ-S
- 1980 Mercedes-Benz 500SLC
- 1980 Lancia Beta 2000 saloon
- 1981 Chevrolet Senator 4.1
- 1981 BMW 733i (E23)
- 1981 Lancia Beta Trevi Volumex
- 1982 BMW 323i Bauer Conv (E21)
- 1983 BMW 745i (E23)
- 1984 Alfa Romeo 6 2.5 V6 Series 1
- 1985 Maserati Quattroporte
- 1985 Lancia Beta Trevi 2000IE AT
- 1985 Lancia Beta HPE Volumex
- 1986 Alfa Romeo 6 2.5 V6 Series II
- 1986 BMW 333i (E30)
- 1986 BMW 745i AT (E23)
- 1987 Lancia Thema 8.32
- 1987 BMW M5 (E28)
- 1989 Nissan Cedric Brougham VIP
- 1989 Aston Martin Lagonda
- 1989 325i AT saloon (E30)
- 1992 BMW M5 (E34)
- 1995 BMW 850CSi

1983 E23 BMW 745i

'Until recently, if you'd have asked me what was my most treasured, or certainly irreplaceable, car in my collection, it would have been this E23 745i. Not only were these cars unique to South Africa, fitted with the M1's 3.5-litre straight-six and costing more than a Ferrari 308 when new, but this one has a unique story of its own to tell.'

Letowt opens the boot and takes out the model's sales brochure, whose pages feature the very same car parked in front of us. That's not all - this is a pre-production unit, the first to be manufactured, and it once belonged to former Volkswagen AG chairman Dr Bernd Pischetsrieder, who was head of BMW SA at the time. He was directly involved in the development of this model.

This is also one of 14 manual E23 745is, including a number of race cars. 'The late reknowned BMW privateer Tony Viana raced these cars across South Africa, in the process creating a distinctive piece of local history.

'This was one of the cars that I never intended to sell, especially because it is such a uniquely South African car. However, when the BMW Museum in München showed interest in it, I thought that there is probably no better place for the car to spend the rest of its life. I know it will be maintained and preserved there and that the car will also be appreciated by each visitor to the museum. Hopefully it will educate them about BMW South Africa's colourful history for a long time to come.'

Fortunately for Marek, his collection also includes an automatic example of the E23 745i that he enjoys driving.





Treasured manual E23 745i is about to leave for its new home – BMW's Munich museum



This pre-production 745i starred in the model brochure



2000 saloon was bought in memory of the first BMW Marek's grandfather owned

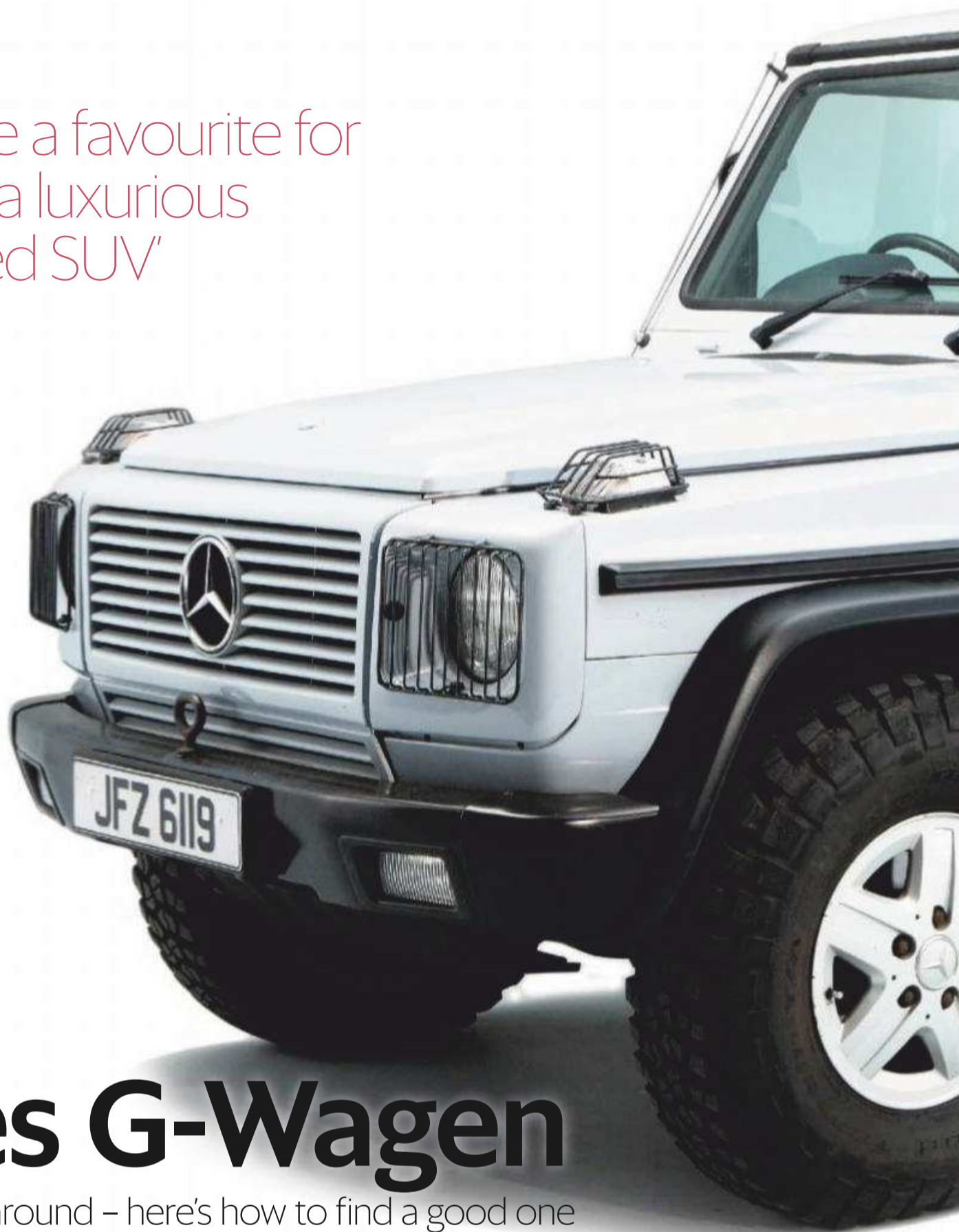


It's not all BMWs you know, as this Volvo 164TE proves



Badge collection by no means restricted to propellers and Spirits of Ecstasy...

'The G has become a favourite for tuners to turn into a luxurious and fast road-biased SUV'



Seven steps to buying a

Mercedes G-Wagen

Plenty of poor quality Gs are around – here's how to find a good one

Words RICHARD DREDGE Photography JOHN COLLEY

Next year marks the 40th anniversary of an SUV that was conceived as a go-anywhere military vehicle but has now evolved into a cult classic. Recently replaced by an all-new G-Class, the original Gelandewagen (cross-country vehicle) has become a favourite for tuners to turn into a luxurious and fast road-biased SUV.

Manufactured by Magna Steyr in Graz, Austria, the G-Wagen was sold around the globe and features superb build quality, a functional cabin and the ability to tackle seriously tricky terrain.

Launched in Europe in 1979, its UK sales began in 1981. US buyers couldn't buy an official import until 2002 – six years after UK sales first ended. They resumed later, but Brits only ever got underpowered diesels that need to be thrashed, destroying their economy and refinement. The petrol versions offer better refinement and performance but are ferociously thirsty, so it's worth shopping in Europe for a diesel model such as the G270/300/320/400 CDi (though the V8 engine in the latter isn't very durable).

[What to pay]

- ▶ Prices vary wildly but have all risen in recent years. Projects start at **£3k-£5k**. Roadworthy cars likely to need significant investment before long are at least twice this.
- ▶ Prices of good-condition cars start from **£15k**. Values depend on condition rather than specification.
- ▶ Pay up to **£40k** for an excellent original or restored car. The latter will probably have cost its owner at least £60k to get the work done – which is why so few really good G-Wagens come up for sale.

While poor Gs abound, values have risen along with the model's profile. Within a few years the number of survivors will drop markedly as sub-standard cars are broken up, leaving a higher proportion of good examples but significantly higher prices.

Expert advice in compiling our guide comes courtesy of Mike Axel-Berg of the G-Wagen Register (gwagenregister.com), Gavin Helme of Mercedes-Benz UK and Eddie Gilmartin of Cardock Classics (cardockclassics.com).

Which one to choose?

- ▶ **The G-Wagen** launched in 1979 in four-cylinder **230G** and six-cylinder **280GE** petrol formats, and four-cylinder **240GD** and five-cylinder **300GD** diesels, all carrying the internal Mercedes codename **W460**. There was a choice of three-door short-wheelbase or five-door long-wheelbase (450mm longer) bodies, also a SWB convertible and LWB van. Only a manual gearbox was available. All cars had switchable four-wheel drive, and two diff locks were optional.
- ▶ An automatic gearbox and optional air-con were offered from 1981.



▶ The 2.3-litre petrol engine gained fuel injection in 1982 to become the **230GE**.

▶ The **250GD** replaced the 240GD in 1986.

▶ Power steering was standard on all models from 1987.

▶ A substantial facelift in 1990 led to a change in codename to **W463**, identified by the fuel cap hiding behind a side flap. Four-wheel drive was now permanent, three diff locks were standard. The interior was overhauled, anti-lock brakes were optional and the 170bhp **300GE** arrived as the most powerful G yet.

▶ The G-Wagen officially became the **G-Class** in 1993 and the V8-powered **G500** arrived.

▶ The **G300 TD** replaced the G350 TD in 1996.

▶ The **G320** gained a new V6 engine in 1997 and the cabriolet got a powered roof.

▶ The 354bhp **G55 AMG** joined the line-up in 1999.

▶ The 250bhp V8 **G400 CDI** debuted in 2000.

▶ New electronic traction control, stability and braking control systems were fitted from 2001.

▶ The supercharged **G55 AMG** had 476bhp from 2004.

▶ The 224bhp 3.0 V6 **G320 CDI** diesel debuted in 2006.

▶ The **G65 AMG** arrived in 2012 with a twin-turbo V12 producing 612bhp.

Bodywork and structure The separate chassis can rot spectacularly - get the car onto a ramp and focus on the rear suspension top damper mounts and spring platforms because they can cost £750 per corner to put right if they've gone. While you're there ensure the fuel tank retaining straps are in good condition, along with the tank itself (it's plastic in the W463). The steel straps can rot, resulting in the tank dropping out.

The W460 is more resistant to rust than the later W463, but check all G-Wagens' bodywork thoroughly for signs of corrosion. A W460 body and paint refresh starts at £5k, full body restorations can easily surpass £20k. Home in on the front windscreen surround beneath the rubber and check the carpets for damp, because the car will deteriorate swiftly if water has started leaking into the cabin.

Blocked drain holes mean the sunroof mechanism can corrode on W463s (the W460 wasn't available with a sunroof and most Japanese-market W463s got air-con instead). Repairs can cost £5000, so walk away if there's tape around the sunroof or evidence of blocked drains. The rear quarter panels around the tail lights and rear door pillars are further weak areas.

Prices for good G-Wagens start at around £15k; values are generally condition- rather than specification-based



Early W460 cars had more robust trim than later W463s which featured fragile plastics that cannot be replaced

Mercedes used about a dozen engine types – most are extremely robust



'Even with 1.1 million miles under its belt my G still has its original axles'

When inspecting a cabriolet make sure the roof is in good condition because replacements can cost thousands. Cabriolets are noisy at motorway speeds,

New replacements are available for all panels and in most cases there's a choice between genuine and pattern. The former cost more but fit better, significantly reducing labour costs.

Engine The petrol six-cylinders in the 280, 300 and 320 last well, as do the 290D, 300D and 300TD units. Not so good are the 230 and 230E petrol engines or 240D and later 350TD, the latter featuring the OM603A powerplant. The earlier 300D got the bulletproof OM617 unit; the OM603 3.0-litre diesel is also robust.

The M110 engine in the 280GE can develop oil leaks and will cost £3-4k if a rebuild is needed. The 300GE's M103 can suffer from blown cylinder head gaskets and oil leaks. Rebuilds for the 300GD's five-cylinder OM617 start at £6k. Budget at least £5k for a W463 rebuild, double that for a later V6 or V8 variant.

All radiators are cooled by a viscous fan which is prone to wear. Test whether the engine gets hot under load or when idling. Budget £250-£300 for a new fan if the gauge creeps up, although it might be that the radiator is blocked internally. A replacement costs

around £500 for a genuine part; pattern radiators are best avoided. The metal W460 radiator can be recored, but the W463's plastic item must be replaced.

Transmission The W460 runs in rear-wheel drive mode unless 4WD is manually selected; the W463 has permanent 4WD. Both have a low-range gearbox and differential locks, the latter being electronically controlled in the W463. The transmission should be reliable as long as you change the oil in the gearbox, transfer case and diffs; budget £3k for a rebuild and fit.

Steering, suspension, brakes Gs are capable of handling rough terrain - but if a previous owner has been over-enthusiastic it will have taken its toll on the steering, brakes and suspension. Watch out for broken rear springs; replacements cost £150 each. The steering box wears, but a rebuilt unit only costs about £300. The disc/drum brakes can seize through lack of use, but you can overhaul everything easily enough. Only the later V8 and V12 Gs got discs all-round.

Trim Although the G-Wagen was conceived as a military vehicle, Mercedes soon latched onto the fact that it could be sold like its regular passenger cars



- which meant an extensive options list. Items such as Recaro seats and alloy wheels were offered from 1981.

The 460's interior is spartan but well-made. Later cars are more luxurious but feature lots of fragile plastics that generally can't be replaced. The driver's seat of a high-mileage car is likely to have seen better days, with damage unlikely to be confined to the bolsters. Retrimming is the only option; correct fabric material is usually available apart from certain early W460 materials and W463 colours. If the cabin has got damp the fibreboard headlining moulding will be sagging. Fixing it means removing the whole interior.

Electrics While the regular W460 G-Wagen came with 12-volt electricals, a military version (the W461) was offered with 24-volt electricals, though these rarely come onto the market. The 12-volt system is generally reliable but if water has got into the cabin expect plenty of earthing and switch problems. Replacement components are readily available.

Water leaking into the later W463 is bad news because the ECUs fail - there's one for the anti-lock braking system and another for everything else. They are available only from Mercedes and replacements cost more than £1000 apiece.

Rear quarter panels around the tail lights and rear door pillars are rot-prone. Also check beneath the rubber surrounding the front screen

[Owning a Mercedes G-Wagen]



Gavin Helme, Mercedes-Benz UK

Gavin bought his first G in 1999. He now owns the 1991 300GD here as well as a 1990 230GE.

'I've worked for Mercedes since the 463 was launched and I fell in love with the G-Wagen after driving my boss's early car,' he recalls. 'They have always been built by hand, hence their rarity, which I love along with the rugged looks. But owning one is a commitment - you have to use it regularly because leaving it standing leads to deterioration. Servicing is important - keep on top of brakes, diff locks and running gear to avoid big bills.'

'Parts availability is generally very good and so is DIY maintenance - I do most of the work on my cars myself. On average I spend £1200 per year, including MoTs (£150), servicing (£250) and periodic jobs (£800). However, work can be hard to budget for because parts can be surprisingly cheap or very costly, it's all very inconsistent.'



Mike Axel-Berg, G-Wagen Register

Mike owns three G-Wagens and has owned three others, 'I've owned and worked on G-Wagens for 15 years and have seen cars

change hands for tens of thousands of pounds that were beyond economically saving. The possibility of buying a nightmare is very real - but if you can find a good one you'll understand why they have such a cult following. I've driven mine in wintry weather that would have left my previous Land Rovers stranded.

'While a bad G-Wagen will be a money pit, a good one can cost virtually nothing to maintain - my biggest bill in 14 years of ownership was £600 for rebuilt front brake calipers. The G is easy to service at home, which helps to cut costs further. I had one car for 15 years and in all that time it just needed a new bulb and a wheel bearing. The key is plenty of preventative maintenance with a comprehensive annual service. Heavy expense will come from neglected cars needing major rust repairs. The running gear is really reliable and super strong.'



Eddie Gilmartin, Cardock Classics

'I've owned quite a few G-Wagens including my everyday car which I bought 12 years ago with 600k documented miles on the clock. Since then I've added just over 500k miles, and spent around £20k in total. I've replaced every single bearing, bushing and mounting in the drivetrain over the years, and infrequent items like engine and transfer case mounts. No individual item jumps off the page as being big-ticket.'

'The factory-fitted 88bhp engine wasn't powerful enough so I swapped it at 800k miles for a 160bhp unit - though the original is still going strong in another G.'

'Even with 1.1 million miles under its belt my car still has its original axles. The key is to service it beyond the factory schedules - oil every 3000 miles and filters every 6000, and an annual oil change for the diffs and gearbox.'

'It's taken me to North Africa and across Europe. I've also taken it round the Nürburgring - but that was with the original engine, so a lap took 35 minutes... I also use it for some pretty serious off-roading but as my everyday transport it also has to do the school run and shopping.'

'Whatever I use it for it seems to do 21mpg but after fitting a military-spec plastic fuel tank the range is around 400 miles instead of the 250. My G-Wagen can cope with whatever I ask of it - I can't think of a more versatile car.'

ClassicCarsForSale.co.uk



1989 Mercedes G-Wagen 300GD - £19,000

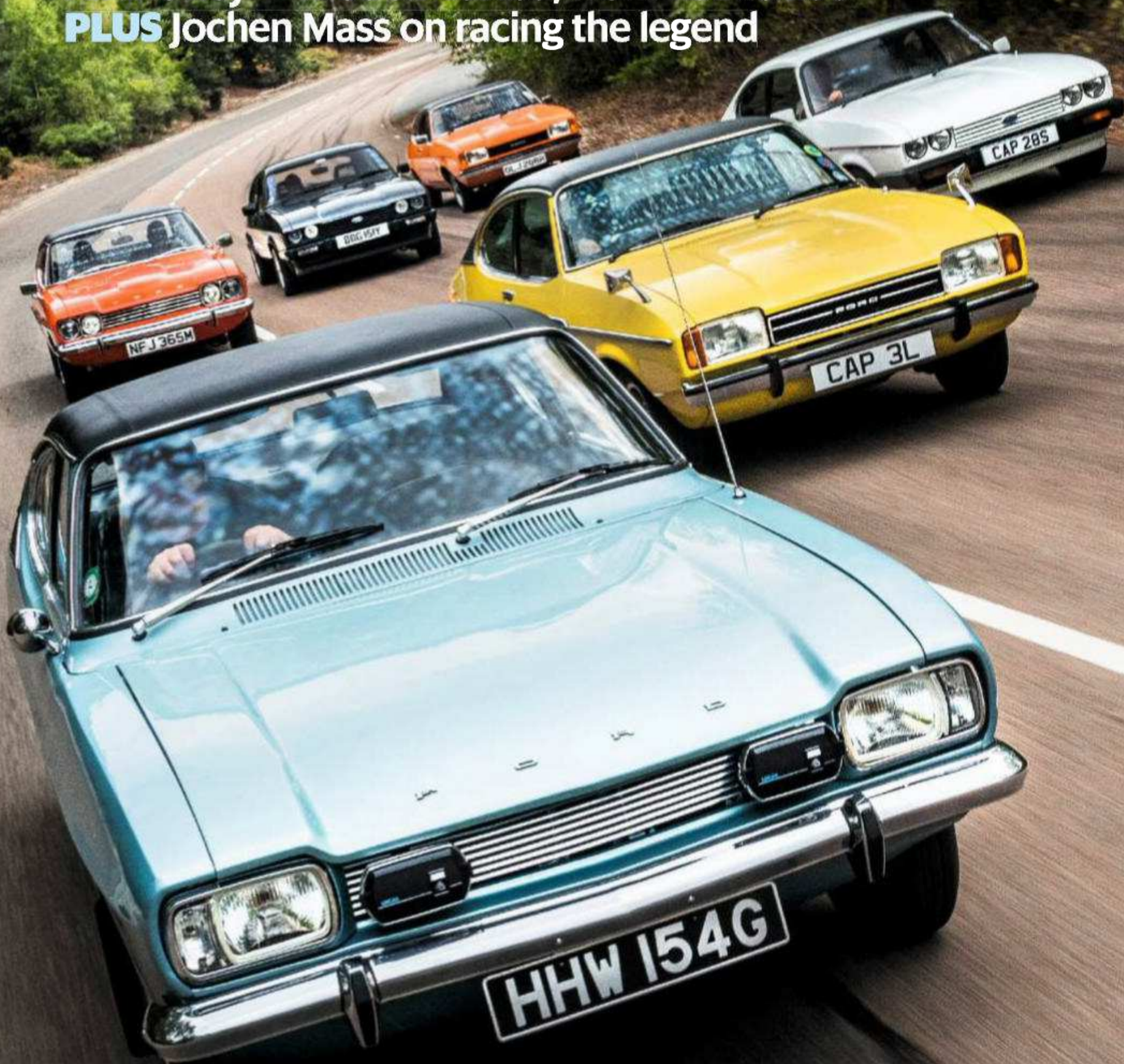
117,600 miles, seven seats, Almadine Red Metallic paintwork with black leather upholstery. Full colour coding to all exterior trim panels, side steps and tow pack. MoT certificates from 2008 to 2017 plus invoices for a large quantity of additional work. Original Blaupunkt radio/cassette. Described as 'a great and highly usable example'.

Next Month

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

Cayenne AT 50

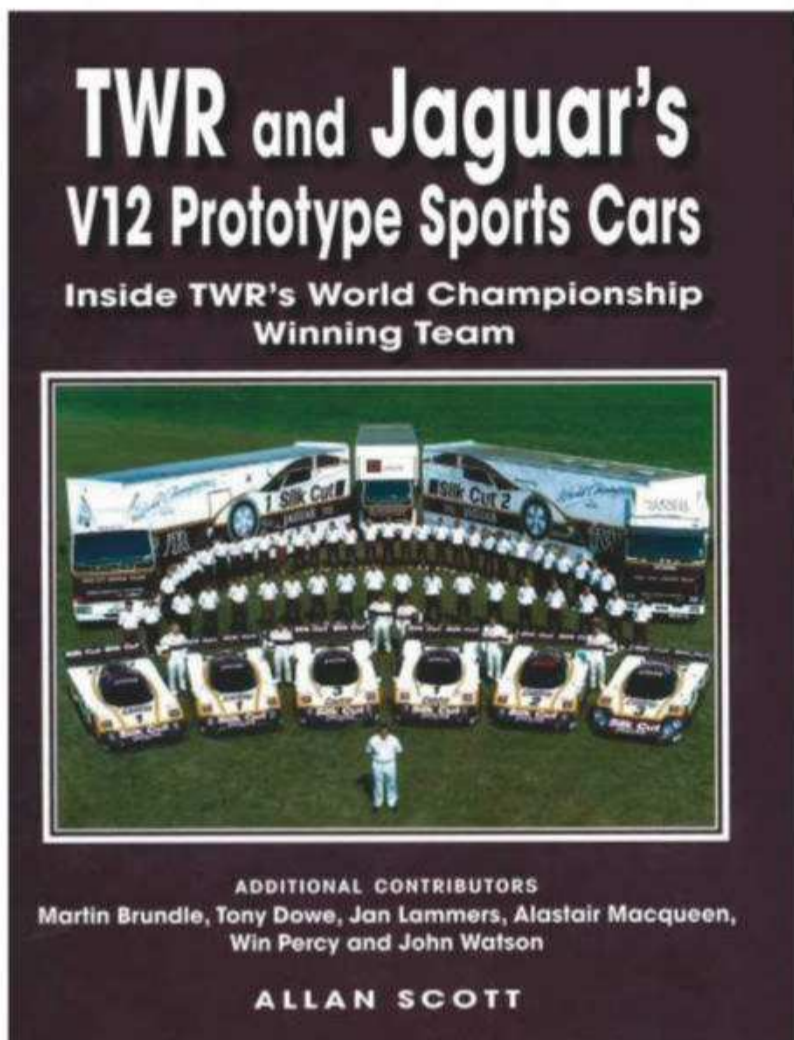
All the key models tested, from 1.3L to 280
PLUS Jochen Mass on racing the legend



Contents may change

PLUS Pininfarina Modulo epic restoration | Mercedes 280SE 3.5 V8 Coupé prototype driven | Lotus Esprit World Championship edition tested | Daimler SP250 tackles the factory test route | Inside a special Porsche collection | David Richards on why he loves Le Mans | Maserati Ghibli II buying made safe

JANUARY
ISSUE
ON SALE
21 NOVEMBER



TWR and Jaguar's V12 Prototype Sports Cars

By Allan Scott, £49.99, ASM Publishing, ISBN 978 0 473 44255 2

Following on from similarly meticulous works on his time developing the Rover SD1 and Jaguar XJ-S for European Touring Car Championship racing, former TWR engine division manager Alan Scott turns his attention to perhaps his greatest set of achievements: Jaguar's Group C racing programme.

As ever, Scott's prose is frank and icy clear, combining entertaining memories of races won and deals done (including Tom Walkinshaw sourcing racers from overproduced cars at a time when Jaguar's future was in doubt), with the kind of technical detail you'd find in a workshop manual.

We see the politics of Group C racing too, the tussles with Porsche both on track and in the boardroom, the gradual confluence of WSPC and IMSA racing programmes and the ultimate development of the doomed XJR-15 road car. It's testament to some incredible motor sport engineering as well as a great read. You'll learn a lot from this book.

The Reliant Scimitar

By Elvis Payne, £19.95, crecy.co.uk, ISBN 978 1 90834 747 3

It's surprising how little has been written about Reliant's sports and GT cars compared with their rivals, so Elvis Payne's book is most welcome.

Although he acknowledges Reliant's three-wheeled bread-and-butter models, the focus is on the Sabra/Sabre, Scimitar, SS1 and all the various concepts and ideas intended to expand the marque's appeal, which the public rarely saw.

It's these dead-ends and might-have-beens that make for the most interesting aspects. The fact that Payne has sourced so many previously-unpublished documentary photos to illustrate them adds to the intrigue. We learn, for example, that the GTE came about almost by accident after a jobbing stylist turned in a frankly ugly design for a four-seater. There are also Scimitars that never saw the light of day intended

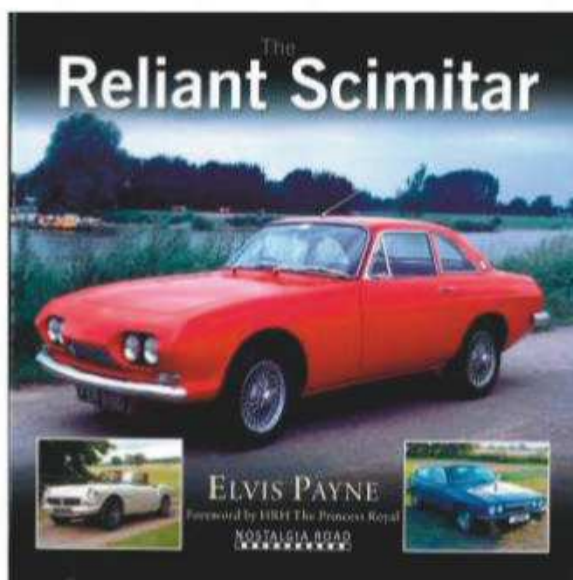
to be Saabs, and others that ended up as Citroëns. A compact 128 pages, but it contains all you need to know.

Ferrari in Practice 1973-1980

By Frans van de Camp, £49.95, camp-archives.com, ISBN 978 90 827624 3 3

Van de Camp's previous photographic essays have focused on BRM, Tyrrell and Lotus. With the same treatment applied to Ferrari, van de Camp removes the veneer of mystique and marketing slickness, and the results are extraordinary.

This is Ferrari during the successful 312 era, with Ickx, Merzario, Lauda, Regazzoni, Scheckter and Villeneuve behind the wheel. And yet it's also a candid Ferrari, of terse pitlane smiles, ageing OM transporter trucks and cars in bits strewn all over oil-spattered tarmac at circuits long lost to F1, like Zolder, Zandvoort and the Nürburgring. Expensive for 200 pages, but it's still fascinating.



MORE TO ENJOY

Triumph 1300 to Dolomite Sprint

By Kevin Warrington, £14.99, amberley-books.com

The full story of Triumph's compact saloons, including the off-road Pony, replacement 'SD2' proposals and the race and rallycross cars. Comprehensive stuff.

Zagato Leica: Europe Collectibles

By Piotr Degler, £75, delius-klasing.de

As over the top as a perfume advert, and yet you'll still gawp at this photographic combination of Italian carrozzeria and architecture, shot via Leica. Astronomically expensive and not really an authoritative book about Zagato though.

Urban Cars Brooklyn

By Douglas Ljungkvist, £20, unicornpublishing.org

Knackered classics shot on New York backstreets. As hipsterish as beard oil, but it's fun and not outrageously priced, either.

Land Rover Design

By Nick Hull, £50, veloce.co.uk

A bit corporate in its latter stages, but it's the story of an unlikely design dynasty.

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

MODELS



1:18-scale Shelby Cobra 289

Norev, £69.99

This large-scale diecast makes us realise how overlooked the Cobra 289 is. Disappointing that we don't get a look at the engine given the AutoArt levels of detail elsewhere. But it's masterfully proportioned and executed, with fine touches.



1:43-scale BMW 507

Schuco, £41.99

There's an authentic-feeling heft to this diecast 507, as though the real thing has been downsized in its entirety. But while finer details like lights and wipers are good, the paint is inconsistent and the dashboard looks like it was finished in primer. Not quite cheap enough to get away with it.



1:43-scale Michelotti Jaguar Le Mans

Matrix, £100.99

Under Michelotti's slick GT design lay a D-type, and this little resin model conveys this sense of transformation superbly. The elegant interior is more impressive than the stuck-on vents. And are there hints of XJ-S about it?



1:43-scale March-Hesketh 731

Spark, £53.99

James Hunt's 1973 Monaco Grand Prix car - his very first F1 racer - is a masterpiece of miniaturisation. Nothing has been overlooked, be it razor-edged alloy aerodynamic trim, brake-cooling hoses, or the Cosworth DFV. A great model.



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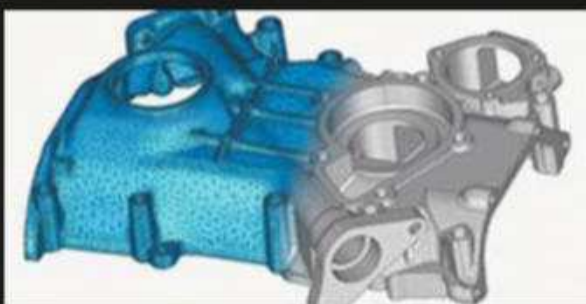


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E-type is playing catch-up after a missed summer

Time for the E-type to play catch up

1962 Jaguar E-type FHC

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

Time owned 8 years

Miles this month 138

Costs this month £0!

Previously A chance encounter with an old friend solved an intractable dynamo belt problem

After the E-type missed out on the first half of this summer's events, I needed to get my fix and Kop Hill Climb offered the perfect opportunity. It's a 75-minute cross-country rumble from home offering a skim across the top of the Chilterns, Mrs Bell was up for a day out with cars and it was a good opportunity to catch up with friends who organize the soap-box challenge there.

The need to get into the display parking before the event opened at 9am demanded an early Sunday start, but the payoff was blissfully quiet roads as I aimed the E-type west. We even managed to set off before the usual hordes of Lycra enthusiasts found pedalling along our local lanes. I was determined to savour the experience - every laboured change through the

slow-witted Moss gearbox, every lunge of power to compensate for the wasted momentum - and not let thoughts of the latest job list nibble away at the moment. In any case, the leaking heater hose was holding up after I refitted it with a smear of Blue Hylomar on the metal pipe. And the misaligned steering wheel wasn't actually upsetting anything other than my attention to detail. Despite all of the care I'd taken to centre the steering rack and column after removing it all to fit new rack mounts and track rod ends, the wheel spokes were sitting a few degrees out of level when the road wheels were in a straight heading. I was confident it would be easy enough to separate the column and rack and refit everything correctly, but the pragmatic part of my brain had told me to leave alone when I had an event day looming. I should listen to it more often.

The car even managed some self-healing on the journey - the heater valve has been ignoring the selector control this year, remaining fully on even when the lever was set to cold. In the hottest summer I've experienced in eight years with the E-type. Well, now it responds correctly to the control again, and no intervention of the Bell spanners has been necessary.

With the E-type abandoned in the general classic display area we were free to explore the event, and before I knew it Tricia had signed up for a charity passenger ride with one of the hill climb entrants - a freshly restored 1965 TVR Grantura 1800S with period competition history, hence the roll cage and ferocious-spec MG B-series engine. Watching her climb in past the cage wearing Sixties-themed dress and boots was a highlight of the day; that and the grin when she returned after the run.

A 1914 Stanley 607 steamer, 1970 9.8-litre Plymouth Superbird and 2018 McLaren Senna give some flavour of the eccentric mix, but there's a deliberately strong emphasis on the earlier machinery in line with the event's origins. So there was an unusual cross-section of cars, and bikes, and a fire engine, to pore over while letting the gentle county fair atmosphere wash over us.

As we finally headed back to Bedfordshire while appreciating the Sunday evening sunset, I realized that the early-season frustrations with the E-type were well and truly behind me. That didn't stop me hoping that one or two of the remaining items on the next winter job list would self-cure on the way home.



Sam takes the Peugeot on the long route to the auction block

A past love rekindled

1991 Peugeot 405 SRI

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

Time owned 19 months

Miles this month 35 **Costs this month** £0

Previously Soaked up the limelight at Prescott following last-minute repairs

Something had been bothering me since showing the Peugeot at Prescott, but it only slapped me in the face eleven weeks later when roaming the halls at the Manchester Classic Car Show. I was admiring the lines of a Fiat 130 Coupé, when something caught my eye in the Pride of Ownership concours. It was low, sleek, bright red, had pop-up headlights, and meant a lot to me. It was a Toyota MR2.

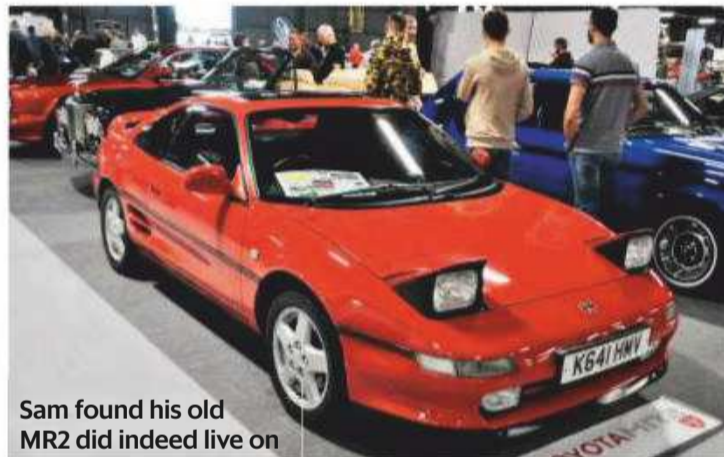
And then I spotted the numberplate. Because of a shortage of UK-market rear bumpers its owner had fitted a Japanese import item and with it a square numberplate, but sure enough, the digits on it read K641 HMV.

The last time you saw that MR2 in Our Cars, it was in a wet, dark layby having

been rammed by a lorry on the A1M. It was later salvaged and sold to an MR2 specialist who told me he'd restore it, but apparently he stripped it for parts and put what was left in a barn. The current owner has spent the past few years restoring it and as you can see, it's now in jaw-dropping show condition.

Meanwhile, I've spent the past few years looking for my perfect classic. I've kept a list in a notebook of every car I've driven and not wanted to give the keys back, then tried to find similar but more affordable cars only to find them wanting in some way that undermined the ownership experience. The 405 SRI, being mechanically the same to a 205 GTi 1.9, came very close, but ultimately it's a front-drive saloon, and no matter how sublime to drive, it just wasn't as special as that mid-engined, 6600rpm-redlining MR2 was. I used to drive that car for the hell of it. I used to take it on holidays. I'd usually end up phoning my insurer and requesting a mileage extension a few months before renewal. I haven't done that with the Quantum, the BMW or the Peugeot.

And as I've improved it, the Peugeot has become, of all things, a show pony.



Sam found his old MR2 did indeed live on

Much as I like owning something old and rare that people warmly comment on, I'd far rather have something designed for clipping apexes. My original intention was to rally that Peugeot. It's just too rare to be subjected to that, and I've since decided to get back into karting to get my motor sport fix, but even so, the special car in my life needs to be more, well 'special'.

The good news is, the work I've had done to the Peugeot has added value to it, and as the auction prices for Eighties hot hatches rise, I can't help but think that it needs to ride that particular wave if I'm ever going to get a decent amount for it, fingers crossed.

And so it's going to be auctioned at ACA in Kings Lynn, Norfolk on November 3. If you're interested in bidding, go to angliacarauctions.co.uk.

What will I replace it with? Well, that ultimately depends on what it fetches at auction, but don't be surprised if it's along the lines of another MR2...

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In the MoT station at long last – but would the E-type get a clean bill of health?



Malcolm (left) and pal Andrew re-affix the bonnet

Ramping up the ante...

1966 Jaguar E-type 2+2 auto

Owned by Malcolm McKay (MMcKays@aol.com)

Time owned Three years

Miles this month 250

Costs this month £249

Previously Finally drove under its own power, but had to be pushed back into the garage

With the E-type mobile, my efforts went into getting it registered. I'd sent the papers off to the DVLA when I brought the car in from the USA, but they were sent back with a note asking me to return them once it had an MoT test.

The first job was to refit the bonnet and connect up the lights, necessitating a bonnet-less drive to the barn. On the way the Borg Warner automatic gearbox gradually loosened up until we had all forward and reverse gears - quite a relief!

I'd rebuilt the front brakes and bled the rears. The latter can be difficult - it's best to have the engine running so the servo assists, and on the 2+2, access plates make the job easier.

With the car up on stands, I greased everything, from the front suspension to the rear end, extracting the grub-screws from the driveshaft joints to insert a grease nipple and pump grease in. They all took plenty of grease - except one, where the grub screw just wouldn't shift...

I really like the clear front lenses and solid red rear ones on US models, especially with white paintwork - but it should have amber flashers. Gil Keane at bettercarlighting.co.uk reckoned high-power amber LEDs should still shine amber through red lenses, so I installed a full conversion to LED flashers, including the flasher unit and hazard flasher unit. It really was plug-and-play.

One worry was circular impact damage on the windscreen where a stone had hit it

years earlier. The Series 1 2+2 windscreen is unique and this car had Sundym tinted glass from new, so it's a rare screen and I didn't want to replace it. Fortunately, a windscreen specialist had set up that week at my local Tesco. He discovered it had already been repaired - poorly - in the USA, but after drilling a new hole to inject resin he managed to make it almost invisible.

So, a week after that first drive, I headed to West End Garage in Buckingham for an MoT test. We were welcomed with great enthusiasm by the two brothers who run the garage - it turns out their father had owned a 2+2 and they had happy childhood memories of squeezing in the back for family outings. They gave the car a clean bill of health, apart from slight wear in the steering column UJ. Hurrah!

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② CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
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CTC109	9 Dr chest	662x305x421	£84.99	£101.99
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③ CBB309DF	9 Dr chest	975x370x420	£159.98	£191.98
④ CBB311DF	11 Dr Cabinet	1045x490x1075	£339.98	£407.98

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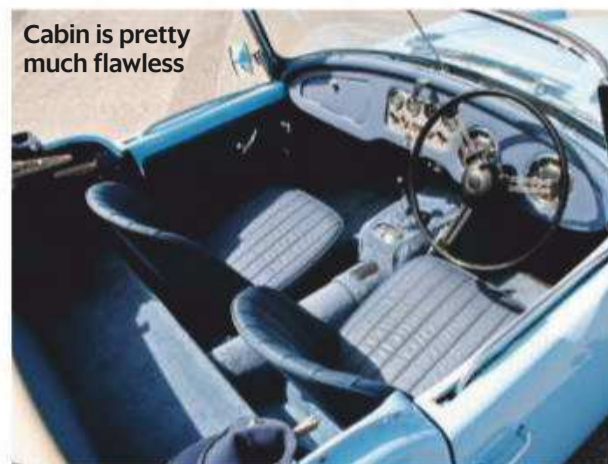
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£45k-plus has been spent on this car's restoration



Cabin is pretty much flawless



2548cc OHV V8 delivers as it should

1960 Daimler SP250 'Dart' £34,995

Want a thoroughly British classic sports car with V8 power? This restored SP250 could be just what you're after, says **Mike Renaut**

Initial impressions are that this Daimler looks a fine example. The paperwork - and there's a big box of it - shows it was bought by the present owner in 1983 and driven until an engine problem took it off the road around 1986. The V8, already replaced in 1967, was rebuilt in the Nineties, but the car was then dry-stored until full restoration began in 2014.

The rebuild included sensibly upgrading the chassis to B-specification (with extra chassis outriggers and strengthening) and reupholstering the interior in blue leather. More than £45k was spent and many photos of the work are included in the files. Also included is the original logbook, confirming the car has worn its '3785 AD' registration from new, and correspondence between owners and parts suppliers dating back to the late Sixties.

The glassfibre body appears in very good condition with no obvious crazing, although we did spot a few blemishes, notably a small crack on the driver's door at the base of the window frame. Although all panels open and close well there is evidence of the driver's door catching the body around the locking plate and inner

sill top, and the paint is chipped in those areas. When shut, the door gap is perfect all round. The rubber seal around the fuel cap is age-crazed and lets down the appearance, especially because overspray from a previous Signal Red paint job can be seen if you look closely.

The interior is a high point with flawless leather seats and dashboard; the carpet is also extremely good. The soft-top appears new and a tonneau cover is supplied. The boot area is carpeted to the same standard.

No central rear-view mirror is fitted (although there is a mounting post for one), the driver instead relying on a pair of door mirrors. We spotted minor surface rust spots on the fluted grille top, otherwise the bumpers, headlight surrounds and other chromework is very good. The windscreen is free of scratches. The wheels are painted dark blue and look generally very good with just a sprinkle of surface rust where the hubcap attaches on the nearside rear. Tyres are Toyos with excellent tread.

The engine fires on first key-turn and has a smooth, healthy idle that's barely discernible. The engine bay is in very good condition although some of the

wiring would benefit from a spruce-up. Everything we tested operated correctly. An electric fan is fitted, as is a stainless steel exhaust.

On the move, it delivers very decent acceleration. The gearbox is a joy to use and, coupled with the nicely weighted clutch, the car feels just as sporty as it looks. The steering is precise and the disc brakes are excellent, bringing the car up in a perfectly straight line. With the chassis a notorious weak spot of these cars, it's reassuring that no untoward noises or vibrations emerged during our test drive.

Overall, this is a very presentable and rare car that drives superbly. A little time on cosmetic improvements for the minor blemishes would benefit it tremendously.

CHOOSE YOUR DAIMLER SP250

- ▶ Launched as the Dart in April 1959, Daimler's new sports car was quickly renamed SP250 (its development project number) because Dodge had copyrighted the name for its own Dart.
- ▶ First model, later dubbed 'A-spec', could do 120mph but the Triumph TR3-based chassis was prone to flexing. Bumpers were an option.
- ▶ Jaguar bought Daimler in 1960 and expressed concerns about the chassis, leading in April that year to B-spec cars with stronger rear axles, extra outriggers and strengthening around door apertures. Auto 'box became an option.
- ▶ April 1963 saw the arrival of the C-spec, with a heater/demister as standard.
- ▶ Production ended in 1964 after 2646 SP250s were built.

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1960 Daimler SP250

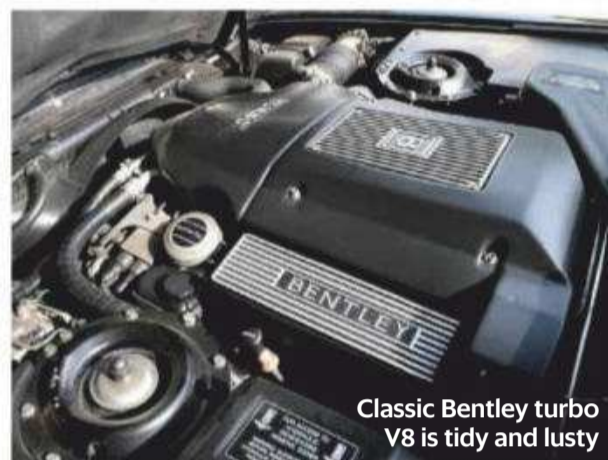
Price £34,995 **Contact** Fender Broad, Chateau Impney, Worcestershire (07794 477785, fenderbroad.com)
Engine 2548cc V8 **Power** 140bhp @ 5800rpm **Torque** 155lb ft @ 3600rpm **Performance** Top speed: 120mph; 0-60mph: 8.8sec **Fuel consumption** 24mpg **Length** 4064mm **Width** 1524mm



Brooklands-style mesh grille and flying B add to the aristocratic air



Dashboard veneers are in excellent condition



Classic Bentley turbo V8 is tidy and lusty

1994 Bentley Turbo R £14,995

This Bentley is free of the model's common faults, and backs that up with good history and low mileage, says **Paul Hardiman**

This Bentley appears to have been well kept by its seven owners, and displays none of the usual associated ailments. Originally supplied by Jack Barclay London, it has good service history. There are 18 stamps more than filling the book, the last one by RR specialist Ghost Motors which supplied it to its last owner at 67,882 miles in April. Mileage is now just over 69,000.

The body is straight with no apparent rot in the rear wheelarches or cracks and bubbles around the rear window, though curiously there's a narrow strip of black paint across the bottom of the glass, probably to hide the usual delaminating.

In bright sunlight it's obvious that it's had some paint, most noticeably on the right-side doors, along with a couple of tiny dings in the left front door. The overall appearance is good though, with even coachlines. The bumpers are pretty straight for a Spirit-family car, with few signs that they've been knocked about - just a small ping on the left front corner and a small push at the right rear that has slightly separated the plastic facing.

The chrome on the radiator shell is good, with a Brooklands-style mesh insert and a Flying B fitted from new. Wheels are unscuffed, shod in Avon Turbosteels on the rear and almost unworn (but 10-year-old) Hercules radials on the front; an almost unused Pirelli whitewall is on the spare, probably an original. Underneath there are no signs of leaks from the steering rack.

Inside, the dash veneers are excellent, with only tiny cracks in the centre console. The front seat leather, with red piping, is lightly creased but is unworn in the rear, where there are also optional opera mirrors and lambswool overmats. The rear parcel shelf trim is slightly shrinking away from the headrest mouldings, which is normal. All the electrics work - mirrors, windows and multi-way seats in all directions, even the oil level indicator built into the fuel gauge.

The engine is tidy, with oil golden and to the max mark, and coolant full. It starts easily, drives well and everything works, including the cruise control. The four-speed auto is responsive, and of course there's masses of stonk, the nose lifting like a motorboat rising out of the water when you plant the pedal. Even after more than three decades since launch, the way these

vehicles hurtle along remains impressive, with the prodigious torque making acceleration an eyebrow-raising sensation. Oil pressure is on the high end of the normal range, while temperature and volts read in the middle of their gauge ranges.

On test the car pulled to the left, despite recently having the tracking and wheel alignment set up by a specialist. The vendor believes that it's unhappy on its cheap front tyres and so is likely to treat it to a new pair of correct Avons, which will put it on a matching set. It will also be sold with handbook, original Jack Barclay ID sheet, MoT to March 2019 (showing no advisories) and six months' warranty. There are cheaper cars out there, but they won't be as pleasing as this one.

CHOOSE YOUR BENTLEY TURBO R

- ▶ Mulsanne Turbo launched at Geneva 1983 with Garrett T3 turbo on carb motor. Around 300bhp/450lb ft; 498 regular and 18 LWB built.
- ▶ Turbo R from 1985 (R stands for 'roadholding'), with rev counter. Fuel injection from 1987. By '92 entire range has GM 4L80-E gearbox replacing Turbo-Hydramatic 400.
- ▶ New Turbo R from 1995 has a shallower grille, Zytec engine management, LWB only from '96 with power up to 385bhp. Production ends 1997, followed by 252 of the RT until 1999 with 400bhp/590lb ft (thanks to a Garrett T04; spot one by its five-spoke alloys and mesh grille), which includes a few Olympian and 420bhp Mulliner 'really final' limited editions. Total Turbo Rs built overall: 7230.

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1994 Bentley Turbo R

Price £14,995 Contact Motodrome, Oxon (0118 907 1495/07719 069353, motodrome.co.uk) Engine 6750cc V8 with Garrett turbocharger and intercooler Power 320bhp @ 4200rpm Torque 475lb ft @ 2000rpm Performance Top speed: 143mph; 0-60mph: 6.6sec Fuel consumption 16mpg Length 5268mm Width 2007mm



1992 Ferrari F40 Cat Adjust (LHD)
 2 Owners, 8200 miles, Classiche, World Class



2015 Porsche 918 Spyder (LHD)
 UK delivered, 1/3 cars Riviera Blue, 334 miles



1990 Ferrari F40 Cat Non Adjust (LHD)
 Classiche, 18700 miles, tools and books



1975 Jensen Interceptor III (LHD)
 Recent refurbishment, original books



1994 Aston Martin Virage Volante (LHD)
 German delivered, 1 of 233, SWB,
 28300 miles



1971 Ferrari 365 GTB/4 Daytona (RHD)
 1 of 158 RHD, UK delivered, incredible history



1991 Bentley Continental (LHD)
 Active ride, cocktail requisite, exceptional



1985 Lagonda Series II (LHD)
 Carburettor Model, Matching numbers



1971 Mercedes Benz 280 SE 3.5 Cabriolet
 (LHD)
 European Delivered, floor change model



1966 Triumph TR4 (LHD)
 Exquisite, photographic restoration



1965 Rolls Royce Silver Cloud III (RHD)
 Incredible history win, flare & panache



1985 DeLorean DMC12 (LHD)
 Only 389 miles from new



BEAULIEU GARAGE



1951 Land Rover
£24,995

Land Rover Series 1 80" with the very rare alloy bulk head. Recently gone through a very sympathetic rebuild using many new parts, we are delighted to offer this quite rare and unique Series 1 80" Land Rover. Finished in non metallic Land Rover Green with new green trim and a new full Khaki canvas hood. Comes with Heritage certificate. This home market Land Rover was supplied new by Caffyns of Maidstone, Kent on 18th December 1951 and only showing 6 owners from new. We are selling this on Commission for one of our regular customers hence the very attractive price.



2001 Jaguar XKR
£17,995

Beaulieu Garage again have a beautiful example of this Jaguar XK8 Stratstone edition Auto Super Car. 2001 Y reg covering only 55000 miles from new with 14 Lancaster Sevenoaks Jaguar stamps and just 3 owners. This is a magnificent example finished in Silver metallic complemented with Ivory hide and matching hood cover, Burr Walnut dash and steering wheel, driving this car is really something very special indeed.



1995 Aston Martin
£26,995

1995 N Aston Martin DB7 Automatic finished in Brecon Metallic with Grey Connolly hide. Covering just 41000 miles with Full Aston Martin History so much history in fact a 2nd book has had to be used to accommodate the 21 Aston Martin stamps and 3 specialist stamps, the car is fully equipped with all the normal Aston Martin refinements and this exquisitely presented car is truly a Gentleman's sports car. It also comes with the registration number of N7CMS to add just a little more class.



1956 MGA
£29,995

1956 MG A Roadster, Red with Black leather piped red upholstery. Again here at Beaulieu Garage we have another magnificent MG A Roadster. An older restoration, a lot of work has gone into this car to bring it up to the standard. Runs and drives perfectly as it should, the car comes complete with photos and original buff log book. Priced very attractively.



1957 MGA 1500 Roadster
£22,995

Red with Black red piped leather upholstery, this car has been upgraded with the fitting of a 5 speed gearbox, Fast Road Cam, Unleaded Head, and stainless steel exhaust. Although not showroom condition it is a very presentable useable classic for you to enjoy or tinker to your hearts content, But if you wish to buy a totally restored example please look at our white car. Sorry the number plate is not included in the sale. A great little way to get on the Classic car ladder. A luggage rack is already fitted to the boot lid and complete weather equipment.



1957 Austin Healey 100/6 BN4
£38,995

Original home market car with overdrive in a very usable condition showing some minor age related marks. This straight six Healey pulls and drives superb and the 4 speed boxes selects positively with no crunching, testament to its engine and gearbox refresh approximately 10 years ago. The history file is slim but does contain some MOT's along with a heritage certificate. This really is the most competitively priced 100/6 on the market right now, your chance to own an Austin Healey before they are out of reach!



2004 Cobra AK 427
£43,995

Offered for sale we have this magnificent AC Cobra AK427 finished to the highest standard and finished in Jaguar Emerald Green, matching Light green hide, Green carpets with Willian safety harness and completed with chrome roll over bars. Powered by the legendary Chevy super form 5700cc V8 350ci 300BHP engine with Edlebrook carb Edlebrook rocker covers and chrome engine bay with Getrag 5 speed gearbox, covering just 4295 miles since its build and sits on 17" split rim Halibrand alloys with new Proxes Ti-s tyres.



1995 BMW 328i Convertible
£7,495

Cosmos Black Metallic with Grey upholstery. 3 Owners from new, Supplied new by Scotthall BMW of Southampton on 01.08.1995. Used by Scotthall themselves for 2 months before being supplied to Mrs King of Weymouth who owned the car for 4 years and the supplied in 1999 to Mr Baker of Christchurch, who we are selling the car for him on medical grounds. Covering 119000 miles from new with a full service history, In the service book we have 8 Scotthall BMW service stamps and 4 BMW specialist stamps, and with BMW they only need servicing when the car tells you so no nasty service bills every year. MOT'd until 30.06.2019 with every old MOT supplied, this car has only covered 15556 since June 2009 which means it has only covered 1729 each year since then.



1973 MG Midget
£9995

This car has recently been unearthed from careful hibernation having been laid up for 17 years. The garage that found it gave it a thorough check-over, service and put it through an MOT. We were impressed at how well it has survived. The panel fit is excellent and the underside is as good as we have seen. A sweet engine gives lively performance and the car handles very well. This car is finished in Harvest Gold with blue interior and comes with hard and soft tops.



1991 XJS
£4995

A future classic in the making, this XJS is presented in silver with a full black leather interior. Although showing as a Category C, there was only damage to the near side front wing and front bumper. Since its arrival with us, sister company New Forest Classic Cars have repaired the damages and made good the paint. All works completed here have been photographically documented. A new MOT will be issued upon sale.



1957 MGA
£34,995

1957 MGA Roadster Red with Beige upholstery. It looks like everything and I mean nearly everything has been replaced on this car it really is beautiful. Just had complete nut and bolt rebuild with perfect panel gaps. This car comes from a private collection with several folders full of bills, invoices old Mot's and a photo album. Here at Beaulieu Garage we are renowned through out the country as being MG specialists and this is probably the finest example we have seen in many a year, and offered at a very staggering low price.



1973 Triumph GT6
£9,995

Triumph GT6 1973 L Sapphire Blue with original black upholstery and factory webasto sunroof. 4 speed manual with overdrive on 3rd and 4th gear, MOT'd till 04.04.2019 This UK car has had just 6 owners from new, Heritage certificate a large file of Bills, Invoices old MOT's 2 boxes of spares and photo's. This remarkable British gem drives superb looks good. We as lads couldn't afford one of these but we can now! so is offered at a very sensible price.



1991 Porsche 944 S2
£14,995

TA 1991 Porsche 944 S2 in the ever popular Guards Red with a contrasting checked sports trim, featuring all the expected extras including an electric tilt sunroof and mileage of just 84,000 from new. Car is offered for sale with V5C Registration Document, some MOT certificates and its original Porsche service book, owner's guide and driver's manual in its original branded Porsche wallet. The 944 S2 will be supplied with a new MOT upon sale.



1968 MGC
£26,995

1968 MG C GT Night Fire Red Metallic with the correct period black upholstery piped red, sitting on Minilite alloy wheels and fitted with a full length factory fabric sliding sunroof. Introduced between 1967 and 1969 with only 9002 models built. This car was part of a private collection only covering 78115 miles with a full and magnificent folder of bills, invoice and old MOT's. This Gorgeous MG C has undergone a full and thorough rebuild to the highest standard and defiantly stands out from the crowd as being one of the finest available today. Not many left now and offered at a very competitive price.

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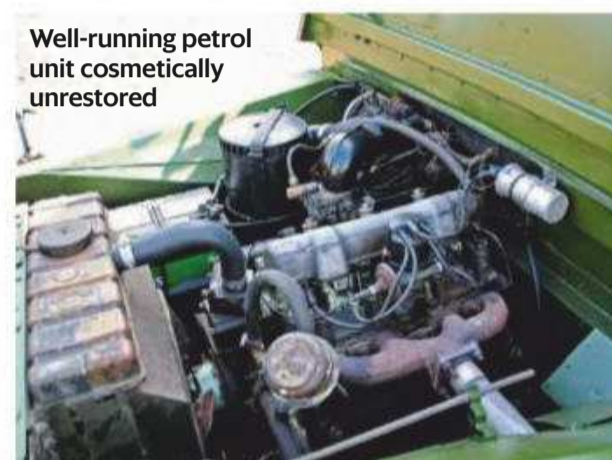
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Restoration has left good mechanicals without compromising character



Alloy bulkhead was fitted from factory



Well-running petrol unit cosmetically unrestored

1951 Land Rover S1 £24,995

Just in time for winter, this early 80-inch has undergone a recent sympathetic restoration and drives beautifully, says **Mike Renaut**

All mechanical parts of this Land Rover appear to have been reconditioned, while other areas have deliberately been left in their presumably as-found appearance. For instance, the paint on the instrument panel is worn but the speedometer, petrol gauge and ammeter all work perfectly.

The vehicle was built with an alloy bulkhead and the engine bay looks virtually as-new. The engine itself wears a layer of patina and is the only mechanical part not to have been repainted. No serious leaks were noted, though it had dropped a little oil while parked in the showroom - by all accounts that's normal for these. It fires from cold on the button with a little choke and soon settles to a steady idle.

Smooth changes through the four-speed gearbox require a little practice but both the gearbox and clutch feel in excellent shape. The brakes are good too - particularly for an old Land Rover - and the handbrake operates correctly.

The ride is bumpy, but that's to be expected and not a suspension fault. Flat-out at an indicated 45mph means you

won't buy this Land Rover to get anywhere in a hurry, and it's noisy too. The steering is typically slow and vague, although with less than two inches of play it's actually better than many of this vintage. An electric windscreen wiper is fitted on the driver's side. The seat covers and floor mats look new, as does the khaki canvas roof.

According to the V5 this Land Rover was first UK-registered in July 1986, but other accompanying paperwork - including a Heritage Certificate - confirms that it was built in December 1951 and is a genuine UK-market, right-hand-drive 80-inch with original engine, gearbox and axles. Six previous owners are noted and the indicated mileage at the time of testing was a little over 72,000.

The restoration is understood to have been completed very recently, although we found no receipts or evidence to suggest an exact date. The bodywork - finished in an appropriate green with a suede finish - is undamaged and all panels display perfect gaps. The doors open and close perfectly, don't drop and don't need to be slammed.

The surface finish varies - some panels have obviously been painted over earlier layers of sanded-down paint, which seems

in keeping with this vehicle's character. Door tops with side screens are included along with a small number of spare parts.

The chassis and underside are largely coated in black underseal and the exhaust system appears to be stainless steel. All five tyres are in excellent condition.

This is a thoroughly enjoyable vehicle to drive and one of the best Land Rovers we've tested. Prices for these are on the rise and early examples like this tend to more than hold their value - so with winter weather on the way, now might be a good time to grab yourself a useful classic at a sensible price.

CHOOSE YOUR LAND ROVER S1

- ▶ Launched in 1948 with four-wheel drive and 50bhp 1595cc four-cylinder petrol engine. Tickford offered seven-seater Station Wagon.
- ▶ Selectable two/four-wheel drive replaced permanent four-wheel drive in 1950.
- ▶ Engine upgrade in 1951 brought 1997cc and 52bhp. New grille no longer covered headlights.
- ▶ Wheelbase increased to 86 inches in 1953, improving ride and increasing load area.
- ▶ 107-inch model available from 1953.
- ▶ Aluminium-bodied in-house Station Wagon launched in 1954 on 86-inch chassis.
- ▶ Long wheelbase Station Wagon with seating for ten joined the range in 1956.
- ▶ 2052cc, 52bhp diesel engine was a £100 option from 1957; two inches longer than the petrol unit so front spring hangers moved forwards, upping wheelbases to 88 and 109 inches.
- ▶ Series II arrived in 1958. Earlier models then unofficially referred to as Series I.

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1951 Land Rover S1 80-inch

Price £24,995 **Contact** Beaulieu Garage, Hampshire (01590 612999, beaulieugarage.co.uk) **Engine** 1997cc, four-cylinder, overhead inlet, side exhaust-valves **Power** 52bhp @ 4000rpm **Torque** 101lb ft @ 1500rpm

Performance Top speed: 50mph; 0-60mph: n/a **Fuel consumption** 15mpg **Length** 3350mm **Width** 1550mm



Tuxedo Black suits the 'Vette – all the panels fit well too



Interior has gentle patina



Engine snarls nicely, but keeps its cool

1966 Corvette Sting Ray £66,000

This is a fine example that's been looked after in the UK for 30 years, 20 of them by the dealer who's selling it, says **Rob Scora**

With its sharp colour combination of Tuxedo Black over red vinyl, this later production 'Mid Years' Sting Ray manages to strike a balance between guile and brash display. That body in that colour is certainly a statement and those who inspect the car will note that all the panels still fit together nicely; no depressed headlights or warped bonnet, and those curves and blade-like edges all match up. The doors shut with a confident snap and there's no aftershock of rattling trim.

Overall, the tell-all black retains a good shine with no polishing swirl marks. There are some blemishes - a small blister in the paint above the nearside headlight, and chips to the finish around the door-top edges of windows and where the hood is stowed. The vinyl hood itself is in good order - supple and clean. Its mechanism works smoothly and it stows easily. There are no cracks in its rear window.

Badges and sill covers look equally good, and those aluminium knock-offs are a nice feature. Everything is where it should be,

though chips might reveal themselves to the closest inspection.

To a Corvette purist, the biggest cosmetic criticism will be the mirrors. Aftermarket units by Vitaloni Californian, they have a resto-mod vibe. Like the one or two steel braided hoses under the bonnet they're easily replaced, but the next owner could be happy with the 'working classic' feel.

The interior remains as intended and has a gently lived-in patina. It's also rattle-free on the move. The colours remain strong and the seats retain their support and shape. New carpets were fitted some ten years ago. The Corvette has led a largely sedentary life for the past 20 years, owned by the dealer and looked after by his workshop. Its history file traces its life in the UK back to when it was imported in 1988. It was also featured in Quentin Willson's book *The Ultimate Classic Car*.

The 'Vette's 300bhp small-block fires up readily at the first turn of the key. There is a slight shunt as the two-speed auto connects motor and drivetrain, but the car moves off smoothly and changes gear seamlessly as you accelerate away.

There are no untoward whines from the transmission and the engine makes the

typically theatrical audible responses of an American V8. Despite its flourishing snarls, the motor never really needs to move out of the 1500-2700rpm range to dole out enough power to keep the car progressing smartly. It kept its cool in stop-start and country lane motoring.

The steering could be a little more exact around the straight-ahead position and the brakes a bit more commanding, but neither lies outside the norm. Even so, we're told the car will get a mechanical fettling before leaving the garage.

Not many years ago, £66k was strong money for one of these, but the show-stoppers are climbing towards £90k. If your taste is for a real-world car, this feels gently lived in and whole lot of fun to live with.

CHOOSE YOUR CORVETTE C2

- ▶ All-new Corvette C2 launched in September 1962 in convertible and fastback coupé forms. Its difference was marked by adding Sting Ray to the name. Underneath the Bill Mitchell styling was a new chassis with vastly improved suspension, but the engines remained the same - a 327ci (5.4-litre) V8 offered in four states of tune from 250bhp to a fuel-injected 360bhp.
- ▶ For 1964 the coupé lost its split rear window and power output crept up. The small-block V8 was joined by a big-block 396ci (6.5-litre) option for 1965, offering 425bhp. The following year this grew to 427ci (6997cc), with peak power coming from the 425bhp LT1 option in 1967.
- ▶ C2 Corvette was replaced after just five years in production; 117,966 Sting Rays had been built.

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1966 Chevrolet Corvette Sting Ray

Price £66,000 **Contact** Spurr Classic Cars, Sheffield (0114 231 5000, americancarsuk.com) **Engine** 5354cc cast iron ohv V8 **Power** 300bhp @ 5000rpm **Torque** 360lb ft @ 3200rpm **Performance** Top speed: 130mph; 0-60mph: 8.0sec **Fuel consumption** 18mpg **Length** 4448mm **Width** 1758mm

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JAGUAR XJ8 SE 4.2 Ltr (X-358) 2003: Frost Blue with Dove Grey hide interior. 18" 'Tuscana' alloy wheels. One owner. 22,000 miles only from new. Full Jaguar service history. Wood & leather steering wheel and all other usual SE refinements£14,995



JAGUAR XJ8 4 LTR. (X-308) 2000: Pacific Blue with Ivory hide interior. 16 inch 'Starburst' alloy wheels. Jaguar Cars plus two private owners. 28,000 miles only from new. Full service history. Wood & leather steering wheel. Figured Walnut wood trim. Stainless steel window surrounds£10,995



BMW 325i SE SALOON 2002: Opalescent Light Green with oatmeal hide interior. 16" alloy wheels. Automatic. P.A.S. Electric glass sunshine roof, air conditioning, rear park assist etc. One Jersey owner. 11,000 miles only from new. BMW Service history£7,995



JAGUAR XK 140 FHC 1955: Old English White with Blue-Grey hide interior. Chromium wire wheels. Manual/overdrive. Front disc brake upgrade and some other useful modifications for ease of motoring. Previously supplied by ourselves, expected shortly.

JAGUAR XK 140 ROADSTER 1955: Old English White with black hide interior and weather equipment. Silver wire wheels. Manual gearbox. Front disc brake upgrade. Original US supplied car that returned to the UK in the late 1980's. Expected shortly.

JAGUAR XJ8 3.2 Ltr EXECUTIVE (X-308) 2001: Mistral Blue with Oatmeal hide interior. 16" 'Starburst' alloy wheels. One lady owner. 26,000 miles only from new. Air conditioning and other usual 'Executive' refinements including rear park-assist.....£10,995

JAGUAR E-TYPE V12 2+2 1972: Signal Red with Beige hide interior. Chromium wire wheels. Manual gearbox/P.A.S. Original UK supplied RHD example that was fully restored to show standard by XK Engineering in 1990/91, minimal mileage since. Previously supplied by ourselves and known to us since 1997£67,500

JAGUAR XJ-S 3.6 Ltr CABRIOLET 1987: Arctic Blue with Isis Blue hide interior and matching roof panels with ultra-rare rear hard-top. Alloy wheels. Three owners. 38,000 miles only from new. Air conditioning and all other usual refinements. This is a very rare automatic six cylinder XJ-S Cabriolet, the rarest of all the open top Jaguar XJS models.

JAGUAR SOVEREIGN 4.0 Ltr (X-300) 1994: Kingfisher Blue with Doeskin hide interior. 16" 'Kiwi' alloy wheels. Three owners. 31,000 miles only from new. Air conditioning, cruise control and other usual Sovereign refinements plus Harman Kardon stereo, polished stainless finishes to the window surrounds and chromium door mirrors and rear lamp units.....£10,995

JAGUAR XJ'R' 4Ltr SUPERCHARGED (X-308) 2000: Anthracite with Cream hide interior. 18" 'Asteroid' alloy wheels. Two private owners. 17,000 miles only from new. Wood & leather steering wheel. Figured Walnut wood trim. De-chromed window surrounds. Exceptionally smart and ultra-rare as a Supercharged car£17,500

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Jaguar E Type V12 1971 2+2 finished in unmarked gleaming signal red with black hide interior, sparkling chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs, this car is just stunning one of the best there is garaged from new £86,500



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 tulip) 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 disc brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking..... £90A



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, Strilux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concourse wins in its time. Winning the Rolls Royce Owners Club concourse 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 concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment£275,500



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



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



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 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 toneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment.....£85,750



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



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 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



Mercedes Hearse 1998. Coach built by Colman Milne finished in Masons Black with superb interior, double deck, beaver seats, walnut veneer decks, automatic power steering, stereo system, power windows, only two owners and only 79,000 miles. Maintained to a very high standard, drives like new, totally superb, always garaged, limousines to match if required..... £13,750



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



BENTLEY 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overrugs to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only £65,750



Mercedes 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



Range Rover Sport Diesel HSE Dynamic 2015, finished in aruba with black roof, with contrasting interior, full length panoramic roof, power fold away tow bar, 22inch wheels, side steps, tinted glass, only 28,000 miles, with history just serviced, only two owners, huge spec please call for details, this car is just stunning, could be mistaken for new £49,750



Jaguar E Type 1970 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example £69,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



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 new the 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



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 unmolested car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition, This car is just remarkable..... £165,500



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 mol'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

<p>Jaguar E Type 1972 V12 Roadster, finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, overmats, 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</p>	<p>Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this Mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning.....£169,500</p>	<p>Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concours 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</p>	<p>Jaguar E Type V12 roadster 1973 This E Type must be one of the best in the world, easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior, headrests, sparkling chrome wire wheels, with white band tyres, spare wheel unused, power steering, manual transmission, stereo system, tinted glass, drives like new, box file full of history, thousands spent to bring this car to its like new condition, if you want the very very best this is it, just breath taking, more pics on our website. A fine investment.... £165,750</p>
<p>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</p>	<p>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 windscreens, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example..... £57,750</p>	<p>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</p>	<p>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</p>
<p>Mercedes Sports 420 SL 1989 one of the last of this model, finished in gleaming signal red with superb black hide interior, piped red, rear seats, hard and soft tops, tinted glass, power windows, auto, cd player, alloys, over mats, full service history, this car is just stunning probably one of the finest£39,750</p>	<p>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</p>	<p>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 white band 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.</p>	<p>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</p>
<p>Jaguar E Type 1973 V12, 2+2 finished in azure blue with navy blue hide interior, headrests, overmats, tinted glass, adjustable mirrors, stereo system, brand new chrome wire wheels and full length webasto sun roof, white side tyres, automatic transmission, power steering, this car is amazing having been stored since 1978, only covered 6000 miles, bills and invoices available, original handbook and tools, drives superb, brilliant investment.....£79,750</p>	<p>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</p>	<p>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</p>	<p>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</p>
<p>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 aerofoye, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example. £115,500</p>	<p>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</p>	<p>Mercedes 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</p>	<p>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</p>
<p>Jaguar E Type 1970 2+2 finished in old english white with as new black hide interior piped white, automatic transmission, sparkling chrome wire wheels, with new white band tyres, stereo, complete with all tools, this car has had a recent full engine overhaul, and over the years thousands spent with all invoices, old mot, original hand book, old tax discs, the history must be seen with this car£68,750</p>	<p>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, white band tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mot, 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</p>	<p>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, even the original complete tool set looks like it has never been used, new stainless exhaust fitted, very smooth and quiet, drives like new, makers oil pressure, Mellowed into an absolute beauty and a fine investment. Impossible to repeat£36,750</p>	<p>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</p>
<p>Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overugs, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whitestide tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value. ...£69,750</p>	<p>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</p>	<p>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</p>	<p>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 aerofoye, 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</p>

2011 ASTON MARTIN DBS VOLANTE



Finished in Hammerhead silver with burgundy trim. All the extra's, 26000 miles and full history. £110,000



1998 ASTON MARTIN VANTAGE V600
One of the limited edition cars this V600 has covered just 28000 miles with no expense spared service history with 'works service'. Finished in the most desirable colours of Royal Blue with parchment piped blue £339,000



1978 ASTON MARTIN VOLANTE.
Ex AML chairman's car and works demo 1AML. Huge file and greatly featured car. Rare original manual £POA



2001 ASTON MARTIN DB7 VANTAGE VOLANTE
Finished in silver blue with black hood and trim. 52000 miles with full history £39,950



2004 ASTON MARTIN DB9 COUPE
Finished in Meteorite silver with black trim. 57000 miles with full history £32,500



1957 MGA ROADSTER
Fully restored by Oselli and little used since. Huge spec, desirable colour combination £POA



1962 FORD ZEPHYR CONVERTIBLE.
Very rare and fully restored in 2012 little used £29,750



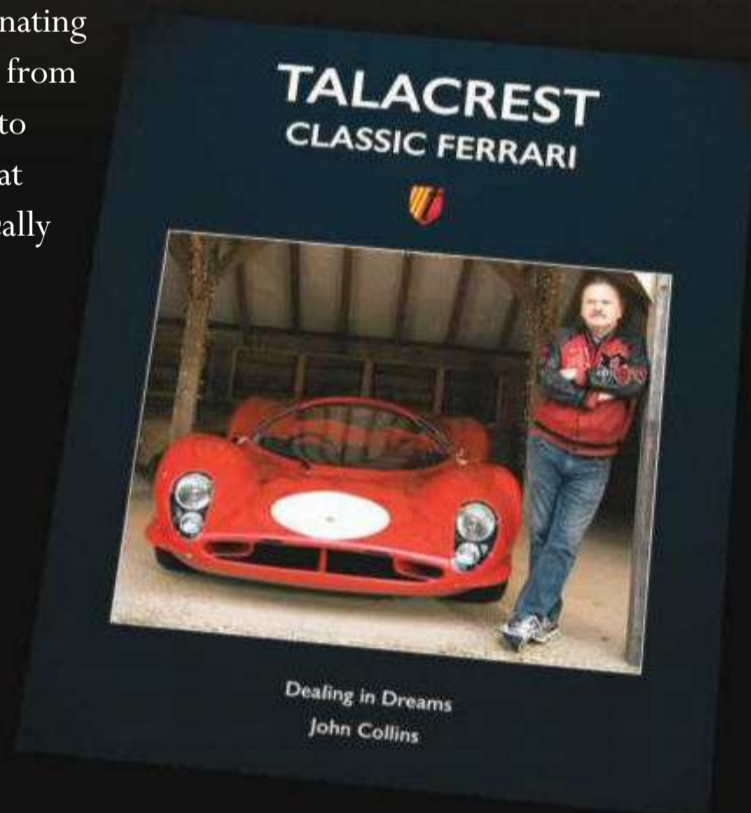
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THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



DEALING IN DREAMS

This beautifully printed coffee table book measuring 310 mm x 250 mm is a fascinating insight into the world of dealing in classic collector Ferraris and other exotic cars from John Collins. It tells the inside story about John and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia and Marcel Massini amongst others and includes many important Ferrari road and racing cars. Many are accompanied with histories, track tests and how the deals were done. The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queen's Award for Export. Apart from the cars there are fascinating chapters about John's personal life and other achievements. John's connections with the Sport of King's and love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and The Racehorse Sanctuary.



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1965 SUNBEAM TIGER MK1.

Originally registered in Dorset at MD Marchants Ltd. 'Sherwood' Grey Metallic With New Red Leather Interior. Manual, Hardtop Included - Fully Restored and colour matched., Mota Lita Steering Wheel, New 15" 'Minilite' Wheels, Restored in 2017 by ourselves to the highest of standards, costing well in excess of £50k in restoration alone! The donor vehicle was a similar figure! Total Rebuild from a fully stripped shell upwards with every component receiving attention. New Interior. Rechromed. New Windscreen, New Dashboard. New Fabricated 'Air Scoop' Bonnet, New Aluminium Radiator Etc. Etc. Photographic record of restoration. Bluetooth Connectivity, Extensive History File dating back into the 70's including original Logooks, MOT's, Tax Disc's Invoices Etc. Etc. Absolutely Stunning

RHD - £84,995



1990 FERRARI TESTAROSSA.

UNDER 14,000 MILES FROM NEW !!! Rosso Corsa with Crema - 'The' only colour combination to have ! Full service and health check including cam belts just completed. Previous recorded belt changes at ; 4,899 miles, 8509, 10,779, 12,256, 13,459, 13,636, 13,692 and 13,696 !!!!!!! A stunning example of this iconic Supercar.

RHD - £140,000



1997 FERRARI 355 GTS - 6 Speed Manual.

Nero with Magnolia Hide. 3 Owners and 'only' 18,000 from new !!! Full service and health check including belts, just completed. Stunning in every respect. 'The' most desirable 355 model with real investment potential.

RHD - £120,000



1959 AUSTIN HEALEY FROGEYE SPRITE.

Iris Blue with White Hard Top. Totally restored by us, from a bear shell, some 20 years ago ! Subsequently modified to provide the ultimate driving 'Frogeye' by BRDC member. Engine is now 1380cc by Dave wells / SH Engineering, Gearbox - 5 Speed, Suspension uprated with leaf spring lowering kit and adjustable AVO Shocks, Stainless Sports Manifold and Exhaust (Repackable) by Frontline, Bespoke Seats in Navy, also by Frontline. Not one for the purist, but once driven you would never go near a standard Sprite again !! Simply sensational !!

RHD - £34,995



1953 AUSTIN HEALEY 100/4 BN1 TO M SPEC

One of, if not 'the nicest 100/4's I have seen in a long time. 'Total' restoration on a 'new' chassis just completed. Healey Blue with Blue Interior. Painted Wire Wheels. Complete with Original Suppliers Plaque - 'The Totland Service Station, Isle of Wight'. Beautifully detailed throughout with superb attention to detail. As clean on the underside, if not cleaner than it is on the top ! Complete with detailed history file and rebuild photographs. Now more desirable than it's big brother - the 3000 !! Simply Stunning..

RHD - £84,995



1984 FORD SIERRA XR4i.

Diamond White with the Rare Blue Oxford Trim. Totally Rebuilt from the Bare Shell to an incredible standard. Described by the 'XR Owners Club' as being 'Better than factory' ! No aspect has been ignored with the attention to detail being exemplary. I am sure there are others on the market but few, if any, will hold a candle to this example ! Complete with Original Purchase Invoice, Hand Books, Extra Cover Documents, Service Invoices, Photographic Record, Numerous MOT's Etc. Etc. Quite simply, they do not get any better, so if you are searching for the very best, your search is at an end ! Ford prices are rapidly increasing so now is the time to get on the ladder or add to the collection !

RHD - £24,995



1975 TRIUMPH STAG - MANUAL / OVERDRIVE

Triumph Racing Green with Biscuit Interior. Been in same ownership for last 15 years. Used mainly for continental tours, Total engine Rebuild last year by EJ WARD. Now converted for Unleaded Fuel. Gearbox and Overdrive also recently overhauled. Louvered Bonnet. Excellent History file. Properly sorted and now waiting for its next jaunt !

RHD - £19,995



1963 MORRIS 1000 4 DOOR SALOON.

Finished in Clipper Blue with Blue Grey Interior. One Family Owner until 1993. Total Restoration some years ago with Full Photographic Record and still in superb condition throughout after all these years! "Gladys" has clearly been loved and cherished throughout her life evening making an appearance on "Heartbeat" ! A very practical and useable 4 seater family classic with an interesting history now looking for its next 'doting' custodian.

RHD - £6,995



1973 MG MIDGET 1275 MK III

British Racing Green. Fully Restored some years ago and clearly, meticulously looked after since. Last owner was is a retired Engineer who took great delight in ensuring that everything met his exacting standards. Driving superbly and ready and waiting for its next custodian. Specification includes Painted Wire Wheels, Alloy Rocker Cover, Oil Cooler, Chrome Luggage Rack, Hood Cover, Inertia Reel Seat Belts, Immobiliser Etc. Accompanied by comprehensive history file and workshop manual. A superb and extremely useable example

RHD - £10,995



1960 ROVER P4 80 - OVERDRIVE.

Black with beautifully original Red Interior. Fully restored some years ago from a bare chassis upwards to a fantastic standard. Complete with period valve radio which still functions ! Three Albums detailing full photographic record of rebuild. All tools present and correct. Detailed history file with invoices, original buff log book, ownership trail etc. etc. An exceptional example in stunning condition throughout.

RHD - £14,995



1990 MINI COOPER 1275

Red with White Cap.. Last Owner from 20 years !! Three 'lady' owners in total. Full Body and Mechanical rebuild some years ago by TR Enterprises to the highest of standards. Lovingly cared for since and stunning throughout. Engine now 1293 and beautifully detailed. Genuine Minilite Alloy Wheels. A superb example of this rare and appreciating asset. Far from just being another 'average' example. Now awaiting its next custodian.

RHD - £16,995



1963 ROVER 110 SALOON -OVERDRIVE 'SEN 269'

The 'Poor Mans Rolls Royce' !! Burgundy with Dark Red Interior. Superb condition throughout. Originally registered in Manchester in May 63'. Last owner for 14 years. Full Body Restoration some years ago with full photographic record. History file also includes various hand written notes detailing all works during last ownership, Original Buff Log Book. Older Mot's and Tax Disc's. A delightful example looking for its next home.

RHD - £15,995

If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.

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1960 ROLLS-ROYCE SILVER CLOUD II DROP HEAD COUPE

£POA

Recently restored & one of two special order Silver Cloud II H.J Mulliner models. Shell Grey with Red leather interior.



1974 ASTON MARTIN V8

£POA

Matching numbers, UK delivered V8 Series 3. Finished in Imperial Blue with restored Cream leather interior.



1965 FORD LOTUS CORTINA MK1

£POA

Finished in Lotus iconic Ermine White and Sherwood Green. Previously FIA prepared and fitted with full competition spec interior.



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Aston Martin V8 Vantage V600



Aston Martin DB6 Manual RHD



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Left Hand Drive



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Aston Martin V8 Volante
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Aston Martin V8 Volante LHD



Aston Martin DB5 Coupe RHD



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Aston Martin V8 Vantage Zagato
Left hand drive

Aston Martin V8 Volante RHD Man
Aston Martin DB6 Vantage Man RHD
Aston Martin Virage Volante Wide Body
Aston Martin DBS 1970 RHD
Aston Martin DB6 Vantage Man LHD
Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 Vantage X Pack Coupe RHD

Aston Martin V8 S2 Saloon LHD
Aston Martin V8 Volante Auto LHD
Aston Martin Virage Coupe
Aston Martin V8 Volante Man RHD
Aston Martin Virage FULL 6.3 Man RHD
Healey Beutler original Mille Miglia
Healey Westland Mille Miglia

Jaguar MK IV manual LHD
Jaguar V12 E Type Roadster Man
Lagonda M45 Le Mans
Lancia Dilambda Saloon 1931 RHD
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1936 Bentley 4 1/4 Litre
Open Tourer by Corsica



1937 Bentley 4 1/4 Litre
Three Position Drophead Coupe by H.J. Mulliner



1937 Bentley 4 1/4 Litre
Sedan Coupe by Gurney Nutting

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1953 BENTLEY R TYPE LIGHTWEIGHT SALOON BY H. J. MULLINER. Finished in Shell over Tudor Grey with Grey hide Large history file including build sheets and original handbook A very scarce 'Lightweight' all aluminium saloon with Continental axle and factory glass sun roof **£62,000**



1934 ROLLS ROYCE 20/25 SPORTS SALOON BY PARK WARD. In Black Magnolia hide Interior Just 3 owners from new. Excellent history file. Known to us for last 6 years. A beautiful, rakish Park Ward sports saloon in exceptional original condition..... **£58,000**



1979 ROLLS ROYCE CORNICHE 5000 SERIES FHC Finished in Royal Blue with Magnolia hide interior. Known to us for many years. Last gentleman owner for 14 years. 65,477 miles. Just completed a full overhaul. A wonderful example of these increasingly rare and much sought 5000 series cars..... **£79,000**



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**



1988 ROLLS-ROYCE SILVER SPIRIT. Finished in Windsor Blue with Parchment hide piped Blue. Covered just 16,000 miles from New with 1 former keeper. A new Rolls-Royce Silver Spirit **£27,500**



1962 MGB ROADSTER. (Pull handle) Old English White, black leather interior piped white. 76,428 miles. A beautiful example. 1 owner from new then part of a private collection..... **£18,000**



1993 BENTLEY BROOKLANDS finished in Brooklands Green Tan hide piped Green interior. 54,000 miles 4 former keepers. Full service history. Jack Barclay maintained. Exceptional history. **£18,000**



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**



1934 3 1/2 LITRE DERBY BENTLEY CONVERTIBLE by Park Ward. Finished in Brown and Cream with Dark tan hide. Owned by the Duke of Grafton. A unique body design, special order, one off coachwork. A stunning example in exceptional condition..... **£175,000**



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**



1978 ROLLS ROYCE SILVER SHADOW 2 Caribbean Blue Dark Blue hide with matching carpets and over rugs. Just 57,000 Miles Full service history. Every MOT from new. A wonderful example..... **£25,000**



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**



1996 BENTLEY TURBO R SWB. Finished in Racing Green with Tan hide interior Covered 49,000 miles. Full service history with Jack Barclay Cylinder headgaskets replaced. The finest example we have seen. Perfect throughout..... **£25,000**



1926 20 H.P SPORTS SALOON BY WINDOVER. Finished in Black over Midnight Original Brown hide interior. Last gentleman owner for 15 years. Maintained to a very high standard all its life. A beautiful 20 HP, stunning condition throughout. One of the finest twenties we have seen..... **£58,000**



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**



1997 BENTLEY TURBO R LWB. Finished in Peacock Blue, Light tan hide Excellent service history. Known to us for many years. Replaced head gaskets and new pistons and liners. Many thousands spent. 2 former keepers. A fantastic late example with many factory options..... **£15,000**



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..... **£14,500**



1964 ROLLS-ROYCE SILVER CLOUD III. Finished in Midnight over Georgian Silver. Grey hide Interior. Last owner for 13 years. Known to ourselves. Maintained to a very high standard. A very attractive example. Well maintained by specialists..... **£59,000**



1909 ROLLS ROYCE SILVER GHOST 40/50HP TOURER. Finished in Black and Green. Black hide interior. Last owner for 52 years. Previously owned by Hurburt Scott-Paine of Supermarine. A highly sought example, fresh to the market after over 50 years..... **£1,100,000**



1980 ROLLS-ROYCE SILVER SHADOW 2 LHD. Finished in Nutmeg Tan hide with original Fawn carpets. 57,000 Miles (92,000 klms) A beautiful and totally original Left hand drive Silver Shadow in exceptional condition throughout **£36,000**



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..... **£15,000**



1998 BENTLEY ARNAGE GREEN LABEL (Red label look alike) Finished in Silver Pearl. Magnolia piped Blue interior Covered 62,829 4.4 BMW Twin Turbo V8. Picnic tables. Electric rear seats. Excellent condition **£20,000**



1976 ROLLS-ROYCE CORNICHE FHC. Finished in Midnight blue with blue hide interior. Known to us since 1980. Full service history. A beautiful and very original example of this much sought after model. 83,226 miles..... **£56,000**

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- 1934 Speed 20 Racing Special by Henry Stoner; 1936 Speed 20 Replica Vanden Plas Tourer
- 1937 4.3 Vanden Plas Tourer by Red Triangle; 1938 Silver Crest Saloon by Holbrook
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Porsche Boxster 3.2 S 6 Speed Manual. 2003 ONLY 17600 MILES FROM NEW. Finished in Very Rare Speed Yellow With Full Black Leather Sports Seats. This Stunning Example was Supplied New by Lancaster Porsche Colchester on 01/03/2003 Options Included: Full Black Leather Sport Seats, Crested Headrests, Speed Yellow Seat Belts, 18" Sport Design Alloys, Roll Bars in Speed Yellow, Xenon Headlights, BOSE HiFi with 6 CD Player, Ali Door Entry Guards, Porsche PSM, Ali Gear Shift/ Handbrake, Unmarked Black Power Hood, Climate Control, Wind Deflector. Only 17600 Miles From New With a Detailed Service History and a Complete MOT History. Original Sales Invoice With All Books, 2 Full Key Sets**£15,995**



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1971 JAGUAR E TYPE V12 COUPE AUTO. Finished in immaculate pale primrose with beige leather and chrome wire wheels. This very unique example is an original righthand drive UK car. Only two owners and only 56,000 miles from new. Comes with Jaguar Heritage Certificate, all matching numbers and large history file. Never been welded or rusty and only used in the summer months from 1989. VERY RARE OPPORTUNITY TO ACQUIRE AN ORIGINAL RHD RUST FREE UK E TYPE..... **£74,995**



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1949 LANCIA APRILIA This 1500cc Aprilia was produced in the final year of production. Originally registered as a UK car and exported to America in 2012. \$60,000 spent on restoration by Pro-Tech of Washington, an award winning company, where it was stripped to a bare shell and completely rebuilt. Brought back to the UK in 2017. Fully restored example..... **£37,995**



1988 JAGUAR XJS CONVERTIBLE V12 AUTO. Finished in immaculate Bordeaux Red with mileage recorded at only 33,673 miles. The car only covered 2,000 miles from 1998 to present with the previous owner who had the car serviced 12 times during this period. A full service was completed in June this year. Stunning car which comes with original sales brochures, tax disc, owners manuals and leather wallet..... **£25,995**



1991 JAGUAR XJS V12 GUY SALMON JUBILEE EDITION. Finished in immaculate Solent Blue over Silver Birch with biscuit leather and lots of extra walnut as part of Guy Salmon Jubilee Edition. Supplied by Guy Salmon and serviced by them 12 times and a further 2 by specialists and now only covered 33,000 miles. Stunning, lovely example, would satisfy the most discerning collector **£24,995**



1966 VOLVO AMAZON 1225. This time Warp car has only covered 18,000 miles since new. The first owner, an elderly gentleman, had the car for 40 years and only covered 11,500 miles. Finished in Graphite Grey with red trim, the interior is in as new condition and retains plastic covering on the rear door cards and B posts. The body has never had any welding and is in a truly time Warp Condition. Best one on the market! ... **£23,995**



1979 ROLLS ROYCE SILVER SHADOW II. Stunning Silver Shadow finished in Larch Green with Magnolia hide and beige carpets. Beige knee roll with black dash top, hide head lining and headlamp wash-wipes. Rolls Royce book pack in its original wallet. Large service history including 21 stamps from a mix of main dealers and marque specialist, only 72,488 miles. Silver Shadows are now becoming really hard to find in this condition **£22,995**



1987 PORSCHE 944 TURBO. Finished in Speed Yellow with light beige hide, the last owner had the car for 25 years. 73,000 miles and 15 service stamps in the service book, the last service included the cambelt 400 miles ago. Stunning well looked after car. **£21,995**



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2005 PORSCHE BOXSTER 987 3.2S 6 Speed Manual. This superb Boxster is a Generation 2. Finished in immaculate seal grey with unmarked black leather heated seat. Other options include Sat Nav and CD player, 19 inch Alloy Wheels and the expensive Base Sound System. 69,000 miles with full documented history. **£13,995**



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**



1998 JAGUAR XJ EXECUTIVE V8 4 LITRE. Finished in immaculate British Racing Green with ivory leather interior. The car has only covered 17,000 miles from new and comes with a full service history. Condition is in keeping with the extremely low mileage **£12,995**



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1966 FIAT 500 NUOVA. Total restoration in 2004 with costs in excess of £17,000 by Rolls Royce specialists, comes with supporting paperwork and invoice for the restoration. Finished in Rolls Royce Smoke Green, upgraded magnolia upholstery and dark green wilton carpets. Imported from Monaco and since reimportation to the UK the car has been in a private collection. Exceptional example..... **£12,995**



1989 JAGUAR XKR COUPE SUPERCHARGED. Finished in immaculate Jaguar Red with ivory hide and tan carpets. 69,000 miles with full history, 8 stamps in the service book. All original books and green wallet. Superb example..... **£11,995**



1977 ALFA ROMEO ALFETTA GTV 2.0 This stunning Alfetta is finished in white with green interior. Imported from Italy in 2014 and one owner since. Only 61,000 miles. Comes with the Italian owners handbook and Italian documents. Exceptional example which drives incredibly well **£11,995**



2005 JAGUAR XJ6 3.0 V6 AUTO. Alloy Body with air suspension! Finished in immaculate Jaguar Topaz with unmarked Champagne hide. The car has only covered 73,000 miles with 2 owners from new and 11 Jaguar main dealer stamps in the service book. Comes with all the original Books etc in the Jaguar Wallet, all tools etc, plus an unused spare wheel. You would find it very hard to find one better! **£8995**

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Superb BN1 MM eligible. Original Italian registration Milano, ASI certified. This is maybe the rarest and most longed-for version for the historic competitions. 2011 restoration, matching numbers. Currently equipped with aluminium bonnet "Le Mans", side exhaust.

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1978 Chevrolet Corvette C3 «PaceCar»

Model year '78 built for collectors with only 8.900 original miles. It's one of the 200 produced with manual gearbox and the big L82 engine. This C3 competed and won the Top Flight competition in Ohio in June 2016. 97 score.

£ 55.000-



1967 Chevrolet Corvette C2 427cc «Stingray»

Purchased in 1990 by the Pro Team in Ohio later imported in Italy the same year. Always belonged to one owner. Well taken care shows up in impeccable condition. Few improvements were carried out.

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1991 Ferrari 348 TB

Very well taken care of. Servicebook available. Full inspection of the engine and the mechanics carried out. Photographic book and invoice of works made are available. Excellent conditions.

£ 52.000-



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Great original condition, one ownership, 51.000 km from new. Available original Ferrari tools, service book.

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1972 Dino 246 GTS

First Italian registration and delivery in Roma. Only two owners within the last 25 years, 64.000kms covered. Very original concourse conditions, ready to use and regularly serviced, Italian MOT ok.

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1954 Fiat 500C Topolino «Belvedere»

The vehicle we offer has been fully restored. Still fit original Italian registration plate and libretto. Body fully repainted in its original green color, cover seats and panels new, mats set new. Mechanics completely reviewed. Ready for road use.

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1965 Ford Mustang 289

well kept mechanics conditions, regularly registered in Italy. Asi certified. Are installed electric soft top, front and rear disk brake, brake pump and servo, automatic gearbox, radio, power steering.

£ 45.000-



1962 Jaguar Etype 3.8cc

European delivery, fully restored lasted over 6 years. Restoration's pictures and purchase's invoices are available. The engine and all of the mechanics groups are subjected to run-in.

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1955 Jaguar XK 140 FHC «SE»

Stunning rare model comes with its original "special equipment" twin silencer, "c-type head". Jaguar Heritage, matching numbers, matching colors.

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Very rare one of the 168 models built between 1963 and 1968. Extraordinary unmolested conditions, wonderfully taken care and maintained. Italian registration and delivery in 1963. ASI and LANCIA certified.

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1963 Lancia Flaminia Touring Convertible 2.8cc 3 carbs

This masterpiece made by Touring was built in 1963 in only 180 cars. First registration and delivery in 1968. Last long ownership from 1987 till 2018. Matching numbers, matching colors.

£ 135.000-



1962 Lancia Appia Convertible

First Italian registration and delivery, Lancia certified. Mechanics in great conditions, in 2017 were replaced. Ran into GP Nuolari 2017

£ 38.000-



1948 Lancia Aprilia 1500cc

Great restorable conditions for this 1948 Aprilia. The car we offer has Italian registration. All the mechanics groups run and we believe a light restoration can be made. Perfect solution for anyone who wants to prepare a Mille Miglia eligible car. ASI certified.

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1963 Mercedes 220 SEb Cabriolet

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2007 (57) Porsche 997 in Guards red with full black hide interior with red stitching and blessed with virtually every available option. This is a perfect motor car that has covered just 11,000 miles from new and has a fully stamped service history. A full description and specification can be found on our website. **£45,000**



1972 Porsche 911, 2.7RS recreation based on an original 1972 911T. Undoubtedly one of the finest 2.7 RS recreations and remarkably close to the original specification of an RS Touring. Finished in Viper Green with original design black leather Recaro sports seats and fitted with a freshly built 2.7 engine to RS specification using an original low mileage 2.7 crankcase and 2.7RS spec cylinder heads and fully restored RS throttle bodies. A full specification is available on request. This is the closest that you will find to an original RS at a fraction of the cost. More details on our website.



1991 Porsche 964 Carrera 4 Coupe finished in Guards Red with contrasting biscuit hide interior. This stunning example is in fabulous condition throughout and has just benefitted from a major service with a renowned and well respected Porsche specialist. Everything about this car suggests that it has been cherished by its 3 previous owners as it comes with a fully stamped service book containing 9 service stamps from the main dealer in Singapore where it was originally supplied. Since returning to the UK in 1998 it has had just 2 owners and further stamps from Lancaster Porsche in Ipswich together with numerous servicing invoices totalling almost £18,000. This Porsche is a joy to drive and clings to the road like Superglue. This model is now proving to be a good investment and this one is realistically priced at **£49,950**



1994 Porsche 968 Cabriolet finished in Minerva Blue with pale grey hide interior and a dark blue mohair hood. This is a stunning and rare 2 owner example that has just turned 70,000 miles with a completely stamped up service book. Fitted with Tiptronic transmission and power assisted steering. It is a very driveable modern classic in very near to perfect condition and realistically priced at **£19,950**



1985 Porsche 911, 3.2 Carrera Targa finished in Guards Red with black pinstripe interior. This is a truly outstanding example that has had just 4 owners from new and comes with a fully stamped up service booklet with 17 Porsche service stamps. We cannot stress enough that this is not to be confused with an average Porsche Targa from the 80's; it is obvious from the condition of this car that it has been correctly looked after and remains in near perfect condition. With a mileage of just under 70,000, it is a low mileage example for the year and is priced accordingly for one in this condition. **£49,950**



1972 Porsche 911T (2.7 RS Evocation) finished in pale Porsche yellow with contrasting black interior and Carrera decals and correct RS duck tail. This is an exceptionally good recreation of a 2.7 RS and fitted with a 2.7 engine with mechanical fuel injection and sitting on correct Fuchs wheels. Cosmetically and mechanically excellent and just fitted with new Classic RS seats. This is a well looked after example that is huge fun to drive and realistically priced at **£69,950**



1988 Ferrari Testarossa finished in Rosso Corsa with Crema Hide interior. This is a very fine example that has had only 5 owners from new and is in superlative condition as to be expected from an 80's Supercar that has covered only 21,000 miles. This is a twin mirror example and comes with a comprehensive service history together with numerous MOT certificates all of which back up the low mileage of this fine motor car. Both the exterior coachwork and the sumptuous interior are completely unmarked and the car has only just had a full cambelt service and refinishing of the cam covers with Ferrari experts QV London, an invoice for which is on file. Competitively priced for such a low mileage example at **£124,950**



1962 Aston Martin DB4 Series IV in Goodwood Green with black hide interior. This car was the subject of a complete restoration by us back in 2000 since when it has covered only 19,000 miles. The specification includes an engine upgrade to 4200cc, running on triple SU carburetors as used on the Vantage variations giving a noticeable increase in power right through the rev range. Fitted with a Harvey Bailey handling kit giving a much more positive feel than the standard set up. Despite being 18 years since this restoration was completed, the car has been very well kept in the intervening period and today remains in excellent condition. Realistically priced at **£465,000**



1984 Ferrari 308 GTS. Finished in Rosso Corsa with Crème hide interior. This is an extremely well maintained motor car that has covered above average mileage but has been regularly maintained regardless of cost. Probably the least expensive RHD 308 GTS currently on the market and supplied with a comprehensive service record. Stunning Value at **£57,500**



1997 Ferrari 550 Maranello finished in Grigio Titanio with red hide interior. 31,000 miles only with complete service history including cam belt changes. Perfect throughout and sensibly priced at **£125,000**



1964 Jaguar E type 3.8 Roadster finished in Carmen red with black hide interior and sitting on perfect chrome wire wheels. This car has been the subject of a total restoration, since when it has covered only 3000 miles and remains in perfect condition. Unrepeatable value at **£159,950**



1982 Ferrari Mondial Eight finished in Silver with beautiful, unmarked red hide interior. The engine, transmission, suspension and steering are all either identical to or very similar to the 2 seater models such as the 328 GTB produced at the same time. This beautiful example that we are proud to offer for sale has covered just 46,000 miles from new and comes with a comprehensive history file and an original fully stamped service book. The car drives really well and is sensibly priced for one in this condition which we feel will continue to appreciate in value **£27,950**



1954 Jaguar XK120 DHC finished in Old English White with original black hide interior and a black mohair hood. The Drop Head Coupe is a very usable classic in all weathers due to the ease with which the hood can be raised. This particular car has been shared by 2 close friends for the last 30 years and has a good traceable history. Only offered for sale due to advancing years and hence is reasonably priced at **£89,950**



1972 Aston Martin V8. This matching numbers Series II V8 Aston Martin was the subject of a total restoration including sensible upgrades, all of which took place over an eight year period between 2007 and 2015. It is one of the best we have seen and the work carried out has been executed to a very high standard. Please enquire for a very detailed description. Extremely good value at **£119,950**



1971 MGB Roadster in glacier white with black hide interior. Sold by us to the current owner only 3 years ago, during which time it has been used sparingly. It comes with a fabulous detailed history file proving very regular maintenance over the years. Fitted with the desirable overdrive and 14" wire wheels, this car is a delight to drive and offers affordable classic motoring at **£13,950**



1969 Mercedes 280SL finished in Burgundy with cream hide interior. In the present ownership for the last 8 years and forming part of a private collection. It is Left hand drive with rare manual transmission and power assisted steering. It is in very nice condition throughout and a delight to drive. Ideal for summer trips to the Riviera. **£89,950**



1965 Sunbeam Tiger Mk1 finished in deep ocean blue with beautiful red hide interior. We believe that this car has covered only 78,000 miles from new but was the subject of a total restoration between 1993 and 1996, since when it has covered less than 3000 miles. Although now considered an older restoration, the condition of the car is quite exceptional and well worth viewing. Sensibly priced at **£59,950**



1997 Bentley Continental "R" finished in Ascot Green with contrasting Chestnut Saddle hide interior and best quality Wilton carpet in Conifer green and fitted with lamb's wool over rugs. This superb example has covered only 70,000 miles and has had just 2 owners in the last 17 years and is currently owned by a Rolls Royce engineer. One viewing of this motor car will tell a prospective buyer that it is of the highest quality and has been maintained regardless of cost. Very competitively priced at **£49,950**

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BMW 318 IS STW

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Ferrari Testarossa: 24 000 km, red/black, FFSH, amazing condition, fully serviced

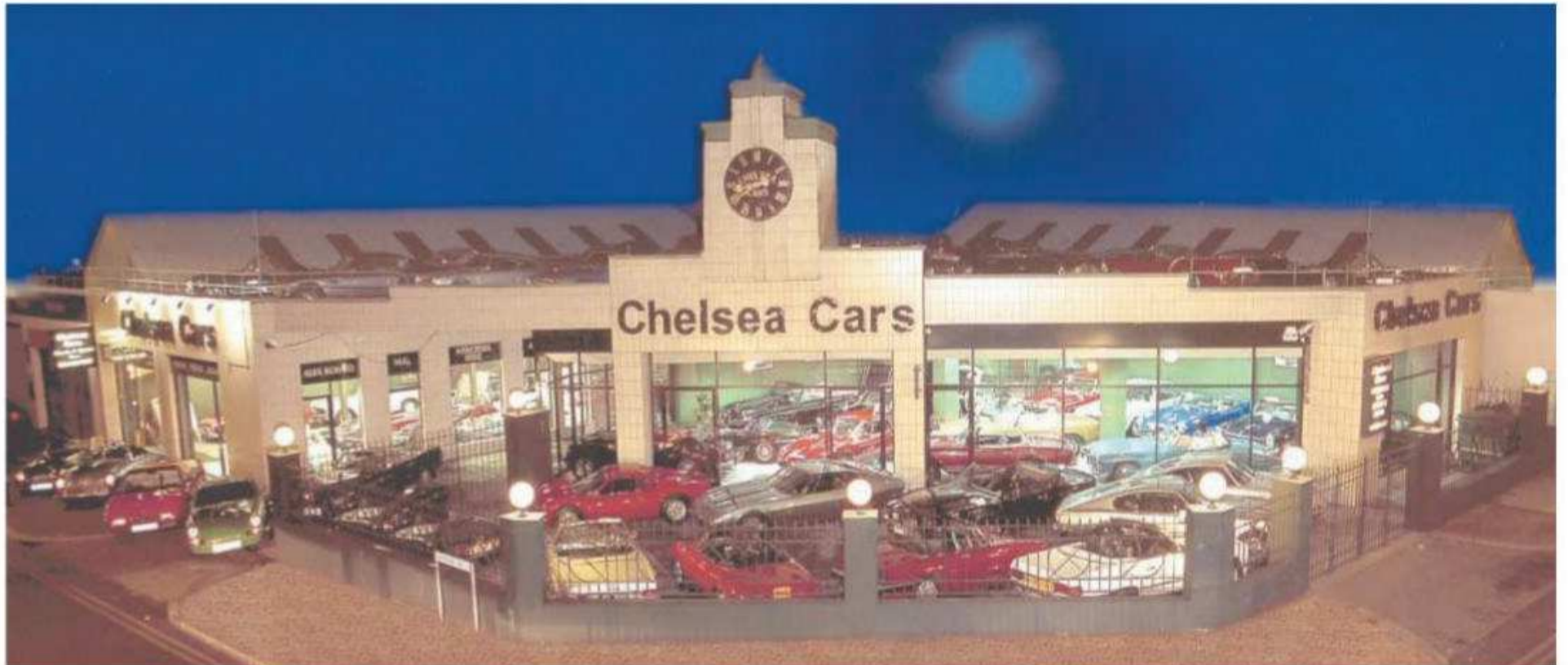
Jaguar E-Type 3.8: Concourse restoration, black on red interior, full report available

Mercedes S63 AMG Coupe: 2015 with 20 000 km fully loaded, 217000 € as new price, white and red

Matra MS630: Chassis 05 the first continuation car, FIA HTP, excellent condition

Porsche 928 S2: 1984, 24000km, white / white amazing condition

Porsche Cayman GT4: Light blue, 300km, PCCB, Carbon seats, like new



1997 ALFA ROMEO SPIDER RHD , BLACK COACHWORK, RED INTERIOR, FULLY RESTORED.....	£22,995	1936 MERCEDES V170 - 4 DOOR LIMOSINE CABRIOLET. RED COACHWORK. FULLY RESTORED.....	£49,995
1965 ASTON MARTIN DB5 - CALIFORNIAN SAGE COACHWORK MAGNOLIA INTERIOR.....	£675,000	1961 MERCEDES 190 SL . RHD. SILVER COACHWORK WITH RED LEATHER INTERIOR. RECENTLY FULLY RESTORED AND ENGINE REBUILT. A VERY HIGH END MATCHING NUMBERS RHD CAR.....	£175,000
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2008 ASTON MARTIN V8 VANTAGE ROADSTER . SPORTMATIC. SILVER COACHWORK, BLUE LEATHER, S UPGRADE BODY KIT AND LIGHTS, 32K MILES.....	£39,995	1967 MERCEDES 250 SL, RHD . WHITE COACHWORK, DARK BLUE INTERIOR. AUTOMATIC TRANSMISSION, POWER STEERING. FULLY RESTORED BY MAEQUE SPECIALIST TO THE TUNE OF £75K WITH RECEIPTS AND PHOTOS TO SHOW WORKS. ORIGINAL SERVICE BOOK STAMPED UP. VERY HIGH END EXAMPLE UK MATCHING NUMBERS CAR.....	£129,995
1993 ASTON MARTIN VIRAGE VOLANTE 5.3 - WIDE BODIED CONVERTIBLE.....	£POA	1968 MERCEDES 280 SL - DARK BLUE COACHWORK, TAN INTERIOR RHD, AUTOMATIC TRANSMISSION.....	£POA
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1957 CHEVROLET BEL AIR CONVERTIBLE . FULLY RESTORED.....	£POA	1969 MERCEDES 280SL - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR.....	£POA
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1956 JAGUAR XK 140 ROADSTER LHD LIGHT BLUE FULLY RESTORED	£129,995	1987 MERCEDES 300SL - RED COACHWORK, BLACK INTERIOR.....	£21,995
1963 JAGUAR E TYPE 3.8 ROADSTER, LHD , FULLY RESTORED.....	£129,995	1989 MERCEDES 300SL , WHITE COACHWORK, DARK BLUE LEATHER INTERIOR, 97K MILES.....	£24,995
1968 JAGUAR E TYPE ROADSTER LHD , FULLY RESTORED.....	£99,995	1973 PORSCHE 911 2.4 TE - GOLD METALLIC COACHWORK, MATCHING NUMBERS RHD, RESTORED.....	£79,995
1972 JAGUAR E TYPE ROADSTER RHD , BRG, RESTORED.....	£99,995	1979 PORSCHE 911 2.7RS EVOCATION - LIGHT BLUE COACHWORK.....	£59,995
1972 JAGUAR E TYPE ROADSTER UK RHD MANUAL MATCHING NUMBERS , SHOWING 66K MILES FSH, WHITE COACHWORK, BLACK LEATHER INTERIOR.....	£95,000	1974 TRIUMPH TR6 RHD . DARK GREEN METALLIC, TAN INTERIOR. FULLY RESTORED.....	£21,995
1972 JAGUAR E TYPE ROADSTER - UK RHD, RED COACHWORK, TAN LEATHER, AUTOMATIC TRANSMISSION, WIRE WHEELS. JUST RESTORED.....	£95,000		
1989 JAGUAR XK 150 ROADSTER LHD , WHITE, FULLY RESTORED.....	£129,995		
1994 JAGUAR XJS CONVERTABLE 4.0 LITRE , RHD, BLACK COACHWORK, GREY LEATHER, SHOWING 68,000 MILES.....	£22,995		
1988 LAMBORGHINI COUNTACH 5000 QV. LHD . WHITE COACHWORK, BLACK LEATHER. MUCH RECENT WORKS.....	£289,000		

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2003(03) Mercedes SL500
Metallic Jasper Blue with 2-tone Sand leather. All usual extras including electric hard top, climate control, Comand. 1 lady owner, 62,000 miles. Full Mercedes service history. Pristine.
£8,995



1994 Mercedes 300SL R129 Series Convertible
Signal Red with Beige leather. Black power soft top, factory hard top, e-seats, CD multichanger etc. Only 62,500 miles with full service history. Immaculate.
£8,795



2001(51) Mercedes SLK320 Convertible
Metallic Obsidian Black with Designo Cream and Anthracite leather. Auto, PAS, A/C, e-roof, e-seats, alloys etc. Only 50,000 miles and FSH. Lovely condition.
£6,495



2004 Mercedes CLK320 Coupe
Metallic Tanzanite Blue with Navy leather. Automatic, PAS, A/C, alloy wheels, cruise control. 2 owner Jersey car with only 33,000 miles and FSH. As new.
£5,795



1934 Austin Seven Special
Green with Black cycle wings and Green leather interior piped Red. Alloy body, wire wheels, hydraulic brakes, Supaloy head. Pretty and superb condition.
£14,995



1987 Mercedes 107 Series 560SL LHD.
Genuine California car. Metallic Diamond Blue with Grey leather. A/C, alloys, Hard top, soft top never used. 128000 miles, History. Immaculate.
£18,995



2000 Mercedes SLK320 Convertible.
Metallic Brilliant Silver with Anthracite leather. Automatic, PAS, ABS, A/C, e-roof, e-seats, stereo, alloys, only 63,000 miles and FSH. Jersey car from new.
£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.
£32,995



1968 Triumph TR4A IRS left-hand drive.
One of the last, Triumph Racing Green with Black leather piped White. SS exhaust, wire wheels. Very nice unrestored American dry state car.
£26,795



Cherished registration number 3100K
on a retention certificate and available for immediate transfer onto any age of car.
£6,995



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.
£8,995



1962 Jaguar Mk2 3.8 Saloon.
Carmen Red, Beige leather, CWW, SS Exhaust, automatic, PAS, huge history folder, good usable car.
£21,995



2001 Mercedes SLK320 Convertible.
Metallic Designo Purple with Designo Cream and Anthracite leather. Automatic, A/C, alloys. Genuine 20,000 miles from new, history. Pristine throughout.
£9,795



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.
£4,995



2000 Audi A6 4.2 V8 Quattro Sport Tiptronic Saloon. Metallic Silver with Dark Green leather. PAS, ABS, A/C, sat nav, alloys, e-seats, e-sunroof, parking sensors, only 55,000 miles, FSH. Immaculate.
£5,795



2000(W) Mercedes E240 Elegance Saloon. Brilliant Silver with Charcoal interior, automatic, climate control, e-seats, e-windows, alloy wheels, only 41000 miles with history. Immaculate.
£3,295



2001(X) BMW Z3 Roadster 2.2i 6-cylinder. Titan Silver with Black leather. 5-speed, e-w, e-mirrors, e-seats, chrome pack, alloys, PAS, ABS, CD stereo, only 62,000 miles. FSH. Lovely condition. Choice of 2 identical cars.
£5,295



1999 Mazda MX5 Mk2 1.6i. Racing Bronze, Black trim. Jersey car with 1 lady owner from new until April 2018 and only 27000 miles. Full Mazda dealer service history. 5-speed, PAS, alloys. Pristine.
£3,995



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.
£5,995



2001 Mercedes CLK320 Avantgarde Cabriolet. Brilliant Silver, 2-tone Grey leather, Comand with Sat Nav, electric roof, climate control, AMG alloy wheels, 76000 miles, service history, immaculate.
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2010 Bentley Continental Flying Spur Moonbeam silver. Beluga interior, linen piping to seats. Only 13,000 miles. Piano black veneer, rear view camera, power hood, glass tilt and slide sunroof, electric sunblind, iPod interface, Bluetooth, massage seats, adjustable lumbar support, 20 fourteen spoke diamond wheels. Immaculate condition throughout.

£42,500



2005 Bentley Arnage T

Only 19,000 miles, Dark blue, seats trimmed in Cotsworld, remainder trimmed in Nautic Blue. Bentley badges to wasit rails. Dark stained burr walnut veneer. Sunroof, Sat Nav, Power adjustable lumbar, parking sensors, Le Mans series front wing vents, Mulliner front wing badges, 19 five spoke two piece alloys. FSH by Jack Barclay

£47,500



2004 Bentley Continental GT

Silver Lake Metallic Blue, Saffron interior, secondary hide Nautic Blue, Burr walnut veneer, quarter inserts in veneer. Front massage seats. Heated steering wheel, Sat Nav, Parking sensors, 19 split rim alloy wheels, 88,000 miles. FSH. Service, MoT.

£23,500



2004 Bentley Continental GT

Diamond Black, Main Hide in Saffron and Secondary Hide in Beluga. Only 42,000 miles. Burr Walnut Veneer, Door and Rear Quarter Inserts in Veneer. Massage front seats, heated steering wheel, Sat Nav, Parking sensors, 19" split rim alloy wheels. FSH.

£29,500



2007 Bentley Continental GTC

Mulliner Driving Specification. 47,000 miles. Dark Sapphire Blue, main hide Nautic blue, Diamond quilted seats, Bentley Emblems, dark stained burr walnut veneer, bright aluminium Fascia Panels, massage front seats, power boot, 20 Multi Spoke two-piece alloys. FSH. Immaculate condition

£43,500

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1955 Morris Minor Saloon - This lovely split screen has been with its most recent owner for 40 years having purchased the car on his 31st birthday in 1978. The Morris is a very correct car, in its original colour of Clarendon Grey with 803cc engine and a gorgeous, largely original interior and retains its original registration mark **£8,995**



1936 Alvis Speed 20 4.3 litre Vanden Plas Special - This wonderful Alvis Speed 20 4.3 litre carries the distinction of being the best driving, most thoroughly enjoyable 1930's tourer we've had in the 27 year history of the company. Subject of a complete rebuild using an authentic original Vanden Plas body **£139,995**



1973 Jaguar E-Type Series III V12 FHC - Remarkably original, low mileage and matching numbers. Covered just 52,000 miles from new and comes to us with a comprehensive history dating back to when the car was four years old with 14276 miles. Webasto sunroof, beautifully patinated original leather seats. Automatic transmission. Ideal for regular use or long distance touring **£67,995**



1971 Ford Capri 3.0 MKI GT Broadspeed - Incredibly rare car and we are told is just one of seven original Broadspeed MKI's Capri's in the World. Great fun, and is supplied in strong mechanical order freshly serviced and with 12 months MOT, and looks in exceptional order with top class paintwork, a first class painted underside, stunning engine bay, superb straight bodysell and a gorgeous **£34,995**



1965 Daimler 2.5 V8 Saloon - This low mileage and very original Daimler comes with an exceptional history back to new warranting the mileage of just 77,000 miles. The Daimler comes with its original service book, owners service card, early service invoices, original 1965 tax disc, 'Running in booklet' and Heritage certificate confirming the car is in original specification with matching numbers..... **£26,995**



1936 Alvis Firebird DHC - Beautiful Cross and Ellis DHC body, we are told only 25 of the 97 manufactured with this body are said to survive. £11,300 was spent with Red Triangle between 2012 and 2013 including some engine rebuild work, starter motor re-conditioned, front suspension rebuild and various electrical work. Exceptional gleaming paintwork. Brand new hood **£52,995**



1927 Morris Oxford Doctors Coupe - Superb driving, very well presented. We sold it to the last owner back in 2015 and prior to this had spent some time in the Beamish Collection and is believed to be one of few Oxford Doctors Coupe survivors. Comprehensive history file. The paint work has a lovely aged look with nice older deep paint..... **£17,995**



1992 Jaguar XJS V12 Convertible - 66,700 miles covered from new. The car is beautifully presented with an exceptional paint finish, beautiful Magnolia leather upholstery and excellent Black power hood. Wheel arches are superb, bumpers are very smart and alloy wheels are in lovely condition. The car is incredibly sharp and has clearly been a garaged, well-kept car..... **£26,995**



1964 Aston Martin DB5 - A top class, matching numbers car. Stunning paintwork having a £35,000 body restoration and re-paint in 2016. £10,000 spent on the upholstery to ensure the car was completed to a beautiful standard throughout. Very rarely will an example come on the market having had such high quality recent restoration. This DB5 can be purchased with absolute confidence..... **£874,995**



1982 Maserati Merak SS - Less than 1000 miles since engine rebuild and over the summer subject of £16000 of re-commissioning work. Very original car finished in Black and retaining its original Light Grey upholstery. Fantastic to drive, very rare and RHD. **£74,995**



1971 Triumph TR6 - Covered in the region of 19000 miles since 2002 and in early 2017 successfully toured 2000 miles driving from Hexham, Northumberland to Portsmouth, over to Northern Spain for a tour also covering Northern Portugal. Top class body, excellent panel fit and glorious paintwork having being re-finished in the early 2000's **£24,995**



1957 MG A 1500 Coupe - On arrival back in the UK in 1992 the MGA was stripped down and the body removed from the chassis. The car was then subject of a show standard chassis up nut and bolt rebuild to the highest of standards. Since covered 9000 miles and drives superbly. The 1500 engine is excellent with superb oil pressure and it ticks over and runs perfectly . **£34,995**



1967 Aston Martin DB6 - Stunning factory Ming Blue with Cream leather. Two full restorations are documented within the comprehensive history file, the first from 1979 to 1983 and having been off the road since 1990, an eight year rebuild from 2008 has been undertaken by Aston Martin specialists. On the open market for the first time in over 40 years..... **£339,995**



1962 Triumph TR3A - Presents very well with an excellent hood, side-screens, Minilight style wheels, lovely paintwork, body panels are exceptionally straight, the underbody superb and the interior looks excellent with freshly trimmed upholstery **£29,995**



1969 Rover P6 2000 - Was subject of a major restoration with marque specialists Rovers Return in Lancashire in 1994. Presents beautifully with excellent paintwork, lovely straight panels, bright chrome and a gorgeous re-trimmed interior. The Beige leather is stunning, carpets are very clean and door cards, dash and headlining are all lovely. This is a perfectly usable, excellent driving Rover that is ideal for shows, regular or weekend use **£7,995**



1971 Aston Martin DBS V8 Fuel Injection Automatic - 1 of 288 Fuel Injected cars, matching numbers, colours, 51500 miles with history back to new. A true collectors piece in outstanding condition. HMW Ltd Factory Demonstrator, a true one off opportunity **£Please Call**



1969 Austin Healey 3000 MKI - Red over Cream with wire wheels, overdrive and wonderful aged red leather upholstery. 20000-25000 miles touring from 1991-2010 and then in Sweden for a few years prior to coming back to the UK **£74,995**



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**



1978 Mini 1275cc - subject of 7 year rebuild and today resembles a new car. Stunning show vehicle with impressive spec. Super-fast, underside as impressive as the top and finished with an impressive full leather upholstery. Cost of building a Mini to this standard would probably cost double. **£14,995**

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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 **£91,000**



2011/11 Bentley Continental GT Supersports. Finished in Glacier White with 22 inch 12-spoke alloy wheels. Linen main hide and secondary hide in Beluga with Linen piping. 'Supersports' embroidery, massage front seats, rear view camera, carbon ceramic brakes. Only 34,000 miles with full history. Immaculate throughout **£62,950**



2009/09 Bentley Arnage T Mulliner Level II. Finished in Beluga with electric sunroof and retractable mascot. Beluga interior with Parchment stitching, embossed Flying B's and Piano Black veneers. Heated electric rear seats with lumbar. Only 40,000 miles with FSH. Known to us since 2011, immaculate **£59,950**



2007/07 Bentley Arnage T Mulliner Level II. Finished in Black Sapphire with Magnolia interior. With electric sunroof, rear DVD screens, picnic tables, cocktail cabinets and cool box. Only 70,000 miles and known to us since 2015 with FSH. Immaculate condition inside and out **£44,950**



2007 Model/56 Bentley Flying Spur. In Sapphire Blue with 20 inch alloy 7 spoke wheels and electric sunroof. Magnolia interior with contrasting stitching, Nautic secondary hide, Dark Blue carpets and Walnut veneers. Heated front and rear seats, rear seats with massage and lumbar. Only 59,000 miles with FSH **£29,995**



2005/05 Bentley Continental GT. Finished in Moonbeam Silver with Portland hide interior and Beluga carpets. With Dark Burr Walnut veneers including door and rear quarter inlays. Fitted with massage option to the front seats. Only 66,000 miles with Full Service History. Immaculate throughout **£27,750**



2005 Model/54 Bentley Arnage T Mulliner. Finished in Moroccan Blue with electric sunroof and Magnolia interior, with French Navy embossed Flying B's and French Navy carpets piped in Magnolia. Only 22,000 miles with FSH. Known to us for 5 years and simply stunning. Fantastic value **£46,950**



2003/53 Bentley Arnage R. Finished in Peacock Blue with electric sunroof and chrome 18 inch 5 spoke wheels, with chrome radiator grille. Magnolia interior with French Navy piping, embossed Flying B's and vanity mirrors in the rear. Only 26,000 miles with FSH. Immaculate throughout **£28,950**



2003/03 Bentley Azure. Finished in Silver Pearl with Beluga leather, Walnut veneers and Beluga carpets, with Beluga mohair hood and Portland West of England cloth headlining. Only 33,000 miles with impeccable service history. The car is in immaculate condition throughout and must be seen. Amazing value at only **£79,950**



2002/02 Rolls Royce Silver Seraph Last of Line. Very rare, one of only 170. 2 owners, supplied by us 3 years ago. Only 58,000 miles with FSH. In Silver Tempest with St James coachlines. Electric sunroof and all Last of Line features. Interior in Light Grey, with Mulberry carpets. Immaculate. Only **£53,950**



2001/51 Rolls Royce Silver Seraph Last of Line. A very rare car finished in Royal Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. All the usual extras including electric sunroof. Only 74,000 miles with FSH. Outstanding value for Last of Line **£42,950**



2001/51 Bentley Continental R Wide Bodied Mulliner. Extremely rare, finished in Silver Pearl with Cotswold interior, two tone steering wheel, French Navy carpets piped in Cotswold and Walnut veneers. A fantastic investment or a beautiful car to enjoy, only 32,000 miles with documented service history at only **£96,950**



2001 X Bentley Arnage Red Label. Finished in Silver Pearl with Le Mans Limited Edition alloys and an electric sunroof, with Beluga interior, Walnut veneers and Beluga carpets with matching piping. Known to ourselves for last 12 years. Full Service History, only 88,000 miles. Must be seen **£22,950**



2001/X Rolls Royce Silver Seraph. Finished in Meteor Blue with Cotswold fine lines and Cotswold interior with French Navy piping. Only 2 owners from new, last owner since June 2001. Wood and leather two tone steering wheel, folding mirrors and sat nav. FSH and beautiful inside and out **£40,950**



1998 S Bentley Continental R Chatsworth Limited Edition. Number 7 of only 10 numbered models. This extremely rare car, with numerous Chatsworth features, is finished in Chatsworth Silver with Silverstone interior main hide and Beluga secondary hide, with contrasting carpets. Only 51,000 miles with FSH. One for the serious collector **£75,950**



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 **£29,950**



1998 R Bentley Turbo RT Limited Edition. One of only 250 ever manufactured. Finished in unmarked Wildberry, with Magnolia interior piped in Mulberry and Mulberry carpets piped in Magnolia. Known to ourselves for last 12 years and has been loved and cared for by a very fastidious customer. This car is superb and must be seen **£28,950**



1994 M Rolls Royce Silver Spirit MK III. Finished in Royal Blue with Gold fine lines and whitewall tyres. Pale Grey interior with Nautic top roll and Nautic piping, with French Navy carpets piped in Nautic. Only 49,000 miles with FSH. Known to us for last 5 years. A real investment, only **£24,250**



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**



1991 J Rolls Royce Silver Spur MK II Active Ride. Finished in Midnight Blue with whitewall tyres and Cream interior piped in French Navy, with Cream carpets. Electric rear seats and only 31,000 miles with FSH. Known to ourselves for last 10 years and maintained regardless of cost. An excellent investment **£23,950**



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One of just five genuine 1960's Shelby 427 Cobras in the UK, the only one in Right Hand Drive, with a mere four owners and 15,400 miles from new, Reg. No. COB 3 and in total 'Concours' condition.

Chassis No. CSX 3234 was imported into the UK from California in 1971 and restored and converted to Right Hand Drive by AC Cars Ltd. in Thames Ditton the same year.

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., but now with Reg. No. COB 3.

Upon completion it immediately became the 1990 AC Owners' Club 40th Anniversary 'Champion of Champions' Concours outright winner - just 500 miles since.

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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1923 Rolls-Royce 20hp

Believed to be unique as the only example with coachwork by Hamshaws of Leicester, this 20hp has been in collections in Leicestershire all its life. Finished in primrose yellow with green wings & brown hide interior with a very rare 3 speed, centre change gearbox. Please email or call for further details.



1952 Bentley R-Type Continental Sports Saloon

Finished in black with tan upholstery & fitted with manual transmission. Only 3 owners from new with the last owner having cherished this magnificent continental for over 30 years. Benefitting from a number of unusual extras, including rear window black out blind, special edition steering wheel & 'built for comfort' seating arrangements. Please call or email for further details.



1960 BENTLEY S2 CONTINENTAL SPORTS SALOON Coachwork by JAMES YOUNG

Finished in Windsor Blue with Red hide interior plus the unusual feature of a sunroof. Substantial history including celebrity ownership. The last word in Gran Turismo continental motoring. Beautifully maintained with substantial restoration history on file. Ready for Autumn fun excursions. Please call or email for further information.



1960 Jaguar XK150 SE 3.4 Drophead Coupe

Finished in green with tan interior this XK150 is one of 662 right hand drive drophead coupes. Benefitting from a body off restoration some years ago & manual overdrive transmission, it has been used sparingly since. Last owner 42 years. Extensive history file, MOT'd & ready to be enjoyed for Autumn motoring events. Please call or email for further details.



1954 Lancia Aurelia B20 GT 4 series with Nardi floor gear change

This mille miglia eligible Lancia has been the subject of a no expense spared restoration by its fastidious connoisseur collector owner and has been the pride and joy of the owner's comprehensive collection. Immaculate through and through. A wonderful opportunity. Please call or email for more information.



1949 Rolls-Royce Silver Wraith

With striking elegant sweeping coachwork by H J Mulliner in black and ivory with tan interior. Has been in the last ownership for 36 years. Sale due to advancing years and priced accordingly. Please call or email for further details.



1959 Jaguar XK150 3.4 Litre Coupe

Extensive known history file & limited ownership from new. This car has seen little use in recent years & is extremely genuine & original. Finished in british racing green with sage green hide upholstery. Please call or email for further details.

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Jaguar xjs he auto v12 1987 - covered 73k miles from new - finished in metallic bordeaux red with doekin hide interior - stunning **£11,995 choice of 2**



Jaguar xk8 4.0 convertible 2000 covered 86k miles from new with history - finished in black anthracite pearl metallic / black power hood & contrasting oatmeal hide interior - stunning car with breathtaking performance **£12,995**



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 **£11,995**



Jaguar s type 3.0 ltr v6 auto 2005 - covered 23k klm / 14k miles from new with fsh & 1 previous overseas owner from new - finished in jaguar metallic topaz with ivory hide interior - stunning car **£9,995**



Daimler double six 1992 - covered 17k klm / 10k miles from new with fsh from new with 1 previous overseas owner - finished in british racing green with cream hide interior - beautiful car - **£17,995**



Daimler double six 5.3 v12 series 3 - 1990 finished in metallic westminster blue with savile grey hide interior - low mileage 38k klm / 23k miles from new with 1 overseas owner from new fsh - stunning **£16,995**



Daimler double six 5300cc auto - 1993 - covered 50k klm / 31k miles from new with 1 overseas owner from new - finished in metallic grey with contrasting grey hide interior - stunning car **£13,995 choice of 3**



Chevrolet camaro 3800cc - 1997 - covered 19k klm / 11k miles from new with 1 overseas owner from new (japan) finished in white with black interior - stunning car **£8,995**



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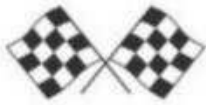


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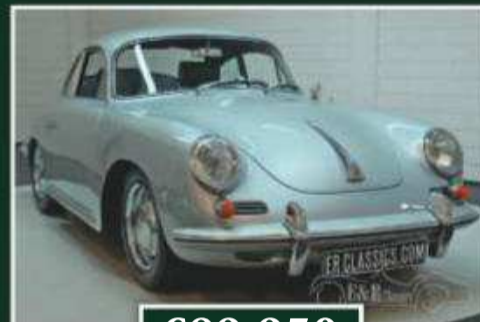
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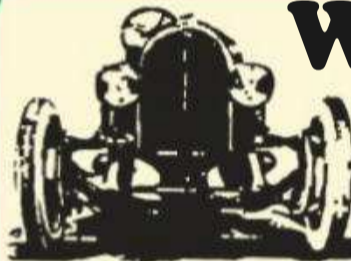
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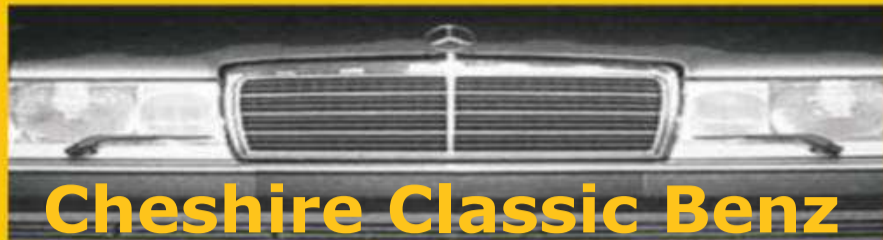
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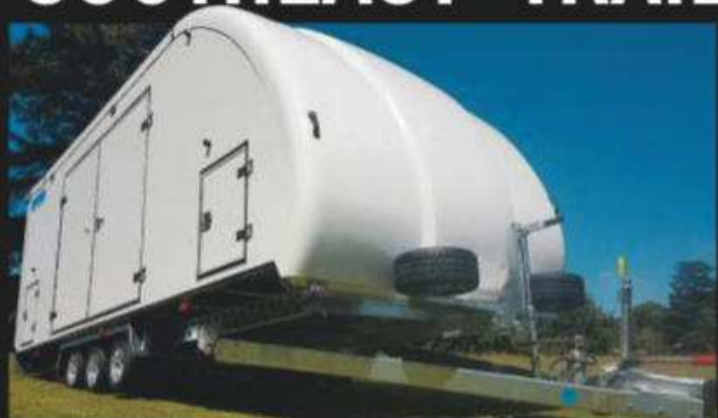
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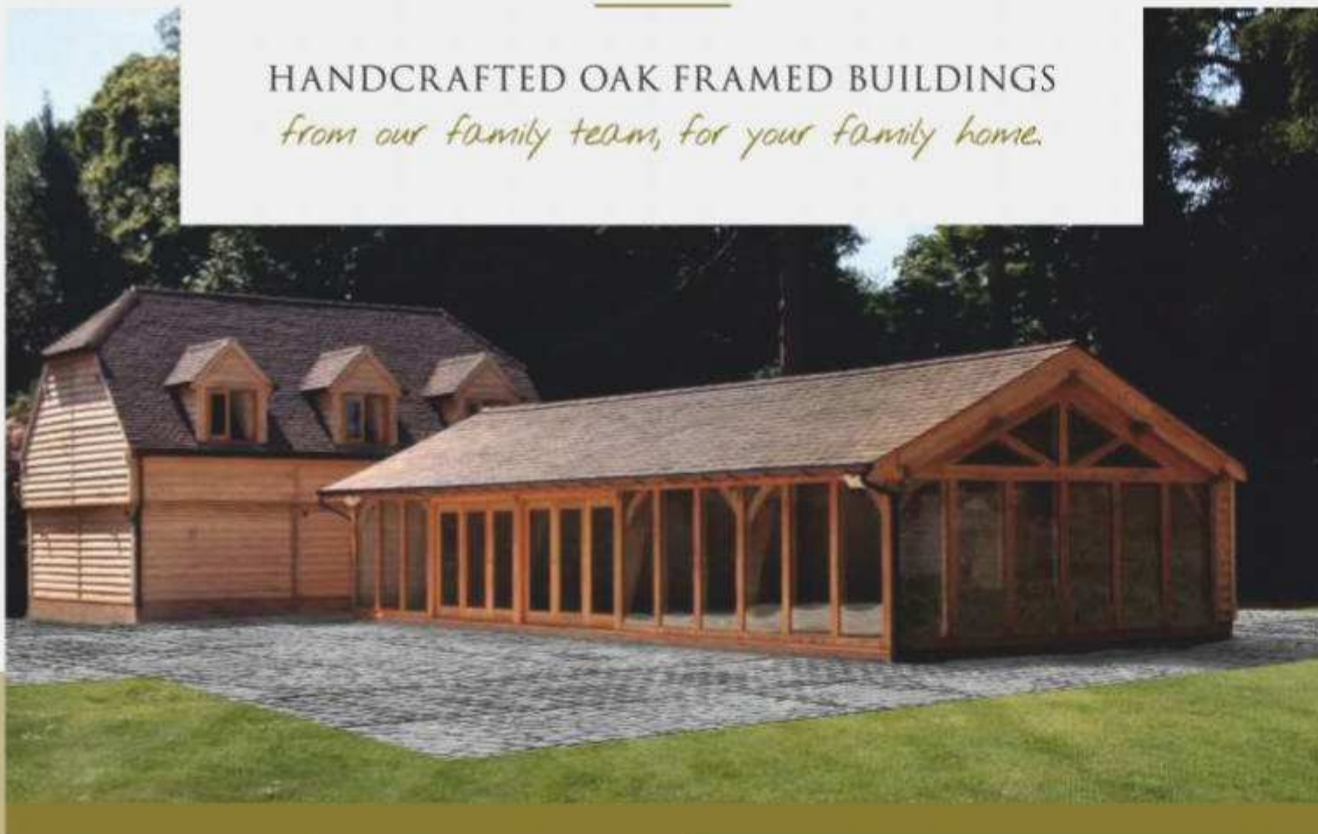


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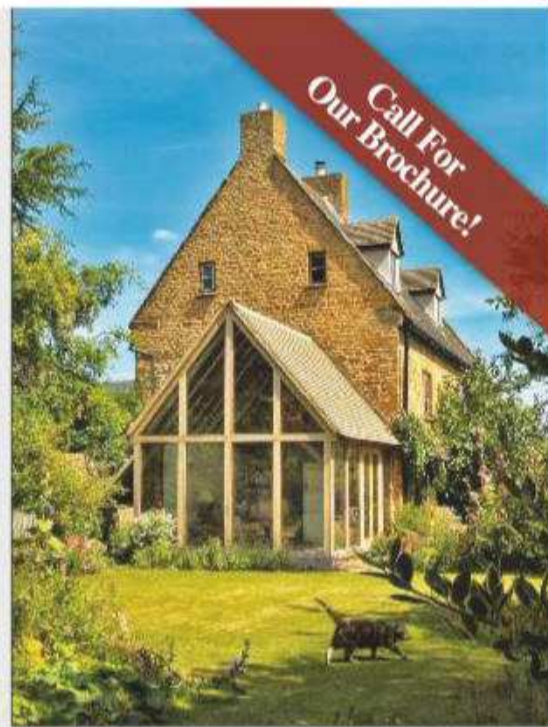
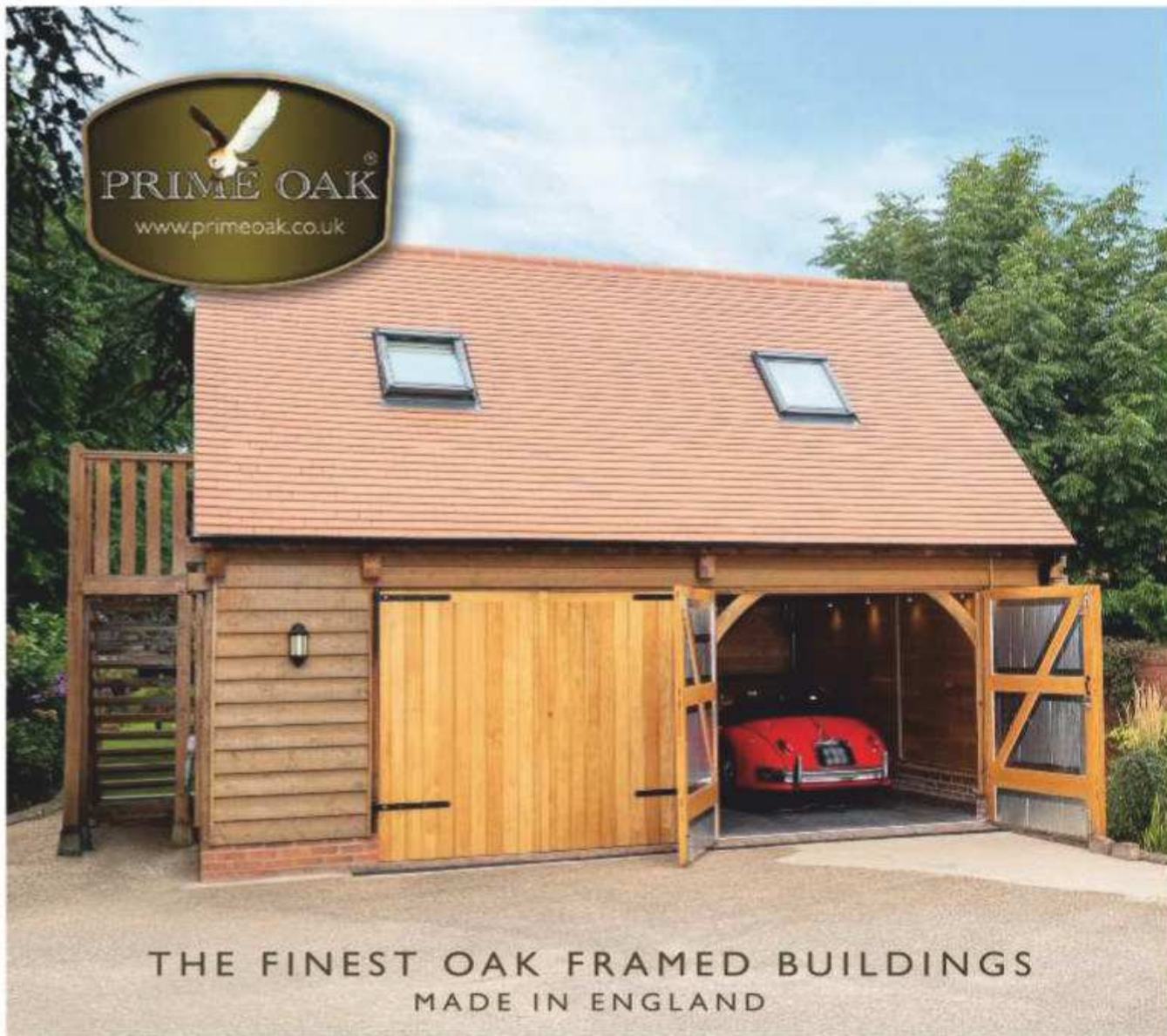
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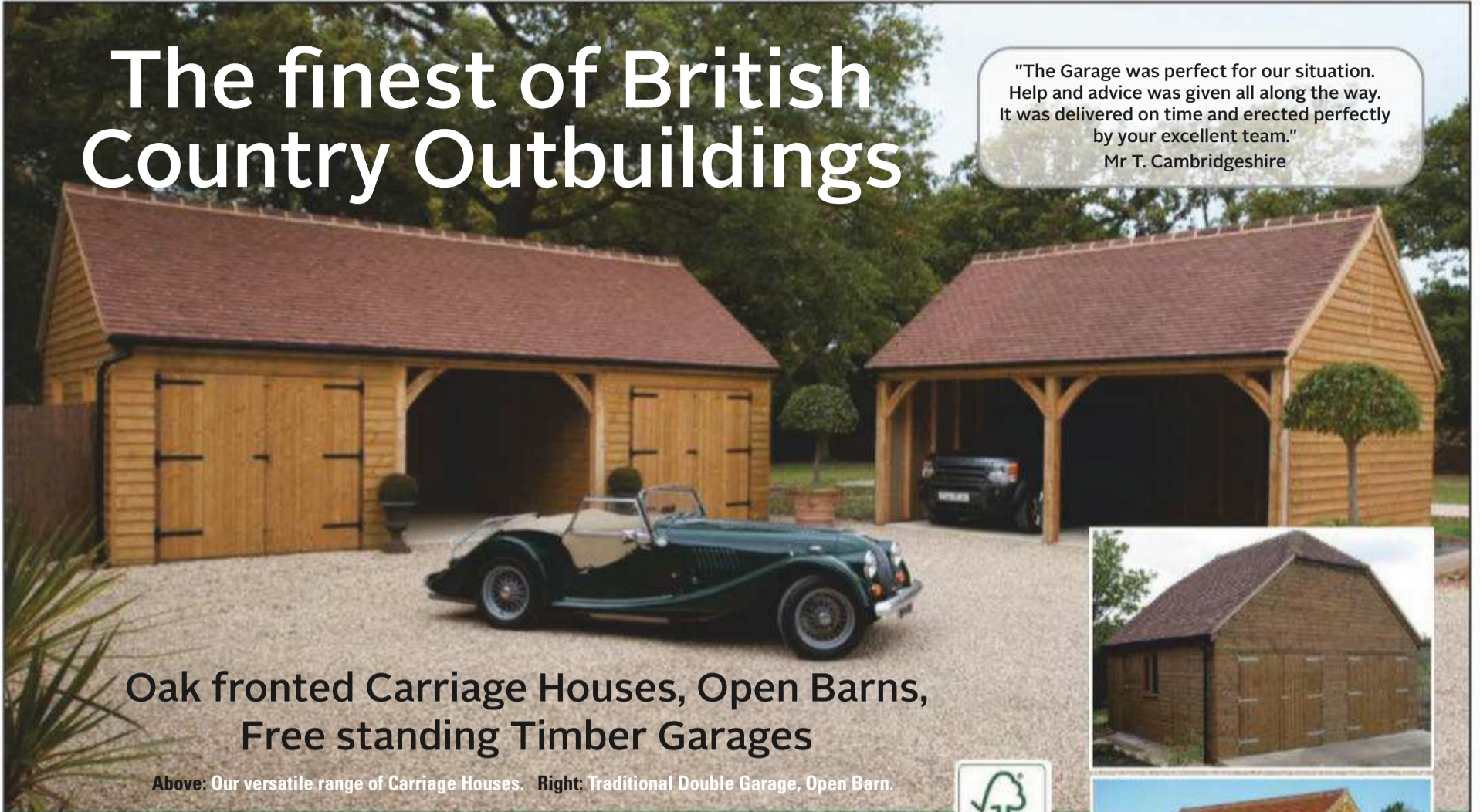
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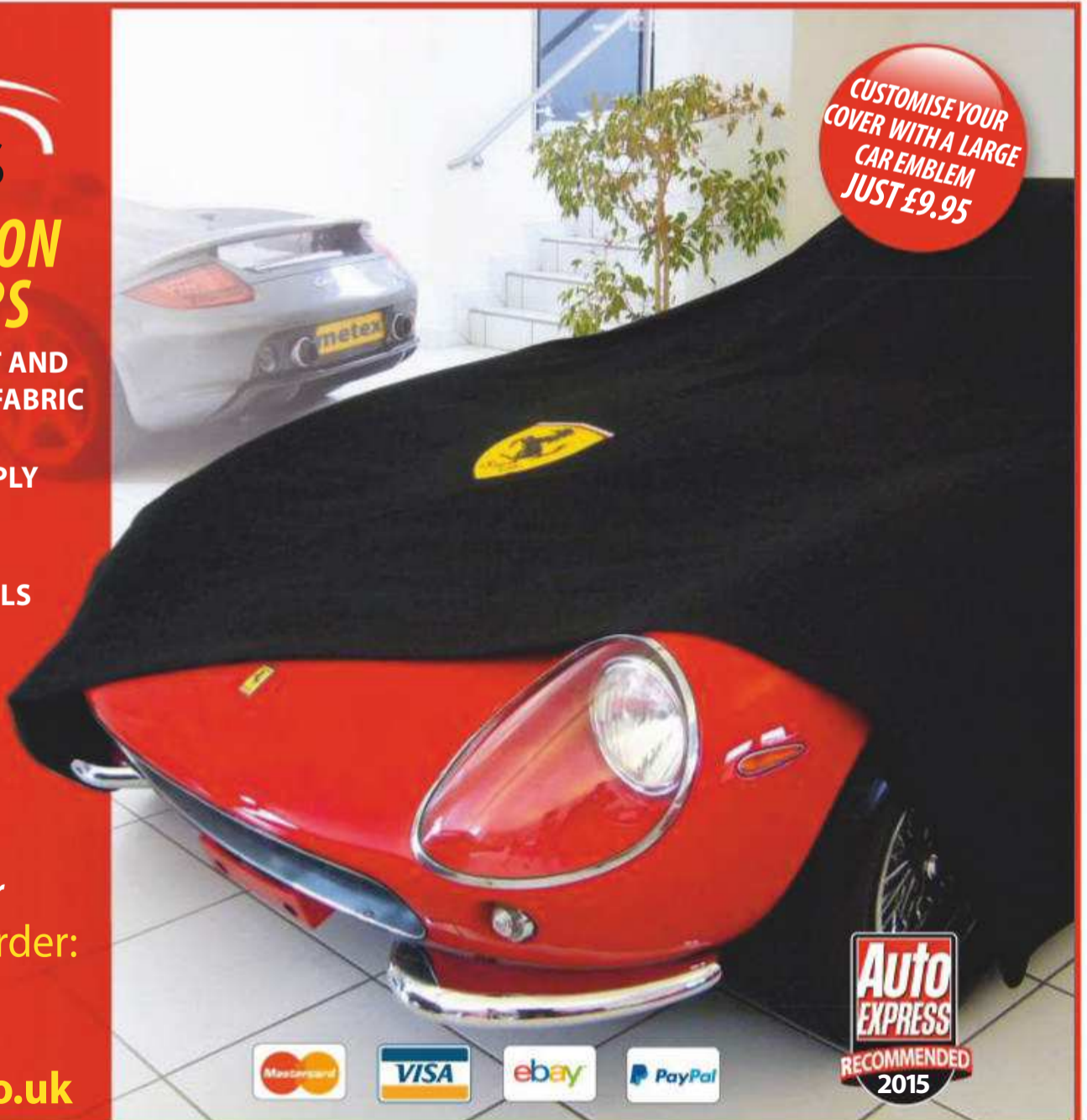
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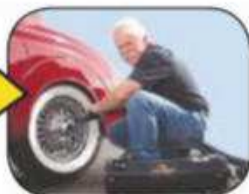
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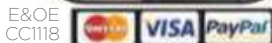
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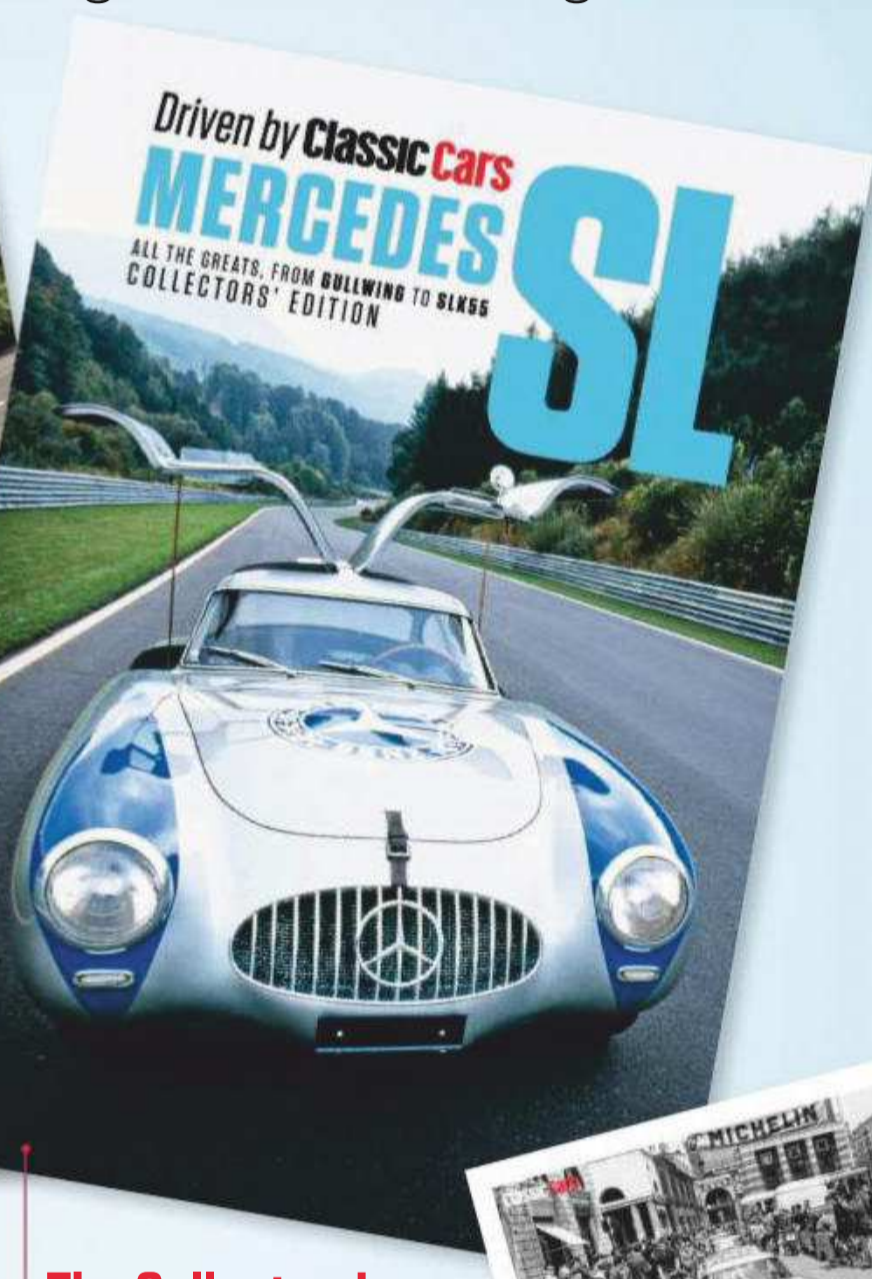
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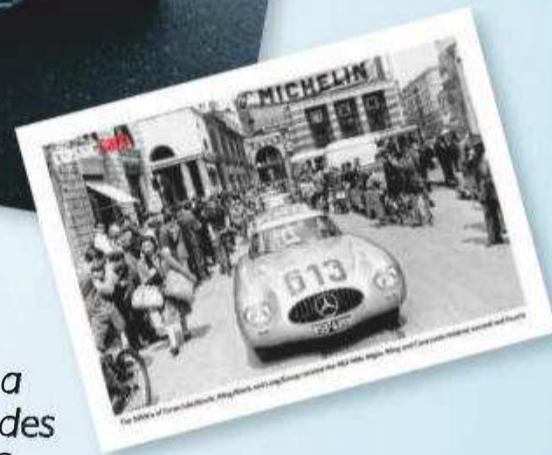
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Price Guide

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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.

USING THE GUIDE

Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
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	42,500	30,000	20,000	12,500	595	80 ▲
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	30,000	22,000	14,000	9,000	1991	83 ▲
Ace (AC engine)	54-63	235,000	175,000	130,000	87,000	1991	102
Ace-Bristol	56-63	275,000	210,000	150,000	100,000	1971	118
Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120
Aceca-AC	54-63	140,000	99,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	155,000	115,000	75,000	52,000	1971	128
Greyhound	59-63	58,500	45,000	27,500	18,000	1971	107
Cobra MkI/MkII/289	62-69	825,000	675,000	525,000	425,000	4727	138 ▲
Cobra 427	65-67	925,000	750,000	575,000	475,000	6998	145
428	67-73	155,000	120,000	90,000	60,000	7014	143
428 con	67-73	185,000	140,000	105,000	70,000	7014	143
3000 ME	79-84	15,500	11,500	7,500	5,000	2994	125
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140

Concours/ Dealer
If you can afford it, do it. This is what to pay for a top notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car in need of much care and expense, even though it may still run and drive

Price change
At-a-glance indicator showing the market trend of the latest updates

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Aceca-AC	54-63	140,000	99,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	155,000	115,000	75,000	52,000	1971	128
Greyhound	59-63	58,500	45,000	27,500	18,000	1971	107
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Cobra 427	65-67	925,000	750,000	575,000	475,000	6998	145
428	67-73	155,000	120,000	90,000	60,000	7014	143
428 con	67-73	185,000	140,000	105,000	70,000	7014	143
3000 ME	79-84	15,500	11,500	7,500	5,000	2994	125
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140

Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)							
6C 1750 GS Zagato	30-33	1.75m	1.3m	1.05m	925,000	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	54,000	40,000	24,000	15,000	1290	110 ▼
Giulietta/Giulia Spider	55-65	70,000	47,500	30,000	20,000	1570	108 ▲
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	32,500	1570	120 ▲
2000 Spider	58-62	90,000	65,000	32,500	19,000	1975	111 ▲
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124
2600 Sprint	62-66	46,500	35,000	17,500	8,000	2584	125 ▼
SZ-1	60-62	375,000	320,000	270,000	200,000	1290	120
TZ-1	63-65	850,000	750,000	600,000	450,000	1570	124
Giulia Ti/Super	62-74	20,000	14,000	7,000	3,250	1570	105
1750/2000 Berlina	68-76	12,000	8,000	3,500	1,600	1962	115
Giulia Sprint GT/Veloce	63-68	42,500	32,500	17,000	8,750	1570	112
Giulia GTA 1300/1600	65-71	250,000	200,000	150,000	100,000	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	50,000	35,000	20,000	10,000	1570	113
Spider S2	69-82	21,500	14,750	7,000	3,000	1962	119
Spider S3	82-89	12,500	8,000	3,500	1,650	1962	114
Spider S4	89-93	14,250	10,000	4,650	2,400	1962	114
Montreal	70-77	62,500	47,500	28,500	18,500	2593	132
Alfasud/Alfasud Ti	72-83	6,950	4,250	2,000	750	1286	103
Alfasud Sprint	76-90	9,000	6,000	2,750	1,100	1490	104
Alfetta sal	72-84	10,000	7,000	3,000	900	1962	113
GTV 2000	76-87	9,750	6,750	3,200	1,500	1962	118
GTV6	81-87	17,000	11,000	5,000	2,000	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	1,900	900	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

Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALLARD Allard Owners' Club (01438 773428)							
K1	46-50	95,000	65,000	50,000	32,500	3622	100
K2	50-53	110,000	80,000	55,000	36,500	3917	102
K3	52-54	120,000	90,000	65,000	45,000	4375	96
L/M	46-53	57,500	37,500	22,000	14,000	3622	86
P	49-52	40,000	30,000	15,000	8,250	3622	90
J2/J2X	50-54	250,000	200,000	160,000	125,000	4375	130
ALPINE-RENAULT Club Alpine-Renault (01902 895590)							
A110	65-77	75,000	55,000	36,000	27,500	1565	115
A310 1600	74-77	37,500	25,000	15,000	10,000	1605	130 ▲
A310 V6	77-86	40,000	28,000	19,000	12,000	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
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	80,000	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	25,000	17,500	10,000	5,000	2993	100
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95
TD21	56-63	35,000	26,000	14,000	8,000	2993	104
TD21 convertible	56-63	80,000	57,500	32,500	20,000	2993	102 ▲
TE/TF21	63-67	42,000	30,000	17,000	10,000	2993	110
TE/TF convertible	63-67	90,000	65,000	37,500	24,000	2993	107

Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
AMPHICAR IAOC (amphicar.com)							
770	61-65	50,000	35,000	25,000	16,000	1147	70 ▲
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	14,000	9,000	4,500	2,500	2309	85 ▲
Sapphire 346	53-59	16,000	11,500	6,000	3,000	3435	100 ▲
Sapphire 234/236	56-58	16,000	12,000	6,250	3,250	2309	97 ▲
Star Sapphire	58-60	21,000	15,000	7,000	4,000	3990	104 ▲

Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
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 MkI/II	53-57	200,000	150,000	95,000	65,000	2580	120 ▲
DB2/4 con	53-57	290,000	225,000	170,000	130,000	2580	120
DB3S	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	480,000	400,000	320,000	250,000	2922	120
DB4	58-63	450,000	375,000	300,000	240,000	3670	141
DB4 Vantage							

	Year	Concours/Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
NE DENOTES NEW ENTRY TO PRICE									
1100/1300	63-74	4250	2500	1000	500	1098	85	▲	
1300GT	69-74	8250	5750	2500	1200	1275	96	▲	
3-litre	68-71	7500	5500	2500	1250	2912	106	▲	
1800/2200	64-75	4000	2500	1000	500	1798	96		
Allegro 1100-1500	73-82	2250	1300	600	300	1275	87		
Allegro 1750/Sport TC	73-75	2750	1750	800	450	1748	104		
Seven/Mini Mkl	59	30,000	25,000	18,000	13,000	848	71	▼	
Mini Mkl	60-67	12,500	10,000	6,250	3,750	848	71	▲	
Mini Mkll	67-69	6000	4000	1850	1000	998	79		
Mini Mklll-V	70-90	4850	3200	1400	800	998	82		
Mini Cooper 997/998	61-69	22,500	16,000	9000	6000	998	90		
Mini Cooper 1071S	63-64	43,000	32,500	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 C'r 1275S Mkll/lll	67-71	32,000	22,500	14,000	9500	1275	96		
Mini Moke	64-85	20,000	15,000	8000	4500	998	70		
Mini 1275GT	69-80	11,000	8000	4250	2000	1275	89		
Mini Clubman	70-80	4500	3000	1300	650	1098	82		

AUSTIN-HEALEY		Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND						
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	
100S	55	650,000	550,000	465,000	400,000	2660	119	
100/6 BN4/6	56-59	50,000	37,500	24,000	13,500	2639	105	▲
3000 Mkl	59-61	54,000	38,500	25,000	13,000	2912	112	
3000 Mkll BN7	61-62	68,000	47,500	32,000	22,000	2912	117	▼
3000 Mkll BT7, BJ7	62-64	57,500	42,000	27,500	15,000	2912	117	
3000 Mklll	64-68	64,000	47,500	30,000	17,500	2912	121	▲
'Frogey' Sprite Mkl	58-61	21,000	15,000	7000	4000	948	82	
Sprite Mkll/lll/IV	61-71	11,000	7000	3000	1250	1275	96	

AUTOBIANCHI		(autobianchi.org)						
Bianchina Trans/Cab	57-68	29,000	21,500	14,500	9750	499	68	

BENTLEY		Bentley Drivers' Club (01295 738886)						
3-litre Tourer	22-25	500,000	300,000	220,000	160,000	2996		▼
4.5-litre Tourer	27-31	1.2m	800,000	650,000	400,000	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	2.5m	1.6m	900,000	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	36,000	26,500	15,000	8750	4566	100	
MkVI con	51-52	115,000	82,500	42,500	27,500	4566	100	▲
R-type saloon	52-55	42,000	30,000	17,500	9500	4566	106	
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	
Coachbuilt con	52-55	160,000	120,000	65,000	37,500	4566	106	▲
R-type Continental	52-55	950,000	800,000	600,000	500,000	4566	115	
S1/S2 saloon	55-62	39,000	29,000	16,500	8000	4887	101	
S1 Continental Mulliner	55-59	365,000	265,000	180,000	140,000	4887	115	▼
S1 Cont PW coupé	55-59	375,000	270,000	135,000	100,000	4887	114	
S1 Cont P Ward con	55-59	750,000	540,000	275,000	200,000	4887	114	
S2 Cont Mulliner	59-62	275,000	195,000	120,000	80,000	6230	115	
S2 Park Ward con	59-62	325,000	225,000	135,000	90,000	6230	115	▼
S2 Flying Spur	59-62	175,000	130,000	75,000	46,500	6230	120	
S3 saloon	62-65	44,000	32,000	18,000	8750	6230	116	
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120	
S3 MPW con	62-65	240,000	165,000	105,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120	
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	5500	2000	6750	119	▼
Mulsanne Turbo	82-86	14,000	11,000	6000	2400	6750	135	▼
Turbo R/RL	85-97	16,500	12,500	6500	2500	6750	135	▼
Continental MPW conv	84-94	72,500	55,000	37,500	22,500	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	6500	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	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60	▲

BIZZARRINI		(isobizclub.com)						
5300GT Strada	65-69	600,000	525,000	450,000	375,000	5354	165	

BMW		BMW Car Club (01225 709009)						
328	36-39	700,000	550,000	450,000	375,000	1971	100	▼

	Year	Concours/Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
NE DENOTES NEW ENTRY TO PRICE									
501 V8/502/2.6/3.2	55-63	42,500	28,500	17,000	11,000	2580	100	▼	
503 coupé	56-59	140,000	105,000	75,000	52,500	3168	115		
507	56-59	1.75m	1.4m	1.25m	1m	3168	135		
Isetta 250/300	55-65	18,000	13,000	9000	6000	298	60		
600	58-59	27,500	20,000	15,000	9500	585	65		
2000/ti lux/tii	66-72	9750	6750	3250	1600	1990	105	▲	
1600/1602/1502	66-77	9500	6500	3000	1500	1573	100	▲	
2002/Touring	68-75	13,000	8500	4000	2000	1990	112	▲	
2002 cabrio/targa	71-74	18,500	14,000	7000	3000	1990	110	▼	
2002tii	71-75	24,000	16,500	8000	4000	1990	120		
2002 turbo	73-74	95,000	70,000	47,500	30,000	1990	130		
2800CS/CSA	69-71	25,000	17,500	10,000	5000	2788	120		
2500/2800/3.0/3.3	69-77	12,000	8000	3500	1750	2494	110	▲	
3.0CS/CSi	71-75	42,500	27,500	18,500	12,500	2985	130	▲	
3.0CSL	72-75	132,500	97,500	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		
635CSi	78-89	15,000	9500	4500	2400	3453	140		
M635CSi	85-89	27,500	20,000	14,000	7500	3453	158	▼	
M1	79-80	330,000	260,000	185,000	150,000	3453	162	▲	
323i (E21)	77-82	7500	5200	2500	1300	2315	126		
320/325 Baur cabrio	81-85	7500	5000	2500	1250	2495	135		
5-series (E12)	75-81	10,500	7500	3500	1500	2788	133	▲	
M535i (E12)	80-81	26,000	19,000	11,000	5500	3453	139		
5 Series (E28)	81-87	10,000	7000	3000	1250	2788	146	▲	
M535i (E28)	85-87	13,000	9000	4500	2000	3453	152	▲	
M5 (E28)	85-88	30,000	23,000	13,000	7500	3420	152		
5 Series (E34)	88-95	4000	3000	1600	600	3982	149		
M5 (E34)	88-95	16,500	11,500	6000	3750	3535	155		
M5 (E39)	98-04	20,000	13,000	8500	6000	4941	155	▼	
3 Series (E30) conv	86-93	8250	5750	2500	1000	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	40,000	26,000	17,000	10,000	2494	140	▲	
840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155		
850CSi	92-96	50,000	40,000	30,000	20,000	5576	155		
M3/Evo (E36)	92-99	19,000	14,000	9500	6000	3201	155		
Z3 4-cyl	96-01	4000	2650	1350	600	1895	127		
Z3 6-cyl	96-02	6000	4000	2000	1000	2793	139	▼	
Z3M Roadster	98-								

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ 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	82
	1000/1000S sal/cpé	58-63	10,000	6,750	3,400	2,000	980	80
	F102 saloon	64-66	3,250	1,950	950	550	1,175	84

DODGE									
	Viper RT 10/GTS	92-02	38,500	29,000	21,000	16,000	7,974	165	▲

ELVA Elva Owners' Club (01903 823710)									
	Courier sports/cpé	58-61	27,500	21,000	12,000	6,750	1,498	100	
	MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7,000	1,798	110	

FACEL VEGA Facel Vega Car Club (01621 818608)									
	FV 4.5/4.8/5.4/5.8	54-59	175,000	135,000	86,500	65,000	5,801	125	▼
	HK500	59-61	240,000	175,000	125,000	80,000	6,286	130	▲
	Facel II	62-64	350,000	275,000	200,000	150,000	6,286	132	▲
	Facellia/Facel III	60-64	60,000	46,500	29,000	16,500	1,647	114	

FAIRTHORPE Fairthorpe Sports Car Club (01895 256799)									
	Electron Minor	57-73	5,000	3,750	2,250	1,250	948	80	
	TX-GT/S/SS coupé	67-73	4,500	3,250	1,850	750	1,998	112	

FERRARI Ferrari Owners' Club (01485 544500)									
	166MM Barchetta	48-50	5m	4m	3.5m	2.85m	1,995	125	▼
	166 Inter	48-51	1m	750,000	550,000	400,000	1,995	115	
	212 Inter	51-52	1m	850,000	750,000	650,000	2,562	120	
	340 America	51	3m	2.5m	2m	1.5m	4,101	136	▲
	250 Europa S/II	53-55	1.6m	1.3m	950,000	750,000	2,963	126	▼
	410 Superamerica	56-59	3.5m	3m	2.5m	2m	4,962	165	▲
	250GT Boano/Elena	56-59	725,000	600,000	450,000	300,000	2,953	157	▲
	250GT Cabrio S1	57-59	4.2m	3.6m	3.2m	3m	2,953	155	▼
	250GT Berlinetta Tdf	57-59	5.6m	5.1m	4.5m	n/a	2,953	143	▲
	250GT PF coupé	58-62	550,000	450,000	350,000	225,000	2,953	145	▲
	250 Cal' Spider lwb	58-62	9.5m	7m	5.25m	4m	2,953	155	▲
	250 Cal' Spider swb	60-63	12.5m	11.5m	10.5m	n/a	2,953	149	▲
	250GT SWB (steel)	60-63	7m	6.5m	6m	5.5m	2,953	150	▲
	250GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2,953	155	
	250GT Cabrio Se2	60-62	1.35m	1.1m	900,000		2,953	160	▼
	250GTE 2+2	60-63	395,000	330,000	220,000	150,000	2,953	140	▲
	250GTO	62-64	42m	37m	n/a	n/a	2,953	158	▲
	250LM	64-66	14.5m	11.5m	10m	n/a	2,953	159	▲
	250GT Lusso	62-64	1.3m	1.15m	1m	850,000	2,953	150	
	400 Superamerica cpé	60-64	2.4m	2.0m	1.8m	1.5m	3,967	162	
	500 Superfast	64-67	2.2m	1.8m	1.35m	1.2m	4,962	170	▲
	275GTB (steel)	64-66	1.7m	1.35m	1.1m	925,000	3,286	150	▼
	275GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3,286	150	
	275GTS	64-66	1.5m	1.25m	1.1m	900,000	3,286	150	▼
	275GTB/4 (4-cam)	66-68	2.2m	2m	1.85m	1.65m	3,286	165	▼
	330GT 2+2	64-67	225,000	175,000	130,000	90,000	3,967	150	▼
	330GTC	66-68	450,000	375,000	325,000	290,000	3,967	150	
	330GTS	66-68	1.8m	1.5m	1.1m	950,000	3,967	150	
	Dino 206GT	68-69	420,000	375,000	300,000	240,000	1,987	145	▼
	Dino 246GT	69-73	270,000	220,000	140,000	92,500	2,418	150	▲
	Dino 246GTS	72-74	300,000	250,000	160,000	100,000	2,418	150	▲
	365GT 2+2	67-71	200,000	150,000	85,000	52,000	4,390	152	
	365GTC	68-70	550,000	475,000	400,000	325,000	4,390	155	▼
	365GTB/4 Daytona	68-74	540,000	460,000	400,000	320,000	4,390	173	▼
	365GTS/4 Spider	72-73	2m	1.8m	1.6m	n/a	4,390	170	▲
	365GTC/4 2+2	70-72	230,000	175,000	140,000	115,000	4,390	152	
	365GT4 2+2	72-76	62,500	48,000	29,500	18,500	4,390	150	
	365BB	75-76	350,000	275,000	220,000	165,000	4,390	163	
	512BB	76-81	240,000	200,000	150,000	120,000	4,942	163	
	512Bi	81-85	225,000	185,000	147,500	120,000	4,942	168	
	308GT4 2+2	73-80	54,000	40,000	25,000	18,000	2,926	156	
	308GTB (grp)	75-77	135,000	105,000	75,000	50,000	2,926	154	▼
	308GTB/GTS	77-80	77,000	60,000	42,000	30,000	2,926	155	
	308GTBi/GTSi	80-82	60,000	42,500	29,000	20,000	2,926	155	
	308GTB qv/GTS qv	82-85	67,500	50,000	32,000	22,500	2,926	155	▲
	328GTB/GTS	85-88	70,000	54,000	37,000	26,500	3,195	163	
	400/400i/412i manual	76-89	39,000	30,000	17,500	10,000	4,823	158	▼
	400/400i/412i auto	76-89	32,000	22,000	12,000	8,000	4,942	158	
	Mondial	81-94	32,500	23,500	14,500	9,500	2,926	143	
	Mondial cabrio	84-94	39,500	28,500	18,250	12,000	2,926	146	
	348/Spider	89-94	59,000	47,500	35,000	26,500	3,405	170	▼
	F355/GTS	94-99	75,000	67,500	50,000	40,000	3,496	185	
	F355 Spider	95-99	80,000	70,000	52,500	42,000	3,496	183	
	360 Modena	99-05	69,000	62,000	55,000	47,500	3,586	184	
	Testarossa	84-90	100,000	75,000	55,000	37,500	4,942	181	
	512 TR	91-94	115,000	92,500	64,000	50,000	4,943	193	
	F512 M	94-96	150,000	120,000	80,000	62,000	4,943	194	
	456GT	92-98	50,000	37,500	25,000	17,500	5,474	184	
	456MGT	98-03	55,000	42,000	28,500	21,000	5,474	185	
	288GTO	84-87	1.75m	1.5m	1.25m	1.1m	2,855	190	▲
	F40	88-92	1m	900,000	800,000	750,000	2,936	201	▲
	F50	95-97	1.85m	1.5m	1.1m	850,000	4,698	202	
	550 Maranello	96-02	100,000	85,000	60,000	47,500	5,474	199	▼
	550 Barchetta	00-02	125,000	110,000	75,000	60,000	5,474	186	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change	
			Mint	Good	Rough				
	575M Maranello	02-06	90,000	80,000	67,500	n/a	5,748	202	▼
	Enzo	02-04	1.9m	1.65m	1.4m	n/a	5,998	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	21,000	12,500	6,750	767	59	
	500/D/F/L/R	57-75	11,500	7,750	3,600	1,750	499	61	
	1500S/1600S Osca sp	59-66	42,500	30,000	16,000	10,000	1,568	105	
	2300S	61-68	34,000	23,000	16,500	10,000	2,280	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 1.2/1.4	66-73	2,650	1,750	850	400	1,438	100	
	124 Coupé	66-75	8,900	6,500	3,000	1,100	1,756	115	
	124 Spider 1.4/1.6	66-74	24,000	18,000	10,000	3,500	1,608	112	
	124 Spider 1.8/2.0	75-81	18,500	13,000	6,000	2,500	1,756	108	
	124 Spider Abarth	72-75	55,000	40,000	30,000	17,500	1,756	118	
	Pininfarina Spider	82-85	20,000	15,000	7,500	2,750	1,995	104	
	Dino Spider 2.0/2.4	67-73	125,000	95,000	62,500	45,000	2,418	130	
	Dino Coupé 2.0/2.4	67-73	42,500	32,500	21,000	15,000	1,987	122	
	130 saloon 2.8/3.2	69-76	5,500	3,750	2,000	750	3,235	112	
	130 Coupé	72-76	17,500	12,500	7,000	3,500	3,235	114	
	127 Sport 1300	81-83	5,750	3,200	1,600	800	1,301	102	▲
	128 3P coupé	75-78	6,000	4,500	2,000	1,000	1,301	102	
	X1/9	77-89	6,750	4,250	2,000	1,000	1,290	100	▲
	Panda 4x4	84-92	4,500	2,750	1,500	850	999	83	▲
	Coupé/Turbo	94-00	4,500	2,900	1,250	400	1,998	149	
	Barchetta	95-02	6,500	4,200	2,200	1,000	1,747	118	

FORD AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mccgb.net)									
	Prefect	40-53	6,900	5,000	2,500	1,250	1,172	68	▲
	Pilot V8	47-51	15,750	10,500	6,000	3,500	3,622	82	▲
	Anglia/Popular 103E	46-59	6,750	4,750	2,400	1,250	1,172	61	▲
	Anglia 100E/Popular	53-62	5,500	3,500	1,600	800	1,172	71	
	Prefect 107E	59-61	6,000	4,500	2,250	1,			

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 SI-IV	57-68	6750	4250	2000	1000	2267	86
Snipe	45-48	9500	7500	3000	1400	2731	72 ▲
Snipe/P'man 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 SI-VA	58-67	9000	6250	2400	1200	2651	106
Imperial	64-67	9250	6250	2500	1300	2965	102
Sceptre MkI-II	63-67	5000	3600	1750	950	1725	90 ▲
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
ISO Iso Bizzarrini Club (020 8891 6663)							
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140
Grifo	63-74	270,000	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

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club (01584 781588)							
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94 ▲
SS100 3½-litre	38-39	500,000	400,000	300,000	200,000	3485	104 ▲
1½-litre	45-49	32,000	21,000	12,000	6750	1776	70
2½-litre	46-51	35,000	25,000	14,000	7500	2663	87
3½-litre	46-51	47,500	32,000	18,500	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	200,000	145,000	3442	132
XK120 roadster	50-54	115,000	85,000	55,000	32,500	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	3.7m	3.5m	3.3m	2.95m	3442	144
XK140 roadster	54-57	112,500	82,000	55,000	32,000	3442	126
XK140 fhc	54-57	80,000	56,500	36,500	25,000	3442	125 ▼
XK140 dhc	54-57	107,500	85,000	55,000	32,000	3442	125
D-type	54-57	6.3m	5.2m	4.25m	3.75m	3442	160
XK150 roadster	58-60	120,000	82,500	45,000	27,500	3781	130
XK150 fhc	57-61	72,500	52,500	34,000	22,500	3781	128
XK150 dhc	57-61	105,000	68,500	40,000	26,000	3781	127 ▲
XK150S 3.4 roadster	58-60	175,000	135,000	90,000	65,000	3442	130
XK150S 3.4 fhc	58-60	109,000	85,000	60,000	45,000	3442	129 ▲
XK150S 3.4 dhc	58-60	140,000	105,000	72,000	55,000	3442	130 ▲
XK150S 3.8 roadster	59-60	210,000	170,000	130,000	90,000	3781	136
XK150S 3.8 fhc	59-60	130,000	95,000	65,000	50,000	3781	132
XK150S 3.8 dhc	59-60	187,500	140,000	105,000	75,000	3781	130
XK150SE 3.8 dhc	58-61	130,000	100,000	70,000	50,000	3781	141
MkVII-MkIX	51-61	37,500	25,000	13,000	6000	3442	105
MkX/420G	61-70	20,000	14,000	7000	3500	4235	120 ▼
Mk1 2.4	55-59	26,000	17,500	9500	4750	2483	101 ▲
Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	120
Mk2 2.4	59-67	20,000	14,000	7000	3500	2483	96 ▼
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	24,500	16,500	8000	3500	3781	121 ▲
240	67-68	19,500	12,000	6500	3000	2483	105 ▲
340	67-68	23,000	16,000	8000	3650	3442	123
420	66-68	16,500	12,000	5500	2400	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 S1 rdstr	64-67	180,000	135,000	90,000	57,500	4235	145 ▲
E-type 4.2 S1 coupé	64-67	130,000	100,000	65,000	42,000	4235	145 ▼
E-type S1 2+2	66-67	57,500	38,500	19,500	11,000	4235	136
E-type S1½/S2 rdstr	67-70	120,000	80,000	45,000	28,500	4235	145
E-type S1½/S2 fhc	67-70	78,500	55,000	32,500	20,000	4235	145
E-type S1½/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136
E-type V12 roadster	71-75	95,000	65,000	35,000	22,500	5343	150 ▼
E-type V12 fhc 2+2	71-74	52,500	34,000	18,000	9500	5343	150
XJ6 2.8 Series 1	68-73	7250	5000	2200	900	2791	117 ▲
XJ6 4.2 Series 1	68-73	12,000	7500	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	7000	3200	1200	5343	146 ▼
XJ6 Coupé	75-78	22,000	13,000	7000	4500	4235	120
XJ12 Coupé	75-78	26,000	16,000	9000	5000	5343	143
XJR 3.6/4.0 sal	88-94	10,000	6500	3000	1500	3980	142 ▲
XJ12 (XJ81) sal	93-94	6000	4000	2200	1000	5994	155 ▲
XJR X300 sal	94-97	5000	3650	1800	800	3980	155
XJ-S manual	75-80	25,000	17,500	8500	4000	5343	154 ▲
XJ-S V12 auto	75-91	10,000	6000	2500	850	5343	150 ▲
XJ-S 3.6	83-89	8000	5000	2200	800	3590	141 ▲
XJ-SC 3.6 cabrio	83-87	10,000	6500	3200	1400	3590	134
XJ-SC V12 cabrio	85-88	9500	6000	3000	1250	5343	150
XJ-S V12 con	88-91	16,000	11,000	5000	2400	5343	150
XJS V12	91-96	9000	6000	3200	1600	5994	161
XJS V12 con	91-96	15,000	10,500	5000	2500	5994	160

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
JENSEN Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
541/R/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	45,000	32,500	15,000	7500	6276	140 ▲
FF	67-71	120,000	82,500	60,000	40,000	7212	141
Interceptor SP	71-73	48,000	35,000	16,500	8000	7212	144 ▲
Interceptor con	74-76	65,000	45,000	26,000	15,000	7212	140
Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	10,000	7000	3500	1750	1486	77 ▲
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
LAGONDA Lagonda Club (01252 845451)							
2.6/2.9	48-57	57,500	42,500	25,000	15,000	2922	100 ▼
2.6/2.9 con	49-57	90,000	62,500	35,000	22,000	2922	100 ▼
Rapide	61-64	160,000	110,000	70,000	52,500	3995	135 ▼
Saloon SI-III	76-87	67,500	46,000	26,500	18,000	5340	140
Saloon SIV	87-90	73,000	54,000	35,000	22,500	5340	140

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	530,000	465,000	395,000	300,000	3497	147
400GT	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	1.7m	1.5m	n/a	3929	175 ▼
Islero	68-70	225,000	175,000	140,000	110,000	3929	160 ▼
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162
Espada I	68-70	150,000	107,500	60,000	35,000	3929	154
Espada II/III	71-78	120,000	80,000	50,000	27,500	3929	154
P250 Urraco	73-74	67,500	40,000	22,500	16,000	2463	148
P300 Urraco	75-76	80,000	55,000	27,500	20,000	2997	158
Silhouette	76-77	85,000	60,000	32,500	22,000	2997	160
Jalpa	82-86	75,000	50,000	30,000	20,000	3485	153
C'tach LP400 Periscopio	74-76	1.3m	900,000	700,000	550,000	3929	192 ▲
Countach LP400	76-78	425,000	350,000	250,000	175,000	3929	192 ▲
C'tach LP400S	78-82	330,000	275,000	180,500	135,000	3929	164 ▲
Countach 5000	82-90	275,000	225,000	160,000	120,000	5167	179 ▲
Countach 25th Anni	89-90	200,000	160,000	120,000	80,000	5167	179 ▲
Diablo	91-01	140,000	110,000	82,500	65,000	5707	202 ▲
Diablo VT	93-01	150,000	120,000	90,000	70,000	5707	200 ▲

	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Mistral Spyder	64-70	600,000	500,000	400,000	300,000	3692	147	▲
Quattroporte 4.1/4.7	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	62,000	50,000	36,000	25,000	4719	156	▼
Ghibli 4.7	67-70	195,000	140,000	82,500	60,000	4719	155	▼
Ghibli Spyder	69-71	625,000	520,000	400,000	320,000	4719	154	
Ghibli 4.9 SS	70-73	220,000	165,000	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	150,000	125,000	90,000	65,000	4719	160	
Merak	72-75	46,000	32,000	18,000	10,000	2965	135	▲
Merak SS	76-83	60,000	42,000	22,000	14,000	2965	147	▲
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151	
Kyalami 4.1/4.9	76-83	56,500	46,500	28,500	15,000	4930	150	▼
Biturbo 220-425	81-88	7500	4750	2250	1000	2491	138	
Biturbo Spyder	84-91	10,000	7000	4000	2000	2491	138	
Ghibli II	94-97	13,500	9500	5200	3000	2790	155	
Quattroporte IV	94-01	11,500	9000	6000	4000	2790	158	
3200GT	98-01	13,000	10,250	7750	5500	3217	180	

MATRA								Matra Enthusiasts' Club (01892 652964)	
Bagheera	73-79	10,500	6750	3000	1250	1442	102	▲	
Murena	80-83	12,000	7500	3500	1500	2155	121	▲	

MAZDA								mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)	
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125		
RX7	78-86	5500	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	12m	10m	8.5m	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	150,000	100,000	56,000	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/rdstr	52-55	500,000	350,000	250,000	150,000	2996	112		
300Sc cab/rdstr	55-58	600,000	500,000	375,000	250,000	2996	112		
300Sc coupé	55-58	400,000	325,000	250,000	165,000	2996	112		
300SL Gullwing	54-57	1.05m	900,000	775,000	650,000	2996	145	▲	
300SL roadster	57-63	1m	850,000	700,000	2996	130	▲		
190SL roadster	55-63	125,000	95,000	57,500	40,000	1897	109	▲	
190/200 Fintail sal	61-68	12,500	9000	4000	1750	1988	90		
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281	100		
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109		
220SEb coupé	61-65	40,000	30,000	20,000	12,500	2195	107		
220SEb cabrio	61-65	80,000	60,000	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	88,000	62,000	35,000	22,000	2496	121	▲	
280SL sports	67-71	95,000	65,000	37,500	25,000	2778	121		
600 saloon	64-81	115,000	80,000	45,000	30,000	6330	120	▼	
250/280S/SE saloon	65-72	13,000	9000	4500	2000	2778	116	▲	
250SEC/280SEC cpé	65-69	45,000	32,000	20,000	13,000	2778	116	▼	
250/280SE cab	65-69	95,000	75,000	37,500	20,000	2778	116		
280SE coupé (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	110,000	80,000	47,500	26,500	3499	127		
280SE 3.5 cabrio	69-71	275,000	210,000	150,000	100,000	3499	127		
300SE/SEL saloon	65-69	14,500	9500	4750	2200	2996	115	▲	
280/300SE/SEL 3.5	69-72	18,000	12,000	5750	3000	3499	128		
300SEL 6.3 saloon	67-72	52,000	32,000	16,000	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	13,500	9500	5000	2250	2746	125	▲	
280/350/380/420SL	71-89	25,000	17,500	8000	3250	4196	130	▲	
500/560SL sports	82-89	27,500	18,500	9000	3600	5547	142	▲	
300SL (R107)	85-89	26,500	18,250	8750	3500	2962	124	▲	
350/380/450SLC cpé	71-81	12,500	7750	3400	1250	4520	137	▲	
280S/SE sal	72-80	7000	5500	2600	1000	2746	118		
350/450SE/SEL sal	72-80	10,000	7000	3000	1200	4520	130	▼	
200-280E saloon	75-84	6000	4000	1650	700	2746	124		

	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
230/280CE coupé	77-85	11,000	8000	3500	1500	2746	125	
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8000	6834	140	
300SL-SL320 (R129)	89-01	11,500	7500	3500	1500	2960	142	▲
500SL/SL500 (R129)	89-01	13,500	8500	4000	2000	4973	155	▲
600SL/SL600 (R129)	92-01	20,000	13,500	6500	3500	5987	155	▲
380/420/500SEC	81-91	13,500	9000	3500	1500	4973	138	
560SEC	86-91	16,000	11,000	4500	1500	5547	151	
300SE-500SE sal	80-91	6500	4250	1600	500	4973	147	
500/560SEL sal	80-91	7500	5000	2000	800	5547	156	
190E sal	82-92	4250	2500	1000	400	1997	119	
190E 2.3/2.5-16	85-93	25,000	17,500	9500	5000	2299	143	
230/300CE	87-93	5750	3750	1400	400	2962	139	
E220, E320 Cabrio	91-97	14,000	9500	4500	2500	3199	142	▲
500E saloon	92-95	30,000	22,500	12,500	8000	4973	155	
SLK230 Komp'	97-04	4800	3000	1500	700	2295	140	
CLK-GTR	98-99	1.8m	1.45m	n/a	n/a	6900	199	
SL55 AMG	02-08	18,000	13,500	10,000	6000	5439	155	
SLR McLaren	03-10	200,000	175,000	145,000	n/a	5439	208	

MESSERSCHMITT								Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)	
KR175/200	53-64	26,500	19,000	12,000	7000	191	65		
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75		

MG								Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)	
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80		
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80		
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80		
VA tourer/dhc	37-39	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	6750	1250	80		
TF1250/1500	53-55	32,500	24,000	15,000	9000	1466	85		
YA/YB	47-53	16,000	11,000	5000	2750	1250	71		
YT con	48-51	30,000	20,000	10,000	5500	1250	71		
Magnette ZA/ZB	53-59	13,500	10,000	4500	2000	1489	82		

Year	Concours/Dealer	Private sale				cc	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	44,000	33,500	24,000	16,500	1582	112	
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	85,000	62,500	36,000	26,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144	
914-4	69-75	20,000	13,000	6500	3750	1795	112 ▲	
914-6	69-72	65,000	50,000	33,000	22,500	1991	125 ▲	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	650,000	500,000	400,000	2687	149 ▲	
Carrera RST	72-73	500,000	425,000	350,000	250,000	2687	149 ▼	
911 2.7	73-77	40,000	30,000	17,500	11,000	2687	135	
911S 2.7	73-77	47,000	37,500	24,000	16,000	2687	140	
Carrera 2.7MFI	73-77	175,000	130,000	80,000	55,000	2687	148	
911 Turbo (930) 3.0	75-77	150,000	120,000	80,000	55,000	2995	156	
Carrera 3.0	76-77	75,000	50,000	36,000	25,000	2994	146 ▲	
924	76-85	6000	3500	1250	500	1984	126	
924 Turbo	78-83	15,000	10,000	4500	2000	1984	144	
924 Carrera GT	80-81	72,500	55,000	36,000	24,000	1984	150	
924S/Le Mans	85-88	7950	5000	2000	900	2479	136	
928S/S2	77-87	22,000	15,000	8500	3500	4664	155 ▲	
928S4	86-95	27,500	17,500	10,000	4000	4957	161 ▲	
928GT	89-92	37,500	24,000	15,000	9000	4957	168 ▲	
928GTS	91-95	48,500	37,500	22,500	15,000	5396	171 ▼	
911 Turbo (930) 3.3	77-90	100,000	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	110,000	75,000	46,500	33,000	3299	158	
911SC	77-83	39,000	28,000	19,000	12,500	2994	149	
911SC cabrio	82-83	41,000	31,000	20,000	13,000	2994	145 ▲	
911 Carrera 3.2	83-89	45,000	32,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	42,000	29,000	18,000	12,000	3164	155	
Carrera Supersport	84-89	65,000	47,500	30,000	22,000	3164	158	
911 Speedster	88-89	112,500	90,000	67,500	48,500	3164	158	
959	87-88	700,000	625,000	525,000	450,000	2994	190	
Carrera Club Sport	87-89	95,000	66,500	47,500	35,000	3164	154	
944	82-87	9500	6750	2750	1200	2479	134 ▲	
944 Turbo	85-91	18,500	13,500	6750	3250	2479	157	
944S	86-88	10,000	7000	3750	1400	2479	140 ▲	
944S2	88-92	12,500	8000	4000	1750	2990	149 ▲	
944S2 Cabrio	89-92	14,000	9000	4500	2350	2990	149 ▲	
944 Turbo Cabrio	91-92	27,000	20,000	12,000	7000	2479	150	
911 (964)	89-94	45,000	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	130,000	100,000	60,000	35,000	3299	167 ▲	
911 Carrera RS (964)	92-94	190,000	165,000	140,000	110,000	3600	162	
968	92-95	15,000	11,000	7500	4000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7250	2990	154	
911 Carrera (993)	94-97	57,500	45,000	30,000	20,000	3600	160	
911 Turbo 4 (993)	95-98	125,000	100,000	75,000	50,000	3600	180 ▼	
911 Turbo 5 (993)	97-98	285,000	230,000	195,000	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	250,000	210,000	175,000	135,000	3746	172 ▼	
911RS Clubsport	95-96	300,000	250,000	200,000	160,000	3746	175	
911 GT2 (993)	95-98	950,000	825,000	700,000	600,000	3600	187 ▲	
Boxster 2.5	96-99	6750	5000	3500	1750	2480	149	
Boxster 2.7	99-04	8000	6000	4000	2000	2687	156	
Boxster 3.2S	99-04	10,000	7500	4650	3100	3179	164	
911 Carrera (996)	97-05	30,000	23,000	12,000	8000	3387	170 ▼	
911 GT3 (996)	99-05	74,000	65,000	55,000	44,000	3600	188 ▼	
911 Turbo (996)	99-05	55,000	45,000	35,000	24,000	3600	189 ▼	
911 GT2 (996)	01-05	124,000	112,000	97,500	85,000	3600	198 ▼	

RELIANT		Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)					
Sabre 4/6	61-64	10,000	8000	5500	2500	2553	110
Scimitar SE4/a/b	64-70	10,000	6500	3200	1950	2994	121 ▼
Scimitar GTE SE5/5a	68-75	9000	5750	2200	950	2994	123
Scimitar GTE SE6/6a	75-80	6250	4250	1650	650	2792	120
Scimitar GTC	80-85	10,000	7000	3250	1500	2792	119
Scimitar GTE SE6b	80-86	6500	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	10,500	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	4000	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
16GL/DL/TS/TX	65-79	5000	3200	1500	800	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	70,000	50,000	32,000	22,000	1397	124

Year	Concours/Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	cc			
5GT Turbo	86-91	9500	7000	3250	1650	1397	123	
Clio Williams	94-95	10,750	8250	4000	2000	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	2500	1496	81 ▲
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	4000	2443	91 ▲
Roadster RMC	48-50	45,000	30,000	18,000	9000	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	7250	5000	2500	1250	1489	85
4/68, 4/72	59-69	7250	5000	2400	1100	1622	88 ▲
Elf MkI/II 848/998	61-69	8000	5650	2750	1300	998	75
Kestrel 1100/1300	65-69	5500	3650	1750	850	1098	87 ▲

ROCHDALE		Rochdale Owners' Club (01364 654419)					
GT	57-61	8750	6000	3000	1250	1172	85
Olympic	60-73	11,000	7500	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	325,000	200,000	100,000	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	40,000	30,000	16,000	9500	4257	92
Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566	98
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101
SCI Mulliner con	55-59	300,000	225,000	160,000	110,000	4887	101
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115
SCII Mulliner con	59-62	225,000	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	45,000	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	63,000	47,500	35,000	19,000	6750	119

ROVER		P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)					
P3 60	48-49	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	8750	5250	2250	800	2286	85 ▲
P4 90	54-59	11,000	7250	3000	1000	2638	90 ▲
P4 105R	57-58	8250	5000	2000	750	2638	91 ▲
P4 105S	57-59	10,750	7000	3250	1350	2638	96 ▲
P4 95/100/110	60-64	10,000	6500	2650	950	2625	100 ▲
P5 3-litre	58-67	9000	6500	3250	1250	2995	113
P5 Coupé	63-67	13,500	10,250	5000	2250	2995	113
PSB 3½-litre	67-73	13,000	10,000	5000	2000	3528	113
PSB 3½-litre Coupé	67-73	20,000	15,000	9000	3500	3528	113
P6 2000/TC	63-69	8000	4500	2000	900	1978	115
P6 2000/2200/TC	70-77	7250	3500	1500	650	2205	112
P6 3500	68-76	10,000	5000	2000	1000	3528	117
P6 3500S	71-76	12,500	7000	2750	1250	3528	126
SD1 3500	76-86	5000	3300	1250	600		

Year	Concours/ Dealer	Private sale				Top speed	Price change
		Mint	Good	Rough	cc		
TRIDENT Trident Car Club (020 8644 9029)							
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140
Venturer/Tycoon	69-78	20,000	13,000	7000	4000	2994	120

Year	Concours/ Dealer	Private sale				Top speed	Price change
		Mint	Good	Rough	cc		
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	8500	6000	2850	1500	2088	74 ▲
Mayflower	50-53	5000	3400	1600	800	1247	65 ▲
TR2	53-55	36,000	27,500	17,500	10,000	1991	107
TR3/3A 2.0/2.2	55-61	32,500	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	44,000	35,000	25,000	17,500	2498	121
TR6 'CP'	69-73	25,000	17,500	10,000	5500	2498	119
TR6 'CR'	73-76	22,000	16,000	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	4750	3500	1500	750	1147	76
Herald coupé	59-64	7250	4750	2200	1100	948	79
Herald conv	60-61	8500	5400	2500	1250	948	79
Herald 1200	61-70	4500	3200	1350	650	1147	80
Herald 1200 conv	61-67	8000	5000	2250	1100	1147	80
Herald 12/50	63-67	5000	3600	1600	800	1147	84
Herald 13/60	67-71	4600	3250	1400	700	1296	87
Herald 13/60 conv	67-71	7500	4750	2200	1000	1296	85
Vitesse 1600	62-66	7000	4500	2000	950	1596	88
Vitesse 1600 conv	62-66	8500	6000	2750	1400	1596	91
Vitesse 2-litre MkI	66-68	7250	4750	2250	1000	1998	95
Vitesse MkI conv	66-68	8750	6000	2750	1400	1998	95
Vitesse MkII	68-71	7500	5000	2400	1000	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	14,000	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	18,000	13,000	5500	2000	2997	117 ▲
1300/1500 fwd	65-73	3200	2000	850	400	1296	86
1300TC fwd	65-70	3750	2500	1200	600	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	1.4m	1.2m	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	16,500	12,500	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

Year	Concours/ Dealer	Private sale				Top speed	Price change
		Mint	Good	Rough	cc		
NE DENOTES NEW ENTRY TO PRICE							
Griffith 200/400	63-65	67,500	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	27,500	20,000	13,000	9000	1599	107
1600M	72-77	21,000	15,000	8500	5000	1599	105
2500M	72-77	19,000	14,000	8000	4500	2498	109
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121
3000S convertible	78-79	27,500	19,000	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
400/420/450SEAC	86-91	15,000	12,000	8500	6000	4441	165
400/450SE	88-91	10,000	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
Chimaera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152
Chimaera 450/500	96-03	15,500	12,500	9000	7000	4988	162
Cerbera 4.2	96-03	21,000	15,500	10,000	7000	4280	180
Cerbera 4.5	97-03	30,000	27,000	23,000	19,500	4441	195 ▼
Cerbera Speed Six	00-03	20,000	17,500	15,000	11,000	3948	170 ▼
Tuscan Speed Six	99-05	27,500	24,000	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	72,500	65,000	59,000	n/a	3996	

VANDEN PLAS VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	13,500	10,000	4500	2000	3995	89
3-litre I/II	59-64	13,000	8500	3750	1600	2912	105 ▲
4-litre R	64-68	13,500	9000	4000	1750	3909	110 ▲
Princess 1100/1300	63-74	5000	3400	1600	750	1275	87
1500/1.5/1.7	74-80	3500	2000	950	500	1748	90 ▲

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Wyvern/Velox L sal	48-51	7500	5000	2250	1000	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	13,000	9500	4500	2000	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	5800	3700	1750	900	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	5600	3300	1600	850	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	5250	3000	1500	750	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	4300	2850	1250	625	1057	76
Viva HB	66-70	4200	2750	1200	550	1159	82
Viva Brabham HB	67-68	5250	3750	1750	750	1159	90
Viva HB GT	68-70	6750	5000	2250	1000	1975	101
Viva HC	70-79	4000	2500	1100	500	1256	83
Firenza/Magnum	72-78	5000	3250	1400	650	VAR	100
Firenza Droopsnoot	74-75	16,500	12,500	6500	3750	2279	119
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117
Chevette HSR	79-80	20,500	16,500	11,000	7000	2279	125

Year	Concours/ Dealer	Private sale				Top speed	Price change
		Mint	Good	Rough	cc		
NE DENOTES NEW ENTRY TO PRICE							
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	12,000	8750	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 WS7 8SB							
Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	66
Cabrio	49-53	36,000	25,000	17,500	10,000	1131	66
Beetle (oval)	53-57	18,500	12,000	6600	4000	1192	69
Cabrio	54-58	25,000	18,000	11,000	7000	1192	66
Beetle 1200/1300	57-68	12,000	8250	4000	1800	1192	72
Cabrio	58-67	15,000	10,750	5500	3250	1192	72
Beetle 12/13/1500	68-78	10,000	6500	3000	1200	1493	81
Cabrio							

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WHY I LOVE...



... my Seventies memories of the British Touring Car Championship and the cars and characters who made it such a fantastic experience, says **Andy Rouse**



Rouse's Dolomite dashes for BTCC Championship glory in October 1975

'It proved to be a far closer call than we expected. I won by half a bonnet length – perhaps a bit closer than we'd planned, but wonderful entertainment and I became champion by one point'

The British Touring Car Championship was wonderful,' says Andy Rouse. 'It changed in 1987 with a revised class structure, but I especially recall the last race of the 1975 season in October at Brands Hatch, called the Motor Show 200.

'Stuart Graham, Win Percy and myself started the day on 75 points each, though I was ahead with my Dolomite Sprint because of my greater number of class wins. At the time I was driving for Broadspeed and was on the payroll of Leyland ST.'

Despite its unpropitious looks, the Dolomite Sprint often competed in races and rallies during the Seventies. 'In the hands of Team Broadspeed the novel 16-valve 2.0-litre overhead-cam Sprint engine, designed by Spen King, needed a lot of preparation to make it reliable in competition, producing 175bhp at 8200rpm. The brakes received considerable upgrading, too - we turned up special discs in the workshop and used aircraft-grade material for the pads, cut down to size in an effort to improve the Dolomite's braking efficiency.'

On the day of the race team boss Ralph Broad had a quiet word with Bill Shaw, whose team was sponsored

by Shellsport, and they agreed that Dolomite driver Brian Muir would allow Rouse to win.

'But it proved to be a far closer call than we expected,' grins Rouse. 'I let Brian lead for all but the final few yards. As we entered Clearways we were yellow-flagged because Brian Ridguard had crashed heavily in his Camaro Z28. This told us that danger was ahead, to slow down and that overtaking was prohibited. Then, as we entered the final straight toward the finish Brian let me pass, just as we'd agreed, and I won by half a bonnet length - perhaps a bit closer than we'd planned, but wonderful entertainment for the crowd and I became champion by one point.'

Technically the pair should have remained under yellow flag restrictions until the start/finish line and the marshal's post - but no-one was going to be pedantic enough to point that out and Rouse took the podium.

'Over the years I achieved 60 Class A outright wins in various cars, and four championship titles - a record that still stands after 32 years. It was the highest total by any driver and remained the achievement bar for many years until Jason Plato came on the scene. The BTCC series attracted teams from all round the world, making for exciting racing - I loved it.'

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MONTH
DAVID
RICHARDS

A SELECTION OF OUR CURRENT STOCK:



**1980 ASTON MARTIN V8
 VANTAGE** £270,000

This car was the personal property of former CEO and chairman, Victor Gauntlett, a keen driver and classic car collector. Victor's legendary reign over Aston Martin in the 1980s is well recorded and whilst in his ownership, this superb car was loaned to Motor and Car magazine who carried out full road tests of PBM 744W. Car magazine headlined with, 'Exclusive, Exquisite, Exhilarating'!

Passing into new hands some years later, PBM was purchased in 2007 by a respected marque specialist, who over the course of some 6 years carried out a substantial (3,000 hour) restoration, bringing the car to its current and excellent condition. With all works completed in 2013, since when the car has been used sparingly only for concours events, as befits this highly venerated and well recorded example of Britain's First Supercar.



2000 Aston Martin Vantage 'Le Mans' £425,000



1988 Aston Martin V8 Vantage Volante £375,000



1966 Aston Martin DB6 £295,000



1984 Aston Martin V8 Volante 'Vantage spec' £225,000



1988 Aston Martin V8 Efi £164,950



1971 Aston Martin DB5 V8 £149,950



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