



A reader's 8-hour **AC Ace** joy



Buy a **205 GTI** like an expert



Ripping it up in a **Radbourne Abarth**

CLASSIC **CARS**

JAGUAR XJ

SPECIAL TEST
AS GREATEST
EVER SALOON
HITS 50

• Confessions of a development driver • Truth about the Broadspeed racers

**QUENTIN
WILLSON**



reveals which
Mini, Jaguar,
Ford or Audi
to buy now



Lotus Elan's life of fire,
family life and F1 superstars

Seasalt-ravaged Triumph Spitfire restored

- PLUS**
- Six rally gods speak out about the 1987 season
 - 700k-mile Bentley 3½ Litre driven
 - Barns full of Jaguars and the man who drives them

ISSUE 534

JAN 2018 NOV 22-DEC 26 £4.70



9 770143 726211



RACING IN STYLE.

WORLD SPONSOR AND OFFICIAL TIMEKEEPER SINCE 1988.



MILLE MIGLIA 2017 RACE EDITION (168571-3002)

MILLE MIGLIA
Chopard

Welcome

January 2018 Issue 534

This month's anniversary feature reminds Phil of bright – more specifically, indigo – days chasing GTis in his Daimler



To remind myself of what sister title *Car* thought of the new Jaguar XJ6 I lifted the March 1969 issue from our shelves. Apart from the three shillings price on the cover I was grabbed by the cover line, 'A very, very British CAR of the YEAR'. Eight months after launch, Jaguar's uncannily refined and fine-handling saloon was still attracting superlatives, and winning the votes of a jury drawn from seven countries summed up its impact. *Car*'s LJK Setright said, 'To my mind the Jaguar is not merely remarkable for what it is, but also because it makes redundant all cars that cost more.' This from the scholarly road tester who dug far deeper than most into the engineering virtues, or otherwise, of any car he evaluated.

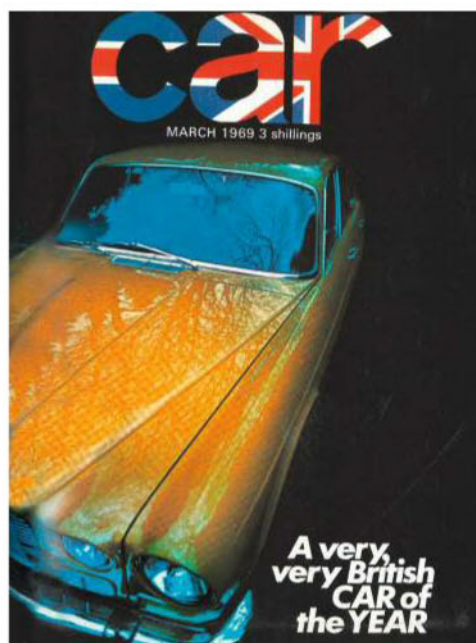
This great British achievement enjoys its 50th anniversary in 2018 and deserves celebrating in fine style, so we thought we'd get things started by bringing together a group of cars that cover the key model variants in the XJ's 23-year production run. Between them they represent all three series, saloons and coupé, Jaguar and Daimler, and engines from 2.8-litre straight six to 5.3-litre V12.

Perhaps because the XJ's popularity made it the street furniture of the Seventies and Eighties – the sight of my neighbour's Greensand Series 2, 4.2 auto reversing off his drive, twin tailpipes oozing early-morning condensation as it wafted off up the road, is one of my indelible childhood memories – we've taken this world-beating machine for granted. And when the Series 3 had dropped far enough down the food

chain I had a Daimler Sovereign. Its ability to propel me right across the country with relaxed ease or hang onto the tailpipe of a vigorously-driven Peugeot 205 GTi on a sinuous Welsh A-road left me with huge respect and affection.

I'll leave you to enjoy the XJ story now, and the rest of the issue. Let me know your favourite XJ memory, particularly if it involves being chased across north Wales by one while driving your hot Peugeot.

Phil Bell, editor



Phil's Daimler 4.2 liked to hunt Peugeot 205 GTis



Our three XJs represent an impressive 23-year production run

Cars in this issue

- 6 AC Ace
- 72 Alfa 2600 Berlina
- 118 Alfa Spider 2000
- 125 Aston Martin DB4 GT
- 64 Bentley 3½ Litre
- 20 Cadillac Series 62
- 38 Daimler XJC 4.2
- 126 Dino 308 GT4
- 52 Ford Capri 3.0S
- 130 Ford Mustang Fastback
- 100 Jaguar E-type 2+2 4.2
- 117 Jaguar E-type fhc 3.8
- 38 Jaguar XJ12
- 104 Jaguar MkX
- 38 Jaguar XJ6 2.8
- 78 Lotus Elan Sprint
- 129 Minerva Land Rover 80
- 106 Peugeot 205 GTi
- 120 Peugeot 405 SRI
- 56 Radbourne Abarth
- 210 Shelby Mustang GT350
- 90 Triumph Spitfire 4

**SUBSCRIBE TODAY
& GET AN LED
HEAD TORCH
WORTH £16**

Classic Cars

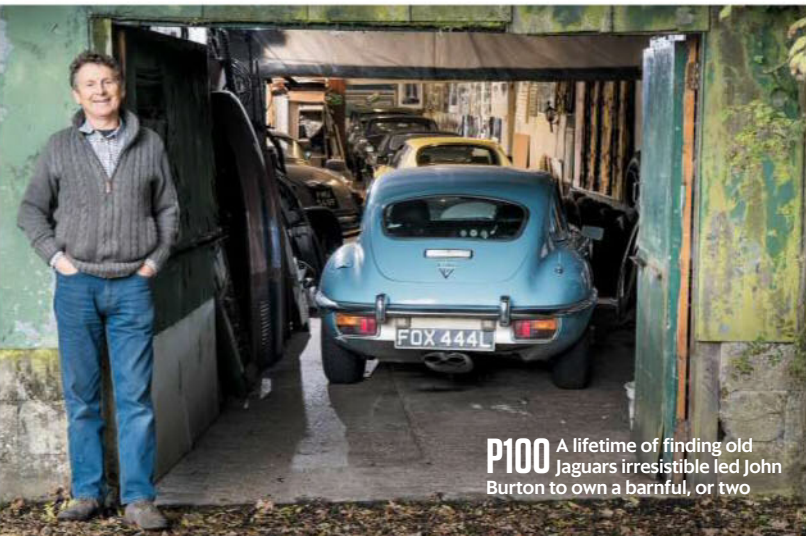
PAGE 98 OR ONLINE

You can now subscribe quickly and easily online at your own convenience, 24 hours a day, 365 days a year on greatmagazines.co.uk/christmas. It's the best way to have the excitement of the classic car world delivered straight to your door every month.



P38 Jaguar's world-beating XJ deserves celebrating as it reaches its 50th anniversary

'All the XJs are attractive, usable classics offering plenty of comfort and refinement – but one stands out above all'



P100 A lifetime of finding old Jaguars irresistible led John Burton to own a barnful, or two



P64 Over several generations, one family has put nearly 700k miles on this Bentley 3½



P56 The Radbourne Abarth wasn't a success in period, but it's an absolute hoot now

'In an uncertain market, scruffy cars don't sell'

Quentin Willson
p33



P90 Seat salt had eaten this early Spitfire 4, but one man was determined to save it



P78 Check out this Lotus Elan Sprint's life of fire, family life and F1 superstar ferrying

Contents

January 2018 Issue 534

The month in cars

- 24 **Motorclassica** Classic car fever-pitches down under at Australia's main show
- 26 **Gordon Murray's greatest hits** displayed at the opening of his company's new facility
- 27 **Events planner** Wrap up warm for some mid-winter classic car action
- 28 **Barn finds** Early German saloons found in Bulgaria and... West Yorkshire
- 31 **Your Letters** Pinin Farina XK120 and Sopwith Sphinx mysteries deepen
- 33 **Quentin Willson** on the importance of attention to detailing
- 35 **Gordon Murray** takes a trip down a very busy memory lane
- 37 **John Fitzpatrick** on the Ferrari he wasn't allowed to drive
- 110 **Next Month** Best buys from the 170mph club, Sierra Cosworth resto, VIP Merc SECs
- 210 **Why I Love...** my memories of contesting the 1967 Daytona 24 Hours, by Anita Taylor

Owning

- 78 **COVER Life Cycle** The tale of a **Lotus Elan Sprint** that was bought new as a 'forever car' and almost lost for eternity in a sudden fire
- 90 **COVER Epic Restoration** One of the earliest (just) surviving examples, this Isle of Wight-dwelling **Triumph Spitfire** had since been ravaged by seasalt. We tell the story behind its five-year road back to better-than-new health
- 100 **COVER The Collector** Meet the man whose expansive Jaguar collection is spread across several barns, and ranges from valuable early E-types to moon-mileage XJ-Ss
- 117 **Our Cars** Phil dabbles with expensive hosiery for his **Jaguar E-type** (p117), Russ puts the brakes on his **Alfa Spider S2** (p118) and Sam gets some unusually good rust-related news about his **Peugeot 405 SRI** (p120)

Driving

- 6 **COVER The List** We put an MG TD-owning reader into another British sports car with a long-running bloodline – the **AC Ace**
- 38 **COVER Three Lyons** The venerable **Jaguar XJ** turns 50 this year. We've gathered a trio of examples that represent its 23-year production run for a generational showdown, with Norman Dewis and John Fitzpatrick revealing design studio and race track secrets
- 52 **Spice on life** Gordon Spice on the road that led him to Le Mans – one peppered with Lawrencetune Morgans, Downton Minis and written-off Porsches
- 56 **COVER Built for speed** Made in Turin, tweaked in Fulham – we drive a **Radbourne Abarth**
- 64 **COVER The immortal Bentley** Your Continental GT has delivery mileage? That's cute. This 83-year-old **Bentley 3½ Litre** has accumulated 664,000 miles in the ownership of one family, who used it for rallying, firefighting and outrunning a bombing blitz
- 72 **The white-collar Italian Job** Favoured by the Italian establishment but misinterpreted by the mass-market, the **Alfa Romeo 2600 Berlina** was the company's last flourish of four-door flagshipery for more than a decade. We drive a rare survivor in the UK
- 84 **COVER Rallying's toughest year** The Group B glory years have been recounted from every angle; the anarchic year following its demise less so. Six driving gods who contested rallying's toughest season, the 1987 World Championship, tell of the turmoil

Buying

- 14 **COVER Willson's top tips** Quentin on which **Mini, Jaguar, Lotus** and **Audi** to buy now
- 16 **Market analysis** Russ reveals that the speculators have disappeared as quickly as they arrived – and why this is good news for enthusiasts
- 20 **Market highlight** A one-of-two **Cadillac 62** with a French twist – and a body to banish austerity blues
- 22 **Temptations** An **Alvis Tourer** for the connoisseur and a **Monteverdi 375L** for the brave
- 106 **COVER Buying Guide** Looking for a **Pug 205 GTi**? Go equipped
- 112 **Books and Models** A festive three-page special
- 125 **Ads on Test** **Aston DB4 GT** (p125), **Ferrari 308 GT4** (p126), **Minerva Land Rover** (p129), **Ford Mustang 289** (p130)
- 178 **Advertise your classic for free**

Contact us See page 31

SUBSCRIBE
For the best-value deals,
call today on 01858 438884,
visit greatmagazines.co.uk/classics
or p98





[The List]

Your dream drive made real

'Listen to that... it sounds like it could shatter glass'

Robin Healy has always dreamed of 'driving slightly more interesting cars'. Will our Fifties glamour puss AC Ace tickle his long-held fancy?

Words: ROSS ALKUREISHI Photography: ALEX TAPLEY

W

hen I arrive at G&A Fabrications' South West London premises, *Classic Cars* reader Robin Healy and his brother Tim are being shown around by apprentice Grace Roaf. Now it's my turn, as proprietor Lawrence Kett greets me and begins my own tour. It's decidedly old school, tight dimensions crammed with alloy and steel bodies in various states of undress lending it a womblike ambience, while the sound of multiple hammers on metal is pure pre-battle preparation Mordor.

There are numerous Aston Martins, Ferraris and several AC Cobras, including a race-damaged 427. It's a fascinating place, made more so by a glance at its website last night that showed some of the classic car royalty that's passed through here, including the Aston Martin Le Mans Prototype DP212 and a Maserati Birdcage. But that's not why we're here today, so we break off conversation, round up our chaps, exchange handshakes all round and exit outside into the calm morning.

'Oh, the beauty of it,' says Robin, confronted by Lawrence's dark red and black 1957 AC Ace - rebuilt of course, at his own hand. 'The lines are spectacular. It's a feline shape just waiting to pounce - really fabulous. You emailed me a photograph and I've seen a few in magazines, but you can't appreciate the lines from either; it is the era in itself - more glamorous than the Austin-Healey 3000? Its film star looks certainly have an effect, with everyone positively purring around it.

I notice Lawrence and Robin in deep conversation, before the former hands over the keys. 'You bend it, you mend it,' he says to us both, half-jokingly. Au natural, except in this case we point out it'd surely be 'we bend it, you mend it.' A returned nod of the head and a smile tells us it's time.

Both six-foot-plus, we insert ourselves down into the low-slung cabin like origami giraffes, trying to find a suitable technique. Inside it's spartan, more so as there are no carpets, and an uncovered fabricated alloy transmission tunnel. 'It's definitely no frills. Dials, old style push/pull/turn buttons and this stubby black button with no legend on it,' says Robin, pushing it. There's a noise he describes as 'lazily flatulent' before it settles down to 'a gentle thrum as those three massive carbs suck in air like a bagpipe band on parade'.

I'm impressed with my driver's turn of phrase; let's see if his driving skills pass muster. 'The fly-off handbrake looks like it might be from a Churchill tank, but the clutch is surprisingly



AC engine least powerful but didn't disappoint



ROBIN'S DREAM DRIVE LIST

Land Rover S1

'My favourite vehicle ever - the original and best 4x4, and it still looks good on the road today'

Riley MPH

'Immaculate pedigree and such a beautiful little sports car'

Jaguar XK120

'Flowing lines, powerful engines and a truly evocative appearance'

Aston Martin DBS and Jensen Interceptor

'As used in *The Persuaders!*, just like their owners, suave and sophisticated versus brash and belligerent'

MG TC

'The cheeky predecessor of my own car - small but enigmatic and although not fast it's quite nippy'

Austin Healey 100/6

'Big and brutal, and British through and through'

Jaguar Mk2

'Iconic saloon with classic lines and a rock-solid racing reputation - a car fit for a family man, a businessman or a cad'

Lancia Fulvia Coupé

'One of the loveliest designs to come out of Italy; simple, elegant and with a small engine hiding a big heart'

'You can hear those three massive carbs suck in air like a bagpipe band on parade'



Black wire wheels aren't to reader Robin's taste



Those six cylinders make 85bhp



'Just two upright bucket seats, a Bakelite steering wheel and that glorious noise – who needs airbags? Or seatbelts?'



friendly,' he offers, slotting the cranked gearlever home. 'There's no synchromesh on first,' he says, pulling out into Walton-on-Thames traffic. It's followed almost immediately by a gnashing metal-on-metal noise, 'or second'. Meanwhile, inside, there's a cornucopia of low-speed sound as rear-end rattles compete with gear whine and the engine's vocal exertions.

'The controls feel vaguely familiar, because I've got a 1953 MG TD.' As we turn onto Esher Road, leaving 30mph territory behind Robin gives the throttle a firm prod, and matters turn hardcore. 'You can feel that pert derrière squatting and tucking in as the revs rise. Listen to that screaming howl, it sounds like it could shatter glass,' he yells. 'Everything is reverberating through the chassis – this is motoring at its most raw. Two upright black leather bucket seats, Bakelite steering wheel and that glorious noise. What's not to like? Who needs airbags? Or seatbelts?'

His rhetorical questions make his exhilaration clear, as does his the grin now fixed on his chops. With bums practically strapped to the rear chassis, and ensconced in a lightweight alloy body we always feel as if we're going a lot faster than the reality. Even travelling at 40mph on this dual carriageway feels heroic as we bomb and rasp our way along, with the gruff induction note burst of Robin's quickly adopted double-declutching prefacing each smooth gear change. I'm impressed with how quickly he's adapted, but then his MG is of the same vintage.

Heading south we pass through Esher itself, taking in the car's sinuous reflection in shop windows. After several miles, having now negotiated multiple roundabouts and several medium-sharp turns Robin is confident enough to state, 'this obligatory oversized steering wheel and accompanying bits of wire turn the wheels with ease and finesse; no power assistance here, it's just beautifully weighted steering allowing me to place the beast exactly where I want it. No drama, no surprises, minimum effort and maximum joy.'

We park up to discuss first impressions that are entirely positive, and then pop the bonnet to reveal an agricultural looking power plant, endowed with triple SU carburettors, and the most prosaic-looking six-branch exhaust manifold known to man. 'It's a flag-flying, no-frills British cast monolith,' says Robin. 'Having seen what it looked like I'd expected that huge AC lump to be whisper-quiet and purr like a pussycat. How wrong can you get? It's so raucous, and suits the car perfectly.'

The elegant body design that later morphed into big brother, the Cobra, remains absolutely timeless. 'I like the black hardtop, but I'm not so sure about the black-painted wire wheels – although they do contrast nicely with the huge polished drum brakes behind. It looks big and yet small at the same time, with that long lean bonnet contrasting with the stubby rear end and small passenger compartment in-between. I must admit my first



The Ace's shape was inspired by the Ferrari 166 Barchetta



Cabin allows the driver to focus on his primary task



Robin demonstrates his driving finesse to owner Lawrence as Ross looks on

thought on seeing the car was 'how the devil am I going to get myself through that tiny door?'

Our second attempt is a notch down in terms of ungainliness - progress. He immediately settles the Ace down into a nice rhythm of brisk acceleration and sharp shifts, punctuated by tootling along happily when we hit traffic. My initial worry was that in the area of prime London commuter-belt where we picked the car up, Robin wouldn't get the necessary road conditions to enjoy the AC but just half an hour away and we're in the Surrey Hills with negligible traffic and ready access to B-roads.

'It's been quite easy to pick up the nuances of the driving requirements,' he explains. 'Literally point and shoot and remember to change gear when the howling reaches a crescendo. In top it's flexible and fluid. In third it's flirty and feisty. Lack of synchromesh on first and second means I only go there when I really have to. The brake pedal needs a good shove but does exactly what it's meant to do; but the loud pedal on the right - oh my lord what a beautiful noise!'

Thrusting purposefully through a small Surrey village the trees lining the village green tremble and shudder, as the Ace's resonant exhaust note sends their

last remaining leaves tumbling to the ground. On the other side, we pass through quiet woodland with several linked S-shaped sections, and Robin pushes on harder. It's so good, we decide to do it again and he attempts a 180-degree turn at a junction. 'The turning circle is massive,' says Robin as we come to a stop. 'Where's reverse?' Cue much fretting, as traffic begins to appear. 'I know they're usually found in the same box, but it's the Lord Lucan of gears.' Trying all possible search combinations, eventually he nails it and we're on our way with a furtive wave of thanks to the surrounding cars.

We race along the twisting B-road several times in either direction, each time pushing slightly more to pump up the volume and see just how good the skinny 16in tyres are. 'No problems

there,' he says. 'Slight twists and smooth dips and rises suit the car down to the ground.' From the passenger seat it feels nicely balanced. He's working it hard, but still far from the limits of adhesion.

Isn't Robin worried by the car's value, though? 'Lawrence casually mentioned the value of the car before we left,' he explains. 'Rather oddly it didn't faze me because he looked me straight in the eye, placed the keys in my hand and said

1957 AC Ace

Engine 1991cc, straight-six, ohv, three downdraught SU carburettors **Power and torque** 85bhp @ 4500rpm; 110lb ft @ 2750rpm **Transmission** Four-speed manual (with overdrive on this car), RWD **Brakes** Drums all round **Suspension** Front and rear: upper transverse leaf spring, lower wishbones, telescopic dampers **Steering** Cam and peg **Weight** 770kg (1698lb) **Performance** 0-60mph: 11sec; Top speed: 104mph **Cost new** £1297 **Classic Cars Price Guide** £80,000-£200,000



It's far from the fastest variant of the classic AC roadster, but Robin reckons the Ace is dripping with character

"You don't look like a complete twit, so I'm going back to work. Don't hold back and try not to trash it." Nothing can describe the feeling of being handed the keys and being told "don't hold back".

He should be a football manager with motivational skills like that, but it's had the intended effect putting our reader at ease from the word go. For the rest of our return journey it's time to mute the conversation and allow Robin to luxuriate in the Ace's abilities. B-roads give way to A-roads and then the M25 surrounds us like a lasso, as we're pulled inexorably back towards the urban sprawl and Lawrence's premises.

The man himself greets us and it's cups of tea all round as we discuss our findings. 'She pattered, she potted and she pouted. The big surprise about the car was that there were no surprises,' says Robin. It wouldn't and couldn't compete with a more modern car in terms of acceleration, but it didn't let the side down either. It felt fast and if the speedo had worked properly we might have known just how fast... officer. It has stood the test of time and does whatever you ask with perfect manners and just a touch of sang-froid. Treated with respect it just keeps giving. And it put a smile on my face from the word go.

The Ace remains the quintessential British roadster. As the first post-war British sports car with all-round independent suspension it was imbued with impeccable road manners, and here in original John Weller-designed, AC-engined form it can also claim purity of design. However, later variants are more sought after, with the Bristol-powered cars available from 1956 with 120bhp and Ruddspeed Ford Zephyr-powered cars from 1961 with 90-170bhp. I ask Robin if it's been in any way an anticlimax?

'When I wrote in I was thinking of a Bristol-engined Ace. I've read about how that engine is better and that the Ruddspeed Ford is even more potent, but that's not detracted from the pleasure of driving a completely AC-built car. Out on the road with its exhaust rasping it felt as though I was the only man on the planet, and at no time did I feel that a slight error of judgement might result in catastrophe. With values today I know the opportunity to drive one isn't given lightly, and for that I thank Lawrence.

'Is it worth it? Every shiny shimmering penny - this is a rare piece of motoring history, which was produced in minuscule numbers by British craftsmen. Of course it's worth it.'

Thanks to Lawrence Kett at G&A Fabrications (ga-fabrications.com), AC Owners Club (acownersclub.co.uk) and John Norris

ROBIN HEALY'S CAR CV

Yorkshireman Robin's has a penchant for old British (and occasionally Japanese) metal

LAND ROVER SERIES 3

'In 1996 I bought a smart-ish looking Land Rover Series 3 locally for £2000, and took my first step towards classic motoring. My delight wore off as bits fell out, off and failed altogether resulting in a complete strip-down and a rebuild before selling it to the first ejjit to offer money.'



TOYOTA MR2

'The arrival of the mid-life crisis required the purchase of a small sports car. My sleek blue 1999-model Toyota MR2 Mk3 was quite literally a breath of fresh air, and became a firm favourite for many months until a liaison with a patch of leaked diesel resulted in many pirouettes and made me realise we should part.'



MG TD

'Bought in 2013 for slightly more than my wife thinks I paid for it. Originally a US export, it was repatriated in 2001 and restored. I've replaced the vinyl dash with a wood veneer and switched the seats from vinyl to leather. Needs constant attention but provides endless entertainment.'



LAND ROVER SERIES 3 SWB PICK-UP

'Several more 90s and Defenders followed before the MG was joined recently by this example, currently being restored - will I never learn? I bought it for less than £5k; it was mechanically sound, but cosmetically poor. I re-trimmed the interior, tidied up the exterior and re-painted it using a brush and roller. Like the MG, it delivers nostalgia by the bucket load.'



[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 photoshop glamour of an early start and a long drive to get there.



LONDON OLYMPIA

Collector's Motor Cars
and Automobilia

Wednesday 6 December 2017
Olympia, London

CATALOGUE NOW ONLINE

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com

CATALOGUE

+44 (0) 1666 502 200
subscriptions@bonhams.com



1924 VAUXHALL 30-98 OE-TYPE WENSUM
£180,000 - 220,000



Bonhams



Cooper S Mk1 values rise steadily

Perfect originals or concours restored examples attract the seriously clever money

Demand for really special Sixties Mini Coopers is climbing. They've always had a strong allure for collectors, but values of cracking cars have strengthened recently, galvanised by JD Classic's 15 concours restored examples selling for more than £70,000 a pop.

Matching numbers, forensically perfect restored or mint original cars is where the clever money goes and the market is sharply divided between the good and exceptional. In October 2017, Brightwells sold a very fine restored Tartan Red '67 1275 S for £34k but the market didn't see it as desirable as the two-owner 89,000-mile Old English White '66 1275 S sold by Historics in 2016 for £48,750.

With twin tanks, provable provenance, warranted mileage and in bone stock

factory spec, the condition and credentials of the '66 were worth nearly 50% more to bidders than the '67.

A private seller in Yorkshire has a two-owner Almond Green '66 1275 S, one of only 300 cars to leave the factory with dry-cone suspension. Painstakingly restored but with all original interior and panels (even the floors) the asking price is £55k. 1275s have always been the collectors' favourite but BMC also made 1000 997cc cars and 4030 1071cc Cooper Ss, so these are the rarest of the breed.

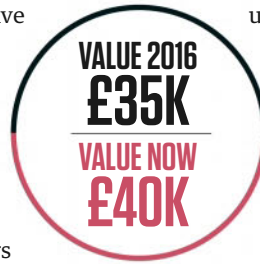
Really early '63 to '64 1071 cars have a desirability premium and if you can find one of the even rarer homologation 1963 970cc S cars made in tiny numbers because

of crankshaft supply problems you'll have the most exclusive Cooper of all. Only buy cars with original shells, matching body, engine and commission numbers and avoid deviations from factory spec

unless they're proper period Downton, Speedwell, Wood and Pickett or Radford jobs.

Ringo Starr's '67 Radford Cooper is being auctioned by Bonhams' with a £120k top estimate so you can see how celebrity ownership transforms Cooper values.

With massive motor sport credentials, mystique from the *Italian Job* film and a slew of Sixties pop culture associations, the Cooper Mk1 is as iconic as the E-type Series 1. Values of world-class condition examples will carry on rising.



'Avoid deviations from factory spec unless they're proper period modifications'



Jaguar XJ6 S1's out of the basement but still a bargain

Prices have been moving up nicely for the early Jaguar XJ6. Time was you could buy a good '69 XJ for £7k but fine original low-mileage cars are now approaching the £20k threshold, as buyers understand that a professional restoration comes with a £120k bill.

Pembrokeshire Classic Investments in Wales has a superb 22,000-mile '72 4.2 auto in Old English White with all books, manuals and tools for £18,995, while the Classic Car Warehouse in Blackburn has another very original '72 4.2 auto with 48,000 and two owners for £15,995. Back in 2012 Silverstone sold a perfect '69 4.2 with 13,000 miles for £24,640 – that car is worth £40k now.

Those first XJs cost a bargain £2592 and were plush, fast and smooth but you had to wait a year

VALUE 2012
£6750
VALUE NOW
£11K

for delivery. Road testers raved and in '68 it scooped the Car of the Year Award. Launch year cars carry a premium with their silver-rimmed gauges, body-coloured wheels and rear reflectors in the reversing lights, but only a handful survive.

The XJ6 ushered in a new era of luxury car dominance with Mercedes-beating silence, speed and technological refinement for £1000 less than an S-Class. The 4.2s feel more urgent

than 2.8s and although manual XJs are more rare, the Borg Warner self-shifter is much more waftable. Daimler versions are worth 20% more but are harder to find. Even tatty projects are now running at £3-£5k but seek out the best you can find. Given the current six-figure restorations costs a fine Series 1 XJ at less than £20k is a resounding bargain – just like it was back in 1968.

CLASSIC ON THE CUSP



Audi RS6 Avant C5

Back in 2002 the V8 twin-turbo all-wheel drive Audi RS6 Avant was the world's fastest estate. With 450bhp it outgunned both the contemporary BMW M5 and Mercedes-Benz E55; and until AMG upped its horsepower game, this was the undisputed king of the supercar load-luggers.

Priced then at £66,675 it was limited to 155mph, but with a 0-60mph time of 4.5 seconds it could out-drag a Ferrari 360 and Porsche Carrera C4. If you bypassed the limiter, it could hit an astonishing 190mph.

Between April and September 2004 Audi built a limited edition of 999 run-out C5 models known as the Plus, each with a numbered plaque on the transmission tunnel. The Cosworth-tweaked 4.2 V8 cranked out 473bhp with a new ECU and it had sports suspension, pressure optimised exhaust (for more noise), quicker steering rack, 19-inch six-spoke alloys and a black body 'Optic Pack'. Only 70 UK Plus versions were delivered so these are the rarest C5 RS6 Avants of all – and they're limited to 175mph.

While 'normal' 2002 to 2004 RS6 Avants can be bought for £10-£15k, a genuine factory Plus is worth an easy £20,000.

A private Yorkshireman has just sold a lovely 2004 in black with 48,000 miles and eight stamps in the book for a very low £13,995 and I'm thinking he can't have known what he was selling.

Prices and desirability have stayed very strong and as far back as 2014 Historics managed to secure £14k for a silver 86,000-miler – which shows just how cheap that Yorkshire car was.

As one of the rarest and most collectible Audis it's worth checking all ads for 2004 RS6 Avants and looking for the distinctive black exhausts and roof rails just in case another bargain Plus slips through your fingers.

All RS6s need converting to coil-over suspension because the original factory-specified gas shocks don't last long and the five-speed Tiptronic ZF gearbox regularly fails too. ZF said it needed regular oil and filter changes but Audi told owners it was sealed for life. Bills for gearbox oil changes are a good sign but if not, check the box works properly when it's fully hot because torque converter issues and sludged-up valve bodies are common.

Find a cherished RS6 or RS6 Plus Avant and you'll own a classic Audi legend that can only grow in both value and stature.

COST NEW
£66.7K
VALUE NOW
£15K



Lotus Cortina MkII: half the price of a MkI... for now

See the Lotus Cortina MkII as a bit of an opportunity. Really good MkIs now make £70k but you can still buy a proper MkII for less than half that. Even stock MkI Cortina GTs fetch similar money to the later Lotus version – which can't be right.

A private seller in Middlesex has a trophy-winning 1970 in rare Blue Mink for £27,750 (one of only 152 built that year) while a Leicester enthusiast is selling a '67 in classic white with green stripe. It's an older restoration with big history, magazine features and green logbook for £29k.

Production numbers are fairly similar, with 3320 MkIs and 3231 RHD MkIIs built. Only 81 MkIIs are listed with the DVLA, yet almost twice as many MkIs at 159. Purists say that because the MkII wasn't built by Lotus but by Ford at Dagenham to deal with reliability issues, it lost some of

VALUE 2014
£20K
VALUE NOW
£27K

its magic. Contemporary testers praised its refinement, with one magazine saying it was 'immensely better and now a thoroughly satisfying high-performance car'. The rarest MkIIs are the Crayford convertibles – just 20 were built – and the Mid Anglia police commissioned some 4dr versions, all of which survive.

Prices have only risen gently in the past three years, averaging £20k in 2014 to about £27k now. In 2014 Silverstone sold a meticulously restored '68, hailed as 'the best in the world' for just £27,023 complete with £40k of restoration bills. In fact the MkII Cortina Lotus (to give it its proper Ford nomenclature) is one of the few desirable classics you can still buy for less than its restoration cost.

I wonder how long that will continue?

MORE
QUENTIN
WILLSON
p 35

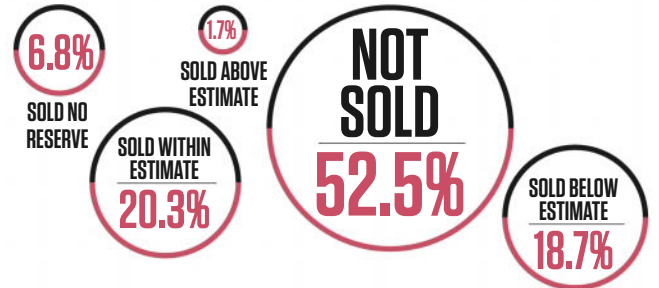


Welcome return of the enthusiast

Mixed bag of results from seven sales shows how quiet the investors have gone

Bonhams won't be in a hurry to rush back to Italy after recording a 47.5% sale rate for its 59 cars in Padua. Brightwells squeezed in two sales - Modern Classics at Leominster and Classic and Vintage at Bicester, with just under 100 cars at each, and recorded similar 61.5% and 60% sale rates.

Silverstone scored a similarly so-so 61% with its Porsche-only sale. Artcurial's all-Merc sale in Paris shifted 79.6%, but half the 54 cars were no reserve. Then Barons hit rock bottom at Sandown Park when just 24 of 66 cars sold. The star was South West Vehicle Auctions, which sold all but four of 77 - a 94.8% sale rate. It's an indication we're back to classics being bought by real enthusiasts.



Bonhams struggled to get Italians to pay a premium for Italian classics



One of a handful of Lancia Aurelia B50 Coupés built. It had a £140-180k estimate, but it failed to sell

Market indicators Signs of a Porsche thaw, while SEL, CX and Spider profit from 'right car, right time' placement



▼ 1988 Porsche 930 Turbo Conv - £92,813 Silverstone Auctions, October 21.

Further evidence of the cooling Porsche market came from this drop-top Turbo. A rare original UK right-hooker, it was a 'good everything' car, including a genuine 24,000 miles from new. It's hard to find any Eighties 911s with that kind of mileage, and the seller bought it two years ago for close to £100k. Porsches rose after that, so the £90-130k estimate looked fair. That the owner took a hit on it speaks volumes.



▼ 1970 Fiat 500F and Levante 'van - £12,320 Brightwells, October 25

This looked close to a buy-one-get-one-free deal at Brightwells, and undoubtedly the cutest way for smaller folk to go caravanning. Weighing in at under 400kg, the Levante Graziella two-berth was a period design built especially for cars like the 500. It presented well, as did the car, which had a believable 20,500km on the clock. The £17-19k estimate did look a bit on the high side but the eventual price paid had the whiff of a bargain.



▲ 1969 Mercedes-Benz 300 SEL 6.3 - £76,153 Artcurial, October 15.

It's a surprise these factory hot rods haven't broken into the big time sooner. M-B really created something special by dropping the V8 from the 600 limo into something 645kg lighter - a big saloon that would sprint to 60mph in under eight seconds at a time when only the top sports cars could do it. This one had the caché of coming from the Mercedes-Benz France collection. But it will bring others to market.



Ringo Starr's Cooper S was converted by Harold Radford to accommodate a drum kit

Bonhams to sell Ringo's Mini

But will the Starr car drum up the £90,000-120,000 estimate?

There's always a stir when significant Beatles memorabilia comes to market and all the Fab Four are closely associated with the Minis they owned in the Sixties. Ringo Starr's 1966 Cooper S stands out because it was converted by Radford with a hatchback and folding rear seats to accommodate his drum kit. The rare hatch conversion was an option offered on Radford's Mini de Ville GT packages, and Starr's car also features deseamed bodywork, extended wheelarches, Beetle tail-lights and more.

Kept by the same family since 1977, the car was restored by Naylor Brothers in the Nineties. It has also appeared on *Top Gear* and *Blue Peter*, and picked up a Cartier concours award at Goodwood in 1998.

Bonhams will auction the car at its Bond Street HQ on December 2 with a £90,000-120,000 estimate. That may be overly cautious because it was reckoned the 'Lennon Factor' made up £200k of the £360k that John's 1965 Ferrari 330 GT 2+2 made in 2013. A non-Beatle Radford Cooper could be expected to make £35-50k.

IN THE TRADE



ASTON DEALER ESCAPES TO THE COUNTRY

There will be more space and easier access to Aston Martin specialist Nicholas Mee & Co from early 2018. After 25 years in West London, the company is relocating to a two-acre site in Hertfordshire. MD Nicholas Mee says, 'The state-of-the-art facilities enjoy enviable transport and communication links and we'll be expanding our workforce.' For more details on that and the new site visit nicholasmee.co.uk



ACA SELL COMIC'S FORDS

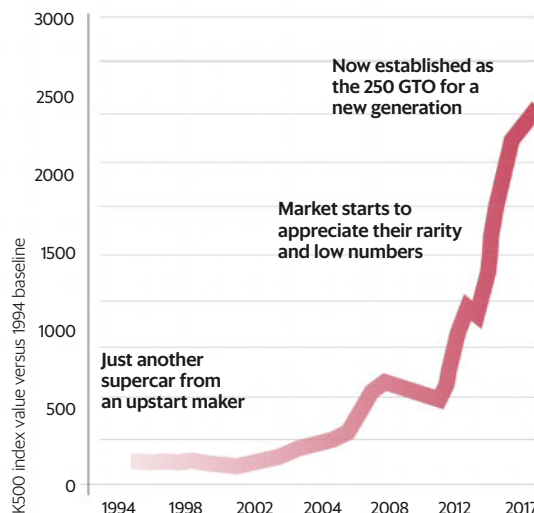
Just before we went to press, Anglia Car Auctions ended its 2017 sales season in style, selling 86 per cent of the 200 cars offered at its King's Lynn site. This includes a superb pair of Cortina MkIIIs entered by impressionist and comedian Jon Culshaw – a GXL and a 2000E. Both cars topped their estimates and sold for £10,700 each, which is also around 20 per cent above our guide value for these. We'll need to see more sales to confirm whether this is a rise or the effect of celebrity ownership.

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

McLaren F1



K500's Simon Kidston says, 'How times change... I can remember one of the world's most celebrated Ferrari collectors checking out a delivery-mileage F1 that I was auctioning in 1998. "I don't see how you can ask this much," he said. "After all, it's just a road car." The price? \$500k. At Quail Lodge in August 2017, Bonhams sold a one-owner, normal-mileage F1 for \$15.62m all-in [Full disclosure, I was the under-bidder, instructed to bid if it were keenly priced]. The seller was rumoured to want \$17m before the auction, but I doubt he was too unhappy about the return on his \$800k investment in 1996.'



PORSCHE GB SETS UP CLASSIC REGISTER

Porsche Cars GB has launched the Porsche Classic Register. Benefits include at least 15% discount on Porsche Genuine Parts, a pair of Porsche Classic numberplate surrounds, free refills of tyres with nitrogen, and four wash and vacuums per year. To sign up all you need to do is take your classic Porsche for a minimum of an oil service at a Porsche Centre. See porsche.co.uk/classicregister



Maranello

CLASSIC PARTS

THE **ONLY** AUTHORISED WORLDWIDE FERRARI CLASSIC PARTS DISTRIBUTOR

- More than **35,000**, and still increasing product lines in stock
- Unrivalled **knowledge** and **experience** in identifying your parts requirements
- Over **£38 million** of parts inventory and detailed information for over **385,000** lines
- **Licensed** to remanufacture a huge range of parts for older models
- **We buy** old genuine stock - contact us for details
- We will **price match** on all genuine Ferrari parts
- Parts for road cars from **1950** to the supercars of today
- Delivery **anywhere** in the world

☎ +44 (0) 1784 559102 ✉ parts@ferrariparts.co.uk 🌐 www.ferrariparts.co.uk

📘 @Maranelloclassicparts 📷 @Maranelloclassicparts 🐦 @Maranelloparts

PRESERVING THE PAST, PRESENT & FUTURE.



Audacious by design

One of two built, this French coachbuilt Cadillac is no stranger to auction halls

Carrosserie J Saoutchik was one of France's top coachbuilders, famed for its show-stopping designs. But in austere post-war Europe it struggled to find customers so turned to the more lucrative American market. What you see here is the result - one of two near-identical cabriolets built on the chassis of Cadillac 62s in 1948 and '49.

The first created quite a stir when it was displayed at the 1948 Paris Salon. The second - this car - was ordered by New York socialite and fur dealer Louis Ritter after he saw the show

car, its funding the product of very different times when fur coats were as much status symbols as Cadillacs.

Even nearly 70 years on, its ability to leave viewers awestruck remains undiminished - especially in the black-and-violet paint scheme it was given when restored in the late Eighties. Well treated in the hands of collectors since, it all still looks good.

Such coachbuilt exotica is usually hard to value, but in this case there are plenty of clues to go on that justify the estimate of \$850,000-\$1m that RM Sotheby's has assigned it for its New York Icons sale on December 6.



'Its funding was the product of different times, when fur coats were as much status symbols as Cadillacs'

For a start this car has been past the rostrum twice before, first at an RM sale in December 2006 and then at Gooding & Company auction in January 2010. On both occasions it sold for \$649,000.

That's way short of RM's estimate, but the market has moved a lot since then. Even accepting that we are past the peak, many cars have more than doubled in value since 2010. But there's another significant factor - at its 2016 Pebble Beach sale Gooding sold the sister car, in even lairier hues of violet and lilac, for \$907,500. There's no reason for this car not to get close to that marker. Collection centrepieces don't come much more striking.



Only wealthy Americans had a taste for Saatchi's art-deco-inspired flamboyancy in the immediate post-war years - but today there's a global appeal

Bonhams offers rare Alvis

1937 Alvis 4.3-Litre Short Chassis Tourer

For sale at Bonhams, December 2, bonhams.com/cars

Why buy it? This is a very special Alvis, one of just 12 bodied by Vanden Plas on the shorter 124in chassis. They are lovely to drive too, being very advanced cars for their era, so there's less adapting for those only used to modern machinery.

Presented in superb condition, it looks a safe buy if you have the ticket price.

Estimate £450,000-£550,000



1970 Montverdi 375L

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

Why buy it? Said to be one of only six built with right-hand drive, this slice of Switzerland's minimal motor industry is a project car, but may be tempting at the estimate posted. We've seen top examples offered for £250k, and at least rebuilding the Chrysler 440 Magnum V8 engine won't break the bank.

Estimate £25,000-£30,000



1994 Jaguar XJS 4.0 Convertible

For sale at Classic Car Auctions, Dec 2, classiccarauctions.co.uk

Why buy it? This is a really lovely example of perhaps the best version of the XJS. The Kingfisher Blue paint remains superb and there are only 41,300 miles showing on the clock, backed up by a full and well-detailed history file.

Estimate £16,000-£20,000



1955 Peugeot D3A

For sale at Historics at Brooklands, Nov 25, historics.co.uk

Why buy it? Few have even heard of Peugeot's rival to Citroën's iconic H-van. The D3A was only built for five years and few survived at all – never mind in good condition like this one, whose 1290cc engine is ready for the Waitrose baguette run.

Estimate £8000-£12,000

UPCOMING SALES

NOVEMBER

Sat 25, Surrey. Historics at Brooklands, Mercedes-Benz World, Weybridge. historics.co.uk

Sat 25, Scotland. Morris Leslie, Errol Airfield, Perth. morrisleslie.com

Wed 29, Herefordshire. Brightwells, Easters Court, Leominster. brightwells.com

Thu 30, Dorset. Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester. dvca.co.uk

DECEMBER

Sat 2, London. Bonhams, The Bond Street Sale, New Bond Street. bonhams.com/cars

Sat 2, Warks. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. classiccarauctions.co.uk

Wed 6, London. Bonhams Collectors' sale, Olympia, London. bonhams.com/cars

Wed 6, USA. RM Sotheby's Icon sale, 1334 York Avenue, New York. rmsothebys.com

Tue 12, Surrey. Barons Auctions' Christmas Classic sale, Sandown Park, Esher. barons-auctions.com

JANUARY

Fri-Sun 5-14, Florida, USA. Mecum, Osceola Heritage Park, Kissimmee. mecum.com

Sat-Sun 13-21, Arizona, USA. Barrett-Jackson, WestWorld of Scottsdale. barrett-jackson.com

Wed-Sun 17-21, Arizona, USA. Russo and Steele, N. Hayden Rd, Scottsdale. russoandsteele.com

Thu 18, Arizona, USA. Bonhams, West Kierland Resort & Spa, Scottsdale. bonhams.com/cars

Thu-Fri 18-19, Arizona, USA. RM Auctions, Arizona Biltmore, Phoenix. rmauctions.com



**ANY CAR
TELLS A STORY.**



**JUST FEW
BECOME A CLASSIC.**

**Convert your Abarth in a real collector's item.
Discover our certification and restoration services.**

ABARTH CLASSICHE - OFFICINE ABARTH - TORINO, ITALIA

WWW.FCAHERITAGE.COM

TOLL-FREE NUMBER: 0080022278400

JOIN THE COMMUNITY.
SCORPIONSHIP.ABARTH.COM



Heritage





Ghost in the Melbourne machine

Rolls-Royce takes Australian honours at the [Motorclassica show, Melbourne](#)

British cars stole the headlines at the Motorclassica show in Melbourne, Victoria, with a strong European showing all round; and some significant recent restorations made their first appearances.

Rolls-Royce Silver Ghost

This 1913 Rolls-Royce Silver Ghost won the Best in Show award, following its 15-year restoration.

'It was delivered to Mr Iachmann in England in October 1913,' explained owner David Berthon. 'When World War One broke out he gave it to the war effort and at one point it was in Berlin! If you donated your car, you didn't get it back afterwards, so it was auctioned in June 1919 at Earls Court and bought by a doctor who brought it to Sydney.'

'The car went through a few reincarnations. In 1928 it was fitted with a more modern tourer body, but in the Thirties it started to go downhill. It did a stint as a tow truck, before being fitted with a 1928 Cadillac body and being used as a mourning coach for a funeral home, following which it was abandoned in a Sydney backyard.'

'An enthusiast bought the car in 1962 and it so happens that my mother rented a garage to that

very enthusiast, who also had a Bentley 4½ Litre. I first saw the car there in 1966. At that time it was fitted with the body of a big Sunbeam built by Peel Coachbuilding in Brisbane, which it still wears.'

'I ended up acquiring the car in 2001 and embarked on a 15-year restoration. It was a huge amount of work, but I am very, very happy with the car; it cruises very nicely at 60mph now.'

Jaguar XK150S Roadster

'I'd always wanted an XK150 Roadster, but only 51 of them were imported to Australia,' said

Anthony Robinson. 'There were one or two for sale, but all at crazy prices – that's what sent me searching overseas in the United States. This car was delivered new to New York state and I bought it from a doctor in Buffalo who had kept it in his collection of 60 or so mostly run-down cars for 30 years. Despite having done nothing with it, he was very reluctant to sell it to me.'

'The car was in a very poor state when we got into it. We had to replace the floors, door skins, boot floor and one of the sills. Surprisingly, the bonnet and wings were quite good. All in all, the restoration took us four years.'

'To me it was a car worth restoring. I actually suspect it did some racing early in its life because it was fitted with a close-ratio gearbox and we discovered that there had been some performance modifications inside the engine.'

Jaguar Mark 2

Mike Roddy's 1967 Jaguar Mk2 scooped the runner-up prize for Best Restoration. 'This Mk2 was bought new by a decorated World War Two Spitfire pilot in the UK,' explains Roddy. 'He really loved the car. I know that it was used for family



Silver Ghost was used by the army during WWI



European Classics dominated in Melbourne's Royal Exhibition building



Only one previous owner – and he was a decorated Spitfire pilot

trips over to France and Germany and was kept in a 300-year-old barn next to their house in the English countryside.

'Through my connections in the classic trade I heard about the car and bought it three for four years ago. I am only the second owner! It had some rust, as well as a few rodent problems from living in the barn, but it was all there and very much worth restoring. When we saw how original the car was, we decided to go all out on the restoration – which took two and a half years – and this is the result.

'It has a couple of very rare options – it has some of the world's first inertia reel seatbelts, which were still in perfect condition, and factory-fitted "layback" fold-flat seats.'



B24 Convertible restoration took two and a half years

Monteverdi 375L

'I have always had a quirky taste in cars,' explains Mark Jansen of his 1971 Monteverdi. 'I decided I wanted one of these about 10 years ago; I knew there had been only one delivered new to Australia and I had a copy of the *Sports Car World* magazine from the Eighties that featured one.

'I looked for about six months trying to find that car, but never managed it, so I bought one from overseas instead. Then the guy who sold me my classic car business (Oldtimer Australia) called me a while after I had taken it over, and simply said, "I found the other Monteverdi."

'It had been sent to a paint shop for a colour change to silver, and while in the shop the owner had been tragically killed in a skiing accident. I bought the car disassembled from his estate.

'It had been painted, but some of the rust hadn't been prepared properly and that drove us to strip it and start all over again from the ground up. What you see here is the result of the six and a half year

restoration that followed. They are a pretty rare thing, there were only about 100 375s made. They were very expensive new – about three times the price of an E-type!

Lancia Aurelia B24

This Lancia Aurelia B24 Convertible is back on the road for the first time since 1971, despite having moved country three times since then.

It was delivered new to France and bought by a friend of the current owner in Italy in 1971, then taken off the road. It spent many years in storage in a shared facility in Italy and during that time it lost quite a few key parts, including the engine. A body restoration was done, but it was damaged in storage and had some rust repairs.

It was brought to Australia in the Nineties. The owner and the restorer decided to strip it to bare metal and start again. They located a genuine B24 engine block and found lots of the other missing parts in the US. The restoration took two and a half years and is just finished.



XK150S was a New York car



One of the two Monteverdi 375Ls in Australia



One of only 68 built in right-hand drive, this 280SE soft-top won Best Restoration



Clockwise from above: McLaren F1, MInbug, Brabham 'Fan Car'

Motorclassica continued

Mercedes 280SE

This 1965 Mercedes beat Mike Roddy's Jaguar to Best Restoration. 'The car was imported from Britain seven years ago. As you can imagine with a UK car, the body needed extensive work. It has had new inner and outer sills, and new floors,' recounts restorer Reinhard Klavers.

'The car is one of only 68 right-hand drive examples made, which made sourcing parts quite tough. For example, the owner acquired a very rare air conditioning unit and it was only when we got it here that we realised that left- and right-hand drive ones are different.'

'We had to make a quite a few new trim pieces and covers out of plastic that were the exact mirror image of what we had in order to install it. Being one of the first electronically fuel-injected cars, there is so much going on under the hood. Getting all the details right took us a lot of time.'

Peter Vandersluys, who did a lot of the paint and detail, continues the story. 'The restoration took five years and we worked really hard to get it spot on. The car is now as good on the underside as it is on the topside. As usual with these things it was down to the wire; we finished the car on the floor on the Friday before the show, fitting the bonnet and a few other final little bits.'

Elite 12/40

Newly restored, Graeme Simpson's Elite is one of just a dozen survivors of this unusual German marque, and the only one outside Germany.

'This Elite and a sister car were imported new directly from the factory to Australia by a Mr RF Benson, who did a lot of business with Germany,' said Simpson. 'Both were bodied by Cheetham & Borwick, then of Victoria Street, Carlton. Both tourer bodies were similar, our four-cylinder being equipped with two folding occasional seats.'

'Its history is unknown until the late Forties, when it was bought by Reg B May of Box Hill. He used it for his wedding in 1951, but in the early Sixties started to dismantle the car for restoration. Unhappily he died with the car in that state, and in November 1963 I bought the partly-dismantled car from Mrs May for A\$45 (£22).

'Mechanical restoration started during my posting to work in the Philippines in 1977-1980. We saw that

the timber framework of the body was too rotten or broken to reuse or repair. Most of the steel panelling was similarly decayed, so we put the body aside for later. Little happened after our return to Melbourne in 1980, up until about 2000.

'By 2014 we came to the cosmetic part of things. Graeme Marshman rebuilt the body frame and panels, Peter McKinnon painted it, and Bob Gilbert reinstated the upholstery and trim, with no patterns to work from.'

'I've been fortunate on this journey to have met a number of fine people, many of whom have become friends. They've worked on the car, or offered advice, parts or equipment. In particular my son Iain's input has been crucial to the realisation of my impossible dream of transforming the basket case with which we started in 1963 into an as-new 1923 touring car in 2017.'



Restoration of this Elite stretched over four decades

Murray's

Gordon Murray celebrated 50 years of his car designs with a 38-car exhibition ranging from a recreation of the IGM Ford Special that he built in 1967, to the new TVR Griffith, and his 20-strong collection of classic cars. Said Murray of seeing his life's work laid out in the building that will be used his new low-volume production facility at Dunsfold, 'It's emotional on various levels, but most importantly it's come to this,' as he gestured to his revolutionary

Peter Schutz, 1930-2017

Peter Schutz, the engineer credited with saving the Porsche 911, has died aged 87.

Entering the automotive industry via the agricultural sector, Schutz was appointed CEO of Porsche in 1980. He famously overruled the marketing department to keep developing the Porsche 911 and dominating Group C sports-racing.

Derek Robinson, 1927-2017

Derek Robinson, trade union convener at British Leyland in the Seventies, has died aged 90.

Nicknamed 'Red Robbo', Robinson worked his way up from the Longbridge shop floor, and was responsible for 523 strikes in his battle with BL boss Michael Edwardes to prevent job losses.



greatest revealed at Dunsfold

iStream low-volume car construction process. 'Before this, all of my designs were selfish, aimed at fast drivers and wealthy people. It was great fun but now is the time to put something back.'

McLaren F1

The exhibition included cars from as far away as Japan. 'People were very kind in bringing them. Having the 1995 Le Mans-winning McLaren F1 GTR here was a real coup, it's an extremely valuable car.'

Murray designed the F1 as a pure road car because he knew that something conceived for both race and road use would end up as a compromise, so he was uncomfortable with the move to convert cars for racing.

The Ueno Clinic-sponsored car, built up from the old test hack, was one of seven F1s that took on Le Mans in 1995. Their low-downforce aerodynamics gave them a speed advantage, but making them an aquaplaning nightmare in the wet

didn't stop them finishing first, third, fourth and fifth at their first attempt.

Brabham BT46B

Among the innovative and successful Brabham and McLaren F1 cars on display was the 1978 Brabham BT46B 'Fan Car', created by Murray to counter Lotus's ground-effect car but around the constraints of the flat 12 engine. According to Murray the suction was so effective that it could stick to a ceiling, and despite protests from rival teams after Niki

Lauda won at its debut in Sweden, it was deemed legal.

IGM Minbug

Murray owned one of four Minbug road cars he designed in 1971, while at Brabham. Gordon and his wife Stella used this as their only car for three years. With a Mini 848cc engine tuned to 100bhp propel just 530kg thanks to a clever, lightweight bonded and riveted aluminium structure it laid out Murray's thinking in the simplest possible terms.

Classics loud and proud at Stanmer

The inaugural meet at Proud Country House, Stanmer Park, in the hills outside Brighton, promised an ongoing cavalcade of great classics on a monthly basis, with meetings now taking place the first Sunday of each month between 11am and 2pm. Go to stanmerhouse.co.uk/classics for more information.

Chevrolet Impala SS

'This is the only one in the UK,' said Malcolm Donaldson of his



unusual pillarless four-door 'Chevrolet Impala SS. I found it in Peru and brought it over in the summer.

'SS was a dealer-fit luxury trim level before it was a big-block V8 option, so it has six cylinders – but only 198 were made in this pillarless body style. I've only ever seen one other example for sale, in the US.

'It was originally bought by the man who introduced railways to Peru, for his son, and has only had two owners. Hardly anyone opted for this body option – most Impala SSs were cabriolets, coupés or regular saloons.'

Dino 246 GTS

Classic dealer Justin Banks was taking this Dino out for its first post-restoration



shakedown drive. 'It's finally been put back to its original colour, after being red for several years, but now it's as it left the factory,' said Banks. 'It was bought new in the Seventies by Queen's sound engineer.

'I am a dealer, but this is my car; I'm keeping it. I'm just making sure it's running properly, that all its various levels and pressures are good and ironing out the usual Dino niggles, but I have wanted a nice example for a very long time – in my opinion it's probably the most beautiful car in the world, bar none.'

EVENTS PLANNER

There's still classic car excitement to be had if you fancy travelling – or wrapping up warm.

December

2 VSCC Winter Driving Tests Bicester, Oxfordshire vsc.co.uk

2-3 The Christmas Cracker Manchester Museum of Transport, Manchester gmts.co.uk

2-10 Essen Motor Show Essen, Germany essen-motorshow.de

8-10 Retro Classics Bavaria Nürnberg, Germany retro-classics-bavaria.de

8-12 Le Jog Land's End-John o'Groats heroevents.eu

10 Newark Autojumble Newark, Nottinghamshire

newarkautojumble.co.uk

26 Classic Drive and Ride In Day Lakeland Motor Museum, Ulverston, Cumbria lakelandmotormuseum.co.uk

Barn Finds



This 300C saloon has had one owner since the Seventies

Mercedes-Benz 300C and 300B

Wraps off C saloon and rare right-hand-drive B cabriolet for H&H Duxford sale

As this issue went to press H&H was offering two startling finds that had been kept in the same domestic garage in West Yorkshire for at least the past 20 years. Any version of the Mercedes-Benz 300 'Adenauer' family is unusual here, but this cabriolet is a far greater rarity - it's thought to be one of just seven right-hand-drive examples.

James McWilliam of H&H was the man tasked with pulling the covers off. 'The

cabriolet seems pretty solid,' he says. 'There's a bit of surface rust here and there but it's by no means in poor condition. The 300C saloon stored next to it hasn't lasted so well. They're being offered as non-running restoration projects.'

The 1956 saloon, an automatic, was supplied new to the UK via Glovers of Ripon to the Tulketh Spinning Company of Preston. It's been in the vendor's ownership since the Seventies. It was estimated at £8000 to £12,000.

The 1954 cabriolet has been the vendor's car since 1971 but it was first registered to Mercedes-Benz UK, where it stayed until 1965. At some point it went through a colour change from the original Middle Red to Deep Blue, but the grey leather interior remains. The buff logbook, original service book and instruction manual have survived with the car. Estimated at £50k-£70k, these cars are costly to restore - so let's hope it finds a well-funded buyer at H&H's Duxford sale on November 15.



Anastas Yanakiev with his Bulgarian barn-find EMW





The pair has been in this garage for at least two decades



Very few Adenauer convertibles were right-hand drive

Vauxhall Cavalier Coupé

Nathan Davies wrote to tell us how he came to make a discovery in his own family.

'My mother's cousin passed away a few weeks ago. Although he hardly ever drove anywhere, we knew that he owned a car. When we went to the garage we found this 1979 Vauxhall Cavalier coupé.'

The family is looking to find a new home for it, so enquiries can be forwarded. If you're interested, send an email to classic.cars@bauermedia.co.uk.

Cavalier coupé belonged to a distant branch of the family



BMW / EMW 340-2

One of the most unusual stories we've heard in a while came to light after Barn Finds followed up an eBay listing. We spoke to Anastas Yanakiev, a UK-based car enthusiast of Bulgarian origin. He had visited the city of Plovdiv in Bulgaria for a holiday in and found himself walking past an open garage door, as he explains.

'I saw the back of an old car and at first I thought it was a Volkswagen Beetle. I couldn't resist a closer look and I brushed against the back of the car and saw a BMW badge - I'd never seen this model before.'

It's an EMW 340, a side-turning in BMW history. After WW2, BMW's Eisenach

plant found itself in East Germany and continued to make and sell BMWs - the sporting 327, like the desirable pre-war model, and the 340, which was basically a pre-war 326 saloon with a different nose.

Legal proceedings switched the name to EMW but this 1951 car was either built before the enforced change took effect or was re-badged later.

Anastas completes the tale. 'I was still looking when the owner appeared, a lady. She said the car's first owner had been a Russian colonel who gifted the car to her grandfather. It had been garaged for about 40 years and she wanted to sell it because

she needed the space, so two weeks later I bought it and brought it back to London.'

Anastas has now changed all the fluids, brake pipes and pads and has the car running - very well, and with no strange noises, apparently. He has listed the car for sale to concentrate on his main passion: classic Jaguars, of which he has several.

SEND US
YOUR BARN FINDS
- BEST ONE
WINS £100

in association with

Chopard



FERRARI

1940s-1960s driven by **Classic Cars**

A compilation of the best *Classic Cars* magazine features on Ferrari's first three decades



Ferrari 1940s-1960s celebrates the formative years from the very first road car to bear the name – the Tipo 166 Spider Corsa – right through to such iconic models of the Sixties as the 250 GTO, Dino, Daytona, and John Lennon's 330GT.

With evocative photography, compelling stories and a foreword from David Piper, it puts you in the driving seat of the best-known Ferraris, as well as uncovering some remarkable racing stories, and pitting the 250 California Spider and Daytona against their foes from great rivals Mercedes-Benz and Lamborghini.

Buy your copy in stores or online at:
www.greatmagazines.co.uk/ferrari



The Collectors' Edition

Why not treat yourself to a souvenir edition of *Ferrari 1940s-1960s*, driven by *Classic Cars*?

Limited to just 150 copies, signed by David Piper, the Collectors' Edition shares the compelling package of features and evocative photography with the standard edition but exclusively includes:

- A unique, individually numbered cover (#001 – #300) printed on high-quality paper
- A historic print of David Piper racing a 250 GTO in the 1963 Tour de France Auto

BUY BOTH EDITIONS ONLINE NOW
at www.greatmagazines.co.uk/ferrari

John Fitzpatrick and the CSL

LETTER OF THE MONTH

I was delighted to see that John Fitzpatrick is a new *Classic Cars* columnist. At this year's Goodwood Revival he talked about racing the BMW CSL, and he mentioned he'd had a yellow roadgoing CSL he picked up from Munich in early 1973. Apparently, Jochen Neerpasch had offered him the CSL for free in an effort to lure him to race for BMW, but he'd signed for Ford the previous day.

I began to wonder if I was talking to the first owner of my own yellow 1973 CSL - what a wonderful final piece in the ownership jigsaw that would be if it were the same car. Then he told me that his CSL was left-hand drive. To offset my disappointment I showed him a picture I'd just bought of CSLs and Capris at the 1973 24-hour race at Spa, saying something about how it must have been an awesome time to have been a racing driver. 'Oh, yes' he replied. 'That's me,' pointing to the driver of the No1 Capri. How cool is that.

Richard Head

Pinin Farina XK120 at Geneva?

I really enjoyed the (Nov 2017 issue) article on the Pinin Farina Jaguar XK 120 and the finer details of the restoration, especially in light of the nasty surprises that lay under the maroon paint.

But I don't believe that this car attended the Geneva Motor Show in 1955, as suggested. From magazine reports at the time, the Pinin Farina stand had a Fiat 8V, a Lancia Aurelia and a Fiat 600, each with coachbuilt coupé bodywork. If such a distinctive car as the PF XK120 had been at Geneva, it would definitely have been mentioned and pictured.

Glenn Williams



Aladdin's Cave of Aston Martins

I loved the old competition war horses featured in the August issue - the Monte Carlo Rally Aston Martin DB MkIII and the Gilbern GT. The Aston reminded me of its previous owner, Jack Moss of Four Ashes Garage near Stratford-Upon-Avon.

In the Seventies I used to work on my uncle's farm that surrounds the garage and regularly used to hear the glorious sounds of the various Astons being road-tested on the then A34. The old building was a veritable Aladdin's Cave, with every Aston, from DBR1 sports racers to DB6s.

Hugh Kennedy

Appeal for Sopwith Sphinx information

I'm researching the Sopwith Sphinx racing car built by Tommy Sopwith and Armstrong Siddeley employees in about 1954. It used an Allard chassis, alloy body and a highly tuned Sapphire engine.

The one in Tommy's car had been modified with a special crankshaft,

high-lift camshaft and triple Weber carburetors. Most of the inlet manifold was cast within the cylinder head, fed by only four ports, so it would have required major work to achieve that.

Tommy's father, a director of Armstrong Siddeley, persuaded him to give up racing the Sphinx in favour of the safer 346 Sapphire, so he sold it minus engine, which was replaced by a Jaguar XK motor. Any information on the modifications, as well as its Jag racing career, would be welcome.

Rob Maxtone-Graham

Racing in the wake of a TVR

When the TVR Grantura MkI came out in the Sixties it was clearly going to be remembered as a fast, powerful piece of engineering... and a pain in the bum.

I raced against many of them, and if they started, and if the electrics made sufficient connection, you knew you had a fight on your hands. My first Ashley, 3630 EV, with a Jag 3.4 engine, was a monster, but a TVR with similar saddlery held the corners better, and would leave you covered in its burning engine oil.

Stephen Mills



ON FACEBOOK

Which TV shows with cool cars were you addicted to as a kid?

- 'So many! *The Dukes, BJ and the Bear, Starsky & Hutch, CHiPs, The Professionals, The Persuaders, The Saint* (both versions), *The Sweeney, Special Squad, Magnum PI, The A-Team, Knight Rider, Hart to Hart, Hardcastle & McCormick, Charlie's Angels, The Six Million Dollar Man, Movin' On, Sheriff Lobo, 240-Robert, SWAT, Simon & Simon, The Equalizer, Hunter, Matt Houston, The Hardy Boys Mysteries, The Avengers, Stingray, Cobra, Manimal, Riptide, Get Smart!, Kojak, The Streets of San Francisco, Miami Vice* and many, many more. Some of those shows were quite bad, but the cars were awesome! When I think of a patrol car, it has to be a 1978 Dodge Monaco' **Adriana Mascheroni Garzon**
- 'You forgot *Spencer for Hire*' **Bill Freeburg**
- 'I wanted Doyle's Ford Escort RS2000 from *The Professionals*' **Jay Behr**
- 'Fall Guy truck' **Robert Radley**
- 'Wim the black Chevy Corvette from *Route 66!*' **Van De Kastelee**

Classic Cars

JANUARY ISSUE
ON SALE NOVEMBER 22

EDITORIAL ENQUIRIES

Classic Cars, Media House, Lynch Wood, Peterborough PE2 6EA
Tel: **01733 468582** or **468000** Fax: **01733 468379**
Email: classic.cars@bauermedia.co.uk

EDITOR **Phil Bell** ASSISTANT EDITOR **Russ Smith**
NEWS EDITOR **Sam Dawson** ART EDITOR **Garry Mears**
DESIGNERS **Rachael Bambrough, Chelsea Nelms**
PRODUCTION EDITOR **Joe Breeze**
HEAD OF PRODUCTION **Rob McCabe**
OFFICE MANAGER **Pam Webster**

Contributors this month Ross Alkureishi, John Colley, John Fitzpatrick, Jonathan Fleetwood, Richard Gurn, Paul Hardman, Richard Hestelaine, Martin Holmes, Jonathan Jacob, Alex Lawrence, Charlie Magee, Gordon Murray, Andrew Noakes, Ivan Ostroff, Stewart Perry, Ross Perry, Andrew Roberts, Rob Scora, Alex Tapley, Mike Taylor, Quentin Willson

Cover photography Jonathan Jacob

Advertising enquiries **Classic Cars**, Media House, Lynch Wood, Peterborough PE2 6EA. Fax 01733 395045 **Commercial Director** Kelly Mills, 01733 468422, kellymills@bauermedia.co.uk **Commercial Manager** Sarah Dodd, 01733 468440, sarah.dodd@bauermedia.co.uk **Dealer key account director** Katie Phillips, 01733 468482, katie.phillips@bauermedia.co.uk **Telesales account manager** Angela Ellington, 01733 468500, angela.griffin@bauermedia.co.uk **Dealer telesales team** Farah Bell, 01736 602326, farahbell@bauermedia.co.uk; Tommy Holt, 01733 363213, tommyholt@bauermedia.co.uk **Production** Jackie Doran, 01733 468107 **Private cars for sale** 01733 366338 **US advertising** Kate Buckley, +845 266 4980, buckleyk@buckleypell.com **Brand Manager** Rachael Beesley, 01733 395168 **Marketing Executive** Siobhan Rogers, 01733 468511

PUBLISHING MANAGEMENT

Managing Director, Consumer Cars Niall Clarkson
Editorial Director June Smith-Sheppard **Head of Digital** Charlie Calton-Watson **Group Direct Marketing Director** Chris Gadsby **Finance Director** Lisa Hayden **Group Finance Director** Sarah Vickery **Group MD** Rob Munro-Hall **CEO** Paul Keenan

SUBSCRIPTION SPECIAL OFFERS

See page 108
UK subscriptions 01858 438884 **Overseas subscriptions** +44 1858 438828
Subscribe by post **Classic Cars** subscriptions,
FREEPOST (MID 16124) Leicester LE16 7BR. Email: bauer@subscription.co.uk
Overseas subscriptions Bauer Consumer Media Ltd, Tower House, Sovereign Park, Lathkill Street, Market Harborough LE19 7TZ, UK
For orders and queries call Mon-Fri between 8am-9.30pm, Saturday between 8am-4pm (UK time). Phone 0845 601 1356 Fax 01858 461739.
Overseas customers phone +44 1858 438828 Fax +44 1858 461739
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.
SYNDICATION ENQUIRIES Want to use an article or image?
Phone +44 (0) 1733 468628 email syndication@bauermedia.co.uk
Details of competition winners are available on 01733 468582
BACK ISSUES UK PHONE 01858 438884
Classic Cars Back Issues CDS, Magazine Subscriptions Back Issues, FREEPOST, EDO3995, Leicester LE16 9BR Email: bauer@subscription.co.uk **Overseas customers** phone +44 (0) 1858 438828
Prices £5.75 UK; £7.30 overseas **BINDERS** 01733 468582 UK £5.95, Europe £6.95, US \$9.95, all inc p&p
CAN'T FIND CLASSIC CARS? CALL 01733 468582

No part of the magazine may be reproduced in any form in whole or in part, without the prior permission of Bauer. All material published remains the copyright of Bauer and we reserve the right to copy or edit, any material submitted to the magazine without further consent. The submission of material (manuscripts or images etc.) to Bauer Media whether unsolicited or requested, is taken as permission to publish that material in the magazine, on the associated website, any apps or social media pages affiliated to the magazine, and any editions of the magazine published by our licensees elsewhere in the world. By submitting any material to us you are confirming that the material is your own original work or that you have permission from the copyright owner to use the material and to authorise Bauer to use it as described in this paragraph. You also promise that you have permission from anyone featured or referred to in the submitted material to it being used by Bauer. If Bauer receives a claim from a copyright owner or a person featured in any material you have sent us, we will inform that person that you have granted us permission to use the relevant material and you will be responsible for paying any amounts due to the copyright owner or featured person and / or for reimbursing Bauer for any losses it has suffered as a result. Please note, we accept no responsibility for unsolicited material which is lost or damaged in the post and we do not promise that we will be able to return any material to you. Finally, whilst we try to ensure accuracy of your material when we publish it, we cannot promise to do so. We do not accept any responsibility for any loss or damage, however caused, resulting from use of the material as described in this paragraph. Bauer Consumer Media Limited is a company registered in England and Wales with company number 01176085, registered address 1 Lincoln Court, Lincoln Road, Peterborough PE1 2RF.
Printed by Wyndeham

Complaints: Bauer Consumer Media Limited is a member of the Independent Press Standards Organisation (www.ipso.co.uk) and endeavours to respond to and resolve your concerns quickly. Our Editorial Complaints Policy (including full details of how to contact us about editorial complaints and IPSO's contact details) can be found at www.bauermedia.com/complaints.co.uk. Our e-mail address for editorial complaints covered by the Editorial Complaints Policy is complaints@bauermedia.co.uk.

Company information is Bauer Consumer Media Ltd, whose registered office is at 1 Lincoln Court, Lincoln Road, Peterborough, PE1 2RF. Registered in England and Wales company number 01176085, VAT no 918 5617 01.

A PART OF THE CELEBRATION



Merry Christmas

FERRARI PARTS SPECIALIST
SUPERFORMANCE



01992 445 300 SUPERFORMANCE.CO.UK

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW



Quentin Willson



A bit of elbow grease can transform an iffy auction proposition, so Quentin insists you need to pay attention to the detailing to maximise profits

I am always amazed by how many private sellers don't detail their classics. Dealers are masters at presentation and often spend weeks freshening up interiors, boot areas and engine compartments. Their efforts bring a handsome return and can sometimes add 25 per cent to a car's value. When you're selling, the appearance of those big visible areas are often what can determine your classic's value and saleability. A few weekends with some aerosol cans, T-Cut, leather restorer, carpet shampoo and a toothbrush can make the difference between selling and not selling. Buyers don't want work.

Looking through the lots at SWVA's October auction showed some fine low-mileage cars being sold for less than market prices simply because they looked superficially tired. The £6050 for a 31,000-mile 1988 XJ-S HE was cheap because the seller hadn't spent time cleaning hoses and painting the air cleaner boxes or taking wire wool to light surface corrosion on alloy components. The £31,500 price tag for a 1969 E-type 2+2 with a warranted 79k

was low too. Lovely straight body and fit mechanicals but the car looked unloved because of the grimy engine and dirty cabin. A couple of days spent cleaning the crevices round that XK engine and buffing up the otherwise decent black hide might have taken the selling price to nearer £40k.

Private sellers need to learn about the importance of originality too. SWVA's fully restored 1963 Daimler Dart made a decent £41,000, but why did the seller paint the wheel and bonnet badges, radiator fan, and every alloy pipe in the engine and even bits of the distributor in bright red? And why would you put ill-fitting modern electric windows and a precariously suspended CD player complete with a tangle of untidy wires on a nice 1965 Jaguar S-type that was once a magazine cover car? The nine grand hammer price reflected the clumsy mods and messy interior. Straight and rust free 1967 MGB GTs are worth a lot more than £4600, but SWVA's very solid and honest example had such a grubby engine compartment that it obscured the car's intrinsic value. Private sellers should ponder on JD Classic's profound

advertising strapline, 'Wonderful Cars Made Perfect'. The company's obsessive attention to detail achieves some of the highest-selling classics in the world.

So if your classic is in decent condition but cosmetically compromised, know that simple things like new rubbers, carpets, trim, hose clamps, screws and bolts can add literally thousands to the selling price. Steam-cleaning your underbonnet area, removing ancient grime and overspray, touching up rusty components and reinstating original stickers and labels is enormously important too. Yes, it's fiddly and time-consuming, but clever detailing actually costs buttons.

Too many private sellers are potentially losing tons of money because they don't prepare their cars properly. And in an uncertain market, scruffy cars don't sell. I'd be very surprised not to see some of the cars I've mentioned here appearing in dealer adverts over the next few months at considerably more than those hammer prices. So learn the craft of detailing like the dealers and concours boys. You have nothing to lose and everything to gain.

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.



A tidy engine bay can earn a tidy sum, so get cleaning before you start selling

BROOKLANDS
MUSEUM

COME TO THE UK'S **BIGGEST**
NEW YEAR'S DAY
CLASSIC GATHERING



ALL pre-1988

VINTAGE, CLASSICS, COMMERCIALS, MOTORCYCLES & PRE-BOOKED and PRE-PAID CLUBS on the MUSEUM SITE
MODERN SPORTS and SUPERCAR DISPLAY PARKING in the HEIGHTS

Parking in The Heights for ALL other vehicles

ALL WELCOME



Gates open at 9am

Please follow event signage on the day

Standard admission charges apply

CLUBS contact Donna Hopton on 01932 857381 ext 253
www.brooklandsmuseum.com for details
Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0QN

Gordon Murray



Gordon takes a trip down memory lane at an exclusive event at Dunsfold that celebrates his 50th anniversary as a car designer and builder

This year marks 50 years since I finished building my first car - the IGM Ford sports racing car, which I campaigned in South Africa in 1967 and 1968. At the last count I've headed up the design of 74 vehicles of which 58 made it to full vehicle build or production.

We are holding a celebration at Dunsfold; a chronological walk through my career, beginning in South Africa with the IGM Ford and ending with GMD and all the iStream products we are working on including the newly launched TVR Griffith.

Owners from all over the world have been generous and we've collected 40 vehicles for the exhibition, including some of the more well-known cars like my first Formula One design, the Brabham BT42, plus the Brabham BT52 World Championship pit-stop car and the Le Mans-winning McLaren F1 GTR from 1995. There is also memorabilia from each period. I've kept so much stuff over the years!

For me, this is my ultimate classic car event and a very nostalgic trip for myself

and all the Brabham, McLaren and GMD team members who attended.

When I first walked into the exhibition area and was confronted by 14 of my Brabham Formula One cars I found it all quite emotional. What was even more nostalgic for me was having a close look at the cars and remembering the moment when I was sitting at the drawing board solving a particular problem and drawing the detail components. Every car reminded me of so many great people I've worked with - business partners, drivers, engine designers, transmission designers and, of course, my hand-picked teams at Brabham and McLaren. Looking at the cars it was so easy to see Nelson in the 49, Niki in the fan car and Ayrton in the 4/4.

It's a slightly odd feeling to walk into a space full of classic cars that you have been responsible for creating. It's something that I have never thought about before because I have always focused on working through my list of classic cars that I owned or wanted to own in the period they were designed and built. I forget that some of the cars I designed are now 44 years old!

One of the really impressive aspects of the exhibition has been the re-creation of some of my early designs where the original car has been lost. Here at GMD our prototype shop has been building my early cars from the original drawings, period photographs and input from my fading memory bank. So far the guys have built my original IGM Ford from 1967, the IGM Minbug road car from 1971 and the Midas Alfa from 1981. In addition to this we recently tracked down the original chassis of T.4 from 1972, which was a Formula 750 car that I had planned to race in the 1973 season - promotion to Chief Designer at Brabham put an end to that plan.

To realise that alongside being a buyer of classic cars I am also a creator of classic cars has been a revelation.

As a warm-up to the main event we created an area with my own classics on display - 20 cars and 15 bikes, but more of that later. It's just a shame that public liability insurance limited the exhibition to an invitation-only event, but we do plan to create a virtual tour that will be available sometime afterwards.

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.



Owners and collectors from around the world generously loaned their rare vehicles for the exhibition



Insurance solutions* for the **motor trader**



- CLASSIC MOTOR TRADE
- CLASSIC + MODERN CAR
- CLASSIC + MODERN BIKE
- MULTI VEHICLE
- COLLECTORS
- KIT CAR
- COMPETITION CAR
- SUPPORT VEHICLE



At FJ we don't just arrange cover for the classic vehicle owner.

We can also arrange insurance for:

- **Traders/Dealers**
- **Restorers/Repairers**
- **Vehicle Storage Companies**
- **Auction Houses & Motor Museums**

We also appreciate the importance of one to one relationships therefore each policy holder is assigned a dedicated account handler.

Call our friendly UK team for a quote.

0333 207 6260

or visit:

footmanjames.co.uk



Part of the Towergate Group

PROUD PARTNERS OF:



*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADCMT710.11.16

John Fitzpatrick



While one of John's friends refused to let him drive his dog-eared Daytona, another gave him free rein in his while plying him with Monza's finest food

For me, one of the best looking cars in its day was the Ferrari 365 GTB/4 'Daytona'. In 1971 I'd been driving a BDA Escort for Broadspeed and Ford Cologne with a fair amount of success. As a result, Broadspeed had taken a few orders for replica Escorts to be raced in the 1972 European Touring Car Championship. One such order came from Martino Finotto, a wealthy Italian in the baby food business. Martino was also a proficient racing driver and his Escort was built and delivered prior to the opening round of the European Championship, the Monza 4 Hours. He asked me to co-drive with him to help him set up the car and get used to it.

I flew into Milan on the Thursday evening and Martino was there to meet me. We walked out of the terminal to the parking lot where he told me he'd brought a car for me to use for the weekend. Much to my surprise, parked alongside each

other were a red Ferrari Daytona and an orange Alfa Montreal. 'Which-a one do you wanna drive?' he asked. I could hardly believe it. Of course I chose the Daytona. 'We go to eat', he said and I did my best to keep up with him on the way to the Ristorante Fossati in Canonica just outside Monza. He drove the Alfa like a complete lunatic, as most Italian racing drivers do on the road, but we arrived in one piece.

The Daytona was a dream to drive; a big car with great handling and plenty of brute force. The nearest I'd come to driving a Daytona before was one belonging to a friend of mine in Birmingham. It was his everyday transport. He never let me drive it but I went out in it with him a few times. He was a good driver, having won the British Rally Championship in the Sixties, so he could handle it well. But it wasn't the tidiest car in the world - he had two Great Dane dogs that he wouldn't let in the house so they lived in the Daytona. The most expensive dog kennel in the world.

By the time he sold it, the seats were chewed to pieces. I think he more or less had to give it away - how times change.

I digress. We enjoyed a great meal in the Fossati as usual but when we came out, the rear window of the Daytona had been smashed and my racing bag with overalls and helmet had gone. Welcome to Italy! Martino didn't seem too upset. He took the Daytona home and gave me the Montreal for the weekend. A great car too, but no Daytona. I was never much of an Alfa fan, but the Montreal was good fun and I had driven and enjoyed Toine Hezemans' GTA at Zandvoort on a few occasions.

Martino arrived the next morning for practice with a new helmet and full racing kit for me, and the Daytona with a taped up rear window. The 2.0-litre Escort seemed quite tame after the Ferrari and Alfa, and it didn't last long before the differential gave up. To be honest, I enjoyed driving the two GT cars for the weekend more than I did the Escort. Plus the trip was worth it for dinner at the Fossati every evening alone.

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

John spent a memorable weekend in Monza at the reins of a Ferrari Daytona





Three Lyons **[The Big Test]**

Three generations of luxury class:
Series 1 XJ leads a Series 2 Daimler
Sovereign Coupé and Series 3 V12



THREE LYONS

50 years ago Jaguar founder William Lyons unveiled the XJ, the last design he oversaw. We celebrate by pitting a Series 1 against its Series 2 and 3 successors

Words ANDREW NOAKES Photography JONATHAN JACOB



You only need a short stretch of fast road to understand why the XJ made such a huge impact on the luxury car market 50 years ago. We're driving this 2.8-litre variant - the first XJ6 to be road-registered and the oldest surviving example of the breed, no less - and the refinement is extraordinary. The delicious six-cylinder timbre is well muted, road noise from what were considered large tyres at the time is miniscule and there's only the slightest wind rustle from the A-pillars. You can imagine executives from Mercedes-Benz or Rolls-Royce having their first ride in an XJ in 1968 and looking nervously at each other, all thinking the same things - a) How the hell did Lyons do this? And b) We need to make a better car.

The Lyons in question is of course Jaguar's founder and driving force William, who unveiled the XJ6 in 1968. It was a bold statement of the company's future direction and quickly replaced all four of Jaguar's existing saloon ranges. Fifty years later, our XJ6 exudes the elegance and road presence that helped to make the XJ an instant hit.

It was so successful, in fact, that Jaguar kept the same basic formula until 1992, making a total of 132,952 XJs. Our test has a prime example of each version - the six-cylinder Series 1 (burgundy), a 4.2-litre Daimler Sovereign Coupé (yellow), and a V12 Series 3 (blue). All are attractive cars each with a strong fanbase, but which is the best embodiment of the XJ concept?

Looking at the Series 1 XJ6, it's clear that the shape owes a lot to the MkX and 420G, the vast Jaguar flagship saloons of the Sixties. But where the curves of the bigger Jaguars look almost comically bloated the XJ's lines have a simplicity, as though Lyons realised he had gone a step too far with the MkX and dialled back on the voluptuousness. There's a grace and purity to it, combined with a hint of the E-type's swagger, though thankfully an early proposal for an E-type-alike tapered tail was quickly abandoned.

The XJ's roof height is a good four inches lower than some of its competitors, so sitting in MWK 28G feels more like sliding into the cockpit of a sports car than a luxury saloon. Because Lyons insisted the seats must not be visible above the XJ's waistline, the seat backs stop at your shoulder blades, but they are comfortable enough chairs and they provide more side support than their flat looks suggest. The big, vertical steering wheel with its narrow rim and semi-circular horn ring frames a handsome Smiths speedometer and tachometer duo.

The tall selector lever for the automatic transmission sprouts from a chrome escutcheon which also carries the essential-for-1968 smoking kit, with twin ashtrays and a cigarette lighter. It all adds up to an attractive and high-class interior, which echoes the layout of the old 420G but with modern detailing like the single main dash panel, safety switches and the gear lever on the console rather than the steering column. Here was a Jaguar built for the brave new world of the Seventies.

But if the design of the XJ6 looked forward to a new era, the engineering underneath was very much a throwback to previous



Series 2 brought a raised bumper and the option of a two-door coupé



Series 1 dash was a modernised version of the old 420G's



2.8-litre XK engine could also be had as a 4.2



William Lyons' obsession with low, lithe lines compromised rear headroom



Coupés had black vinyl roofs to help disguise the C-pillar thickness

'The delicious six-cylinder timbre is well muted, road noise is miniscule and there's only the slightest wind rustle'

practice. A V12 engine had been planned for the top models but there were delays getting the engine into production at the Radford plant. Worse, a 60-degree 3.5-litre V8 derived from the V12 was suffering from vibration problems, so the XJ was launched with a choice of two versions of the XK straight-six which had been Jaguar's staple since 1948. Journalists of the day were already calling the big six 'venerable', not knowing it would still be powering XJs almost two decades later. The 4.2-litre version was essentially a carryover from previous models, and there was a new 2.8-litre entry-level unit which soon earned a reputation for overheating and holing pistons.

MWK proves that with the smaller engine and automatic gearbox the XJ's performance was little better than leisurely. But the all-independent suspension, a development of that used in previous models with anti-dive geometry incorporated at the front, does an excellent job of isolating the cabin from road shocks. The downside is that the light, low-g geared power steering does

Adrian Massey on his Series 1 XJ6 2.8



'I've had it seven years. I'd had a couple of Series 3 XJs – a 4.2 and a Daimler Double Six – and I loved them but I'd decided I wasn't having another one. I was looking for a Mk2 and at JD Classics there was an XJ to one side. I saw this one and the more I learnt

about the history and the provenance the more I began to realise it was a special car. I had the gearbox rebuilt quite soon after I got it, and a few years ago the cylinder head came off and the valves were looked at. About 18 months ago the last new Series 1 sill in the country went on the offside. It feels different from the Series 2 and Series 3 – you can tell it's an earlier car. There are quirks like difficulties getting the key into the lock, and when you start it you have to let the fuel pump prime properly. The more you use it the better it is. I do about 1500 miles a year – I try to use it a lot in the summer but once the grit goes down I lay it up.'

Jaguar XJ6

Engine 2793cc in-line six-cylinder, dohc, 12-valve, two SU HD8 carburettors **Power and torque** 140bhp @ 5150rpm; 150lb ft @ 4250rpm **Transmission** Four-speed manual or Borg-Warner three-speed automatic, rear-wheel drive **Suspension** Front: independent, double wishbones, coil springs, anti-roll bar. Rear: independent, transverse links, trailing arms, coil springs **Steering** Rack and pinion, power-assisted **Brakes** Discs front and rear, servo-assisted, inboard at rear **Weight** 1537kg (3389lb) **Performance** Top speed: 118mph; 0-60mph: 12sec **Classic Cars Price Guide** £5,000-£20,000



Early design proposals took the form of a four-door E-type



Auxiliary lights were initially set into the grille



The XJ being tested on MIRA's banked section



Squared-off bonnet was quickly canned...



...in favour of this quad-nacelle idea



A be-sideburned Dewis hard at work



A front-end proposal with a complex grille

Norman Dewis: inside the XJ's development

Norman Dewis was chief test driver at Jaguar from 1952 to 1985, and was part of the engineering team that developed all three iterations of the XJ. 'It was a marvellous motor car,' he says.

His involvement began when the first prototypes were built, and the first step was to sort out the basic handling on the steering pad at the MIRA test grounds.

'I always tried to get neutral steer, with the back end breaking away first so you could control it on the throttle,' says Dewis. 'I had my standards - I knew what I wanted and if it didn't meet the standard I wouldn't sign it off. No prototype ever gets through any of the test procedures first time.'

In the Seventies Dewis managed a team of five test engineers and a dozen drivers. New recruits were bedded in on the rough Belgian pavé test. 'You could only do probably an hour at 30mph before your stomach started to ache and you had to have a rest,' Dewis chuckles. 'We'd do 1000 miles on it for each car we tested.'

Next was the brake test. 'The braking had to match the performance of the car. I developed a brake test comprising 30 stops at 0.5G from 100mph at 45-second intervals. You've got to work pretty quickly to get all that in,' Dewis says. And he wasn't impressed if an assistant started to feel sick on the job.

'I tried to get the back end breaking away first so you could control it on the throttle'

'I used to kick them out to get some fresh air,' he adds.

The XJ's remarkable ride, handling and refinement were the result of Dewis' team spending hours of detail work on springs, dampers, bushes and tyres. 'We had various surfaces at MIRA that we used to run over for noise assessment,' he remembers. 'We used to spend days, weeks and months testing different hardnesses of rubber bushes, and did special tyre tests at Dunlop - it had a proving ground at the back of its factory.'

A lot of testing was done at MIRA near Nuneaton, not far from Jaguar's Coventry base, but testing also took Dewis as far afield as Italy, where the high temperatures and varied road surfaces proved a challenge, and the Stelvio Pass tested the brakes.

'Later on Leyland bought the Gaydon facility, where we did a 50,000-mile test procedure for US emissions. I used to have a three-shift system running seven days a week round the clock.'

Testing was hard work, often demanding long hours. 'There was no glamour. People used to think we just sat on our backsides driving, but it demanded maximum concentration at all times. We would work seven days a week and then go home at eight at night, sit in a chair and be thinking about why something didn't work. It was a 24-hour job, really.'



Daimler versions had crinkly grilles and a few extra luxuries

rather too good a job of separating the driver from the front tyre contact patches, leaving little in the way of feedback. Still, with a wide track and low centre of gravity the XJ6 grips amazingly well, and though it rolls in corners the damping is so well judged and the car is fundamentally so well balanced that it is easy to make good progress on give and take roads.

Daimler Sovereign Coupé

The V12 engine that Jaguar planned to fit to the XJ from launch, and then promised would follow within two years, finally arrived in 1971 with the Series 2. There's a period charm inside; gone are the individual instruments of the Series 1 with their chromed rims, a visual link to the Fifties and earlier, and in comes a moulded plastic cluster combining the two main dials with a bank of warning lights between them. The minor gauges now flank the main cluster - on right-hand-drive cars the fuel level and water temperature are on the right, and the oil pressure and battery voltage on the left (they swapped sides for left-hand drive cars).

The eyeball vents at either end of the dash have been replaced by swivelling rectangular items, and there's a group of horizontal air vents in the centre of the dash above the oddments tray. Switches, the clock, the radio and the heater controls are now grouped tightly together at the base of the centre stack, the Seventies graphics of their legends showing how far style had come since 1968. The seats in this example are another sign of the times - instead of traditional leather they are trimmed in a sumptuous black velour.

'The 4.2-litre engine makes 105bhp more than the old 2.8, but crucially torque is almost doubled'

The 4.2-litre engine makes 105 more horses compared to the old 2.8, but crucially the torque peak almost doubles and is delivered 500rpm earlier, making the XJ both faster and more relaxing. There's so much torque even at low engine speeds that there's rarely any need to slip the transmission selector back a notch to select second gear, but if you do the big six growls and the nose rises indicating the coupé is responding to your right foot. As in the Series 1, noise levels are low. The side windows are susceptible to wind rustle at high speeds, but most of the time you don't notice the coupé's cabin being any louder than the saloon's.

What you do notice is that the Series 2 is even tidier through bends than the earlier car. Roll angles are lower, and a faster steering ratio not only cuts down on the sweep of the wheel needed through a given bend but also adds just enough heft at the rim to make handling the wheel feel more of a precision operation.

There is still precious little feedback, but at least the weightier rim and greater servo assistance at the brake pedal collaborate to



Bumpers were higher on the Series 2 because of US safety regulations



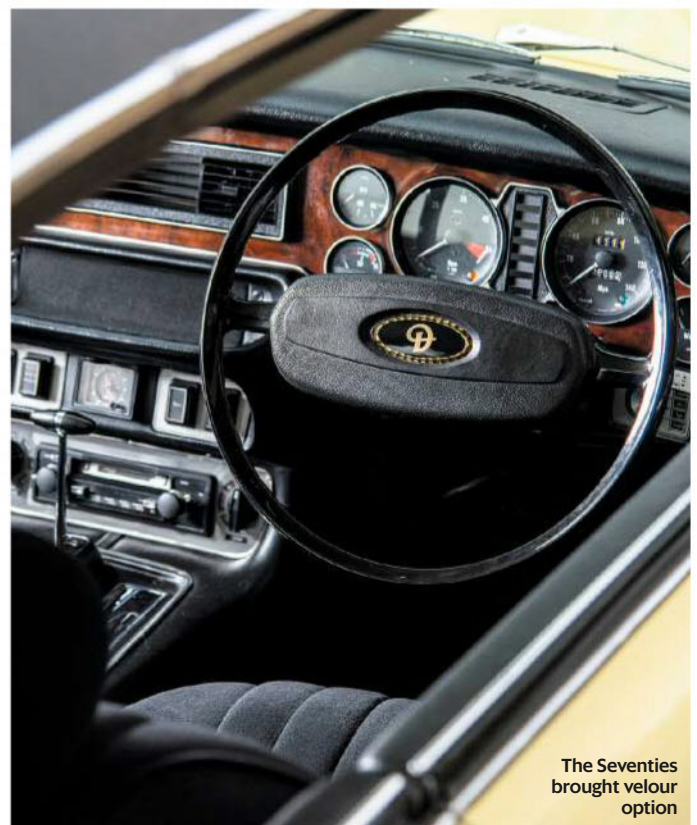
4.2 XK was the most popular choice

give the Series 2 a considerably more unified, well-developed feel.

In 1971 the V8 was still being developed with balance shafts added to quell the vibrations, but by the end of the year that project had finally been cancelled. In 1973 Jaguar announced a Series 2 XJ with bumpers that were raised to meet new US safety legislation and revisions to the interior. A four-inch longer wheelbase that had been an option on the Series 1 saloons was standardised on the Series 2, and in theory there was a new coupé body style, retaining the shorter wheelbase.

In practice the coupé would not go into production for more than a year, because Jaguar struggled with the flexibility of the bodyshell and poor sealing of the pillarless side windows. The body was stiffened with wider C-pillars, and the window sealing improved with the addition of a cable system which forced the window glass into its sealing rubbers. There were still problems even when the cars were in production, and with the XJ-S coming on stream from 1975 and selling at a substantially higher price, Jaguar was probably happy to take the opportunity to kill off the XJC in 1977 after a production run of just over 10,000 cars.

That makes the coupé one of the rarest XJ derivatives, and the yellow car in our group is rarer still. The fluted grille and extra chrome strip on the bonnet denote this is not a Jaguar XJC, but a Daimler Sovereign Coupé. With the 4.2-litre engine the Daimler cost £6195 in 1975 - the stylish GKN alloys were extra - but beyond the fancy brightwork and different badges there was precious little else to show for the £186 premium over the Jaguar version. Buyers agreed - only a fifth of the XJ coupés were badged as Daimlers.



The Seventies brought velour option



Coupé is based on the short wheelbase saloon platform

Whatever the shape of the grille on the front, these are handsome machines. Roll those troublesome front and rear side windows down and the coupé has a breathtakingly elegant profile. The effect is emphasised by the vinyl roof, which was standard fit - though a handful of cars seem to have escaped from Browns Lane without it. It's not uncommon for owners to remove it if the car is repainted, but then you lose the Seventies-tastic appeal of a feature that long since dropped off the options lists.

Series 3 V12 Sovereign

The Series 3 of 1979 is imbued with a similar feeling of consistency to its direct predecessor in its responses - the result of years of development of the basic design - and it's an interesting blend of old and new thinking. Inside there's a smaller, more modern steering wheel with a leather-bound rim that is thicker than before but still very slim by contemporary standards. As in the earlier cars the wheel is offset slightly to the left, though not enough to make much difference to the driving position. The steering itself is just a fraction weightier than before, but still disconcertingly light thanks to substantial power assistance. An old-fashioned umbrella handle handbrake still hides under the dashboard, ready to clout your left knee if you leap aboard unawares.

The all-disc brakes - inboard at the back, as on all these cars - are strong and with ventilated rotors at the front they should prove to be fade-free, which matters when you have almost 300bhp under your right foot from the fuel-injected V12 engine. It's an extraordinary motor, rightly renowned throughout the

Jaguar specialist Robert Hughes on the Series 2 Coupé



'They really do give you everything - they're usable and still good to drive by modern standards. If I have a customer deliberating between a six-cylinder and a V12, I ask them what they're going to use the car for. I used to commute into London in a 4.2 - I would never have used a V12. On the other hand, if you mainly do motorway miles the V12 is a far superior car. If there's one problem with a six-cylinder with a three-speed gearbox, it's that they are disappointing above 70mph.

'They're nearly 50 years old so you have to judge each one on its individual merits. Corrosion is something you've got to watch. The six-cylinders are not as tough as their reputation suggests so you need to treat them with a little care and respect. Electrics are simple by modern standards, carburettors tend to be fine, gearboxes... well, if they have a problem it is pretty obvious. The Coupés leak water into the cabin. Whether it's original or been rebuilt, unless you're very lucky, in heavy rain you will find some water inside.

'At one stage they were slightly pub-landlordish but they've crossed the line in terms of image.'

Daimler Sovereign Coupé 4.2

As Series 1 except **Engine** 4235cc **Power and torque** 245bhp @ 5400rpm; 283lb ft @ 3750rpm **Weight** 1700kg (3748lb)
Performance Top speed: 118mph; 0-60mph: 10sec
Classic Cars Price Guide £5,000-£35,000

Clockwise from below: In the MIRA wind tunnel in 1976; by 1977 the XJ12C's speed was proven – this is at Silverstone; leading at Monza; the unveiling at Browns Lane



John Fitzpatrick: racing the XJCs



Ralph Broad's Broadspeed team won the British Saloon Car Championship for Leyland in 1975 with Triumph Dolomite Sprints. Then, for 1976, Broad proposed an assault on the European Touring Car Championship with the V12 XJC; the XJ-S had failed to qualify as a touring car because its rear leg room was too meagre. The Broadspeed XJC was announced with much fanfare at the beginning of the season but raced only once that year, at Silverstone, where it qualified on pole but lost a wheel in the race.

John Fitzpatrick was signed up to drive for 1977 partnered by Tim Schenken, with driver/engineer Andy Rouse and Derek Bell in the sister car. 'The cars were fast, handled really well for big heavy machines, had great brakes and were always at the front of the grid,' says Fitzpatrick.

'They led the races, but were unreliable,' he continues. 'We were basically testing the cars on race weekend. Jaguar itself was not very helpful and was reluctant to homologate any special parts, which could have helped. We spent our time chasing problems - first it was the rear hubs breaking, then the differential, then oil surge and broken engines.'

At Brno an Alfa blew its engine in front of Fitzpatrick, and the XJC ran over some of the debris. 'A rear tyre exploded and I had

a wild ride sliding from side-to-side trying to get the car slowed down,' he remembers. 'I managed to limp back to the pits with the right rear of the car hanging off? The car was patched up and finished, albeit in 15th place. After the team destroyed five V12 engines in practice at the Nürburgring, Broad hatched a plan - Bell and Rouse would aim to nurse their car slowly to the finish while Fitzpatrick and Schenken would go for some glory, even if it didn't last long. 'I just went for it,' Fitzpatrick remembers. 'We had a

20-second lead after one lap, then halfway round the second lap the engine exploded.'

The Bell/Rouse car finished in a fine second place, the team's best-ever result. The engine problems were later fixed by converting to a dry-sump oil system. 'It wasn't strictly legal,' admits Fitzpatrick, 'but by this time BMW had wrapped up the championship and was just pleased to

have some opposition.'

At the TT Rouse nearly beat Tom Walkinshaw's BMW CSL, only to slither off the circuit on someone else's oil. At Zolder the engines failed again, then at the end of the season Jaguar pulled the plug - just at the wrong time, Fitzpatrick believes. 'Had we been given the following winter to run a proper test programme I have no doubt that the car would have won everything. It lacked nothing in speed or handling - just reliability.'

'Had we been given the winter to run a test programme, the car would have won everything'



Seventies as one of the best engines anywhere on the planet. The early carburettor version fitted to the Series 1 that was fed by four Zenith-Strombergs could be troublesome, but fitting Lucas fuel injection in the mid-Seventies made the V12 a more dependable engine and in 1981 revisions to the cylinder heads and pistons in the High Efficiency version made major improvements to fuel economy without compromising outright power. This is the engine fitted in Paul Upton's 1987 V12 Sovereign, and compared to the six-cylinder motors it delivers an extra level of silky smoothness to the way the XJ drives.

The engine is never felt, and almost never heard. At idle the only aural indication that it is running is a gentle whine from the fuel pumps, and even when the accelerator is pushed to the carpet and the Series 3 is propelled to the horizon with never-ending acceleration there's barely more than a murmur from the engine.

From rest the Sovereign will sprint to 60mph in a fraction over eight seconds, enough to embarrass some Eighties sports cars, and it would be even quicker if the automatic transmission, now a GM400 unit in place of the earlier Borg-Warner, had more than three ratios as most competitors now did.

But the Sovereign will cruise all day at 80mph in top with the 5.3-litre engine loping along at only 3000rpm or so, and extra pace for overtaking is just a flex of your right toe away. It's at these speeds that the performance advantage of the V12 over the six-cylinder engines becomes apparent. The only downside is the V12's ability to drink unleaded, though these later engines demand refuelling stops far less often than the earlier ones.

'The V12 will sprint to 60mph in just over eight seconds, fast enough to embarrass some Eighties sports cars'

Even now this is a car that could cross a continent in a day, with the compliant suspension delivering high-speed stability and almost unmatched comfort. Motorways - or more accurately autobahns - are its natural habitat, but the V12 Sovereign still tackles twisty roads with aplomb. The Jaguar flows through a series of turns with a lack of fuss that few rivals could match, even as the XJ's basic design neared its 20th birthday.

The comprehensive revisions that had kept the Series 3 fresh also included more modern bumpers and flush-fitting door handles, and Italian design house Pininfarina subtly reshaped the top half of the car. The windscreen was more heavily raked, the rear pillars were wider and more upright, and the roof was narrower but extended a few inches further back to improve headroom for rear seat occupants.

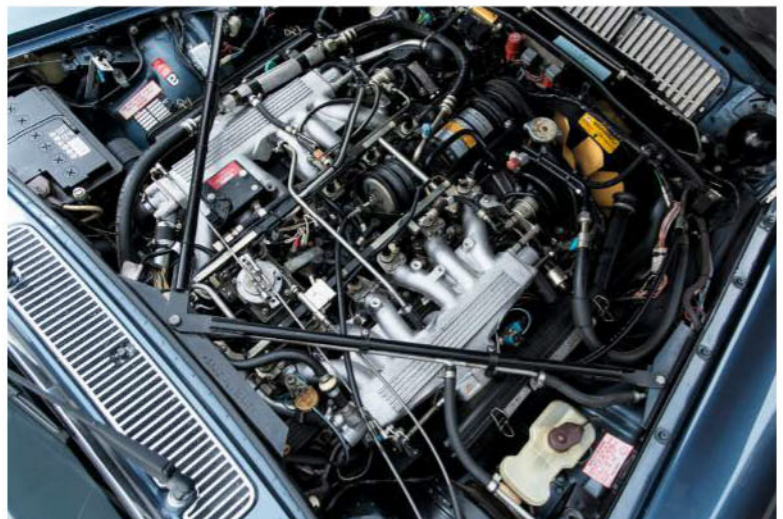
But the basic age of the design was betrayed by the closeness of the windscreen to the wheel, the narrow cabin that limited space for shoulders and elbows, and leg room which was still at



Series 3 introduced chunkier bumpers and a Pininfarina-designed glasshouse



Series 3 steering wheel is still offset to the left, and unnervingly light to use at first



Paul Upton on his Series 3 V12



'My father has a 1992 Series 3 and when he brought it round to my house I quickly got the idea in my head that I wanted to get one. I bought this one from Jaguar specialist Robert Hughes about a year ago.

'Everything works on it – sunroof, cruise control, aircon. I've done about 1200 miles in it and nothing has gone wrong. It starts every morning. When it's cold it just starts straight on the button, but, notoriously, hot starting is worse. This is a pre-cat car which I understand is better if you have a problem, because you can't get the cats.

'The pre-fuel injection V12s give you about 10-12mpg, so this is quite good at 20mpg. It's not a fast car but you do progress. It's designed to be quiet – sometimes you wonder if it's switched on. I'm biased but I think it's a very pretty car – they'd got it right by this stage.

'You can pay £15,000 for a very low mileage one. I've got this insured for £12,000 and that's a lot of classic for the money. I won't lose on it. They're not quite classic cars yet, in some people's minds, especially the Series 3. But their time will come.'

Jaguar Sovereign V12

As Series 1 except **Engine** 5344cc V12, sohc per bank, 24-valve, Lucas fuel injection **Power and torque** 299bhp @ 5500rpm; 318lb ft @ 3000rpm **Transmission** GM three-speed automatic **Weight** 1900kg (4189lb) **Performance** Top speed: 140mph; 0-60mph: 8.2sec **Classic Cars Price Guide** £5,000-£15,000



Jaguar considered a quad-cam V12, but it was too bulky for the XJ

a premium despite the overall length growing to 195in, putting it between a Mercedes E-class and S-class in size.

The 3.4-litre and 4.2-litre XK sixes were both now fitted with fuel-injection and were available until 1987, when the six-cylinder cars were replaced by the XJ40-generation XJ6 powered by the new AJ6 engine. But the engine bay of the XJ40 was too narrow for the V12 to fit easily - some say it was engineered that way deliberately so no BL bean counter could insist Jaguar installed a Rover V8 in place of its own in-line sixes - and so the old car was kept in production in V12 form right up to 1992.

By then Sir John Egan's efforts as chief executive had raised Jaguar quality to levels the brand had never before achieved, and the company had been hived off from what remained of British Leyland to operate as an independent before Ford added it to a growing collection of premium automotive brands.

All the XJs are attractive, usable classics offering plenty of comfort and refinement. The Series 1 cars, at the time seen very much as the cutting edge of Jaguar innovation, now represent a

characterful halfway house between the old-school Jaguars of the Sixties and the modern classic XJs and XJ-S of the Seventies.

The Series 2s offer a more cohesive driving experience, but saloons in good, standard condition are becoming scarce and the coupés, which were always rare, are now starting to fetch the kind of prices that reflect their exclusivity.

The Series 3 appeals to a slightly different kind of buyer, one who wants classic Jaguar looks but appreciates the improved quality and reliability of a car that had been in constant development for well over two decades by the time the last XJs were built in 1992.

Those final cars were all V12s, and the biggest of the XJ engines appeals for its supreme refinement and high-speed cruising ability, if not for the thirst of its pre-HE iterations. As the fine coupé in our group demonstrates, the 4.2-litre is the best all-rounder, with near enough as much performance in everyday motoring as the V12 but lower running costs. The elegance of the pillarless body just adds to the XJ's appeal. It's an easy decision.

Thanks to: Keith Parrington of XJRestorations (xjrestorations.co.uk), Robert Hughes (roberthughes.co.uk) and Jaguar Drivers' Club XJ registrar Steve Swinscoe



And off they waft. We'd prefer to be in the Coupé but only just: all three are wonderfully refined

START FLAT BATTERIES.



ACTUAL SIZE

ULTRASAFE® LITHIUM JUMP STARTERS.

For **Petrol** & **Diesel** Cars, Trucks, Boats, Motorcycles & More.

Small enough to fit in your glove box, but big enough to start your vehicle's engine. Built to deliver immense power and equipped with our patented spark-proof safety and reverse polarity protection. Boost is the safest and most versatile jump starter you can find. Safe to use on engines of any size.



no.co

NOCO®

Spice on life

Gordon Spice reveals his favourite cars from a life packed with on-track thrills and bold motor sport business ventures

Words MIKE TAYLOR

Gordon Spice's passion for cars was sparked by his father's purchase of a two-seater Atco Trainer the year before he was born. It was a very upmarket toy with a 50cc Atco motor mower engine that drove the little car through a clutch with forward and reverse gears. It had open metal bodywork, padded seats and mechanical brakes. There was even an opening boot. Wealthy cocoa broker George bought the car in 1939 but told his children they had to wait for the end of petrol rationing before they could use it. That happened in 1946. Top speed was a giddy 10mph, quite fast enough for Gordon and his four brothers and sisters to take full advantage of the large garden of their Hampshire home.

Gordon's love of cars and driving fast went to another level when he began careering around the family farm at hooligan speeds in his father's Series I Land Rover, often steering sideways through hedges as he chased rabbits.

While his mother Rene had a sleek AC Aceca Coupé - which she drove flat-out, egged on by her enthusiastic children - his father had little interest in cars, often driving slowly in top gear with the car almost stalling. However, George's business acumen was unquestionable and it rubbed off onto young Gordon. A year's sojourn to Australia as a £10 'Pom' migrant gave him a feel for finance while working in a credit company. Returning briefly to the UK, he then spent 12 months in New York before coming home again in June 1961 to join his father's chocolate company.

Austin 7 Special

'My older brother Derek had a great impact on my life in cars, and racing in particular, which began when he bought an Austin 7 Special for £25,' recalls Gordon. 'He was 17 at the time and studying at Chelsea College of Automotive Engineering. The Austin had a sleek handmade aluminium body with the headlights recessed into the front wings and a small windscreen - it looked rather rakish. One of the other students at Chelsea was future land speed record breaker Richard Noble. When Derek needed help with the car he could always call on Alan Southern of nearby Phoenix Engineering. Alan was also a Weber carburettor agent and specialised in upmarket cars such as Alvis, Lagonda and Bugatti, which fuelled my interest in motor racing.'

Austin A40

'For his 21st birthday Derek was given an Austin A40 Farina. By then he was passionate about racing and he modified it quite extensively, gutting the interior and fitting a Downton-tuned Formula Junior engine along with uprated suspension. While doing his National Service he raced it at tracks such as Zandvoort and Zolder. In fact, had it not been for Derek and the A40 I probably wouldn't have become involved in motor sport at all. I persuaded him to let me have a go in it at Goodwood and I was immediately hooked.

'On my 21st birthday I was given the choice of either a Morris Minor or an Austin A40. I chose the Austin, my father's only stipulation being that it had to be finished in black. Some time later I was sitting in a traffic jam on the Chiswick flyover when someone shunted me badly from behind. There was no question about who was to blame and with the insurance payout for the A40 I bought an MG TF. Incidentally, in 1972 I raced the well-sorted ex-Willy Cave Austin A40 quite successfully in Barbados and achieved several wins. I recently tried to buy it but couldn't trace the current owner.

'At the beginning of 1962 I applied for my provisional race licence from the RAC Competitions Department, and to prepare for racing I had the TF modified by Derrington, which fitted uprated carburettors, a racing exhaust system and an aluminium cylinder head. Out of five races, I failed to start in three and did not finish in the other two, so I had no signatures on my licence. The MG was sold in October. Meanwhile I noticed that the cars doing well in marque sports car racing events were Morgans.'

Lawrencetune Morgan

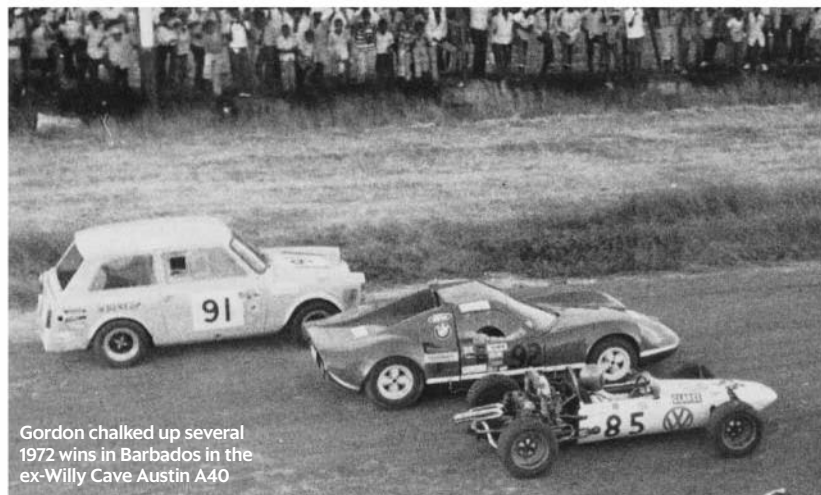
'In early 1963, with money I was making through selling encyclopaedias, I bought a Lawrencetune Morgan Plus 4 from Graham Warner at the Chequered Flag garage on the Great West Road. I paid £2000 for it. Today that seems like a lot of money. Ironically, I didn't think my father knew anything about it because I kept the Morgan in a local lock-up garage - then I heard him telling some of his friends about it at a cocktail party.

'In those club racing days it was usual to drive to a race, take part and then drive home again. During 1963 I began working at Lawrencetune Engines full-time, for nothing, helping to run the business and also investing in it. That year I took part in 11 races - my best performance was second overall at Oulton Park in the

'My brother let me have a go in his A40 at Goodwood and I was hooked'



Gordon's brother Derek (and their gran) in the Austin Seven special



Gordon chalked up several 1972 wins in Barbados in the ex-Willy Cave Austin A40



It's Silverstone in 1965 and Gordon's 1275 Cooper S (right) is storming to second place



Gordon's love of cars shines through as he recalls a life in racing

Hare Trophy race. Coincidentally, the company was also involved with the mid-engined glassfibre-bodied Deep Sanderson and the aluminium-bodied SLR Coupé. However, the business was financially strapped and all I did was a couple of practice laps at Le Mans in 1964. I had an SLR built but the handling was horrible. I wrote it off at Goodwood in August when I hit a solid chicane and that was the end of my Morgan career.

'One Monday morning in September I arrived at the company's workshops to find all the tools and equipment had been removed. With Chris Lawrence in the south of France there was no alternative but to call in the receiver. Only very recently did I find out that Lawrence had relocated the tools and stock so the business could continue only 200 yards away with some of his old staff.'

Downton Mini

'It was through Lawrencetune that I was given the job of sales manager at Downton Engineering. During my interview I was offered £20 a week - in reply I suggested £15 a week plus a supply of competition engines to run in my racing Mini. That was agreed, so I then had to go out and buy a Mini. Together with the Downton guys I built it into a racer and it was ready by mid-1965.

'On my first day at Downton I arrived driving a Cortina GT. It had wire wheels and I thought it was the business. Daniel Richmond [co-owner of Downton] hated Fords and wouldn't talk to me. I sold it and bought a BMC 1100. I then owned a number of Minis including a Mini Minor, a Radford and a Cooper S.

'My first race was a round of the RAC Saloon Car Championship at Silverstone and it was something of a blur - I came 14th. My next and final event for 1965 was at Brands Hatch where I finished seventh overall and second in class, suggesting that perhaps I was improving.

'The following year I competed in six international saloon car races where I was sometimes up with Mini legends John Rhodes and John Handley. It also helped that I'd secured sponsorship from Castrol, for free fuel and oil, and Dunlop, which agreed to major discounts on its R5 Green Spot tyres.

'I left Downton in late 1965 in order to set up my spares business, but I stayed on good terms with Downton which allowed me continued use of its development engines. I sold my race Mini in 1968 when I began driving for Equipe Arden and won the 1968 1000cc RAC British Saloon Car Championship, moving on to drive for the Cooper Car Company in 1969 when I finished fifth overall in the Championship.'

'I aquaplanned, hit three telegraph poles and ended up wrapped around an oak'

Rolls-Royce Silver Shadow

'I set up Gordon Spice Ltd with Derek and by mid-1974 turnover from our cash-and-carry outlets was more than half a million pounds. Two years later we bought a Rolls-Royce Silver Shadow for £11,000. The motivation was to show the continentals that we Brits can travel in style. I eventually got a chauffeur and he used to drive me between meetings.

'In the early Eighties we had branches spread all round the country and I did a lot of work in the back of the car while I was being chauffeured. It put out a very strong message that the business was doing well. If anyone arrived at Heathrow we'd send the Rolls-Royce. I was also chauffeured down to Le Mans in it - a lot of posing went on, I can tell you.

'We owned that car for 20 years. When I left the company just before it went out of business in 1989 I bought the car and put it into storage on blocks. I restored it, but after the work was completed I just didn't enjoy it any more. I sold it for £6000.'

Various Porsches

'Porsches are my all-time favourite cars. I've had several. Once I was driving a 911 in Luxemburg with a lorry coming toward me when I hit a pool of water. I aquaplanned off the road, hit three telegraph poles and ended up wrapped around an oak. The car was bent like a banana, but that Porsche saved my life.

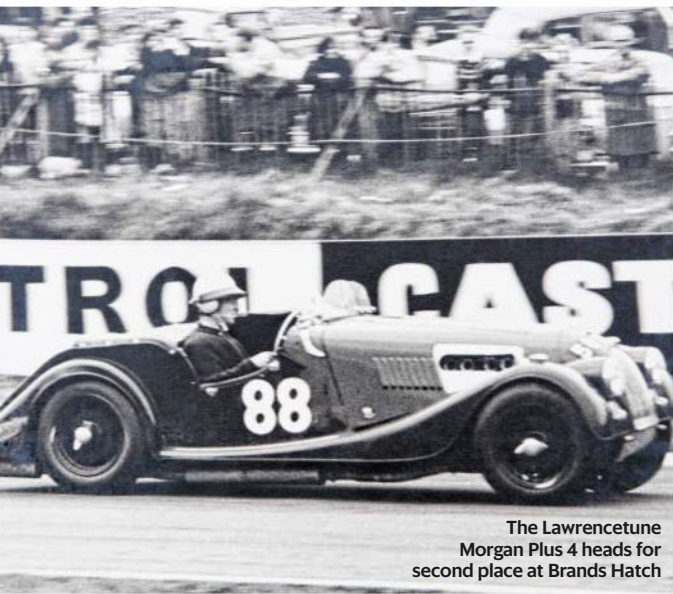
'In 1978 I drove a 3-litre Carrera RSR at Le Mans for Charlie Ivey. Despite gearbox problems and possibly being the oldest car on the track we finished 14th overall. I bought a Carrera new in 1984 for £26k from Charlie. I kept it the longest of all my Porsches. In 1989 I wrote it off driving back from a frustrating business meeting.'

Ford Capri

'I started competing in Capris in 1973 for Wisharts. It's great to be reunited with this one [see photo right] - it was an easy car to drive quickly in a race. It's a 1979 car with lots of history. That year was especially successful and I competed in it in the BTCC series and many trans-European events, the best result was winning the Spa 24 Hours where I clocked 155mph along the Masta Straight.' The Capri sold at auction in July 2017 for £92,250.

Gordon founded Gordon Spice Racing in the late Seventies. 'Over the winter of 1981/82 we prepared two MkIII Capris and went racing. My best result was a first overall at Oulton Park.'

Today Gordon enjoys a relaxed life. In 2016 he bought a 1991 Porsche 964, but says that - while it goes like hell - it's uncomfortable and certainly not as good as his previous 911s.



The Lawrencetune Morgan Plus 4 heads for second place at Brands Hatch



'Porsches are my favourite cars' - Gordon bought a new Carrera 3.2 in 1984 but wrote it off in 1989



The Silver Shadow doubled as a wedding car for nephews and nieces



Gordon is reunited with the V6 Capri he drove to victory in the 1979 Spa 24 Hours

A photograph of a red classic car, likely an Abarth Scorpion, driving on a paved road lined with lush green trees. The car is in the lower right foreground, moving towards the viewer. The background shows a long, straight road stretching into the distance, flanked by dense foliage. The overall scene conveys a sense of speed and motion.

BUILT FOR SPEED

Those sleek Italian lines, that Scorpion badge all
scream Abarth at you – but this bred-to-race little
gem was born in Fulham not Turin

Words RICHARD HESELTINE Photography CHARLIE MAGEE



Lotus Elise 1200

VLK 89G

[Radbourne Abarth 1300]

Our hero is gesturing wildly with one hand while cradling his drink with the other. He then voices his approval before turning on his heels and stumbling back into the pub; the same one I've been sitting opposite for the past five minutes as traffic threatens to set like concrete. So far I've made one mile in crippling heat and I'm currently gasping for air behind an ancient Range Rover - at exhaust level. With the benefit of hindsight, attempting to drive a peaky Italian road-racer through London on the hottest day of the year to date wasn't an inspired one.

Except this beguiling little GT is rather better behaved than you might imagine. It isn't quite the strung-out, borderline legal competition tool the visuals might suggest. It's positively civilised, all things being relative. To the untutored eye it's patently an Abarth, but it was made in Fulham rather than Turin, and is currently taking the testy conditions in its stride. Unlike its occupant. This is the Radbourne Abarth 1300, a car which in period received plenty of media coverage. Alas, its maker, Radbourne Racing, never quite profited from all the positive ink. It wasn't for the lack of trying, mind.

While stationary, there is at least time to soak up my surroundings. Make no mistake, this car is tiny, and the cockpit is snug but in no way claustrophobic. There's reasonable head and shoulder room so I'm not obliged to tilt my head to an unnatural cant to see out. The packaging is quite remarkable. That said, there are one or two ergonomic quirks, not least the small matter of the intrusive wheel-wells and the correspondingly offset pedal arrangement. It's to be expected, and you soon acclimatise, even if the clutch is on the stiff side of unyielding. The seats are a bit thin in the cushion department, but have generous reach adjustment and offer decent lateral support, and there's even a useful luggage deck behind them. That's just as well because there's virtually no room inside the front bonnet, which conceals the spare wheel, heater unit, battery and master cylinders.

'We were keen to race it but it was also tractable, comfortable and fun'

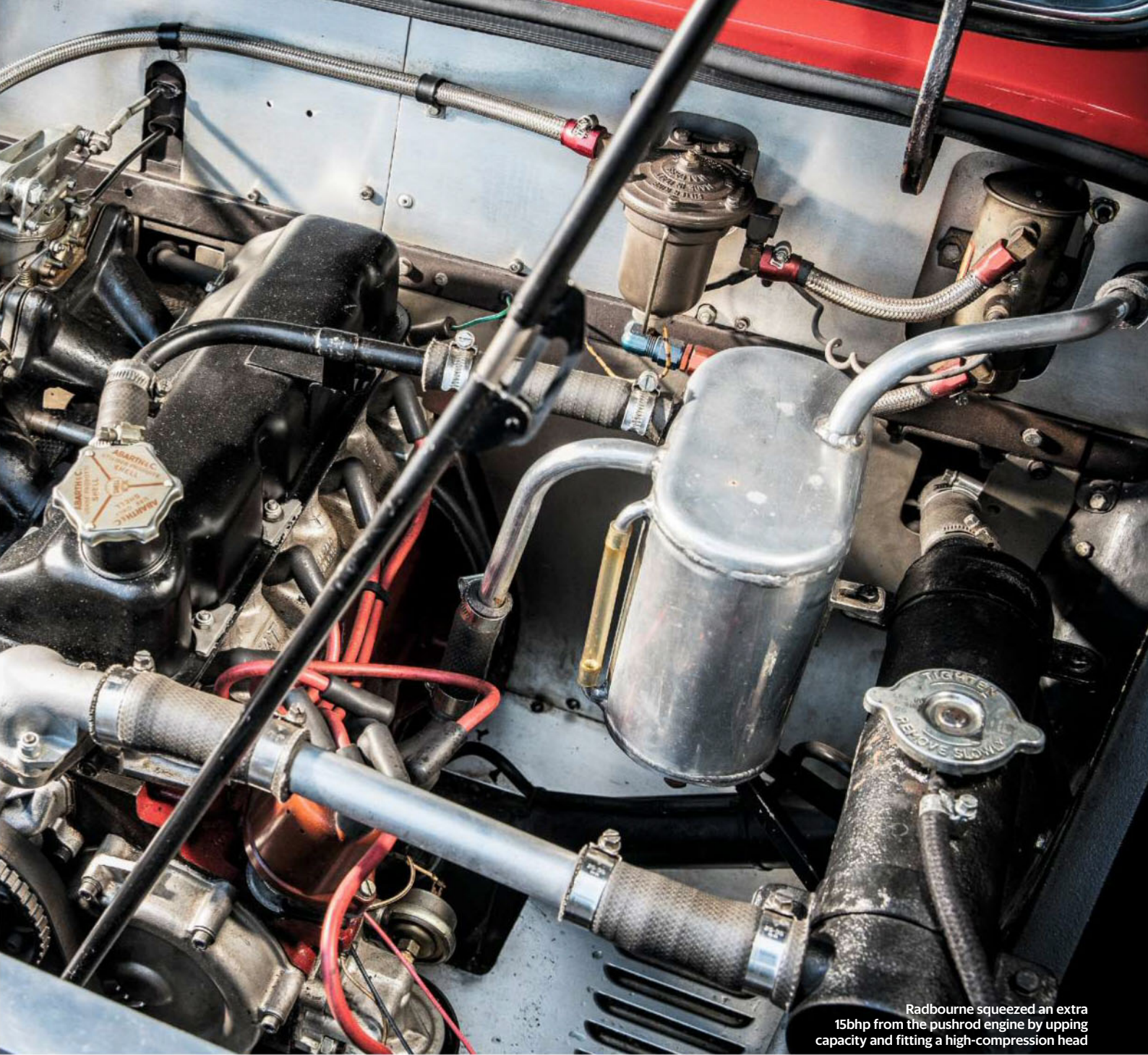
Once onto something approaching open road, the 1300's true character emerges. The basis for the car is a Simca 1000 platform, complete with transverse leaf spring front suspension and a trailing arm set-up out back, with double-jointed halfshafts to minimise wheel tuck-in when cornering hard. To this, the egg-shaped, aluminium bodywork by Carrozzeria Beccaris was grafted. The fun bit is the engine - Radbourne embraced a pushrod Fiat 124 unit rather than the usual competition twin-cams found in ostensibly similar Abarths, but with displacement enlarged from 1197 to 1280cc. With a high-compression cylinder head up from 8.8:1 to 9.2:1 power was raised from 60 to 75bhp. The car is currently running twin Weber 40DCOE's rather than the original single downdraught carb and has gained a few other tweaks along the way, so the current 0-60mph time is somewhere in the region of 7.5sec rather than the originally quoted 10.2sec.

You approach this car expecting it to be a frenetic little buzz-bomb, one which won't be happy unless its revving off its axis. That simply isn't the case, however. There's something approaching actual torque here, which means you're not kept waiting for it to come on cam. It's only at relatively high revs



Aluminium bodywork from Carrozzeria Beccaris tops a Simca 1000 platform





Radbourne squeezed an extra 15bhp from the pushrod engine by upping capacity and fitting a high-compression head





Snug cabin is comfy enough despite meagre seat padding and offset pedals



High development costs were Radbourne's sting in the tail



Front disc, rear drum brakes behind the Carofiglios cope fine



Fiat-sourced worm-and-roller steering is pleasingly light



High-rev soundtrack gets addictive without ever being intrusive

'Without trying particularly hard it tucks into corners crisply and there's molten traction on exit'

that noise gets a bit raucous. Even then, this fanfare is hardly intrusive. Addictive is perhaps closer to the truth. It will willingly spin its way up to around 6750rpm, but all too soon I'm mired in congestion once again so there isn't an opportunity to really stretch its legs.

What is abundantly clear, even when steered somewhere south of ten-tenths, is that the Radbourne Abarth is easier to drive than preconceptions might have you believe. The rear engine/gearbox overhangs the back by so much that it's easy to envisage the tail wagging the dog, but no. The alleged rearwards weight bias of 60/40 isn't particularly extreme, and it doesn't appear to have any bearing on handling behaviour. Without trying particularly hard it tucks into corners crisply and there's molten traction on exit. The Fiat-sourced worm-and-roller steering is pleasantly light, if perhaps not as precise as the rack-and-pinion set-up found in many period rivals.

It's worth noting that in period the media gushed over this beautiful tiddler. Roger Bell wrote in *Motor* that, 'The 1300 handles as well as it goes. On public roads, you never seem to reach its limits - not even in the wet when the car can still be thrown around with real confidence under power.'

Mike Twite concluded in *Car* that 'the Abarth is one of those cars you just seem to wish around bends... You point the steering wheel in the general direction of the corner without conscious effort at setting the car up, and seconds later it emerges at very high speed with no fuss at all... The disc/drum brake set-up copes with the performance extremely well - in fact, too well at times, for the fronts will lock up under really heavy pedal pressure. Despite this, we really did like the Radbourne Abarth 1300 an awful lot.'

Which rather begs the question - why didn't it sell in greater numbers? That, and how did a London dealership end up making its own take on the Abarth theme, and with factory blessing?

The owner of this car, Radbourne Racing co-founder Lincoln Small, provides the back story. 'I've been interested in cars ever since I was a boy. By the time I was about 15 years old I recognised that what I really lusted after were Italian cars and when I was old enough I bought a Fiat 600 from Jack Barclay of Berkeley Square. It was well known as a major Rolls-Royce and Bentley specialist but it also had the Fiat concession at that time.'

He formed Radbourne Racing not long after that with brothers Geoff and John Anstead. It initially operated solely as a Fiat dealership. 'That was in September 1965. I was 21,' recalls Small. 'We were based in Isleworth, initially, but then moved to Holland Park where we had a showroom and a workshop.' Opportunity then came a-knocking. 'Abarth had fallen out of love with Tony Crook who'd had

with Fiat whereby it was paid a sum of lira every time a Fiat-powered Abarth won a motor sport event.

'We were knocking our brains out in the British Saloon Car Championship and were lucky if we got a telegram from the factory. Around this time there was a guy called Wally Pratt, a nice old boy who had a Fiat 600 with some Abarth bits on it. He'd enter a Sevenoaks and District sprint and win the 850cc class and then maybe do the same at a Woburn Park hill climb. Wally would receive bottles of wine, presents - you name it. They loved him because nobody in Italy knew or cared what the event was, only that an Abarth had won *something*. The deal with Fiat represented a major part of Abarth's income.

'At the very start we took a Fiat 2100 estate and trailer over to Turin and negotiated the concession. We met Carlo Abarth - well, we did after he kept us waiting for three hours - and managed to get a 1000 Berlina Corsa for Geoff and John to race, hence the trailer. We also ran an 850TC and contested the 500-kilometre European Touring Car Championship round at Snetterton in 1966 as part of the works effort. We won our class. We also ran 595s, 695s and more in various other championships. It was in interesting time.' If not necessarily a profitable one.

'Abarth was always on at us, demanding 'Why don't you sell racing cars?' Abarth sport-racers were hideously expensive, but we sold a few. We also brought various secondhand ones from Enzo Osella. He was an Abarth dealer before he became a constructor in his own right. From our point of view racing cars didn't make a profit but motor sport gave us lots of publicity, which we needed. Ultimately, we reached an agreement whereby we would build Abarths under licence - 595s, 695s, 850 OTs, 1000 OT coupés and the rest. We priced them at £1 per 1cc - £595 for a 595 and so on.'

Suitably bolstered, Radbourne Racing then took a turn for the ambitious - it would become a car manufacturer. During a visit to Abarth's Corso Marche factory Small noticed a batch of incomplete Abarth-Simcas built in 1962-64. Seizing the moment, he negotiated a deal with Abarth managing director Renzo Avidano for 30 bodyshells.

'Everyone seemed to love the shape of that car, including me,' Small recalls, 'so we had this crazy idea that we could build them with pushrod engines rather than the expensive twin-cams. No problem. No problem other than it very nearly bankrupted us!

'Geoff took control of building the car and deserves credit for effectively designing the thing. It took 15 months of development. We didn't just stick in an engine from a Fiat 124 either. For starters, the engine was back-to-front relative to the saloon donor car so that had to be worked out.'



RADBOURNE'S NEXT STEP

Radbourne Racing bounced back after the 1300's demise. 'We were pretty well connected because we also had the Weber concession,' says Small. 'We had UK rights to Cromodora, Borrani and so on. We had Nardi and Giannini for a while and bought in a Fiat 500-based off-roader called the Ferves Ranger.'

Nor was Radbourne done with hotting-up Fiats. 'By the early Seventies the 124 coupés were selling well and we were importing Fiat Dinos. We then got a bit distracted doing special cars - our twin-cam 124SS saloon was copied wholesale by Fiat for what became the 124 Special T. We also did some fast 128s, which were inspired by what Scuderia Filipinetti was doing. A bit later the X1/9 came along and we converted them to right-hand drive. It also allowed us another opportunity to get back into racing. We chatted to Gian Paolo Dallara about buying one of his lovely racing X1/9s and ran it in ModSports using our own engines. Later we did our own car which wasn't as pretty but proved more aerodynamic.'

What's more, Radbourne's principal driver was future touring car colossus Steve Soper.



Tweaks including twin Webers bring 21st-century pace

'We made something special – but we spent a lot of money and had the bank breathing down our neck'

The solution turned out to be a special bellhousing that mated the Fiat engine to a Fiat 850 gearbox featuring a higher final drive ratio. The prototype was completed in mid-1968. 'Abarth had done something similar with the 1300 OT, which was essentially a Fiat 850 with a 124-based engine, but we really did go through the whole car and re-engineer it. Geoff built each one with two mechanics, one Italian, the other Portuguese.

'They were made at 8 Bramber Road, London W14. *Penthouse* magazine was based next door and there were often lots of scantily-clad ladies milling about, which may explain why it took so long to build each car! I should point out that the £1350 price, which was the only one ever quoted, was for a car in kit form. Basically, we followed the Colin Chapman business model by offering a kit to circumvent purchase tax. The thing is, we also offered a completion service and each customer opted for it...'

While some period reports talked up the possibility of Radbourne opting for glassfibre bodyshells instead of aluminium, Lincoln admits it wasn't seriously considered. 'There were various versions of Abarth-Simca, and later 2-litre cars had longer glassfibre noses and also rear engine lids. In fact we had some partially glassfibre 'shells, but doing our own bodies wasn't on the agenda.' As for the annual production figure of 125 cars quoted in Radbourne's PR bumf, Lincoln laughs before admitting, 'Well, that was a bit optimistic, especially given the number of bodies we had. But we wanted to homologate the car for racing so we massaged the numbers a little.'

Warming to the theme, he adds, 'While we were keen to race it, the 1300 was tractable, comfortable and fun to drive. It was meant to be. It still is all of those things, too, although these days London isn't the best place to drive this sort of car. You wouldn't want to park it anywhere because the nose and tail are vulnerable

without bumpers, but the point is we made something special. It's just that we spent a lot of money developing the 1300 and then had the bank manager breathing down our neck. Something had to give and it did. It was heartrending when we had to pull the plug on the business.

'By the end of the Sixties we were desperate for money and couldn't give away the last of the nine cars made. It was painted blue and looked amazing. I ended up taking it to a regular car auction and bidding stopped at £750, roughly half the asking price. I drove it home and eventually managed to offload it. We ended up selling the unused bodyshells too. They went all over the world.

'The funny thing is, the moment we stopped making 1300s and concentrated instead on other things we started getting requests from people who wanted them. Isn't that always the way with these things?'

Small acquired his car in 1984 and is unlikely to part with it anytime soon. 'There are three in the UK, including mine which was the third built, and another is currently for sale in Japan. In this instance I can honestly say that the value of my car doesn't really come into it. Obviously there's a lot of personal history invested in it and I still think it's an incredibly pretty little car, so it's definitely a keeper.'

Think of it as love at first sight and every sight thereafter and you'll be pretty much on the right track.

Thanks to: Lincoln Small, Peter Milazzo and Peter Dolphin

1968 Radbourne Abarth 1300

Engine 1280cc four-cylinder, ohc, single Solex C32PHH carburettor, five-bearing crank **Power and torque** 75bhp @ 6750rpm; 72lb ft @ 3400rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Worm-and-roller **Suspension** Front: independent, transverse leaf spring, upper wishbones, telescopic dampers. Rear: semi-trailing arms, wishbones, telescopic dampers **Brakes** Discs front, drums rear **Weight** 635kg (1400lb) **Performance** Top speed: 115mph; 0-60mph: 10.2sec (as built) **Fuel consumption** 40mpg **Cost new** £1350 (1968) **Values now** £130k-£150k

Longstone

CLASSIC TYRES

This is what Longstone likes to do with TRs!

AVON

www.longstone.com Tel: +44(0)1302 711123

Florida was very satisfied that all the tyres on her Stage were Pirelli Cinturato 20x18 including the spare!

longstone.com +44(0)1302 711123

For all your GT40 Tyre needs, call us...

www.longstone.com Tel: +44(0)1302 711123

AVON CR6ZZ

LE PROPRIÉTAIRE DE LONGSTONE est né en 1912, à la suite de sa passion pour la course automobile. Il a depuis créé les circuits des Pyrénées à la Réunion.

longstonetires.fr 01 40 76 57 68

AUSTIN 10

longstone.com +44(0)1302 711123

we stock many brands of tyre but for your Austin 10 enjoy your ride on Longstone's own 45X18; call us for advice

www.longstone.com www.barrani.com Tel: +44(0)1302 711123

Tyres for cars from 1890 to 1990, whether racing, trialing or touring

www.longstone.com

+44(0)1302 711123

THE IMM



BOP 600 is about as historically rich as cars come; note the Circle of 19th Century Motorists club grille badge second from right

MORTAL

664,000 MILES... AND COUNTING

Used on a daily basis since new by four generations of the same family, this 1935 Bentley 3½ Litre has rallied in Scotland, served in the Fire Brigade and weathered a storm at sea. We add a few gentler miles of our own

Words JOE BREEZE Photography ALEX LAWRENCE



Had Christopher Houghton decided to follow his head rather than his heart when making one of his life's toughest decisions, this 1935 Bentley 3½ Litre Continental tourer wouldn't be silkily warming its cockles on this crisp autumn morning, but languishing somewhere as a piece of automotive compost.

'I was given the news that it would cost way more to repair than was economically viable,' says Christopher, who has since passed the Bentley on to his son Jeremy as a 40th birthday present, making him the fourth generation of the family to own it. 'I took a deep breath and gave the go-ahead. Had I thought about it any longer I probably would have changed my mind.'

That single respiratory cycle saw the Bentley's 67-year life until that point flash before Christopher's eyes. He wasn't an old-car enthusiast, but then this wasn't just a tired old Bentley. It was an heirloom with a family history deeper than any other physical object he owned. His grandfather, Samuel Kerr Thornley, had bought it new in 1935 for £1450.

Fifteen years after solicitor Christopher made possibly the most unmethodical decision of his life, the black Bentley he saved is resplendent in the morning sun. It's as seductive today as it was when SK Thornley took delivery of it new in April 1936, and it's gained a few additions since. The idling engine is hauntingly silent. The Vanden Plas body - one of eight to this Oxborrow and Fuller design - possesses a delicacy at odds with Bentley's rugged pre-war character. And the oak dashboard is riddled with medals that have been bullishly hammered into it, occupying every bit of space between the factory-fitted dials and switches.

With thoughts of monetary value pushed as far back in mind as my conscience will allow - and the straight-six nicely warmed through - it's time to get to know the 3½ Litre better. It's right-hand drive, but after swinging open the rear-hinged driver's door - always an event - I have to negotiate my way past an errantly

'The oak dashboard is riddled with medals that have been bullishly hammered into it'

placed gearlever and a fly-off handbrake before taking a seat. But I can't complain; had this Bentley been ten years older, the accelerator pedal would be central.

Relieved that I don't have to retrain the muscle memory of my lower limbs while driving someone else's irreplaceable car for the first time, I give the right pedal a tickle to make sure the engine is still alive. Yes, it really is smooth and docile enough to be completely inaudible, even with the hood down.

Initial progress is cautious as I familiarise myself with right-handed gearchanges while double-declutching my way through the two lowest, unsynchromeshed ratios of the four-speed gearbox. The throw is long, as I would expect of this vintage. But it has a preciseness for the era that could only have been engineered by Rolls-Royce, which had clandestinely bought Bentley in 1931.

Knowing that WO Bentley had wrapped his 3½ Litre company car around a Wolseley Hornet after encountering brake fade, next on my agenda is a brake test. Success; the gearbox-driven servo set-up is another masterpiece of Derby engineering. They respond eagerly enough under weight of foot for my needs, if not WO's.



Once on the move the steering is equally user-friendly and surprisingly quick, with a ratio of just 2.6 turns lock-to-lock - lower than that of a Lotus Elan or Mazda MX-5. Low-speed heaviness aside, its only age-related ailment is the typical worm-and-nut dead zone on the straight-ahead that occasionally finds me see-sawing at the wheel to apply minor course corrections. There's also a lack of road surface feedback, though this should be regarded as a feature rather than a shortcoming; such visceral communication was considered undesirable in the Thirties, even in sports cars. Nevertheless, it weights up meatily and progressively when cornering.

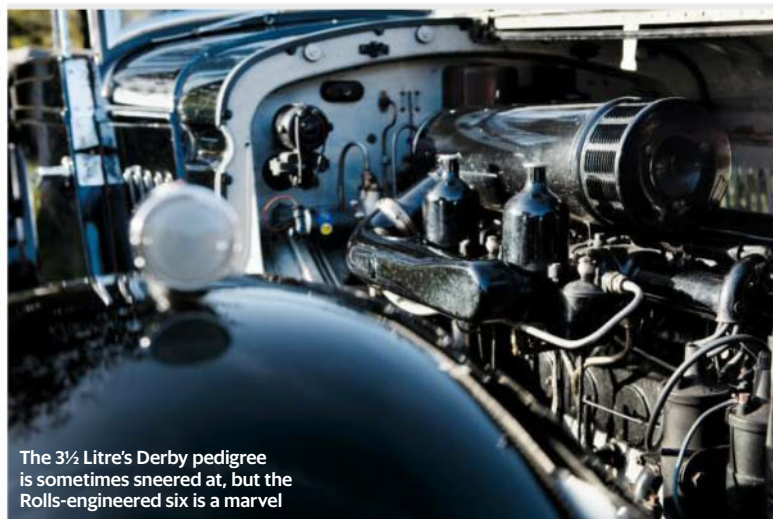
The Bentley's most apparent sporting revelation, however, is one that was designed in the first instance to steer customers away from Bentley and towards Rolls-Royce a few years previously. Beginning life as the 80bhp straight-six unit found in Rolls' Bentley 4-Litre-rivalling 20/25HP, it was re-engineered for the first Derby Bentley. A new crossflow cylinder head, reprofiled camshaft, twin SU carburettors and increased compression ratio boosted power to 120bhp. Adequate, whatever the marque.



Every piece of dashboard real estate is occupied by awards picked up throughout BOP's life, whether for rallies or period concours wins

As the first Bentley to have no engineering input from WO - who was retained as a test-driver as part of the buyout - the 3½ Litre was a significant departure from the roaring wire-grilled monsters that a decade earlier had made the name famous, if not profitable enough to survive under its own steam. After a two-year post-bankruptcy hiatus, its rival-turned-parent company eventually decided that new products would retain Bentley's sporting character while taking on an additional layer of refinement expected by the traditional Rolls customer. Famously marketed as 'The Silent Sports Car', the 3½ Litre was a success, roaring or otherwise. In four years, 1177 were sold.

When it came to branding, Rolls chose not to apply its own name - or the 'Rolls-Bentley' moniker that had been mulled over by management - but instead placed additional emphasis the Bentley identity, even applying a new motif to the foot pedals. And, as if to prevent them from being danced on unnecessarily, it also engineered an extraordinary flexibility into the redeveloped engine. As I explore the car's Cotswolds stomping ground, I'm soon forced to see just how accommodating it is in modern reality.



The 3½ Litre's Derby pedigree is sometimes sneered at, but the Rolls-engineered six is a marvel



Jeremy often maintains family tradition by using the Bentley on his commute





Powering along the shoreline of Loch Broom in Ullapool, 1938



Drawing a crowd in Blythswood Square in Glasgow, 1937



Barrelling down the notorious Inverfarigaig Corkscrew near Loch Ness in 1938

The cement mixer is snapping at the Bentley's modest rear bumperettes. The road sweeps left and the incline becomes steeper, ten degrees maybe. Mid-bend, I can see the corner about to tighten considerably; the incline doesn't relent. Now is the time to make my own crucial decision about the Bentley's fate - hurriedly attempt a rev-matched change down from third into second at the risk of losing precious momentum and turning the heirloom into a Scania grille ornament. Or plant the be-lettered accelerator into the carpet and hope the car's low-down torque pulls us up through the 20mph-max corner.

A throttle-mash later we're clear. A modern engine, even a naturally aspirated one, would've had to have dug deep there. But the Bentley powered through with equanimity, even when the revs dipped almost to idle speed. Indeed, back when these cars were new and the roads were scarcely populated, some 3½ Litre owners would simply select the highest gear they expected to use, and complete their journey using the engine's flexibility rather than the gearlever. In top, the car would happily cruise at 90mph.

SK Thornley was no cruiser. By trade the managing director of automotive paint manufacturer Thornley & Knight (which created Tekaloid paint), he was a serial Bentley owner who spent his downtime thrashing his cars. 'The gentry of the day didn't go skiing, they took their cars up to the Scottish Highlands for a fortnight,' says Christopher. 'My grandfather used BOP to compete

'I consider I was very badly treated. Such things should not be expected of a Bentley!'

in every RAC Scottish Rally from 1936 to 1939. He hammered each medal he won straight into the dashboard because he felt they belonged to the car, not him.' At the time, SK was in his sixties.

His son David was a volunteer fire officer during the war, so BOP was pressed into duty as an emergency vehicle and permitted a small petrol allowance as a result. It was also used in more traditional Bentley capacities. As an expert in the field of paint technology, SK was part of the Chamberlain government's Camouflage Advisory Panel and used the 3½ to get to fortnightly meetings at the Home Office on Whitehall. He also used it for his commute to the Thornley & Knight factory in Birmingham, with one trip being a night-time dash to retrieve company records during a heavy blitz. 'As bombs pounded the factory, BOP and its precious cargo had to be hurriedly pushed clear,' says Christopher.

Before SK died in 1947 he left the Bentley to his son as a birthday present. David employed it in much the same capacities as his father had, using it to drive to work at the T&K factory, by then rebuilt. He also continued to employ it as a response car for his firefighter duties, which he carried out until the Seventies.

On BOP's 60th anniversary, David penned a vicarious essay. 'My owner was a fire officer, and so I was expected to turn out at any hour of the day or night for 25 years. I have lost track of how many fires I went to, but it must have been several hundred. I consider I was very badly treated. I was expected to go up farm tracks, and across fields, and once or twice I was even scorched. I shudder to think of all the sudden journeys at nightmare speed, horn blasting, and at one stage I was even required to carry a bell and a blue flashing light. Such things should not be expected of a Bentley!'

David also entered BOP into the 1951 RAC Scottish Rally in his father's memory, and gave credence to the car's Continental name by completing a number of 2000-mile-plus pan-European tours.



In 1969 he took his nephew Christopher on a touring holiday to Norway. ‘We went from Bergen to Oslo and back again. On the voyage home BOP was strapped to the deck and survived a terrible storm. I remember my uncle slept in a deckchair next to BOP all night long with spray whisking across the deck.’

By the early 2000s, the Bentley’s five-digit odometer had zeroed for the sixth time. ‘My uncle and the car grew old together,’ says Christopher. ‘Aged 84 he took it in for its MoT, which it failed on “minor play in the brakes and universal joints”. By that point it had covered 620,000 miles, and when Fiennes Restoration undertook a more comprehensive examination some serious issues were found. Then, just as the negotiations for the work were reaching their conclusion, my uncle died.’

After the formalities, Christopher visited BOP 600 in Fiennes’ workshop. By this point stripped down, the situation was even worse than first thought. The chassis needed replacing - a new rear end had been crudely grafted on at some point - while the running gear needed an overhaul and the ash frame had to be largely remade, although some sound original timber could be incorporated. A good amount of metal from the original body panels could be salvaged, but in some places it was too far gone to be repaired reasonably when new replacements could be sourced at a fraction of the cost.

Meanwhile, the hood and its frame had been sagging for many years. It seemed David, an enthusiast of top-down motoring who only used the roof in emergencies, had at some point opted to have the windscreen and its frame cut down to meet the sagging roof at its new angle, rather than have it repaired. Although correcting this contributed significantly to the restoration estimate



BOP’s family ties are literally skin-deep; the seats were home-sewn

- which far exceeded the Bentley’s value at the time - Christopher heroically gave a green light to the work in his late uncle’s memory. He gave a single proviso - the interior had to be left as-is.

‘I re-upholstered the car myself with Connolly hides, using an ordinary Singer sewing machine with rather stronger needles,’ reads a note written by David Thornley sometime in the Seventies. ‘I consider the final result most successful despite many broken needles.’

After I swing BOP 600’s great prow back into the courtyard of the Houghton residence, guide it into its Carcoon and flick the ignition lock to the off position, I listen to the backing track of cooling ticks and pings, and take a moment to reflect.

I’ve experienced a product of not only masterful engineering ingenuity that transcends decades, but also unquantifiable human solicitude. This famously dual-charactered Bentley has a twofold reason for still being, but I leave it with a single parting thought. Christopher’s difficult decision was probably also the easiest he’s ever made.

1935 Bentley 3½ Litre VdP Tourer

Engine 3669cc straight-six, ohv, two SU 1¾in (HV3 type) carburettors **Power** 120bhp @ 3750rpm
Transmission Four-speed manual, rear-wheel drive
Steering Worm and nut **Suspension** Semi-elliptic leaf springs with hydraulic lever-arm dampers front and rear **Brakes** Drums all round, servo-assisted
Weight 1139kg (2510lb) **Performance** Top speed: 91mph; 0-60mph: 20.4sec **Fuel consumption** 16mpg **Cost new** £1450 (including £1100 chassis)
Classic Cars Price Guide £42,500-£300,000



“Mike Hawthorn and I remained good friends on and off the circuits throughout our careers.

On this day in 1955, I had asked Mike if he would like to drive my Maserati at Crystal Palace in a formula one meeting.

Our pre-race discussion must have been spot on because he won the race by nearly two seconds.”

Insurance for a lifetime...

Your Classic Cars | Your Everyday Cars | Your Bikes | Your House | Your Business | Your Everything

Let Stewart Miller & Peter James provide for all your insurance needs.

Then you can rest easy.

Stewart Miller Insurance founded 40 years ago, has been built on the finest traditions of expertise and personal service, ensuring we can advise you on the best cover for all your Commercial, Personal and Household requirements.

Peter James Insurance is the UK's leading Specialist Vehicle and Multi Vehicle Insurance Broker. After 40 years of serving the classic vehicle movement, we know precisely how to provide complete protection for all your precious vehicles.

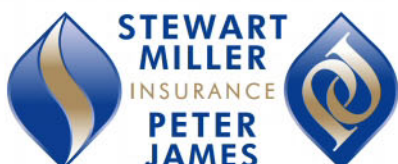
We treasure Stirling's involvement in our Company and his hard won endorsement which has endured for so many years, has without doubt helped us to become the UK's leading specialist insurance broker.

“Take my advice and talk to the experts today about all your insurance needs and your next quotation.”

Sir Stirling Moss
Sir Stirling Moss OBE



We are the enthusiasts' Insurance Broker and we look forward to being of service



Commercial, Personal & Household
www.stewartmillerinsurance.co.uk

0121 422 2282

Specialist Vehicle & Multi Vehicle
www.peterjamesinsurance.co.uk

0121 506 6040



Favoured by Italian government officials and the *Carabinieri* but largely overlooked by private buyers, the Alfa 2600 Berlina is a rarity today – especially in the UK

THE WHITE-COLLAR ITALIAN JOB

The 2600 saloon represented a final flourish of flagshipery for Alfa before it downsized as an entire brand. We find a rare example that has found its way to the UK

Words ANDREW ROBERTS Photography ALEX TAPLEY



A

confession to the reader - I've had a penchant for large European saloons for as long as I can remember. Of course, I'm not understating the importance of many and various post-war sports cars but for me the idea of arriving at a sun-drenched setting in an imposing motor car is irresistible. I'd seen an Alfa 2600 Berlina in 1972's *The Mechanic* and read about it in *The World Car Year Book* and *The Observer's Book of Automobiles*, but had never even seen one in the metal, let alone driven one. Could this Alfa

Romeo hope to live up to over three decades of expectations?

DEY 716C is one of several Alfa models that were assembled in South Africa in order to circumvent that country's import regulations. The Sea Foam White Berlina left the East London factory in the Eastern Cape province on the 22nd October 1964, and was recently imported into the UK by its proud owner Jeremy Wilson. My initial impressions are promising because the in-house coachwork is restrained yet imposing. To say that Alfa's flagship saloon lacked the overt glamour of the Sprint coupé by Bertone and the Spider by Touring is to state the blindingly obvious, because in the early Sixties the Italian bourgeois demanded a low-key appearance from their business transport.

In the metal the large glass area, with the raked windshield, looks clean and understated, and the wraparound rear screen clearly anticipates the Giulia. Its most dramatic aspect is the one that would be glimpsed in the rearview mirrors of lesser cars, and with all four headlamps blazing the 2600 looks especially dashing. Alas, the Wilson Alfa signals its disapproval of creating such a vulgar display during the daylight hours by instructing its battery to temporarily cease all operations. As Jeremy notes, 'The 20-mile journey from my home to here is the longest I've completed so far!'

The low-key theme extends to the cabin, with an extremely marked contrast from the hide and timber of a Jaguar S-type or Rover P5, and a comfortable but extremely business-like interior with bare painted metal and rubber floor mats. Many early 2600s came with cloth trim and a front bench, but our example had PVC upholstery - practical if not especially luxurious - and the separate reclining front seats common to most post-1963 examples. These allow for an appropriately commanding driving position with the generous headroom reminding me that the Berlina's coachwork was created at a time when respectable male Italian motorists wore Borsalino fedoras. The standard fittings range from the thoughtful - the dashboard-mounted air vents, the door pockets and the demister for the rear screen - to the vintage, in the form of a hand throttle. In fact the entire dashboard represents a voyage of discovery, with no labelling to mar the surprise of pulling out the cigar lighter when I attempt to switch on the wipers.

Being an Alfa Romeo, it's natural that that fascia's dominant instrument is the circular tachometer, with the linear speedometer relegated to secondary status. Dashboard-mounted mirror duly adjusted, I embark into the world



It might look like a Giulia Super photocopied with 1.25X magnification, but the 2600 Berlina gives you an entirely different sense of superiority

of Alfa 2600 Berlina motoring. I had wondered whether DEY 716C would resemble a scaled-up Giulia Super in terms of road manners, but the steering seems specially designed to dispel any such ideas. The vast wheel needs a lot of spinning and, even when moving in a straight line, 'vague' seems to be the keyword of the day. Alfa Romeo publicity of the time positioned the 2600 as the ideal transport for urban sophisticates but the heaviness of the steering makes it apparent that it really isn't an ideal town car.

In the context of early Sixties machinery the Alfa is not especially ponderous at low speeds - I'd put it on a par with a non-PAS equipped Jaguar 3.4S - and there remains the fact that this is a car that has been stored for several years. Our test marks something of an exploratory voyage for the 2600 - Jeremy has plans for its further 're-fettling' - but in any case, its tendency to oversteer isn't so pronounced as to sully the experience, and it serves as a reminder that Alfas prefer to be driven with vigour. Another issue that I suspect relates to the 2600 only recently being recommissioned concerns the braking. On paper, the set-up of servo-assisted Girling front discs and Alfa's own finned rear drums would seem more than adequate, but in practice the pedal needs at least three emphatic reminders before the car deigns to halt.

But once the Alfa has undergone further work its abilities as a five-seater cruiser will be even more apparent. The transmission is a five-speed all-synchromesh gearbox with a choice of either steering column or floor levers and, as with many right-hand-drive Berlina's, this car is fitted with the latter. It's an utter delight to operate, needing only the lightest of touches. For sheer precision, the 2600's gears have few equals even from cars a decade its junior; the clutch is wonderfully light and the ratios so well-chosen that even a novice driver feels there's no alternative but to urge the Alfa ever onwards. All the while, the two Solex carburettors create a constant but discreet accompaniment to your journey - an essential part of the 2600 experience. That engine note is more musical than any sounds that would emanate from the radio.

In fact, after just a few minutes I've forgotten almost all the mundane issues of life in 2017 Britain because I'm now Vittorio Gassman en route to a meeting with Gina Lollobrigida. In between mental images of speeding down the Autostrada A4 I manage to note that the Alfa Romeo's ride qualities are perfectly balanced, being neither overly firm nor possessing that marshmallow-like sensation familiar to anyone who has piloted one of the American-influenced European saloons that emerged in the Sixties.

When travelling at low speeds the 2600 does convey the slight sensation of wishing to wander sideways but this is probably due to the rear suspension's geometry and does nothing to impair my enjoyment of the Berlina. The best word to encapsulate my first experience of the 2600 is stability; corners can be taken *con brio* and it is an ideal A-road or motorway car. If I could hail a Tardis to transport me back to the Geneva Motor Show in 1962, I would certainly consider the debuting Alfa Romeo as a viable alternative to the Mercedes-Benz 220S 'Fintail'.

The 2600 is also historically intriguing because it can trace its heritage back to the 1900 of 1950 - the first-ever Alfa to be mass-produced and monocoque-built - via the Tipo 102 2000 of 1957. The Tipo 106 2600 debuted in 1962 bearing a strong resemblance to its predecessor, bar a more subtle front grille with quad headlamps, and a lack of rear tailfins. Mechanically, the highlights were front disc brakes and a new aluminium powerplant - Alfa's engineers modified the 2000's four-cylinder block to create the company's last inline six-cylinder engine, complete with twin overhead camshafts and hemispherical combustion chambers. Alfa's publicity for the 2600 claimed that under the bonnet lay an engine that was the 'heir to 1000 victories'. The 1900 had been sold as 'The family car that wins races at the weekend', and the 2600 looked set to continue this tradition.

Yet despite these improvements a mere 2038 saloons were sold in six years in contrast to 6998 Sprints, making the 2600 a rare example of a standard four-door being outsold by a coupé sibling.



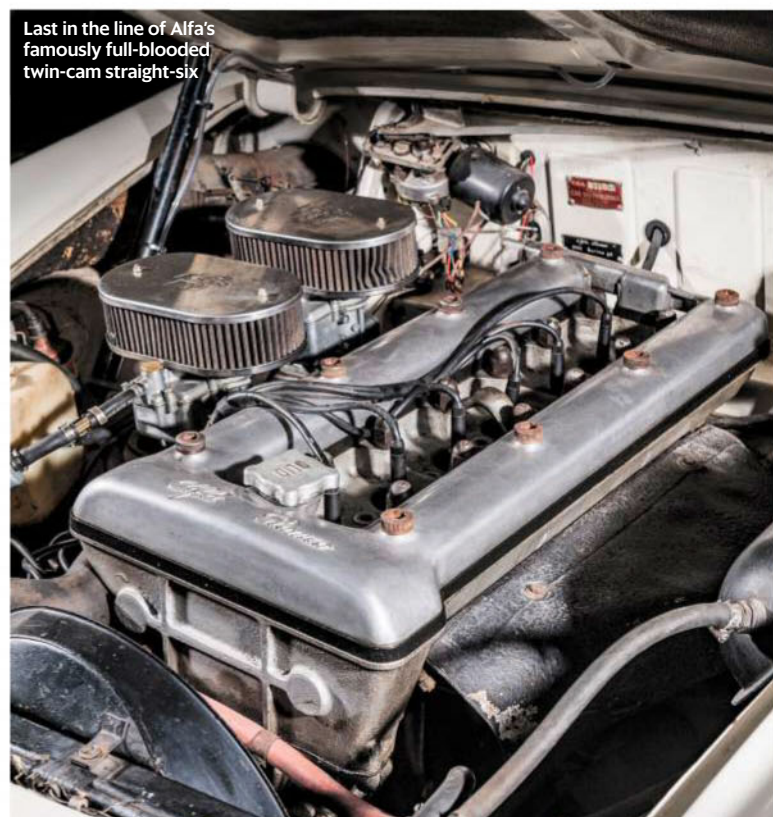
Labelling omissions aside, the Alfa's interior prioritises functionality over luxury

'Corners can be taken con brio yet it's a better motorway car than the equivalent Mercedes'

After a day with the Wilson Alfa, my theory is that it was intended to appeal to an affluent Milanese or Roman driver who wanted effortless transport along the autostrada in a car that was fit to compete with any imported prestige offering, all at a price point lower than that of a Lancia Flaminia. However, a major challenge for Italy's state-owned car maker was that of price, because motorists looking for a six-cylinder car for five often opted for the cheaper Fiat 2300 Berlina, which lacked the social cachet of the shield radiator grille but was highly agreeable nevertheless.

Another challenge to the 2600 was the change in the post-war Italian car market. Following the 1900's disappointing commercial impact, a smaller model - the 1.3-litre Tipo 750 Giulietta saloon of 1955 - debuted at precisely the right moment during the post-war Italian *Boom Economico*. The company's increasing focus on light-medium products continued with the Giulia that was launched only two months after the Tipo 106 and, after the demise of the 2600 range in 1968, it would not offer a large four-door until the 1979 Alfa 6. Given the low production figures, the 2600 Berlina would've been virtually hand-built at a rate of one or two per day, but in the Sixties it may well have been psychologically important for the state-owned firm to offer a saloon that would provide formal transport for police chiefs and government officials.

As for the Berlina's UK sales prospects, these would have been limited to well-heeled connoisseurs; inflated pricing of all foreign cars meant Alfa ownership was always an exclusive prospect, and buying a 2600 saloon meant finding £2271 instead of paying £200 less for a Jaguar MkX or saving £500 by opting for a Slough-built Citroën DS. The Berlina may not have cost as much as the Sprint,



Last in the line of Alfa's famously full-blooded twin-cam straight-six



Wilson's Berlina still needs work, but importing it from a warmer climate means he has a rust-free base to work with

Living with an Alfa Romeo 2600 Berlina



Owner Jeremy Wilson first encountered his 2600 online in February 2016.

'I already had a Maserati and a Sprite-based Innocenti Coupé, but I'd always been interested in the big Alfa saloon as a four-seater classic that was able to carry the whole family and do 100mph. I wanted one that wasn't rusty so I found this one and contacted the owner in South Africa.'

Wilson had it inspected by a friend who lived there before agreeing a price. 'I needed to have the car transported from Johannesburg to Durban, and it had to have a police check before it could be exported.'

After some unentertaining paperwork challenges, the 2600 was ready for shipping. 'You have to decide whether to have it shipped in a single or shared container. It left Durban via the intriguing route of Cape Town, Kuala Lumpur, Singapore, Rotterdam and Felixstowe. Following its progress across the globe was an interesting but nerve-racking experience.'

On arrival in the UK there was duty to be paid and when the Berlina finally reached the Wilson home in

Northamptonshire, it wouldn't start. The car had sat in a container for two months and had perished tyres and a dead electrical system.

Jeremy had little time to ponder the vagaries of South Africa's MoT equivalent because along with the electrics and rubber issues, there was a vagueness in the steering too. It was eventually fixed by some adjustments to the steering box.

The state of the interior wasn't bad and the body proved good. 'It needed no welding; the sills were original, the doors looked good and the jacking points were still sound. However, it needed a suspension rebuild and the engine smoked like mad. There was a load of oil getting into the cylinder bores and I had to narrow the points gap – a tricky job on because it requires considerable precision.'

'The electrical component situation is getting more tricky, but the brakes are from Girling and the master cylinder is from an Austin Champ. As for body and glass supplies, spares are almost non-existent. But it's all been worth it – I've gained an extraordinarily rare and practical rust-free car.'

which Alfa GB marketed at 'a spanking £2949', but it still would've required potential suitors to be in good standing with their bank managers before calling Belgravia 7746 to arrange a test drive.

So is the Alfa Romeo 2600 Berlina worth the wait? With any car that you've admired from afar for over 30 years there's the inevitable risk of an anti-climax, because you can easily construct a mental profile that bears little resemblance to reality. But this isn't the case with the 2600 Berlina. It may be right-hand drive and the surroundings unquestionably Home Counties England rather than Portofino, but that doesn't matter one iota. In the words of Heon Stevenson's tome *British Car Advertising of the 1960s*, 'Alfa Romeo produced sporting cars for motorists who appreciated advanced engineering but could not spend days learning about or tending it' – and that encapsulates the 2600's appeal. It's interesting to muse on how the Alfa might have fared in a Sixties devoid of import duties, because it could have then competed on a direct footing with the Daimler 2.5 V8. A British motorist might have been somewhat aghast at a cabin that bore more resemblance to a government office than a gentleman's study, but the lure of that engine/transmission combination may well have swung it. As it is, the 2600 Berlina remains an idiosyncratically Italian car that was primarily designed for a very niche market within its home country. I hope to encounter one again because, quite simply, it more than fulfilled my expectations.

Alfa Romeo 2600 Berlina

Engine 2582cc straight-six, dohc with twin dual-choke Solex 32 PAIA carburettors
Power and torque 130bhp @ 5900rpm; 148lb ft @ 3400rpm
Transmission Five-speed manual, rear-wheel drive
Steering Worm-and-roller
Suspension Front: independent coil springs and wishbones with telescopic dampers and anti-roll bar. Rear: live axle with coil springs, telescopic dampers, longitudinal torque arms, anti-roll bar
Brakes Discs front, drums rear, servo assistance
Weight 1406kg (3100lb)
Performance Top speed: 108mph; 0-60mph: 13sec
Fuel consumption 19mpg
Cost new £2271
Classic Cars Price Guide £9000-£22,000



DAVID MANNERS GROUP

SUPPLYING QUALITY GENUINE, OE & AFTERMARKET
PARTS & ACCESSORIES



PARTS FOR JAGUAR XJ CARS

HERE ARE SOME OF OUR TOP PICKS

DART | V8 | MK-II | 420 | XJ | CLASSIC XK | XJ6 | XJS | XJ40 | X300 | X308 | X350 | XK8 | XKR | X-TYPE | S-TYPE | F-TYPE



11870*
RR LWR QTR PANEL RH



JS701*
OUTER SILL ASSY RH



JS604RP
FLOOR PAN RH



CAC9295/1*
TOP SUSPENSION BUSH



HK022
WATER HOSE KIT



JLM332*
PLUG LEAD SET



C41831*
RADIUS ARM ASSY



HEADSTUDSET3
CYL HEAD STUD SET

NEXT DAY & INTERNATIONAL DELIVERY | JAGUAR EUROPEAN PARTS DISTRIBUTOR
ONSITE ENGINEERING & MANUFACTURING | WINNER OF SERVICE EXCELLENCE AWARD 2012



TO SEE THE FULL RANGE OF JAGUAR XJ PARTS WE SUPPLY
PLEASE CONTACT US TO REQUEST A FREE PRICELIST

WWW.DAVIDMANNERS.CO.UK

ENQUIRIES@DAVIDMANNERS.CO.UK

0121 544 4040

DAVID MANNERS LTD
991 WOLVERHAMPTON ROAD
OLDBURY
WEST MIDLANDS
B69 4RJ

OPEN MON-FRI
9AM - 5.30PM
SAT 9AM - 1PM

PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX5

[Life Cycle]

The life story of a Lotus Elan

Malcolm Ricketts used the 1973 Elan Sprint he's owned from new as a racer, a daily commuter and transport for his family of four. It's a fount of great memories

Words IVAN OSTROFF Pictures JONATHAN FLEETWOOD

Self-confessed 'Lotus nut' Malcolm Ricketts has long been something of a hero in the marque's enthusiast circles. Granted an honorary membership of Club Lotus - number 001 - at the behest of Graham Arnold, Lotus' sales director in the Sixties, Malcolm campaigned an Elite, an Elan and a 22 during the emerging period of the historic car movement. In 1973 he bought an Elan Sprint that he's kept to this day.

Malcolm buys the Lotus for £2087 in 1973

'I'd arrived at the decision that I wanted to buy a car with the intention of keeping it forever,' says Malcolm. 'I had already owned an Elan and liked it a lot but had some initial ideas about a Morgan. So I took a Morgan out on a test, but after an Elan it felt like I was going back to the last century. To cap it all, the thing broke down on me during the test drive. Then I heard that Lotus was planning to cease Elan production, so I decided that I would get an Elan Sprint while I still could and just keep it forever.'

Malcolm ordered one on the January 29, 1973 from his local dealership, the London Sports Car Centre in Edgware. 'In those days the showroom was filled with all sorts - Sprites, MGAs, MGBs, E-types, a DB4 and even the odd Cobra. I knew the proprietor, Graham Warner, and I explained that I had decided on a red Elan Sprint but insisted that it mustn't have any stripes along the sides or painted Sprint logos. In those days, you could order the car in kit form and avoid paying the purchase tax applicable on complete vehicles. So the car would be delivered with various sub assemblies, such as the rear axle, unattached.

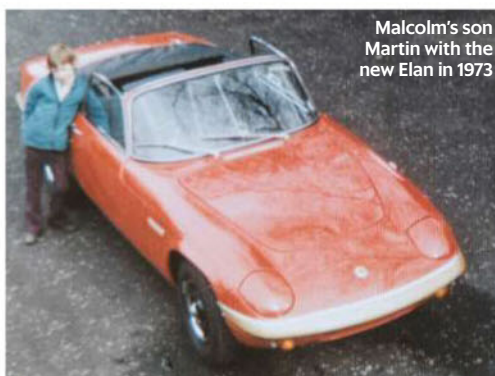
'It cost £2087 in kit form including the extra £8 for air horns and £15 for the so-called "mono colour" - which meant no Sprint stripes along the sides. The car was delivered on a low loader and I sent it to Mike Loughlin, a brilliant

mechanic who ran a car repair business at Flamstead End. Mike built the Elan over a few nights, with me mucking in when I got back from work. Mike was always a gifted mechanic and today he's renowned for building the fastest Elans around.'

Malcolm's son Martin remembers the car being delivered. 'I was nine years old. It arrived covered in some type of dull wax coating. I remember touching it with my finger and some of the covering broke off. I was absolutely terrified; I thought I'd ruined the paintwork. But of course it was just a protective layer they used to cover the cars with prior to delivery.'

Paintwork intact, Malcolm embarked on the Elan's maiden drive. 'I drove from Potters Bar to Brookmans Park and back. It felt just perfect. A few days later I took it to The Sun pub at Northaw, where I had a puncture. It was dusk and I didn't fit the wheel onto the locating pegs properly. I hammered the wing nut in place and started off, but I'd pushed all the pegs out so when I drove away the car wandered all over the place. I had to leave it there overnight and return the next day to refit all the pegs and mount the wheel properly.'

Malcolm used the Elan to commute between Potters Bar and his office in Winchmore Hill every day. 'I'm a chartered surveyor and I would often drive the Elan around Hertfordshire and the North London area when looking at properties. It was 100 per cent reliable and terrific fun to drive; always so precise and light. Everyone liked seeing it on the road - other road users would always let me out into the traffic.'



Malcolm's son Martin with the new Elan in 1973

A new identity in 1974

In 1974 Malcolm was waiting in the departures lounge at Heathrow before going on holiday and bought a copy of *The Times* to have something to read on board. 'Odd really, because I never usually read *The Times*, but in the car sales section there was a Lotus Elan for sale with the number plate ELA 111. I went to





Despite owning the Elan for almost 45 years, Malcolm says it still makes him smile every time he drives it

Malcolm with the Elan after the ELA 111 numberplate change



On a sprint at Goodwood in 1976; note the iconic 'Super Shell' building in the background

a payphone and phoned the seller there and then. I said I didn't want the car but asked if I could buy the registration number. The chap agreed to sell it for £500 and furthermore was happy to hold it for me until I arrived back from holiday two weeks later. I returned home, sent him the money and the deal was done. That same number is still on the car. It's just perfect - when you blink your eye it looks like ELAN 1.'

Malcolm subsequently removed the usual 14-inch diameter steering wheel that the car came with and fitted the smaller 12.5-inch item it still uses today. 'I had a mind to enter some sprints and felt that the smaller wheel would make it easier to drive quickly.'

Malcolm also removed the steel wheels that the car was delivered with and fitted Minilites. 'Trouble was, the Minilites were just a tad different offset and the Elan bodies all had tiny anomalies, so the right front wheel would sometimes foul the wheel arch and it damaged the paint. So when I became involved in the restoration of the yellow ex-Motor Show Elan Estate, I used the Minilites on that because they fitted perfectly, and refitted the original black wheels to mine.'

'We used to go out in the Elan as a family, all four of us,' says Malcolm's son Martin. 'Dad would drive, mum would be in the passenger seat with my six-year-old sister in the footwell, and nine-year-old me would be sitting on the back of the transmission tunnel between the two seats, with my legs crossed down the back of the passenger seat. Quite unacceptable today, but in those days we did that all the time.'

Martin also remembers a trip with his father to Silverstone in 1976. 'We went to watch some racing and the fanbelt broke. Being about 11 at the time, I was absolutely fascinated when my father managed to persuade a rather attractive young woman to give him her tights. He then set about replacing the fanbelt with said tights. Believe it or not, it got us home.'

A devotee of open-air motoring, it wasn't until the car was four years old that Malcolm remembers first putting the hood up. 'Funnily enough it was actually at a Ferrari test day, a rather wet one. I was much quicker than most of the namby-pambies in their Daytonas, Berlinetta Boxers and 308 GT4s.'

Now with a taste for motor sport, Malcolm did several sprints at North Weald, Goodwood and Silverstone in the late Seventies. 'I remember at one event I was being harassed considerably by a chap called Tom Leak driving an Aston DB4. We were on the

'We used to go out in it as a family, all four of us - I would sit on the transmission tunnel'

same lap so there I was, going as quick as I was able to on regular road tyres with four-and-a-half litres of Aston Martin bearing down on me. It felt somewhat foreboding, but I managed to hold him off. Afterwards he came up to me and said that he was rather impressed that the Elan handled so well. He was right; it has always had beautifully neutral handling whether on the road or the track.'

Eventually, after taking part in several sprints, Malcolm decided to try circuit racing. 'I felt that it would be too risky to use my road car so I bought a Lotus Elan 26R for £3650. That was the start of a long career racing various models of Lotus from 1978 until I retired a couple of years ago.'

Now relieved of competition duties the Elan was solely used as a road car, and occasionally a training vehicle for Martin. 'When I was fifteen, my father used to take me to Panshanger Aerodrome. My grandfather flew from there during World War Two and he'd taught my father to drive there, so my father did the same with me, and later my sister. I used to drive around the outer perimeter road; it was a bit rough, but I could learn to drive around safely without any risk of hitting anything. He started me driving in an Alfetta GT and an Alfasud, but when I tried the Elan for the first time, although I was pretty confident, I found it very different to those saloons. The gear shift was so short and precise, but my most vivid memory was the surge caused by the rubber doughnuts on the driveshafts. It took ages before I could get a smooth transition when I brought the clutch up. The car would lurch or lunge, which rather irritated my father. But ultimately it did teach me good clutch/throttle co-ordination.'

An Eighties overhaul for the family hack

By 1980 the rear silencer was getting rather scruffy, but back then original units weren't easily available from Lotus. 'Since I couldn't find an original one, I bought





Malcolm talks Ivan through his audaciously resourceful fanbelt fix



A rare glimpse of the Elan with its hood up, at a Ferrari test day at Silverstone in 1977



While some were updating their Elan S4s to look like the Sprint, Malcolm paid a premium to go the other way

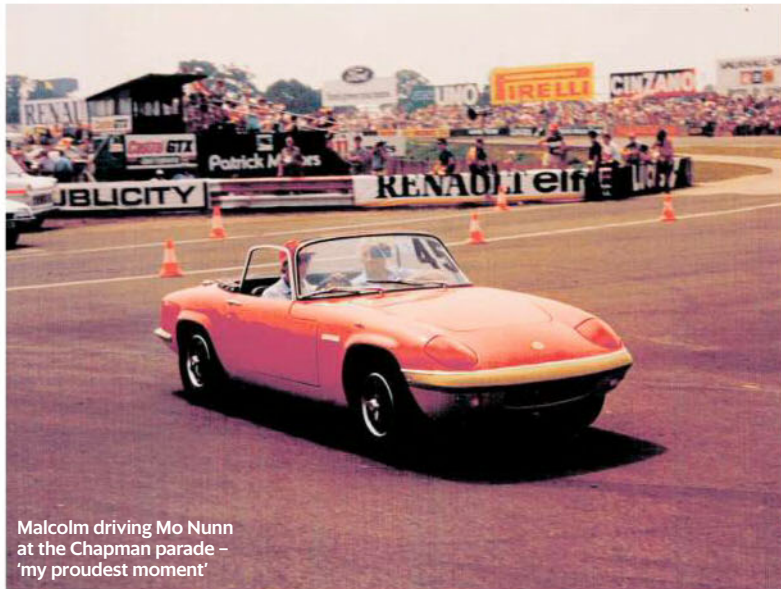


On a sprint at Goodwood in 1976; Malcolm came home first in class



The Chapman memorial parade at Silverstone in 1983 – Malcolm is next to his Lotus 22, son Martin is in the Elan, and daughter Vanessa is the passenger in the Seven

Malcolm and friend on far left; Keith Duckworth (far right) chatting to Jack Brabham in the foreground



Malcolm driving Mo Nunn at the Chapman parade - 'my proudest moment'



The Elan in Malcolm's preferred configuration - roof down with an open road ahead



Malcolm and wife/navigator Gill in Llandudno...



... and navigating the Snowdonia region on the Three Castles Rally in 2012



The Elan demonstrates its cornering composure in North Wales on the Three Castles Rally



The smaller 12.5-inch wheel Malcolm fitted in the mid-Seventies remains

a stainless steel replacement with a bigger bore exit pipe,' says Malcolm. 'They said it would last forever, and it bloody well has! I've had to change the retaining strap a few times but that silencer is still perfect.'

In 1981 Mike Loughlin, who has always looked after Malcolm's road and race cars, refurbished the Elan. After around 15,000 miles and eight years of continual use, rust was forming on the chassis and suspension components. 'Mike took the body off, blasted and painted the chassis so that it would not rust, before re-fitting all of the original components. The opportunity was taken, however, to upgrade to Aeroquip brake hoses.'

'In 1983 at the British GP at Silverstone there was a special parade in memorial of Colin Chapman, who had passed away the previous December. I drove Mo Nunn, the former Ensign F1 team owner, around the circuit in the Elan. It was quite a privilege and rather exciting because we were among several famous F1 cars, including a Lotus 49 and Lotus 72.'

By 1987 the twin-cam engine was becoming smoky, especially on start-up, so Malcolm asked Mike Loughlin to replace the worn-out valve guides. Malcolm then used the Elan to drive over to Calais for the Old Farts Club get-together in 1989. 'I'm known as "Classic Fart", and our motto is "The older we are the faster we were." That was the last time that I got completely pissed. I was taxied back to our lodgings, regained consciousness the next morning and promptly drove back to the UK.' Safely home, the Elan was used regularly for the rest of the century.

The Elan becomes a concours queen in 2002

In July 2002 Malcolm's daughter Vanessa was invited to display the Elan at Hurlingham at the 13th Louis Vuitton Classic for the 1952-2002 Jubilee of Motoring. 'Vanessa asked if she could take the Elan. In those days concours events weren't really my thing, so she drove it there. When she arrived, it was noted that it was only the second time that the Elan's hood had been raised in almost thirty years. She met Damon Hill and Ivana Trump, who both complimented it.'

In 2011 Malcolm had modern suspension upgrades and a racing cooling system fitted, comprising an aluminium radiator and header tank. This was done with the hope of eliminating any possibility of overheating in traffic or on rallies - but that proved to be only a futile foresight of an impending tragedy.

Disaster strikes in 2013

Malcolm entered the Three Castles Rally in 2012 and 2013 with his wife Gill as a navigator. 'The first year it went well - we had a lot of fun and managed third in class, despite the fact neither I nor my wife are very good navigators. But the second year was a disaster.'

'We were at the foot of a hill climb section in deepest Wales when I suddenly noticed smoke around the bonnet. A leak from a fuel line union had resulted in petrol dripping onto the distributor. As soon as I opened the bonnet, the flames fed on the fresh air and it really went up. Before I got my brain into gear and got hold of my own fire extinguishers, there must've been at least fifteen people attacking the fire with their extinguishers, so the flames were doused extremely quickly. As a result of that wonderful camaraderie, the damage was much less severe than it could have been.'

The fire damage was restricted to the bonnet and the engine bay, so the insurance company would only pay to paint that area. But after 40 years of continual use the rest of the Elan's paintwork was looking tired, displaying fading and bodywork blisters, so Malcolm took the opportunity to give the Elan a total repaint.

While the entire bodyshell was repainted, other components such as the gold-coloured bumpers were left untouched. They displayed a minor blemish or two, but Malcolm wanted to maintain the car's natural patina wherever possible. As such, all badges are original, the steel wheels have never been repainted and their chrome rim trims are still the same ones that were supplied new. The original interior is in remarkable condition; the car was ordered without a radio, so the original wood blanking panel remains. The only real sign of ageing is where the dashboard switches have become sun-blached. The hood, to this day raised only a handful of times, is original too.

'It still shows fewer than 50,000 miles, even though I used it regularly for business and as daily transport for its first 30 years,' says Malcolm. 'I still use it regularly so I'm proud that it remains in such fine condition. Every time I'm out in the Elan it reminds me of Colin Chapman's amazingly advanced thinking. The chassis design is a masterpiece of engineering - you don't drive an Elan Sprint, you wear it. I bought it with the intention of keeping it forever and that's exactly what I intend to do.'

Thanks to Mike Loughlin (rickettsracing.com)





1987

RALLYING'S TOUGHEST YEAR

*In the aftermath of Group B's
cancellation, the rally world
looked towards a bleak 1987.
Six former champions reveal a year
of confusion, outrage and blunders*

Photography JONATHAN JACOB/PEUGEOT/MARTIN HOLMES RALLYING
Words SAM DAWSON

nearly died in Argentina in 1985,' says 1981 World Rally Champion **Ari Vatanen**, starkly, as he relaxes on a sofa in the foyer of Glasgow's SEC Arena. Along with five other fellow rally champions, the flying Finn is here to entertain the crowds by setting fast times round the city's streets as part of the Ignition festival. But away from the noise and the tyre smoke, he recalls the greatest upset in both his own life and the sport of rallying.

'I was completely out of it, away from the sport for a year and a half, in and out of hospitals wondering if I'd ever rally again. And then one morning in 1986 I woke up to hear that Group B had been banned. It felt like my life was over. All that effort over all those years had come to nothing.'

Vatanen's near-fatal accident had been one of an escalating series of incidents relating to the spectacular Group B cars of 1982-86. A few months before Vatanen's Peugeot 205 T16 disintegrated around him, his seatbelt loose as he tumbled across the Córdoba countryside, the sheer drops and solid trees of Corsica's high-speed Tour de Corse had claimed the life of Lancia's Attilio Bettega. The following year was worse still - Joaquim Santos lost control of his Ford RS200 on a corner of the Rally de Portugal heaving with reckless spectators, killing three. Drivers threatened to go on strike unless crowd safety was assured. The final straw came two months later when the fragile, heavily-tuned Lancia Delta S4 of Henri Toivenen and Sergio Cresto exploded in an accident in Corsica, killing them both. Jean-Marie Balestre of FISA imposed a ban on the class by the end of the season. The future of the sport lay in the production-based Group A class.

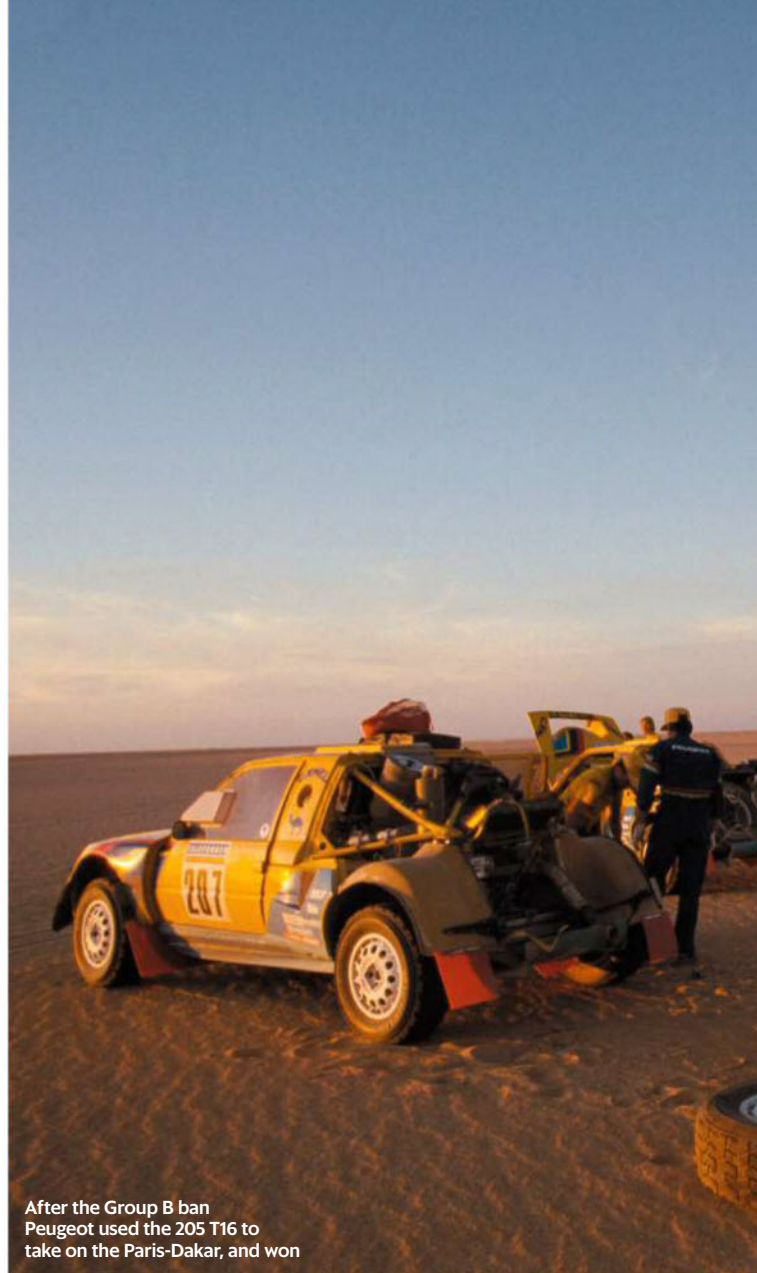


'One morning in 1986 I woke up to hear that Group B had been banned. It felt like my life was over' **Ari Vatanen**

'We won everything and lost everything,' says Vatanen wistfully of his time at Peugeot. 'I had five victories in a row in the 205 T16, and then nothing. By the time I could drive a car again, Peugeot couldn't contest the World Rally Championship any more. But it was more comprehensive than that. Peugeot owed its survival at least in part to rallying. Before the 205 was launched and Jean Todt was given a free hand to create a Group B rally version, Peugeot was about to go belly-up. No-one at Peugeot believed in the concept of using a high-tech rally car to sell road cars. Even the British Talbot Sunbeam-Lotus mechanics said, "You'll never get that to work with French mechanics." But we did.'

FISA's 1987 dispute with Peugeot was particularly bitter. 'We couldn't let all the work with the 205 T16 go to waste, so in January we did the Paris-Dakar Rally with it instead, and won,' says Vatanen. 'In the French-speaking world the Dakar is very important, almost as much as the WRC, and this was the era when Princess Caroline of Monaco was competing and founder Thierry Sabine was killed in action. It was a very dramatic period. We won the Pharoahs Rally, and the Pikes Peak too. We really made the most of that car.'

A matter of days later, on the eve of the WRC's Monte Carlo season-opener, FISA banned Peugeot's Group A car, the 104ZS, by moving it into the Group B class on the basis of a bizarre dimensional error in its homologation paperwork. Peugeot was not alone - the same FISA committee barred the Volvo 240T, Rover SD1 Vitesse and Alfa Romeo GTV6 from competing at international level because of similarly minor discrepancies. Things got worse in May when, in the aftermath of an accident on the Tour de Corse that killed Group N 205 GTi navigator



After the Group B ban Peugeot used the 205 T16 to take on the Paris-Dakar, and won

Jean-Michel Argenti, FISA tweaked the regulations to exclude Group N cars from the WRC's points table. Peugeot announced its 405 T16 the following month, emphasising that it would not be used in any FISA events. Thoroughly disillusioned, the manufacturer wouldn't return to the WRC for another 12 years.

Vatanen's former Peugeot teammate, 1985 Champion and fellow Finn **Timo Salonen**, decided to remain in the WRC by signing with Mazda. 'It was nice!' He laughs. 'I just enjoyed the rallies too much to leave. My personal favourite was always Monte Carlo, which in a four-wheel-drive car is a very special rally indeed, what with the snow and ice. I've always needed power steering though. It was that which made me competitive, because I have no muscles!'

'I was a little bit lazy back then,' smiles Salonen as he remembers his time as rallying's Gerry Marshall equivalent. 'When everyone else was out training, I'd be at the bar with a cigarette. Power steering made me World Champion. I also won the last-ever Group B rally, the 1986 RAC. No-one can take that away from me.'

'The change to Group A in 1987 was sad,' he admits. 'Only Lancia really had its car ready in time for 1987. Other manufacturers had almost showroom-specification cars, a situation that lasted almost three years during which there was no power, no spectacle.'

It came as a surprise because before the championship, Mazda's 323 4WD was reckoned to have the measure of the Lancia Delta HF 4WD in terms of handling, and probably reliability too. Early performances promised much but Mazda was to be proved disastrously wrong. 'Group A was a big problem for Mazda,' sighs



Vatanen's 1987 comeback saw wins in Egypt and on the Paris-Dakar



Salonen won in Sweden but the Mazda couldn't cope with the WRC

Salonen. 'I won the 1987 Swedish Rally, and the car was fast but only really worked on snow. Rough-surface rallies like the Acropolis would just break it, and the transmission was weak.

'In the Group B years with Peugeot we'd have been able to turn these problems around quickly, but the Mazda team was just too small to rectify anything. We had 10 or 15 people while Lancia had 50 or 60. Mazda had all the right raw materials but it was just playing at rallying; it didn't treat it professionally like Lancia. In 1986 Audi, Lancia, Peugeot and Ford were all equals. In 1987 only Ford could have beaten Lancia, but it didn't work hard enough to finish its car.'

Along with 1987's eventual Champion Juha Kankkunen, **Markku Alén** and **Miki Biasion** were teammates in the dominant Lancia squad. They make as striking a contrast today as they did back then, Alén the measured, reserved Finnish elder statesman of rallying, Biasion the exuberant, flamboyant Italian young gun. Biasion almost won the 1987 Championship, running Kankkunen close with 94 points to his 100, claiming wins in Monte Carlo,



'In 1986 Audi, Lancia, Peugeot and Ford were all equals. In 1987 only Ford could have beaten Lancia' **Timo Salonen**



'It was very physical, with no power steering on rallies with 10-hour-plus drives over five or six days' **Markku Alén**

Argentina and Sanremo to Kankkunen's two, and would go on to two consecutive WRC Championships in 1988 and 1989. Alén won in Portugal, Greece, Argentina and Finland, making the manufacturers' title a foregone conclusion by August, the earliest it had ever been won. Car-wrecking rolls in Corsica and Wales ended his 1987 driver's title hopes.

'The Fiat Group had an inherent advantage in Abarth,' explains 1978 Champion Alén, who rallied for the Italian team from 1974-89 during its Fiat 124/131 and Lancia 037, S4 and Delta Integrale tenures. 'It was Abarth which introduced physiotherapists and doctors to rallying. Back then it was very physical, with no power steering on rallies with ten-hour-plus drives over five or six days. Abarth was allowed autonomy within the Fiat Group, so it could act like a small team but with the backing of a big manufacturer.'

Driver involvement in the cars' development was also essential to success, as Biasion explains. 'The Integrale is like a son or daughter to me,' he enthuses, relishing the prospect of his next drive even today. 'I developed them, drove them as road cars and

'Had Ford paired the 4x4 drivetrain with the Cosworth engine earlier it would have beaten Lancia'



'Improvements came straight from the rally stage, with no corporate interference in between' **Miki Biasion**

won rallies in them. During that time I lived and breathed the Integrale. It's one of the most important parts of my life. I know each component, and can tell what's wrong with one after driving 100 metres. It was all part of the way Abarth ran the team in conjunction with Fiat-Lancia's development of the car.

'The catalyst for that was the departure of Giorgio Pianta, one of the best test-drivers in all motor sport, who had developed the 037 and S4. In 1987 Fiat had just bought Alfa Romeo and Pianta went over to develop its 75 Turbo touring car. Abarth needed experienced driver input to develop the Integrale so it turned to its works drivers. I was put in charge of development so all the ideas to improve the car came straight from the rally stage, with no corporate interference in between.'

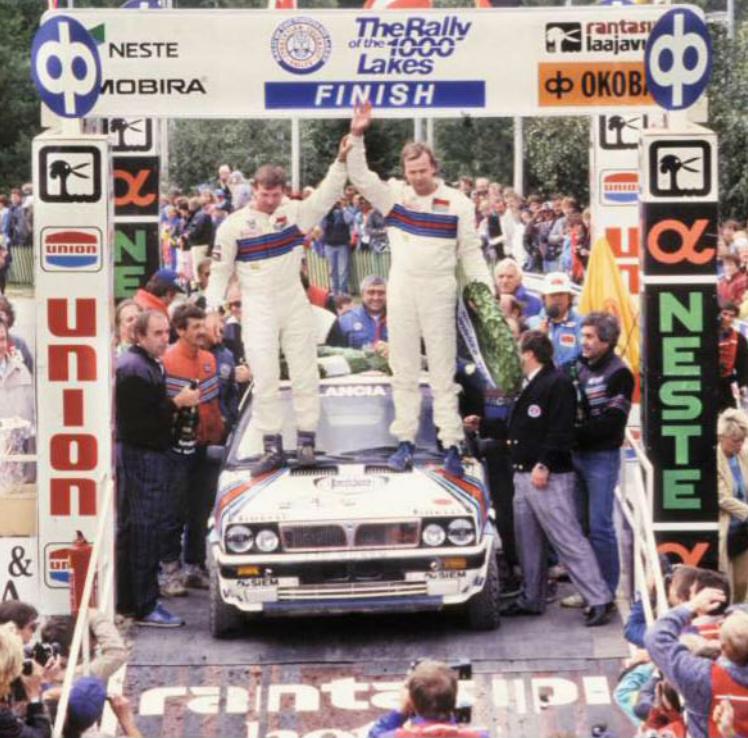
It wasn't just the works drivers who got to demonstrate the Lancia's driver-developed superiority - Franz Wittmann won the 1987 Rally New Zealand with a Delta HF 4WD, in the process becoming the first privateer owner-driver to win a WRC rally in the Championship's history.

But Abarth-Lancia wasn't alone in having the backing and experience of a large company committed to motor sport. While Mazda struggled with the unproven 323 and Audi mounted a half-hearted, marketing-enforced campaign with its enormous 200 quattro, Ford seemed to have what it took to beat Lancia but as Salonen noted, it failed to capitalise. Why?

Stig Blomqvist has the answers. The Swede is older than the other drivers, with experience stretching back to the Sixties, and the 1984 WRC Champion is icily clear today about the frustrations of working for the Blue Oval, both on the rally stage and as a development driver during the latter half of the Eighties.

'The Group B RS200 had a lot of potential, but in my opinion Ford should have continued development of the Escort RS1700T,' he says surprisingly of the rear-drive car Ford ditched as soon as Audi's quattro demonstrated the superiority of four-wheel drive. 'It was a really good car, closer to a production Escort in appearance, and would have been simple to fit a four-wheel drive system to. Ford could have developed the Escort Cosworth a decade earlier, and it would have been easy to adapt it to Group A.

'Instead, it used the Sierra,' he says dejectedly, his shoulders slumping. 'I drove the XR4x4 to fourth in Monaco only to lose my points over a homologation issue with the injection system. It felt very familiar to drive - it sent some of its drive to the front and the V6 engine was related to the old V4, so it was similar to the Saab 96 I drove in the Sixties and Seventies. It had a lovely balance on the ice in Sweden but Ford cancelled its development after



Group B ban four-wheel drive was being questioned again, not least by car magazines finding the road-going Integrale of limited advantage against the best front-drive hot-hatches, many of which were homologated for Group A. Jean Ragnotti put in several giant-killing performances in 1987 in his front-drive Renault 11 Turbo, leading in Portugal before Alén demoted him to a close second place. Balestre even proposed the idea of replacing Group A with a two-wheel drive silhouette formula named Group X.

But the Sierra Cosworth was a winner in 1987, in one of the toughest and most varied rally championships the world had to offer. ‘The British Rally Championship was an important place for manufacturers to develop new technology in the Eighties,’ says **Jimmy McRae**, whose five BRC titles include 1987’s. ‘All the WRC teams came to the UK because taken together, those rallies were tougher than any single WRC event. The Scottish went up to Inverness in winter, the five-day Circuit of Ireland took in 600 stage miles - it was punishing.

‘I was driving for Geoff Fielding’s RED (Rally Engineering Development) team back then. I was supposed to have a Lancia, but the Group A parts never arrived from Italy so I ended up doing



Blomqvist's Sierra XR4x4 sliding to a repealed fourth place finish on the 1987 Monte Carlo Rally



‘Our new Cossie was stolen by ram-raiders. Two weeks later I won the Circuit of Ireland with it’ **Jimmy McRae**

the National Breakdown Rally in a Delta bought from a showroom, finishing 11th. Before the Circuit of Ireland we wondered what to do, and approached Ford, which agreed to supply a Cosworth road car and all the bits we needed. Fielding sent a Transit flatbed down to Boreham to bring it back to Widnes, but left the door of the workshop open after offloading it. Within ten seconds it was stolen and used in a ram-raid that night before being abandoned. But other than some damage to the rear spoiler it was still perfect. Two weeks later I won the Circuit of Ireland with it.

‘At this time, Didier Auriol was testing Ford’s works Cosworth in France and the rear axle assembly kept breaking. Fielding got a phone call from Boreham asking “how did you manage to win?” But the answer was simply down to good engineering, and having a small team capable of sorting things out quickly.’

Today the WRC has adopted rules closer to Group B’s than 1987’s production-based set - but Balestre’s decision still polarises opinion, demonstrated most clearly by Vatanen and Biasion.

‘The 1987 season made me realise why people need to do unreasonable things in life sometimes,’ says Vatanen. ‘Like boxing and the Isle of Man TT, Group B rallying made people forget their grey, ordinary lives for a while.’ He takes off his glasses to emphasise his point, ‘What is it about cars that attracts so much legislation? When you think about it, glasses are one of the world’s most dangerous inventions. I have glass inches from my eyes and if anything hits me in the face it will blind me. The risks are huge, and yet there is no legislation banning glasses!’

Biasion by contrast looks back fondly. ‘Group A brought a new generation of talent to rallying,’ he beams. ‘Group B cars were rare and expensive, but all the while drivers like Carlos Sainz and Didier Auriol were learning their craft in Group A. People say only eight drivers were capable of winning in Group B, but speed and power made up for a lot. With Group A, there were 20 potential champions, all driving at 100 percent of their abilities. The cars were cheaper too, so more people could get involved. After Sainz, Auriol and Kankkunen came Colin McRae, Tommi Makinen, Richard Burns, Marcus Gronholm - Group A levelled the playing field and made it both easier to get works drives, and much more difficult to win. And that’s good for the sport.’

that and switched to the two-wheel-drive Sierra Cosworth. It was simple to drive but it struggled for grip against the Lancias. Had it put the 4x4 drivetrain together with the Cosworth engine earlier it would have beaten Lancia, hence my point about the RS1700T.

‘The problem was Ford itself,’ says Blomqvist, gesticulating, still exasperated about the issue 30 years later. ‘Ford dictated that the Sierra Cosworth was just for racing. Ford Motorsport at Boreham was a confusing place to work, with some people from racing backgrounds, others from rallying. Development of the Sierra Cosworth was given over to privateers, but the rallying was all Boreham’s work, with company people rather than one decision-maker like Andy Rouse telling the engineers what to do. The rallying thinking was muddled, with old staff from the Escort days still there. There were just too many people involved in the design process so it took longer to react to things and make development changes. Ford lagged behind the competition very quickly.’

Still, there were actually good reasons for Ford’s reluctance to back two- or four-wheel drive fully. In the aftermath of the



‘The problem was Ford itself - there were too many people involved in the design process’ **Stig Blomqvist**

[Epic Restoration]

'It was a typical late-Eighties bodge-up'

This early Triumph Spitfire Mk1 was meticulously taken back to original – but its salt-ravaged condition and need for correct, early parts made it a huge task

Words SAM DAWSON Photography ALEX TAPLEY





always wanted a Triumph Spitfire when I was young,' says food entrepreneur Jez Woods. 'My first car when I started working was an Austin 1800 bought from a friend of my dad, but in 1986 I bought my first Spitfire, a 1978 1500, and ran it as a daily driver. It was the first of five 1500s. They rusted like hell, but were easy to work on with their flip-front bonnet. I'm no great mechanic, but I could replace parts on a Spitfire that I couldn't hope to on other cars.

'In 2010 I joined the Triumph Sports Six Club and bought a white MkI. They were starting to get expensive, there weren't many around, and I really wanted one for their purer shape and styling, closer to Giovanni Michelotti's original Sixties vision rather than the Seventies restyle. I ran around in it for a while but I knew it would need work further down the line, and tried to work out whether to have it restored or just buy another. That was when I happened upon a car being advertised by Mark Field at Jigsaw Racing on behalf of its owner, simply headed 'Early MkI'. I phoned Mark up, asked him about the chassis number and he confirmed it was number 301.

'This seemed like my one chance. It was one of the earliest hundred Spitfires surviving, and given that 80 per cent of the 1962 production run was built for export the majority were left-hand drive. I did the worst thing I could do - I bought it sight unseen, transferring the money before it was even in Mark's workshop.

'It was superficially shiny, looking like a running restoration, but the more we looked the worse it got. Mark asked me what I wanted to do but the answer was to restore, of course! It's a 1962 car, one of the first off the line, one of the oldest in the country, part of Triumph's original showroom display fleet, and this was the last chance to save it.'

Assessing the project

'It was running and driving, but it was a typical late-Eighties bodge-up restoration, and to make matters worse it had lived most of its life in salty sea air on the Isle of Wight,' recalls Mark Field of Jigsaw Racing Services, a Triumph restoration and motor sport preparation specialist. 'It looked superficially shiny from a distance, but when we stripped it we found patches on top of patches on top of patches. Looking through the service history, there was evidence of few changes of ownership, but lots of different people working on it over the last 50 years - and much of the work done had been shoddy.

'That was the problem in the late Eighties - even early Spitfires briefly became very expensive on the back of the investor-car boom. People were tarting them up quickly, giving them blow-over resprays and selling them in the hope that they'd be bought remotely by speculators and sold on.

'This car was typical of that. The front chassis outriggers were gone, although the chassis was not as bad as some later cars can be, as the MkIs have fewer sections open to the elements. It was very straight when we checked it on the jig, so I don't think it'd ever been in an accident. A previous owner had tried to make new bits of floor for it, attempting to shape replacement metal panels to look like originals - incorrectly and very crudely. This is the other main problem with Eighties-restored cars - there weren't many reproduction panels available back then, and what there was tended to be very poor, needing to be chopped in order to fit.

'And the sills... oh God, the sills! Back in the Eighties you used to be able to get replacement Spitfire sill sections for £6 each. People used to hammer the rusty old ones back and weld the new ones to the old, rusty metal. This one actually had two of these sills on one side - a new sill, welded to a rusty sill, welded to another rusty sill!

'This was November 2011. I called Jez and asked him if he'd like to come up and look at what he'd bought. We just sat there,



A rare 1962 MkI, chassis number 301 was well worth saving

looking at it. There was something familiar about him, so I asked, "Did you used to live in Market Harborough?" He did. "You used to come into my butcher's shop, didn't you?" I was originally an apprentice at Aston Martin, but got laid off in the early Eighties recession and became a butcher, before going back to working on cars and specialising in Triumphs, having raced them as a hobby.

'He had been a regular customer of mine back then, when he worked for Golden Wonder. I used to make Worcestershire Sauce sausages for him so they could get the crisp flavour right. "Well then, that's fate," Jez said. "You'll have to restore it now!"'

Getting under the skin

'The absolute worst area for rot was behind the seats, and no replacement panels are available,' says Field. 'We had to hand-form replacements. It was the same with the front bulkhead - there were so many patches that we had to cut the panel out completely and use a replacement from a MkIII Spitfire, as no MkI parts are available. Actually, no spare Spitfire bulkheads are available at all; I'd been keeping the MkIII item saved for just this occurrence. That's my approach to restoration and it goes back years. I collect all the items everyone else chucks away. If people didn't do this, many repairs would be impossible. I don't think people realise how bad panel supply is for early Spitfires - I've got two more MkIs going through restoration at the moment and even five years after we started this car we're still having to make panels from scratch, so it pays to collect every last original part you can.

'The sills, floors, lower A- and B-posts, inner wings, valances, boot floor, rear differential cover and the rear deck behind the seats all needed remaking, as they'd been attacked by salt corrosion. We had to take the body panels off and sit them on

another Spitfire chassis because there was so little left of the inner structure. The outer panels, and remnants of the front bulkhead, rear body tub and fuel tank deck were there, but other than the handbrake tube there was nothing in the centre - no floors or transmission tunnel. Everything had to be refabricated.'

Much of the bodywork and structural fabrication was done by Rob Hayes. 'Some parts you simply can't get at all,' he says. 'For example, only three quarters of the sills are available. You can get the inner and outer centre sections, but not the pieces adjoining the A- and B-posts, which on this car had rotted to nothing; I had to make those from scratch. I made patterns based on sections cut off other parts cars, then made templates to shape the new metal around. The most difficult section of all was the rear structure. You can get replacement boot floors, but that's it. The differential cover was hard to fabricate because of its complex curves.'

Low point

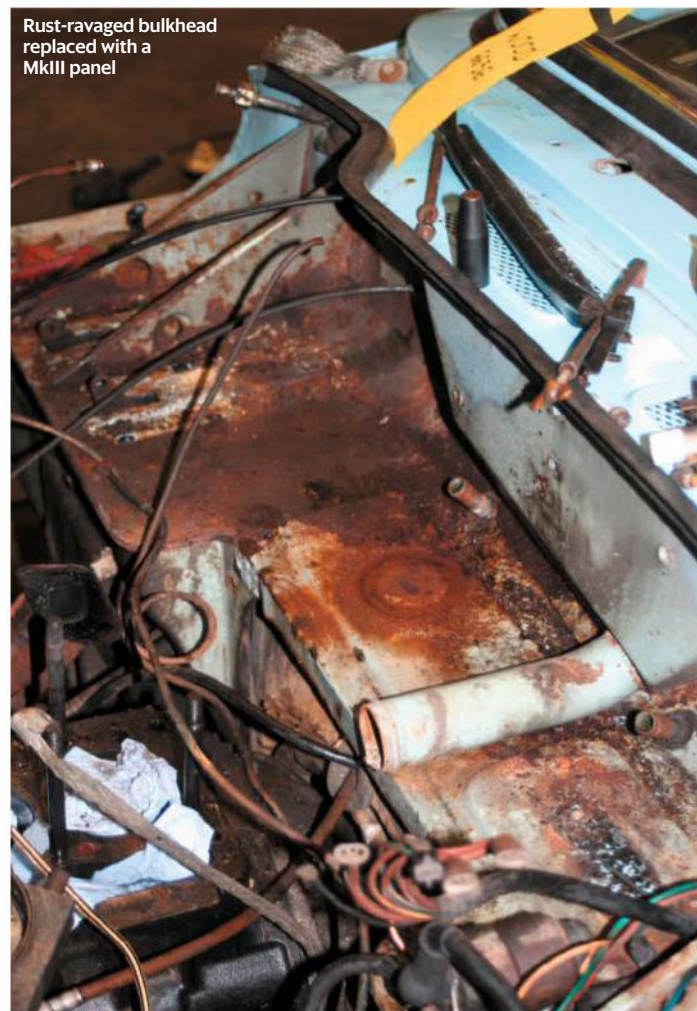
'Finding it was a typical Eighties bodge-up restoration. One side actually had two replacement sills welded on top of each other, all rotten'



'A previous owner had made bits of floor – incorrectly and very crudely'



Salt corrosion had savaged the floors



Rust-ravaged bulkhead replaced with a MkIII panel





Engine bay is period correct, right down to labels and hose clips



Radio blanking plate was unavailable until Jigsaw started making them



Rare optional heater made for parts-hunting hell



Original engine was serviceable; it was rebuilt to race standards



Outer panels needed much less work than those lying beneath



Gearbox required a rebuild including new layshaft and synchros

In contrast to the carnage beneath, the outer panels were in surprisingly good condition, only needing straightforward refurbishment before being repainted along with the rest of the car at a local bodyshop. But there was one more complicating issue, as Field explains.

'It didn't have a hardtop originally, but Jez wanted one. This one is a late retro-fit, but it needed a lot of repairs - you never find them in mint condition. The areas of the outer skin of metal around the rear, where it tucks around the screen and bodywork, had all rotted away four inches deep. There's no chance of making it fit better when you've got to layer up all that replacement metal and repair the inner bracing - especially because they never fitted properly in the first place!'

Combing the country for components

'I spent hours and hours in the office with the earliest workshop parts book I could find on the desk, searching for spares,' says Field. 'Places that used to be old Triumph dealerships, the cellars in old parts warehouses, the personal stashes of ex-Triumph employees - I have a network of contacts who know all these places, so anything I haven't got, I track down and send people out to retrieve. Mick Dolphin, in particular, is invaluable.

'The heater cables, for example. Nobody makes them. The only compatible ones I found were plastic-coated, but on a Mk1 Spitfire they're metal spirals. We had to repair the original heater matrix because it was specified as an option on this car when new and was quite rare at the time. The hardest item to find was a drain pipe from the heater box in the middle of the bulkhead, with a rubber cover and a vent in the bottom. I eventually found these things at the Classic Motor Show autojumble at the NEC in Birmingham. Triumph specialist Dave Glede had it, but it was odd as they're the sort of parts people usually come to me for.

'We even ended up restoring the jack! It was very well preserved, but taking off the surface rust and repainting it made it part of a 'present' for Jez. The original steel wheels were in relatively good condition, they just needed de-rusting and repainting, but to be period-correct they needed to be off-white - and it took us a long time to find the exact colour code for that.

'I had to fabricate a hook holding the seat runner to the chassis. Obviously it can't pass an MoT test without it, so we got the fatigued original, flattened out the metal in order to get the dimensions, then used it as a template to make new ones. Now anyone restoring a Spitfire can benefit from it. It's a technique I learned as an apprentice at Aston Martin.'

Miraculous Mazak discovery

The Spitfire had suffered a common injury that threatened its completion. 'The internal door latches had split,' says Field. 'They're a nightmare on Spitfires. They were made of an alloy called Mazak in the Sixties - we called it "monkey metal" back then because it was so prone to bending and cracking - and years of doors being slammed caused them to split diagonally. They were totally insecure and couldn't be relied upon to hold the doors shut.

'I was at the TR Register's MG and Triumph Spares Day with my stall when I saw a young lad walk past with a driver's seat for a Mk1 Spitfire. I asked him where he found it and he pointed me to a stall run by former Triumph competition department mechanic Peter Clark!

'I went up, introduced myself as a Spitfire specialist, and he turned round and dug a large

High point

'I found a set of completely unused Mk1 Spitfire door latches, complete with keys, in a Kilner jar at an autojumble'

Kilner jar out of the boot of his car. Inside it was full of bits of metal wrapped in greaseproof paper, and I could see the edges of some door handles in it.

'He said, "If you know what these are, you can buy them. Open the jar or pay me the money." He knew how rare they were, and how vital they were to a restorer. I told him they were a set of door latches for a Spitfire, and paid him a £500 deposit. They were an unused new old stock set complete with keys. They ended up on this car.'

'The kid had beaten me to the seats, so I had to go to Newton Commercial - thank God for Newtons!' Field exclaims. 'They still make seat covers and door cards to order, including very early Spitfires. The ones in this car needed total replacement, because they'd hardened, curled and gone black with mould. We couldn't even reuse the backboards. However, thankfully we could reuse the seat structures. This is important with early Spitfires because they have a sprung base, and are much more comfortable than the foam seats that replaced them after the first 50,000 cars.

There's the rubber

'There is one part of the interior we haven't fitted yet though. The original car had rubber mats in the footwell, which are not only unavailable, but are also impossible to find because most owners replaced them with carpets when restoring them. Six years ago a friend of mine found a trove of parts in a barn, including a set of Spitfire Mk1 floor mats decomposed at the bottom of a horse's feedbag. On hot days we leave them outside and gradually, bit-by-bit, try to separate them. Once they're finally free, I'll send them down to a lady in Southampton who makes replacement rubber parts for us, and Spitfire Mk1 owners everywhere will finally be able to put the proper mats back in their cars.

'It was the same story with the rubber grommets for the rear bumper mounts. We took a scan, made a mould and had them hand-poured. Now we're the world's only supplier of them. We've done the same with the radio blanking plate - the majority of cars have had radios fitted, but most were aftermarket because the factory option radio cost £288 when the car itself was just £1066. You couldn't get blanking plates before we remade them, but now owners can return their cars to original specification.

'It had no optional sunvisors either, just a row of blanking plugs. Thankfully one remained, so we used it as a model to make a run of them. All the dashboard switch fronts had gone grey, but Mick Dolphin managed to find replacements at autojumbles.

MY FAVOURITE TOOL



'Mark made this by adapting a drill,' says Jordan Harris, who fitted much of the Spitfire's drivetrain. 'When restarting a Triumph engine after rebuilding, you have to pump the oil up manually before starting it up, otherwise you get top-end wear. With this, you take the distributor out, plug it into the oil pump and wind it up until oil starts to seep out around the rockers. Then you know that it's safe to start the engine.'

Beneath the bonnet

'We reused the engine - it didn't have too many miles on it and just needed a straightforward rebuild,' says Field. 'I don't fit any race parts, but I always rebuild engines to race standard, blueprinting them, making sure everything's straight and smooth. They produce 65bhp as standard, but properly rebuilt I get 78bhp.

'The gearbox was more difficult. It was very tired and needed new synchromesh, bearings and a layshaft. The thrust washers were worn, and the bearings were down to copper.'

Under the bonnet, Field was taking the restoration to incredibly painstaking levels of detail. 'Guy and Suzie Singleton remade the under-bonnet label that reads, "Polarise Dynamo, ensure good earth connection," he explains. 'The same goes for the radiator hose clips. Most people use jubilee clips nowadays but Spitfires Mk1 actually had strapless fittings.



Back to showroom condition – and now being properly used

You can get those, although they come with hex-headed screws, so I had replacement dome-headed items made for them.'

Discovery of a long-lost relative

Not content with saving one early Spitfire, Jez Woods decided to turn one Jigsaw Racing project into two. 'There was a red car that had been doing the rounds on eBay for four months, that I'd successfully bid on four or five times but on every occasion there was some reason why the owner wouldn't sell,' says Field. 'Eighteen months into this restoration, I got a phone call out of the blue from Liverpool saying, "Are you the man who's trying to buy my car?" I sent one of my guys round with the money to pick it up, and when it arrived I saw its numberplate and a chill went down my spine. It was 977 CRX. This car we were restoring was 177 CRX. Not only were they both 1962 Spitfires, they were sold by the same dealership - Julians of Reading - within months of each other.'

'I sent a photo to Jez, who replied, "Where the hell did you get that from?!" Turns out that he'd always bid for it on eBay too.' Once again, Woods bought a Spitfire MkI, sight unseen, and commissioned Jigsaw to restore it...

Coming back together again

With the structure recreated, the freshly-resprayed bodywork was reunited with the car after four years apart. 'Ironically, Jez didn't want it to have perfect shutlines,' says Field. 'They never came out of the factory looking that good, so aligning the panels was a case of making sure everything fitted where it was meant to without being millimetre-perfect.'

'The very early cars had stainless steel windscreen surrounds. Thankfully all we needed to do to this one was polish it with Autosol, but the same couldn't be said for the chromed strakes on the rear wings. They'd clearly been on and off a lot over the years, and were bent, buckled and worn.'

'Problem is, the strakes on MkI Spitfires are an inch longer than the ones on later cars. I carry a tape measure around with me at autojumbles, so I can subtly measure



Car on right is 977 CRX – sold by the same dealer as 177 CRX back in 1962

spare strakes; I buy up any MkI items I can find. Often the people selling them don't know this, so you can find bargains if you're stealthy. I found these at the Triumph Spares Day at Stoneleigh.'

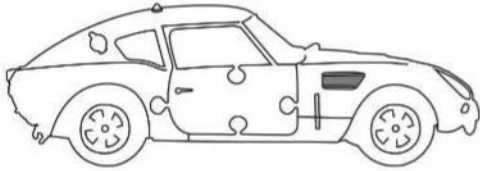
In the end it's the start of something great

'Finishing a restoration is always a nightmare,' says Field. 'It's when everything's coming together that panels get scratched and dented. Usually someone in the team is the first to drive it, but in this case I called Jez up from Guildford and asked him to take it for its first test drive. I gave him a present too - I'd found some original unused 1962 Triumph key fobs with little windows in them, where I'd put the Julian's of Reading dealer information.'

Woods couldn't be happier with the car, and drives it everywhere despite its showroom-fresh appearance. 'I've taken it to Brittany - that was the only time it has broken down, when the wire between the coil and points snapped, but Mark talked me through the repair over the phone,' says Woods. 'I've put 4000 miles on it so far, and I'm still washing the mud out of it from this year's Goodwood Revival!'

'It's the very epitome of the Spitfire. Michelotti was a stylistic genius. It's the reason why 177 and 977 CRX will join my Italia and Herald Courier in my tribute to him. But they're all driven - it's a collection, not a museum!'





JIGSAW

International Triumph & TR Specialists

**Specialists in Triumph & TR Restoration,
Repairs, Spares, Servicing, Bespoke race & rally preparation**



JIGSAW were pleased to have been entrusted with the restoration of this delightful 1964 Mk1 Spitfire.

A full ground up restoration including chassis in body colour, full refurbishment of the drive train, full inside/outside/upside down respray in original colour. New interior trim and instrument refurbishment. Four wheel alignment and suspension set up.

***We, at JIGSAW, are pleased to offer a wide range of services:-
Servicing and MOT's. Part & full restorations.***

Four wheel alignment.

***Spares including Engines, gearboxes, differentials
Suspension & Drive train components.***

General servicing and maintenance components.

Available for road, performance, race or rally

Please do not hesitate to contact us to discuss your requirements



Picture courtesy of Danny Hopkins

JIGSAW Triumph Specialists

Unit G Harlow House, Shelton Road, Willowbrook Industrial Estate, Corby NN17 5XH

Tel: +44 (0)1536 400300 & Fax: +44 (0)1536 400311

www.jigsawracingservices.co.uk

ENJOY A YEAR OF Classic Cars PLUS THIS GREAT HEAD TORCH

OFFER 1 PRINT EDITION



12 issues for £42
when you pay by direct debit
12 issues for £46 when you pay by
credit / debit card / PayPal

OFFER 2 DIGITAL



12 issues for £31
when you pay by direct debit
12 issues for £31 when you pay by
credit / debit card / PayPal

OFFER 3 PRINT & DIGITAL



BEST OFFER SAVE 58%*

*when you pay by direct debit

12 Print and Digital issues for £47 when you pay by direct debit

12 Print and Digital issues for £51 when you pay by credit / debit card / PayPal

GET AN **LED HEAD TORCH** WORTH **£16** WHEN YOU SUBSCRIBE TO **CLASSIC CARS TODAY!**

Subscribe today and benefit from:

- Never missing an issue
- Free delivery to your door or free download to your digital device
- Saving up to 58%* off the full price when you choose the print and digital package option
- **PLUS** for a limited time only get an LED Head Torch as your welcome gift when you subscribe to *Classic Cars*.



Expert-quality CREE LED waterproof torch delivering a 120 lumen white 60M beam of light. The robust ABS plastic, IP66 case provides waterproof and shock-proofing capabilities while the torch is powered by 3 x AAA batteries (not included). Features adjustable head positioning with foam pad and elasticated strap supplied.



ORDER ONLINE OR ON THE PHONE QUOTING KDA4

WWW.GREATMAGAZINES.CO.UK/CLASSICCARS

UK 01858 438 884 OVERSEAS READERS CALL +44 1858 438 828

Terms & Conditions: *58% saving when you choose the print and digital package option and pay by direct debit. Subscriptions will start with the next available issue. The minimum term is 12 issues. You will not receive a renewal reminder and the Direct Debit payments will continue to be taken unless you tell us otherwise. This offer closes on 26/12/2017. We reserve the right to replace the gift with one of equal or higher value or offer a 3 issue extension if the offer is oversubscribed. Gift limit is limited. Please allow 28 days to receive your gift. This offer cannot be used in conjunction with any other offer. Cost from landlines for 01 numbers per minute are (approximate) 2p to 10p. Cost from mobiles per minute (approximate) 10p to 40p. Costs vary depending on the geographical location in the UK. You may get free calls to some numbers as part of your call package - please check with your phone provider. Order lines open 8am-9.30pm (Mon-Fri), 8am-4pm (Sat). UK orders only. Overseas? Please phone +44 1858 438828 for further details. Calls may be monitored or recorded for training purposes. Full terms and conditions please visit greatmagazines.co.uk/offer-terms-and-conditions





[The Collector]

'I've been doing this 41 years.
First, you need a barn...'

Assembled over four decades, John Burton's
Jaguar-centric collection was built on a shoestring
– and a handy friendship with a farmer

Words PAUL HARDIMAN Photography JONATHAN FLEETWOOD

As collector John Burton has it, 'I don't go looking for them. Cars just find me.' Jaguars are his weakness, and he's got more than he can remember (plus one Edwardian) stashed in various locations in Hampshire.

And they all get driven.

His collection, built over 40 years, came together on little money but holds some significant cars, including the second E-type coupé built, as is fitting for the chairman of the E-type register of the Jaguar Drivers' Club. He once owned the 13th roadster - that one got away. And his passion for saving old Jaguars becomes evident soon after opening the doors of the first cache.

'That's how you start a collection - you need a barn, so first you have to make friends with a farmer. There are lots about because modern tractors are so big they don't fit in the old barns any more. Once you have the barn, the collection follows.

'My business is selling batteries and repairing starter motors - I'm car-minded and I blame my old man. He had three cars in the Sixties when it was unusual for any family to have one at all. Little did I know how much it would affect me, out riding my tricycle while dad fixed the car. That's what people did in those days, and that's how I got started. I've been doing this 41 years, and I'm past retirement age so I don't have to work.' There are no overt signs of wealth here, though - the cars have stealth locations in nondescript sheds and John's daily driver is an old diesel van. The fact it's an Escort gives its age away. 'It doesn't matter how little you've got as long as you don't squander it.'

You can never have too much space, though. At home, as well as a MkVII that came from Los Angeles and then sat at Felixstowe docks for ages ('all roads seem to lead to me...') and wife Sue's XJ-S, there's a Fiat X1/9 for sale. 'It's a dynamic collection...'

1961 E-type coupé - rescued from a hedge

Chassis 860002 was found in a hedge and was John's third fixed-head E-type. 'My first Jag was a Series 1½ coupé, which I sold. In the summer of 1976 I was driving an E-type coupé - a flatmate's - which I found was a better bird-puller than a Cooper S. I bought my own a year later. I sold it on and thought I was going to get it back after the owner died, but his widow sold it to a dealer.

The Sherwood Green coupé was originally Anthony Frederick Davenport's racer, still wears his AFD 250 registration and was originally powered by the 3.4-litre XK150S engine with D-type head from Davenport's previous race car. 'I bought it in 1981. At the time I owned 4 BXV, the 13th roadster, which I bought out of Exchange & Mart and sold for £75k. My brother-in-law told me about the coupé - it was the other side of Salisbury, stuck in a hedgerow stopping the animals getting out of the field. The owner wanted £2500 - then £2750. My brother-in-law didn't have the money to buy it - and the whole car was rooted. I had a spare bonnet so I took the outside locks off and transferred them to the new bonnet - I've still got the original bonnet lower panel, which has air scoops to cool the brakes, and I've got a couple of shots of Davenport racing it in period.'

It's still on authentic period Dunlop RS5s. 'I bought them from a bloke in Scotland - £150 for five. They're 6.40s front and 6.70s rear, on racing wheels. In 2011 Jaguar borrowed it for the E-type anniversary celebrations in Geneva, so I had to paint it... again.

'Its age and rarity don't stop me driving it to Wales. One time I crossed the bridge at midnight, and I was in bed by 1:15...'

The E-type V12 2+2 known as 'Fox'

'Fox' is Sue's car, and she used to do the school run in it, though her daily driver now is one of the three XJ-Ss they own.

'I gave it to her for her 35th birthday. I was driving it like a hooligan and I was going to damage it, but it was only a couple of months to her birthday so I put it away. It was replaced on the school run by an XJ6, and an XJ12 was the last school-run car - the kids are now 35 and 36. Four doors, you see. If it's raining while you're waiting for them to get in at least you stay dry. You can't do that with an E-type - only two doors so you get wet while you're holding the door for them.'

'Fox came from a bloke in Newbury who had a blue coupé which unfortunately got stolen and burnt. So he bought this car, which was red, and swapped all the bits over. I bought the burnt wreck and eventually all the bits got reunited with the right cars which is why our car is Jaguar blue. It has gas-flowed inlet manifolds, and I've removed the centre boxes from the exhausts. It has a manual overdrive box, a 2.88:1 differential and now does 25mpg instead of 12. We're off to Cornwall in it next week.'

Mk2 2.4 - Found on the Isle of Wight and driven home (via Sicily)

This is one of two Mk2s - the other is a Daimler with a manual gearbox and power steering bought for £250 in 1992. 'I found this one on the Isle of Wight and we drove it to Sicily just to see how far it was, in company with a bloke in a 1960 S-type, and it kept up, no problem at all. It was 3900 miles via Monte Carlo and Spain. Had a puncture, of course. I put an electric fan on it to save fuel, and a twin exhaust with the baffles removed. It was pretty good when I found it, though it needed wheelarches and 'crow's feet', where the body supports meet the front wings. The interior's shagged but I've got another - you lose the smell if you fit a new one.'

The first 'lightweight', and the replica

This blue roadster with hardtop and no interior or bumpers is the 'go-to-the-pub' car: 'That was my first attempt at a lightweight. It's got a glassfibre bonnet, aluminium doors and bootlid, and the interior is silver paint. It was as much as I could build at the time.

'The new 'Lightweight' is just a bit of fun. I always wanted an aluminium one. I found a chap who could make the body, and I've been on it for 10 years now... I've just started on it again. I've now got the suspension parts for it - the wishbone mounts and rack heights are all different from the road cars. It's on carburettors but I have a Tecalemit Jackson injection system for it, plus an overdrive 'box.'

To start a collection you need a barn, so first you have to make friends with a farmer'





All of the cars in the collection are used regularly, as proven by the stone chips on this precious 1961 E-type



This Fox was regularly up at the crack of dawn... to drop the kids to school



One of two Mk2s on the Burton fleet



Big saloons: MkVII and MkX

'The MkVII is a very under-rated car. I swapped it for a Ford Escort XR3. Our first daughter got married in it, and it's done quite a lot of weddings. The driver's door is slightly bent at one corner - I did that at Le Mans, when I left it open and it rolled back into something. I'm halfway through building a kit car out of another.

'The MkX automatic was £125 in about 1983, from a local Eastleigh man who never drove it - I bought these things so long ago when they were worth nothing, and I couldn't afford them now. I went to see it and he wanted £500. I offered £125 and was the proud owner of a MkX. It has beautifully original leather and a faded dash, and I painted both of them myself in the garage, in cellulose - my wife used to complain about the smell emanating into the house. I work on the cars every evening - I have to visit them often to empty the dehumidifier.

'It's a wonderful family car. It's been to Scotland, Le Mans and most recently Angoulême, which was 300-something miles on two tanks of fuel. It'll do 80mph at 3000rpm. It's got a towbar, so I could tow the E-type coupé to the 50th anniversary of the E-type and the MkX in 2011 at Rockingham. I lost the windscreen chrome trim strip on the way to Cornwall.'

The trio of XJ-Ss

The Cabrio is a Tickford-built 3.6 manual, bought new just before Jaguar stopped production to bring them in-house. It's on XJ12 wheels and has also seen service on the school run.

'About ten years ago we drove it around South Africa for a bit of fun. A lot of my mother's side of the family went out there. I've driven it and driven it and driven it - and broken it a couple of times... ECU and gearbox.

'It's now on 287,000 miles and it's having a bit of a rest, though it passed its MoT a couple of weeks ago. It's been through about three hoods and now I've bought it a hardtop.

'The 1980 coupé is the last of the pre-HEs, bought to replace my first XJ-S, a 1979 car that was written off and bought for peanuts... the bloke was being chased by coppers and fell off the road. I reshelled it in six weeks of evening and weekends. I did 40,000 miles in that and thought it was a bloody good car. I managed to find this seven years ago, bought from

a lady who wasn't driving it. She'd used it in Germany and there were still lhd headlights in the boot. I gave £500 and I love it. I call it the intergalactic rocketship - as long as you can keep up with the fuel. The last one did 19mpg because I drove it conservatively.

Sue mostly drives the light blue XJ-S 3.6. 'She's only had that a couple of years and it was expensive at £1600 - less £600 for the one before. That cost £200 and she did 40,000 miles in it, but the tinworm was beginning to show.'

1913 Humberette 7HP

'I've had this about 18 months and it's a new departure. We were down in Cornwall and I called in on a garage owner, who had this parked out the front. I asked what it was and was told, "It's a Humberette, and it's not for sale."

I came across a bloke with a Ghost and it turned out that he owned the Humberette - and he'd changed his mind. I went for coffee and it wasn't coffee, it was an interview. Half an hour later, I was the proud owner of a Humberette even though I had no intention of buying a 100-year-old car. It cost me more than any of the others. I use it a lot, go to the pub in it sometimes and have broken it a couple of times - the gearbox, a halfshaft and the propshaft.'

The mascot on the bonnet is known as Eve. 'There was a hole in the bonnet that I didn't know what to do with, and she fitted perfectly.'

XK140 Open Two-Seater

'This came back from the US and someone took it to bits, lost half the bits and gave up. Eventually I put it back together - it was no-hand drive when I swapped it for a 3.8 Mk2, and it took ages to make it right-hand drive.

'We shipped it to New Zealand to see if it was any good driving around the South Island for a couple of weeks - and it was great.'

If he could only keep one...

A Jaguar man through and through, deeply intertwined with the marque's Drivers' Club, John's been saving Coventry's finest for more than 40 years. So which would he rescue from a burning barn, if there was time to save only one? 'The Humberette - it's just great fun.'

THE COLLECTION IN FULL

- 1913 Humberette 7hp
- 1950 XK120 OTS lhd
- 1951 Jaguar MkVII rhd
- 1953 Jaguar MkVII lhd (auto)
- 1954 Jaguar MkVII rhd
- 1955 Jaguar XK140 OTS
- 1957 Jaguar 2.4 Saloon
- 1961 Jaguar E-type fhc
- 1961 Jaguar E-type OTS
- 1963 Jaguar MkX (auto)
- 1964 Austin Cooper 998
- 1966 Jaguar 2.4 Saloon
- 1967 Daimler V8 250 (manual)
- 1968 (donor) Realm C-type replica
- 1972 Jaguar XJ6 2.8 (manual)
- 1972 Jaguar XJ12
- 1973 Jaguar E-type V12 2+2
- 1980 Jaguar XJ-S V12
- 1984 Jaguar XJ-SC 3.6 cabriolet (manual)
- 1988 Jaguar XJ-S 3.6 (manual)
- 1984 Fiat X1/9 1500



From project to perfect, John's 'dynamic' collection has Jags of all fates and states



After 287,000 miles, the Tickford XJ-S Cabrio has a well-earned rest



The oldest and most expensive part of the collection – the 1913 Humberette





Eight steps to buying a Peugeot 205 GTi

They're no longer cheap, so read our guide before you go on the hunt

Words SAM DAWSON Photography JOHN COLLEY

The Peugeot 205 GTi has rocketed out of bangerdom to become one of the barometers of the modern-classic market, with the very best making £25,000 at auction and speculators eying survivors hungrily. However, not every 205 GTi is worth mega-money, despite what sellers might say, so you need to buy with caution. For guidance in finding a good-value GTi, we enlisted the help of Matt Jobling, co-founder of Pug1Off (pug1off.com), which has restored 205 GTis for 12 years, Peter Annells of the Bourne Citroën Centre (bourne-citroen-centre.co.uk), which despite its name specialises in all classics of the PSA Group, and Dave Fowler, owner of Classic Peugeot Spares (classicpeugeotspares.co.uk).

Which one to choose?

► **205 GTi 1.6 Phase 1** The original 1984 105bhp GTi with two-spoke steering wheel, red and black 'Biarritz' velour bucket seats, 14-inch pepperpot alloy wheels and a chunky body-coloured front valance incorporating a pair of foglights. Revisions

[What to pay]

► You can still get a high-mileage 1.6 for **under £3k** privately, with the 1.9 commanding a £1k premium.
► **£6k-£9k** is the going rate for private sales. Autos are £2k less than manuals.
► The best low-mileage 205 GTis make more than **£10,000**, with mint dealer 1.9s **£12k plus**.
► Colour-based Limited Editions can make up to **£15k**, the Griffes up to **£25k**.
► There's still a bargain to be had: the drop-top two-door CTi is half the price of a 1.6 through the range. Decent runners start at **£1.5k**.

for 1988's 'Phase 1.5' included optional power steering assistance, a revised smooth-edged dash with rotary heating controls, and tweed-trimmed 'Monaco' seats. Peugeot's BE-1 gearbox was superseded by the BE-3 in August 1989, with reverse repositioned to be opposite fifth.

► **205 GTi 1.6 Phase 2** September 1990 update is recognisable by clear indicator-lamp lenses and smoked rear light clusters, black dashboard plastics and black bumpers. Antilock braking system optional. Production ended in September 1992.

► **205 GTi 1.9** December 1986: 130bhp 1.9 resembled the 1.6, albeit with nine-hole 15-inch Speedline alloys and with rear discs, rather than drum brakes. October 1992 catalyst legislation reduced power to 122bhp.

► **205 CTi** Pininfarina-designed convertible version joined the range in June 1986, initially in 1.6-litre form only. Its development followed the 1.6 GTi, although the engine fell foul of emissions legislation in October 1992 and was replaced by the catalysed 1.9.

► **205 GTi Automatic/Gentry** Initially a cancelled order for the Japanese market, the 1992 Automatic was a 1.6 GTi with a catalysed 1.9-litre engine and a four-speed

'The very best make £25,000 at auction and speculators eye survivors hungrily. But not every 205 GTi is worth mega-money'



torque-converter gearbox. All had air conditioning. It was superseded by the Gentry, laden with leather trim and electric options. Discontinued at the end of 1993.

► **Limited editions** 'Miami Blue' and 'Sorrento Green' specials were available in 1990, as was the Laser Green 'Griffe' with its grey trim and black-centred Speedline alloys. Rarest of all was the 25-example 'Radio 1FM' of 1992, celebrating the BBC radio station's quarter-century with black paint, black wheels and a Clarion stereo with CD autochanger.

Bodywork & structure All 205 GTis were galvanised and resist rust well, but check for bubbling paint in the quarter-panel in front of the rear wheelarch - water gets into this area after the rear suspension bumpstops fall out. If rust runs into the sills the repair can cost between £200 and £1000.

Corrosion can spread unseen along seams and spot welds in the engine bay - look behind the jack and screenwash bottle. A £100 bodge will get it through an MoT test, but proper restorative work will be more like £400. A rusty headlight panel is rare, but a sign of frontal crash damage.

Bad jacking on what looks like, but isn't, a jacking point just behind the front wheelarch can cause a chip and create rust, leading to localised sill rot, as can use of the wrong jack. No factory spares are available, meaning you'll have to buy £35 Euro Car Parts sills and get them tailored to fit. Exhaust heat can crack seam-sealer in the bulkhead, and leaking brake fluid under the servo can eat through rustproofing near the accelerator pedal. Caught early, it'll cost £100-500.

The most common place a 205 GTi rusts is on the floorpan in front of the fuel tank where the brake pipes run. Rectifying this requires the tank to be removed before welding can start, resulting in a £500 bill. The tank also needs to come out if leaking rear three-quarter window seals have left rust holes either side of the rear bench seat.

See if the rear bumper moves when you pull on it - it's a sign the mounts have corroded and rust may be creeping up the rear quarter-panels. It's worst on cars with sunroofs because they drain into this area.

A full 205 GTi restoration can cost £20k-£30k, of which £10,000 will be for respraying and external cosmetics and seals, given their scarcity.

The 205 GTi 1.6 in our photographs is a rare example of the very earliest type. It's an unusual colour, has no side-repeater indicators, and there are various Talbot-branded plastic parts in the engine bay



A quirk of both the 1.6 (here) and the 1.9 is jerky acceleration. The Bosch K-Jetronic injection system used a switch rather than a throttle position sensor



'Gearboxes are tough but with hard use and wear they crunch into second and third'

Suspension Rear radius arm bearings are prone to failure, causing excessive play in the rear axle, or seizure if it's little-used. Get the car on a level surface and check the camber - the wheels should be 90° to the road. Any negative camber is the sign of an impending £500 job, plus a further £120 if the rear axle tube has been damaged. Jack the car up and check to see if the axle swings away from the boot floor - this points to the failure of rubber mounts costing £12 each.

Not replacing front suspension bushes regularly will lead to a need for new wishbones - listen for clonks and check for vagueness while cornering. Replacement is a £250 job. Worn drop links and strut top mounts clattering on uneven surfaces won't result in MoT test failure but will ruin the ride.

Engine The 1.9-litre engine is a stroked version of the 1.6, so it tends to suffer the same problems. The engine has no cam seal and can leak oil into the adjacent distributor, a problem solved by a 60p O-ring. An oil drip between engine and gearbox while the engine's running is a sign of rear main oil seal failure. Replacement is a £500 job.

Peugeot's use of an adjustable airflow meter (AFM) results in modified cars with a high idle. For £135

Pug10ff will return a car to its factory settings using a lambda sensor. Jerky acceleration can be ironed out - it's down to the Bosch K-Jetronic injection system using a switch rather than a throttle position sensor.

Check for coolant leaks. Using the wrong coolant can lead to the thin aluminium engine block cracking, resulting in a £2000-£3000 engine rebuild - it needs a 50:50 antifreeze mix. The 1.9 has its own particular foible - the rear left-hand-side cylinder head locating bolt has an extra spacer to help it clear the water pump. If it's missing, it could lead to a cracked block and pump housing.

If there's blue haze from the exhaust once the engine's up to temperature, it's a sign of hardened valve stem oil seals and valve guide wear - a cylinder head rebuild will cost £1000. Cambelts should be changed every 72,000 miles or five years.

Gearbox All types are tough, but worn synchromeshes allow a crunch into second and third. At £200 per synchro ring, fixing a gearbox will cost £700.

Interior trim Trim is scarce, so much of it needs sourcing from breakers, and Dave Hickman in Rugby (205gtcovers.com) can supply new fabric. Seat frames



Two-spoke steering wheel and red and black velour seats distinguished the Phase 1 GTi from other three-door 205s



have been known to break their welds, so give them a shake to check for instability. Broken gearknobs cost £20 to replace. A full interior comes to about £400.

Electrics Central locking rarely works, so disconnect it and lock the car conventionally. Inoperative instruments and heaters stuck on full blast are the sign of corroded circuit boards – cleaning will cost £10-£15, but any electric components are typically £100 each.

Wheels All 1.6s originally had pepperpot-pattern alloy wheels, but two different types of nine-hole wheel were used on 1.9s. The Speedline and SMR wheels look identical, but the SMRs are a kilogram heavier than the Speedlines – manufacturers' names are stamped on the inside of the spokes. Refurbishment is £70 per wheel.

Sunroof/hood Original sunroofs use sliding plastic rails, and should hiss when the handle is turned – it has a vacuum-sealing accumulator. Stripdown and rebuild is £60-70, running to £300 if the mechanism is broken. The CTi is the bargain of the range because of the sheer cost of hood replacement at £1500 including irons and seals. And it leaks, promoting rust in all the usual areas.

The 1.6 featured pepperpot alloy wheels. Later 1.9s had nine-hole Speedline and SMR wheels. The latter is a kilogram heavier, so watch out for mixes of the two. Replacement trim is now scarce – breakers are probably the best source

[Owning a Peugeot 205 GTi]



Sam Hill, Alfreton, Derbyshire

Sam owns the car in our photographs. 'I'm not actually a traditional classic car person,' says Sam. 'This car belonged to a neighbour of mine, and I used to admire it parked on his drive when I was growing up. It was just a really nice GTi, and eventually I persuaded him to sell it to me for £4000.

'It needed another £1000 spent on it, but it was fundamentally sound. I mostly do my own routine maintenance work on it, including timing belt changes. However, it had been very well looked-after. He even had a separate set of alloy wheels for it to use in winter, so the originals didn't deteriorate.

'I joined Club Peugeot to get hold of some spare parts, and ended up taking it to a show, where it attracted a lot of attention. 205 GTi experts swarmed all over it, pointing out things like the lack of side-repeater indicators, various Talbot-branded plastic parts in the engine bay and the unusual colour. Turns out it's one of the earliest examples in the country and worth a lot more than I thought. I'll be looking after it very carefully, but I don't want to sell it – I've wanted this very car ever since my neighbour first bought it.'



Rob King, Utrecht, Netherlands

'I bought my first 205 GTi 21 years ago, and have owned 15 without a break since,' says Netherlands-based Brit Rob. 'I've had one – a 1FM special edition – for 11 years. Interestingly I bought that one when prices were bottoming out and I ran it as a cheap second car for a while, but now it's probably worth ten times what I paid for it. Same goes for my Griffie – it's the only right-hand drive one made, although it needs restoring because it's been in the wilderness for a while. I've also got one of 30 'Classic' limited edition models from Australia, the last 205 GTis built.

'Rear suspension is prone to seizing and requiring expensive, fiddly rebuilds. French cars are maligned for bad electrics but 205 GTis don't suffer too badly – more often than not it's just old wiring that needs to be replaced.

'The cars should be monitored for overheating past 100,000 miles because head gasket failure is common when they get old. It's a straightforward fix if it's caught in time, but with the engine block being alloy and the locating bolts steel, they can seize and snap during gasket replacement and you'll end up needing a new block and a full and expensive engine rebuild.

'Mechanical parts aren't difficult to come by, but trim is – one of the problems with running Peugeot 205 GTis is that they were never sufficiently unloved to be broken for spares on a large scale.'



Alan Paramore, Somerset

Rally driver Alan used to campaign Peugeots before buying his own 205 GTi. 'I soon learnt you had to watch out for the wayward back end,' he says. 'They need high-quality dampers.

'When I was rallying for Charter Sport they lent me their 175bhp-tuned Cheetah 205 GTi as a road car, and I fell in love with it. After driving a 206 for Peugeot Sport and winning the Formula 1600 class, I smelt the coffee and figured the 205 GTi would be the next Mini Cooper S so far as classics were concerned. In 2004 I found a perfect 1.9 for £850!

'I've just sorted out the rear axle bearings and kept it polished. Peugeot borrowed it for publicity duties when it launched the 208 GTi. Parts availability isn't bad via the clubs so long as they have a link to 'Adventure Peugeot in Sochaux.'

ClassicCarsForSale.co.uk



1989 205 GTi 1.6 – £11,995

Just 46,820 miles recorded, with two keepers from new, the previous owner having bought the car in May 1990 when the car was nine months old. Garage stored throughout his long-term ownership, he maintained the car to a high standard. The history file contains extensive invoices for work carried out, as well as a large file of MoT certificates. Cambelt and water pump changed March 2017.

Next Month

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

POWER PLAY

Aston DB7 Vantage vs TVR Cerbera
vs Chevrolet Corvette ZR1 vs Lotus
Carlton vs Maserati 3200GT



Contents may change

PLUS The life story of a **Ford Sierra RS Cosworth** • Ex-Senna, Rosberg and Mansell **Mercedes SECs** • Epic **Ferrari 250 Pinin Farina coupé** restoration • **Rolls-Royce Corniche** dream drive • **Austin A35 racer** on track • **Morgan Plus 8** buying guide

**FEBRUARY
ISSUE**
ON SALE
28.12.17

Edd's Classic MoT

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



Edd China and Danny Hopkins in the workshop during filming

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

Heritage checklist

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



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

3. Use decent OE quality parts and lubes.

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

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

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

LAID UP INSURANCE...

If your classic is in hibernation, give it the cover it deserves!

It's approaching that time of year when some of us decide to put our beloved classics away for the winter. In many cases this will mean SORning our vehicles. You might be avoiding salt and ice, but tucked away, is your car really as safe as you think?

Most home insurance policies don't cover liability arising from the ownership or custody of any motorised vehicle. In these cases, if the worst should happen your pride and joy wouldn't be insured. You can add endorsements to

your home insurance to cover motor memorabilia or car parts – but not the vehicle itself. This is where Heritage Insurance can offer a solution.

Changes are coming

A 2014 legal battle could lead to the rules around this matter being changed after a Slovenian man was knocked off a ladder by a trailer. The case then went to the European Court of Justice, which ruled that he deserved compensation and the European

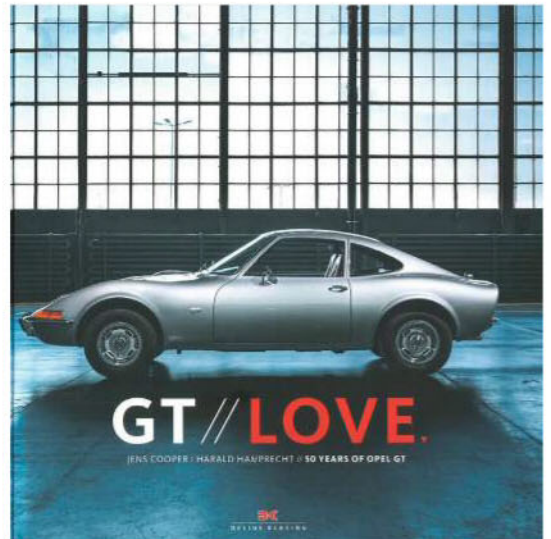
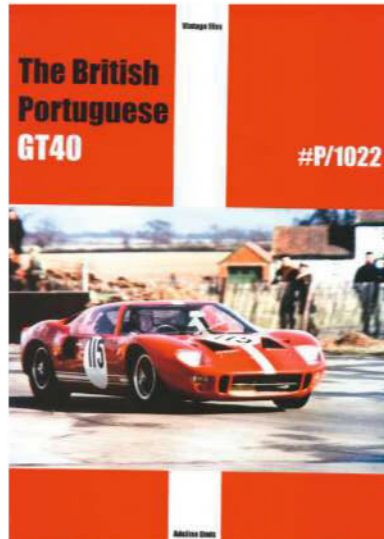
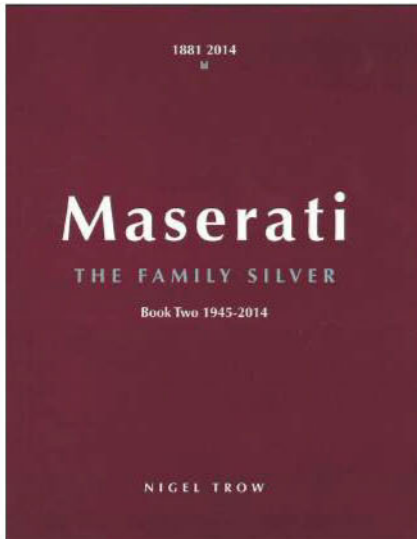
Motor Insurance Directive needed to be changed. In the UK, if the full implementation of the directive is rolled out, third party insurance would become mandatory for non-roadgoing vehicles. At the minimum, changes are likely. Heritage offers Laid Up Insurance especially for SORN vehicles; this protects your vehicle and you. You can even convert your insurance into on-the-road cover later. For a quote, call Heritage on 0121 248 9229 or request a call back via heritagecarinsurance.co.uk

EDD CHINA'S CLASSIC CAR HEALTH CHECK

Sign up today to watch the series so far and you'll also be in with a chance of winning a Classic Car Hamper worth £800!

Sign up at heritagecarinsurance.co.uk/edd-chinas-classic-car-health-checks/





Great marques

Maserati: The Family Silver

By Nigel Trow, £195, Plenham Press, chapters.co.uk, ISBN 1 873655 65 7
This staggering two-volume, 854-page work is not so much a marque history as a parish ledger, documenting life and times in the diocese of Maserati for more than a century. The book took author Trow 16 years to write and involved extensive access to the archives of the City of Bologna as well as Maserati sources.

The result is a sprawling yet engrossing story of incredible people succeeding against all odds – from former Bentley Boy Sammy Davis' recollections of the founding Maserati brothers' clashing characters in the opening chapter to the cynical, manipulative Alejandro de Tomaso. To understand the characters – plus the febrile nature of Italian politics – is to understand Maserati to a greater degree than merely studying the achievements on track or engineering under the bonnet.

The British Portuguese GT40

By Adelino Dinis, £25, info@vintage2001.com, ISBN 9 789729 934384
Glossy, heavyweight books dedicated to a single car have been big news throughout 2017, largely down to the work of the Porter Press, but others have weighed in with cheaper rival volumes. Adelino Dinis' account of the life story of one of the first privateer Ford GT40s, bought originally by Scottish race-

team owner Nick Cuthbert before budgetary concerns saw it sold to Portugal, certainly doesn't feel deficient alongside the Porter works, even if it is shorter.

Given the glitzy history of most GT40s, it makes a fascinating change to see and read about a car that rubbed wheelarches with club racers on narrow, little-known circuits; powerslided its way up hillclimb courses and was fettled by independent local mechanics. There's

a gap in its Eighties and Nineties history when it was passed among American collectors, but because it's an unlikely story told in depth, it's brilliant as well as great value.

GT//Love

By Jens Cooper & Harald Hamprecht, £45, delius-klasing.de, ISBN 978 3 667 11064 0

Nearly 300 huge, heavy, glossily illustrated pages on a car that's a niche classic might seem unlikely. But it makes for a fascinating read, not least because of the direct input from the people involved and their personal revelations surrounding the Opel GT's creation and development.

In-depth interviews with the likes of Bob Lutz reveal a sports car designed specifically for young Europeans, with far more sporting credibility than you might think: chapters on racing and rallying reveal as much, as does Walter Röhrl's continuing enthusiasm for them.

The most enjoyable part of the book concerns the styling process. Full of Sixties sketches, designed for a world of glitzy nightclubs, ski resorts and visits to Cape Canaveral, all courtesy of the artist's pen. Worth reading even if you're not into Opels.

MORE GREAT MARQUES

Docker's Daimlers
By Richard Townsend, £14.99, amberley-books.com

An account of Daimler during its most colourful era – a tale of scandal, extravagance, and surprising technical innovation. The extravagant show cars get less space than you might expect, but the factory goings-on make for much more fascinating reading.

Immortal Austin Seven

By David Morgan, £45, veloce.co.uk

Everything you could possibly want to know about the original Austin Seven, from its creation as a 'light car' through to its role in putting the UK and Europe on wheels. Photos of licence-built BMW Dixis being used as substitute tanks in Nazi war games add a dark end to the well-known story too. Highly illuminating.

Classic Car Auction Yearbook

By Orsi & Gazzi, £70, classiccarauctionyearbook.com

Every result for every marque from 2017 is here. Plus every trend and oodles of market analysis.

CLASSIC DESIGN ICONS FROM £35-£500



1:43-scale Lotus Super Seven Maxichamps, £34.99

It's hard to get a small, minimalist model right, especially on a tight budget, so Maxichamps' diecast Lotus should be applauded. The cockpit's not great on detail but with its tiny headlights, mesh grille and dainty wheels, it certainly doesn't feel as cheap as it is.



1:43-scale Aston Martin DB4 Convertible, Spark, £53.99

This resin model is as well-finished as you'd expect from Spark, although the dashboard's a bit over-simplified. But it's the paint finish, long, low proportions and nicely patinated seats that appeal the most. Genuinely characterful and not overpriced.



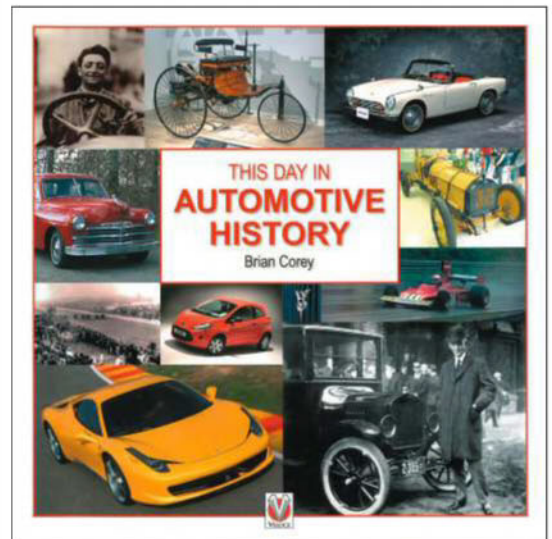
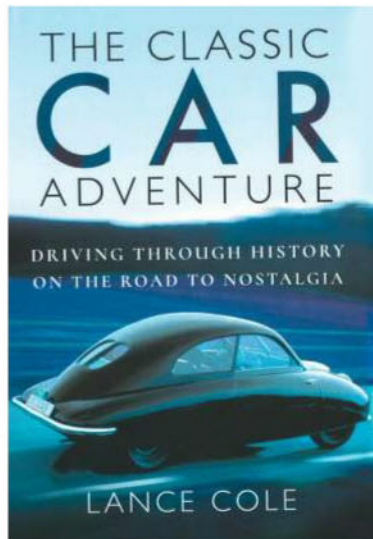
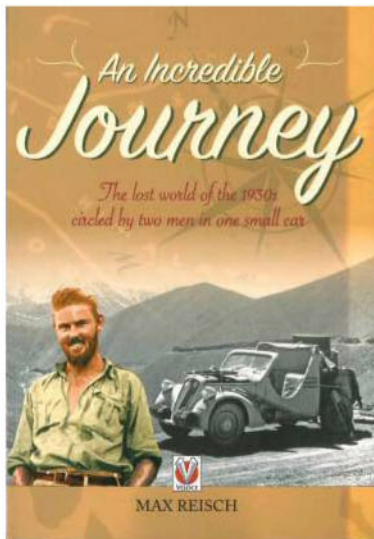
1:18-scale Alfa Romeo 2600 Sprint, TopSpeed, £139.99

New American brand TopSpeed's large-scale resin Alfa is an elegant, heavyweight model. Light-coloured upholstery and liberal chromework draws the eye to the interior with its big, legible gauges, and the neat badges complement a crisp exterior.



1:18-scale Fisoni & Falaschi Talbot-Lago T150 SS 'Teardrop' Coupé, £504.99

This large diecast looks and feels coachbuilt. Piping edges the carpets, structural wood is visible in the chassis and intertwined wires sprout from the spark plugs. It's expensive, but genuinely impossible to fault.



Motoring tales

An Incredible Journey

By Max Reisch & Alison Falls, £14.99, veloce.co.uk, ISBN 978 1 787111 65 3
This incredible journal, originally published in German in 1984 but only recently translated into English, recalls the expedition of one of the last true motoring explorers. Sadly, perhaps because of World War II, Austrian Max Reisch has been unfairly forgotten, but in the early Thirties he and fellow explorer Helmuth Hahmann attempted to drive 'the oil road', a land-based trade route between Europe and Japan via the Middle East and China. Steyr supplied him with a new 100 Type – generous, but this was the Austrian equivalent of an Austin Seven. Reisch's book is part-travelogue, part period motoring memoir, combining wide-eyed observations of the countries he passed through with the realities of subjecting the tiny car to severe punishment. It's also a document of a lost world – many of the peaceful countries he visited have since fallen into long-term turmoil. A powerful, moving, exciting book.

The Classic Car Adventure

By Lance Cole, £19.99, pen-and-sword.co.uk, ISBN 9 781473 896413
This book is the self-described antidote to all those generic 'classic car books' hitting the shelves in time for Christmas. Here, Lance Cole writes about the specific, in-depth appeal of classic cars and the reasons why people like us love them, no matter how infuriating, esoteric, downright odd and difficult to explain to outsiders they may be.

Taking the form of a series of esoteric, rambling essays, each vaguely about a marque, model or engineering trade, *The Classic Car Adventure* is all about the sheer individuality of our favourite classics. Whether it's the perverse reasons people love BL's 'nearly' cars, or lamenting the loss of Lancia or identifying the essence of a great Porsche, Cole speaks as a true enthusiast. There are one or two slip-ups – Mike Hawthorn was a bit too

dead to own a Citroën SM – but it's a book about emotion rather than a dry technical or historical exposition. In reality it's the reason why you're reading this magazine.

This Day In Automotive History

By Brian Corey, £19.99, veloce.co.uk, ISBN 978 1 787110 68 7

A quirky, punchy jaunt through automotive history. It's entertaining enough to see what happened in the world of cars on your birthday, but it's also an opportunity to reflect on the most significant moments in the evolution of cars, motoring and motor sport. Births and deaths are marked with micro-biographies, dates of notable patent filings are explained with a quick technical run-through, and mergers and bankruptcies are treated with the same importance as marque foundings and major model releases.

Due to the need to have an anecdote for every day, the book has a scattergun approach and the result is obscure facts given equal standing to better-known ones. So Stirling Moss' win at Pescara sits alongside the first pedestrian road death, for example. Very entertaining and more informative than you might expect.

MORE MOTORING TALES

Porsche Drive

By Stefan Bogner & Jan Karl Baedeker, £28.99, delius-klasing.de

Incredible value for a 434-page, beautifully-illustrated hardback – we wouldn't have been surprised to see it at three times the price. It's the story of an adventure, tackling every mountain pass in the Alps in a selection of Porsches and is beautifully photographed. It's a book about incredible roads and the joy of driving them – the Porsches are merely the facilitators. Inspiring.

Trucks of the Soviet Union

By Andy Thompson, £45, behemothpublishing.co.uk

Possibly the most left-field motoring title you'll encounter all year, but surprisingly fascinating. It's not actually a spotter's guide, but rather an in-depth book about the culture and history of transport beyond the Iron Curtain. The story of state-owned trucks spreading the revolutionary message across Russia, and their drivers enjoying more freedom than most, is unexpectedly compelling.

MODERN CLASSICS FROM £65-£110



1:18-scale Opel Kadett GSi Norev, £64.99
Norev has adopted sealed-body construction for its latest hot-hatch, the car we knew as the Vauxhall Astra GTE. Flamboyant period graphics have been avoided, but it's well-executed with sharp panel gaps. That said, it doesn't feel like £65-worth.



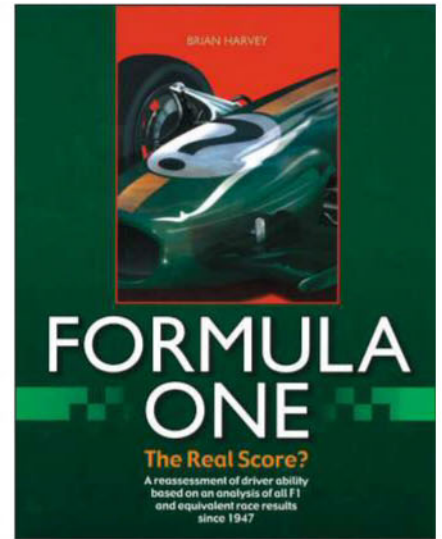
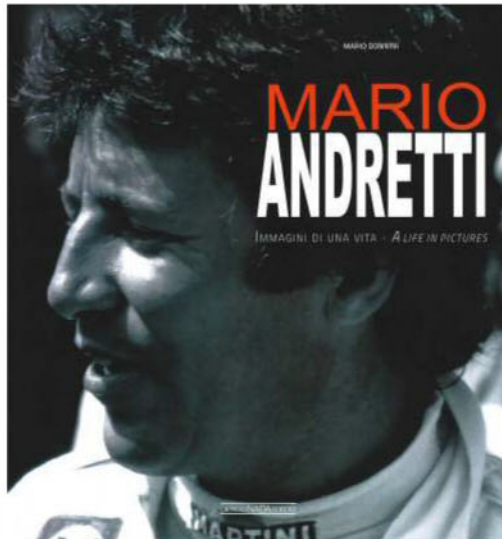
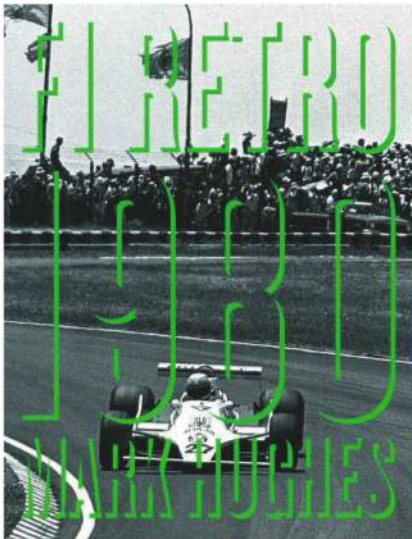
1:18-scale Porsche 911 Turbo Cabriolet, Norev, £69.99
What a difference a fiver makes! For less than £100 Norev has produced a model that equals AutoArt's best, full of carpet, leather-look vinyl and a well-judged Eighties colour scheme of off-white and caramel. The underside is just as well-detailed.



1:18-scale BMW 323i Minichamps, £99.99
Minichamps adopts the same approach to Norev's Astra with a grey sealed-body diecast, but this E30 two-door works better. The BMW's angular proportions lend a real crispness, and contrast well with the gloomy, plasticky interior – just like the real thing. Evocative.



1:18-scale Ford Capri 3.0S Minichamps, £109.99
This model of Jeff Allam's second-placed 1979 BSCC Ford Capri is perfect if you enjoy the Gerry Marshall Trophy at Goodwood. It majors on nostalgia, plastered in period adverts. Proportions are superb as are minor details but casting isn't perfect. Fun though.



Icons of Formula One

F1 Retro 1980

By Mark Hughes, £60, motorsportmagazine.com, ISBN 978 1 999748104
The follow-up to Hughes' excellent F1 Retro 1970, this superb book once again picks a controversial season and delves into it in great depth. Hughes talks to team bosses, organisers and drivers, re-reporting the races corner-by-corner, and analysing the cars in forensic detail.

Like 1970, the 1980 season doesn't spring to mind as F1's greatest, but that misses the point – this book captures a sport moving from the garagist era to the high-tech, huge budgets and restrictive design rules we know today. Hughes brings it up close with the descriptive skill of a novelist.

It's also the tale of a good old duel, between tough, blunt, working-class Australian brawler Alan Jones and the petulant yet stylishly talented Brazilian diplomat's son Nelson Piquet – a fight that went right down to the final race, the final point and a fateful clash, summing up a brutal year. Terrific stuff.

Mario Andretti

By Mario Donnini, £40, giorgionadaeditore.it, ISBN 978 88 7911 682 4

Italian motor sport journalist Mario Donnini has an enviable ability to befriend great drivers, his books becoming close-up portraits of their lives rather than remote re-tellings via period press cuttings and statistics.

Donnini's latest work takes his approach to a new, yet more intimate level. As a child he supported Mario

Andretti and as a journalist vowed to get to know him – even his family found his level of interest perverse. However, the fact that this book rests on a series of long, searching interviews with the 1978 F1 World Champion demonstrates his success.

As Donnini says in the foreword, Andretti's story is one worthy of a Martin Scorsese film. His family escaped Italian territory ceded to Tito in the aftermath of World War II, and the result is the tale of a man

with two distinct identities, one Italian, one American – summed up by success in both F1 and Indycar – with an undercurrent of unrequited love for Ferrari. A fascinating portrait of a complex man.

Formula One: The Real Score?

By Brian Harvey, £45, veloce.co.uk, ISBN 978 1 787110 27 4

Brian Harvey is a novice author but the exhaustive work he's turned in – 352 hardbacked pages of it – is professionally thorough and makes a vital point: in the pre-1980 era only a handful of races counted towards the Formula One World Championship and drivers contested a much broader range of non-championship races, so is there scope for a reassessment of driver success away from the official results tables? In an era when the championship runs to 20 races, it's a fascinating consideration.

Harvey combs through hundreds of long-forgotten race results, combining championship and non-championship races to produce a revised history of pre-1980 Formula One. Here, Jackie Stewart won even more World Championships and the well-known winners' roll-call is joined

by the likes of Stirling Moss, Jean Behra and Froilán Gonzalez.

Unfortunately Harvey is verbose, but this is forgiven when the wealth of new knowledge is considered. Deserves inclusion in any serious motor sport library.

MORE F1 LEGENDS

Jenson Button: Life To The Limit

A more modern F1 icon, but no less worthy alongside the likes of Andretti. Jenson Button takes us on an intimate tour of his life, from learning about driving physics by flicking Hot Wheels toys down the stairs, through to being the star of one of the most dramatic F1 seasons ever – 2009, with Brawn GP – after a remarkably rocky career full of characters and colour. Button writes candidly and with great charm – with any luck we haven't seen the last of him either on track or in print.

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

F1 CARS FROM £54-£189



1:43-scale March 711 Spark, £53.99

You probably had the Scalextric version in the Seventies – it's Ronnie Peterson's striking 'tea tray' March from 1971. You'll be drawn to the Cosworth DFV, with its cooling system and complex rear suspension on show in its intricate, spindly glory.



1:43-scale Brabham BT49 Spark, £53.99

Put this resin model of Nelson Piquet's 1980 F1 challenger down on a hard surface and you'll hear a click as the ground-effect skirts make contact before the tyres do. As a piece of ground-effect sculpture this model is scientifically intriguing.



1:18-scale Brabham BT24 Spark, £134.99

Sadly the figure of Denny Hulme behind the wheel of this large resin model of his 1967 Brabham BT24 isn't particularly realistic – you can see the glue marks round his neck – but otherwise it's a superb model, with incredible engine detail.



1:18-scale Ferrari 158 Look Smart, £189

This is the car with which John Surtees sealed his 1964 championship in Mexico. Usually large-scale F1 models are let down by their driver figures but Look Smart's is superb – it genuinely does look like Surtees behind the visor. It's very effective.

Old doesn't mean slow...



From pre-war racers to 1980s tarmac rally weapons, our Speed Shop can offer you a range of road legal high-performance tyres from manufacturers like Dunlop, Avon and Michelin.

Not only are these tyres made with modern compounds and technology, they come in classic patterns to suit your car.

Visit the Speed Shop at our website for details.

01590 612261
sales@vintagetyres.com
www.vintagetyres.com



VINTAGE TYRES

FOR CARS AND BIKES FROM THE 1890s TO THE 1990s



RREC Annual Rally and Concours Winners 2017

1952 Bentley R-Type
Masters First in Class

1956 Bentley S1
First in Class and Best in Show Runner Up

1975 Bentley Corniche
First in Class

1965 Bentley S3
Second in Class

- Restoration • Coachwork • Servicing • Trim • Complete Ash frame and repairs • Panel fabrication and repairs
- Modern and traditional paint finishes • Parts • Wood polishing and veneering
- Mechanical and component re-builds • Full machining and white metalling services

Visit us online or contact us for details of our professional services

Clark & Carter Restorations Ltd

International award winning specialists in Bentley, Rolls-Royce and Porsche

Shardloes Workshops, Church Road, Cressing, Braintree, Essex CM77 8PN



☎ 01376 584 392

📠 01376 584 773

✉ info@clarkandcarter.co.uk

🌐 www.clarkandcarter.co.uk



Strongman Engineering

**UK Car Lift Specialists,
for home and business**

Providing our customers with:

- ✓ Lifts specifically designed for the UK
- ✓ Economical storage solutions; increased capacity, without increased floorspace!
 - ✓ Design consultation, site surveying & layout planning.
- ✓ Full installation with custom finishing options available.
- ✓ Underground parking with multistorey "floor to floor" access.
- ✓ Business leasing options, presenting a non-rateable investment-opportunity.

Visit sm-eng.co.uk, to start imaging your dream garage *today!*

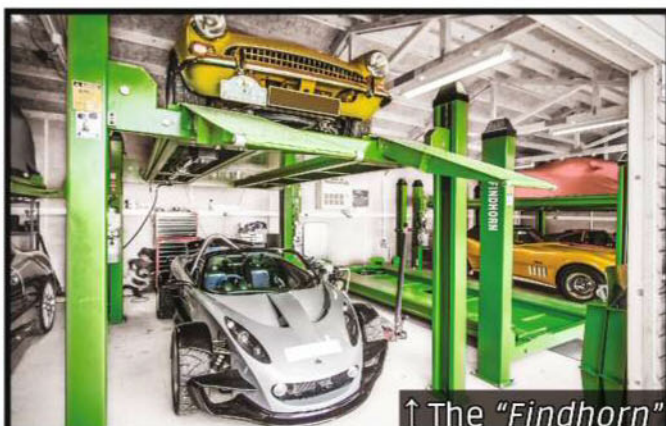
↑ The "Donnington"
- 2 Post Parking Lift, with shared post



↑ The "Conwy"
- Floor-to-floor mezzanine lift



↑ The "Clifton"
- Mobile maintenance scissor lift



↑ The "Findhorn"
- Four post parking and maintenance lift



↑ The "Telford"
- Single post parking lift

A cross-country run to Nottinghamshire banished Phil's garage blues



Phil's expensive hosiery

1962 Jaguar E-type FHC

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

Time owned 8 years

Miles this month 250

Costs this month £164

Previously Finally cured jumpy speedometer with a new-old-stock cable

The E-type is up and running after a litany of minor problems saw it beached in my garage for rather too much of the summer. Time to, er, take some more bits off it then. Yes, I know, but the increasingly alarming cracks developing in the car's many coolant hoses were blighting every journey with the spectre of sudden and catastrophic failure. Better to deal with them in the comfort of my garage than face replacement at an inevitably dark and wet roadside. At a busy junction. At rush hour. Well, probably.

I'm glad I did, because there are eleven of them, including all of the minor ones for the heater, and some of those are expletive-awkward to get at. The old ones have served for eight years and none had

cracked all of the way through, but despite being labelled as Kevlar Reinforced, they hadn't survived well. I liked the idea of more durable silicone hoses but not their shiny appearance. The answer came while browsing the SNG Barratt website - a kit of cloth-wrapped silicone hoses. Modern performance; period looks. Perfect.

Emptying the system was far less messy than any other car I've worked on thanks to the tap on the cylinder block and drain plug on the bottom of the radiator. It was due its biennial coolant change to keep the corrosion inhibitors fresh anyway.

Apart from the worrying moment of discovering a spare hose at the end of the job - perhaps an alternative top hose to fit later E-types - it was a satisfying job with just a few of the hoses needing to be shortened.

So a spin up to Nottinghamshire for Sunday lunch with my folks became its longest run since Le Mans. Powering along sweeping A-roads to the blat and drone of the XK motor helped me forget

Coolant hoses looked scary



Cloth-wrapped silicone hose joy



about the lost summer but, inevitably, it had me drawing up a job list for winter. I still need to fit the new rev counter generator, rewire the ignition barrel, fit the solid steering rack mounts that have clogged up the bottom drawer of my tool chest for too long...

But for now there's lost time to be made up and I just want to drive the thing.



Russ attempts to trace a brake fluid leak after fitting his expensive new piece of kit

Making a brake for it

1972 Alfa Romeo Spider S2

Owned by Russ Smith (russ.smith@gmx.com)

Time owned Six-and-a-half years

Miles this month 0

Costs this month £837

Previously Brake failure traced to servos

I finished my last instalment with a dead pair of brake servos and the momentous decision to do away with them completely and replace the dual underfloor master cylinder with the race-bred twin-cylinder kit that's been developed by Alfaholics. That uses relatively cheap and widely available Girling cylinders along with a front/rear balance bar. After a deep breath, £756 changed hands for that.

Milled from billet aircraft grade aluminium, it looked a sexy bit of kit when it arrived, though quite dauntingly it was without instructions. After a grumble, those were emailed over by Alfaholics.

Also not included in the kit was the shorter pair of bolts needed to mount the new unit to the old master cylinder's holes in the chassis leg. After a quick measure I got a pair from an online bolt specialist for £1.96... plus a ridiculously hefty £8.95 for

postage. Would it really hurt to include those in the kit?

While waiting for the bolts I stripped out the multitude of copper pipes that are needed when you have an underfloor master and two inner wing-mounted servos. The new system gets by with a much neater system of four (supplied) braided stainless lines that just leaves a solid pipe across the rear axle, plus the larger diameter feed lines from the fluid reservoir on the inner wing.

With everything bolted in place and connected, I filled the fluid reservoir, only to hear the depressing sound of all that nice fresh brake fluid running into the large catch-tray that lives under the Alfa.

The leak was coming from halfway along one of those copper feed lines, and once this was removed it was clear in the past it had been rubbing away against a bellhousing bolt and was so thin that pulling all the pipes around had cracked it.

New $\frac{3}{8}$ in pipe was not easily found locally so I ordered a length from a supplier in Scotland. I then had to borrow a professional quality pipe-flaring tool from our friends at *Practical Classics* after discovering that my own cheap tool was

This does away with the troublesome brake servos



incapable of producing a straight flare in the pipe even after eight attempts. Another wasted evening.

Once the fluid finally made it to the master cylinders down the new pipe, I then found leaks from the union bolts on the inlet side of the master cylinders as the bolts were bottoming out in their holes. That meant buying some thicker copper washers to pack them out a bit. More delay and hazy, crazy Alfa-ing days of summer continued to slip away.

My Gunsons Easibleed kit then refused to seal fully on the fluid reservoir, releasing loads of fluid onto the newly repaired and repainted inner wing. After a thorough clean-up operation I took advantage of a visit from MGA-owning friend Ian Bainbridge and bled the system the old school way with a lot of pedal-pumping.

That just leaves the slightly baffling instructions for final adjustment of the new pedal-to-cylinder linkage and balance bar system. I'll let you know how I get on.



CAREER OPPORTUNITIES

In 2018, our 25th year of business, we will be expanding and relocating to new, multi-million pound purpose built facilities in Hertfordshire.

To complement our existing highly skilled and knowledgeable workforce, our relocation will create a number of employment opportunities across technical, specialist and commercial functions.

Should you be interested in joining our team and playing a part in our exciting future, we would like to hear from you. Please send a current CV and covering email to:

careers@nicholasmee.co.uk



www.nicholasmee.co.uk/careers Telephone: 0208 741 8822 Email: info@nicholasmee.co.uk



Call us today for a complete, professional and cost effective shipping package tailored to your specific needs.



UK (+44) (0) 1638 515 714
enquiries@carshipuk.co.uk
www.carshipuk.co.uk

US info@tgal.us / www.tgal.us

DE info@transglobal-logistics.de
www.transglobal-logistics.eu

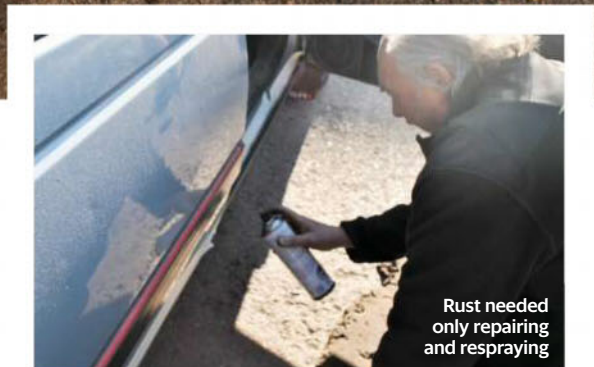
When your favourite car is your next one,
Trust the company that is globally connected and locally invested!



Turn your dream into a reality and contact us for information and pricing.



An autumnal blast provided Sam and his Pug with some much-needed post-layup exertion



Rust needed only repairing and respraying

Healing wounds

1991 Peugeot 405 SRi

Owned by Sam Dawson
(sam.dawson@bauermedia.co.uk)
Time owned Eight months
Miles this month 40
Costs this month £150
Previously Refreshed the tyres after a scary drive

the fuel pipe running through it where the post-purchase inspection had found corrosion.

I booked the 405 back in to the Bourne Citroën Centre and told Barry Annells to take his time, because I wouldn't be driving for pleasure again any time soon.

More than a month later, both myself and the car are much better. Alarming, the rust appeared to have gone all the way through the sill at the back corner of the rear door jamb. However, when Barry removed the fuel pipe to attack the sill, it turned out the serious rust had skirted around it rather than through it. It turned out that the pipe just had a coating of surface rust that looked worse than it was.

Barry and son Peter cut out the offending corner section, fabricated a new sill section, welded it in and treated the whole sill to a new coat of anti-rust paint. Thankfully the rot hadn't climbed into the Topaz Blue section, which might have made respraying awkward. While away

from the car, the fuel pipe was de-rusted. With the rust addressed and the underside of the car coated with Waxoyl, it's ready to enjoy again - as a celebratory blast through Rutland proved.

Next up will be addressing the spongy brakes, and sorting out the dent in the front wing, the only remaining evidence of the crash that saw it confined to a barn for 10 years. In preparation for that, Barry found a rare under-headlight plastic strip during a parts-sourcing trip to Holland, to replace the cracked part on mine. The wing will need straightening first, but everything's coming together very nicely.

I wish I could say the same of me, but at least I now have the option of driving to my umpteenth hospital appointment in Eighties Franco-Italian style.

You won't see me doing much driving over the course of the next few issues. Unfortunately, just a week or so after fitting the new Falken tyres so I could enjoy some fun summer drives, I injured my left shoulder. Incapable of driving for a month, the Peugeot just sat in my garage.

By the time my arm was out of its sling and I'd got enough movement back to turn a steering wheel and change gear, autumn was fast approaching with its promise of rain and road dirt. So thoughts turned to the rusty driver's-side sill section and

NEW COURSE ADDED!

How to clean and revive your leather trim



Learn how to restore, maintain and improve your classic car at www.skillshack.co.uk

SKILLSHACK

Clarke ENGINEERS HEAVY DUTY STEEL WORKBENCHES



FROM ONLY **£199.98** EXC.VAT
£239.98 INC.VAT

- Sturdy lower shelf - Durable powder coated finish

Includes **SINGLE LOCKABLE DRAWER**

Shown fitted with optional 3 drawer unit ONLY **£95.98 INC.VAT**

MODEL	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CWB1500B	1500x650x880	£199.98	£239.98
CWB2000B	2000x650x880	£269.98	£323.98

Machine Mart

NOW 66 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS



Clarke WORKBENCH WITH PEGBOARD



BALL BEARING ROLLER DRAWERS

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in **Red or Galvanised Finish**

- Dimensions (LxWxH) - 1150 x 560 x 1440 mm
- Pegboard back wall with 30 hooks supplied

£64.99 EXC.VAT
£77 INC.VAT

CWB-R1

Clarke PREMIUM CHESTS/CABINETS

BALL BEARING ROLLER DRAWERS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

30kg MAX DRAWER LOAD

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS




MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CLB600	6 Dr chest	660x305x365	£79.98	£95.98
1 CLB900	9 Dr chest	660x305x475	£99.98	£119.98
CLB200	2 Dr step up	672x310x195	£47.98	£57.98
CLB1005	5 Dr cabinet	685x465x795	£164.99	£197.99
2 CLB1007	7 Dr cabinet	685x465x955	£189.98	£227.98

Clarke MECHANICS RANGE NOW INCLUDES BALL BEARING ROLLER DRAWERS

MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS

• Superb quality & value for automotive workshops

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION



MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
MECHANICS RANGE				
1 CTC600B	6 Dr chest	600x260x340	£49.98	£59.98
CTC900B	9 Dr chest	610x255x380	£59.98	£71.98
CTC500B	5 Dr cabinet	675x335x770	£109.98	£131.98
CTC800B	8 Dr chest/cab set	610x330x1070	£94.99	£113.99
2 CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£139.98	£167.98
PROFESSIONAL RANGE				
3 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
4 CTC106	6 Dr drop front	662x305x365	£59.98	£71.98
CTC109	9 Dr chest	662x305x421	£69.98	£83.98
5 CTC105	5 Dr cabinet	685x465x795	£159.98	£191.98
CTC107	7 Dr cabinet	685x465x950	£189.98	£227.98

EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

RUBBER GRIP SIDE HANDLES

BLUE LINE INDUSTRIAL

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

BLACK LASSI LINE

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*

£259.98 EXC.VAT
£311.98 INC.VAT

£449.00 EXC.VAT
£538.80 INC.VAT

EXTRA DEEP DRAWERS

EXTRA LARGE DRAWER PULLS

1.5M TALL



Clarke HEAVY DUTY & PROFESSIONAL

THE ULTIMATE IN TOOL STORAGE!

• Extra heavy gauge double wall steel construction

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

BLUE LINE INDUSTRIAL

BLACK LASSI LINE

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CBB206B	6 Dr Chest	710x328x365	£97.98	£117.98
1 CBB209B	9 Dr Chest	710x315x420	£114.99	£137.99
CBB210B	10 Dr Chest	710x315x475	£129.98	£155.98
CBB203B	3 Dr step up	710x315x250	£67.98	£81.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
2 CBB217B	7 Dr Cabinet	758x468x975	£239.98	£287.98
CBB213B	3 Dr Cabinet	758x481x975	£189.98	£227.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT



* Except on CBB231B & CBB230B


MODEL	SIZE	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CBB306	36"	6 Dr Chest	910x305x47	£149.98	£179.98
CBB315	36"	5 Dr Cabinet	927x416x985	£279.98	£335.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£389.00	£466.80
1 CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£311.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£449.00	£538.80
CBB231B	56"	9 Dr chest	1460x615x490	£399.00	£478.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£599.00	£718.80

Clarke TOOL CHESTS/CABINETS

BALL BEARING ROLLER DRAWERS

• Heavy duty/industrial build quality with lockable front covers for added security and protection

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET



MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
1 CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
2 CBB211DF	11 Dr Cabinet	785x490x1075	£279.98	£335.98
3 CBB309DF	9 Dr chest	975x370x420	£159.98	£191.98
4 CBB311DF	11 Dr Cabinet	1045x490x1075	£339.98	£407.98

£159.98 EXC.VAT
£191.98 INC.VAT

£279.98 EXC.VAT
£335.98 INC.VAT

£339.98 EXC.VAT
£407.98 INC.VAT

LARGE 37" CABINET

Clarke HEAVY DUTY BOLTLESS SHELVING

Boltless, quick and easy assembly (only a mallet required) • Tough steel frame

- Adjustable height shelves
- 5 easy wipe clean laminate board shelves

(W)1220 x (D)460 x (H)1830

ONLY £79.98 EXC.VAT
£95.98 INC.VAT

BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH

CORNER UNIT

265kg PER SHELF

WIDE 48"/1220mm

SAVE 10% WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £38.39 INC.VAT



Clarke BOLTLESS SHELVING BENCHES

Simple fast assembly in minutes using only a hammer

FROM ONLY **£29.98** EXC.VAT
£35.98 INC.VAT

SAVE 10% WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £23.99 INC.VAT

CHOICE OF 5 COLOURS: RED, BLUE, GREY, SILVER & GALVANISED STEEL

150kg (evenly distributed) Strong 9mm fibreboard shelves PER SHELF

350kg (evenly distributed) Strong 12mm fibreboard shelves PER SHELF

MODEL	DIMS WxDxH (mm)	EXC. VAT	INC. VAT
150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98





*Desmond
J. Smail*



ASTON MARTIN DB5, CHOICE OF 6 AVAILABLE EXAMPLES!

We currently have a choice of 6 DB5 saloons available, including an original LHD car and one with just 33,000 miles! Please call us for full details of all our stock



Aston Martin DB6, choice of 6, including Short Chassis Volante, Manual Volante, LHD & RHD Vantage, Manual saloon and Rally car



Aston Martin V8, choice of 3 available, Vantage Volante Manual, Volante Auto and Auto Saloon



Aston Martin Vantage 'V550' choice of 2, RHD Auto with just 12,000 miles! And LHD Manual



SALES



SERVICE



RESTORATION



PARTS

Workshop

36 East Street, Olney,
Bucks MK46 4AP
T +44 (0)1234 713 083
E service@djsmail.co.uk

Showroom

13-19 High Street South,
Olney, Bucks MK46 4AA
T +44 (0)1234 240 636
E sales@djsmail.co.uk

View our full selection of cars at
www.djsmail.co.uk





Goodwood Revival eligibility is just one of the benefits of owning this DB4 Zagato tribute



Bucket seats and rollcage – this car is happiest on the track



Engine is a genuine DB4 GT unit tweaked by RS Williams

1961 Aston Martin DB4 GT £4.75m

This excellent Zagato evocation has a colourful past and is ready for the road or racetrack. If you have the money... **Richard Gunn**

After being built as a standard DB4 GT in 1961 this car was modified by Aston Martin into a 'DB GT Special' in 1968, with a DB5 front and DB6 rear, along with other, ahem, enhancements. Never that highly regarded in enthusiast circles, despite subsequent ownership by AM boss Victor Gauntlett, it was rebuilt at the start of the 21st century by RS Williams to Sanction II Zagato spec, including a 4.2-litre engine. As a genuine DB4 GT, the car is eligible for historic competition and has raced at the Goodwood Revival.

The bodywork is in beautiful condition. Aside from the odd stonechip up front, it's practically flawless. The Coniston Sand paint is superb throughout, while the wheels - painted wires with Borrani hubs - have no flaws. They are clad with Michelin Pilote 185/80 R16 rubber with plenty of tread left. Undersealing has been applied. If you're searching for faults then you have to look extremely closely. For example, the felt trim by the sill covers is becoming a little flaky. But that really is the limit of any issues. The bonnet sits slightly proud at its

rear edge to aid cooling. It's pretty spotless under the bonnet too. All fluids are where they should be, although the car will be serviced before sale and freshly MoT'd.

Inside, there's a full rollcage, Sabelt safety harnesses, a high-level LED brake light, bucket racing seats and a Halda Twinmaster tripmeter on the passenger side. The dashboard retains its original gauges, albeit with supplementary stickers on some of the faces; for example, marking the 16-litre fuel reserve. During our test, that particular dial was slightly vague. However, bonus points should be awarded for the working clock - on older Astons this is generally inoperative. Oil pressure is satisfactory at 80-100psi when hot. There is light scuffing to the driver's seat leather, and the wood-rimmed steering wheel looks original, with a pleasing patina.

As a car more set up for track than road, this Aston feels a little fussy in urban environments. It's easy enough to drive, but not as smooth as a less-tuned DB4. However, it comes alive at speed, with an urgency and charisma that makes it a truly exciting car. It is very fast, sounds terrific and has slick handling with no worrying suspension or mechanical noises.

While the clutch is on the heavy side - as expected - the four-speed manual gearbox is easy to use, although fourth proved a little evasive while the car was warming up. The brakes are effective enough to rein in the considerable speed potential, and free from problems, although a little squeaky. This is something Desmond J Small intends to rectify before sale.

At £4.75million, this is not cheap. But it's a faithful evocation based on a real Aston DB4 GT. It is in exceptional condition and will allow membership of a very exclusive fraternity.

CHOOSE YOUR DB4

- ▶ DB4 is launched in 1958. The body by Touring uses Superleggera tube-frame construction, while the 3.7-litre six-cylinder dohc engine develops 240bhp. Shorter and lighter DB4 GT arrives in 1959 with 302bhp and enclosed headlamps - 75 cars are made and a further 19 have Zagato bodies.
- ▶ Series II from February 1960 with small detail changes. The short-lived Series III sees revised three-piece tail-lamps. Series IV cars switch from an egg-crate to barred front grille. A convertible model is added, plus a 266bhp Vantage and the rare Vantage GT.
- ▶ The Series V (September 1962) is longer, taller and most have enclosed headlamps that will be carried over to the DB5 in summer 1963.
- ▶ In 1987 Aston builds four more Zagatos from unused chassis numbers. These are known as 'Sanction II' cars. RS Williams gets permission to build another two, which were completed in 2000 and dubbed 'Sanction III' cars.

HAGERTY

CLASSIC CAR INSURANCE
Quote £7158.76 comprehensive, 5000 miles per year, garaged call: 0333 323 1181

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

1961 Aston Martin DB4 GT 'Zagato'

Price £4.75m Contact Desmond J Small, Olney, Bucks, MK46 4AP (01234 240636, djsmail.co.uk)
Engine 4212cc, 6-cyl, dohc Power 352bhp @ 6000rpm Torque 330lb ft @ 4600rpm Performance
Top speed: 153mph 0-60mph: 5.5sec Fuel consumption 14mpg Length 4229mm Width 1680mm



As pre-1976 car, this GT4 is correctly badged as a Dino rather than a Ferrari



Seats and dash top have been retrimmed



Filter suggests oil was changed 1000 miles ago

1974 Ferrari 308 GT4 £75,000

It's strong money for this older restoration but **Paul Hardiman** was impressed by its condition and bulging history file

This first-series GT4 is an older restoration from the late Eighties/early Nineties that remains sharp and is just beginning to settle in nicely. It's a UK-spec sunroof-and-aircon car, said to be one of just 36, and still has its order sheet from June 1974, part of a thick history file that includes lots of bills from the restoration.

This also shows it was ordered in *Marrone Metallizzato Dino* with beige vinyl, brown cloth and brown carpets. Documentation shows it had covered 50,825 miles in 1985 and 53,895 in April 1986, which had only increased to 55,935 by 2007. Currently it's on 57,580, so it's only done about 3500 miles since restoration. Photos show the body was in good shape and was taken back to bare metal revealing no rot in the doors. The sills were removed and replaced to check internally and the floors were renewed.

It still presents well, with nice straight panels and good door fit, the left one sitting very slightly proud on its seal. Door and sill drain holes are still clear, the underside is unscuffed. There's one small

chip in the paint at the back of the driver's door and a small crack in the finish where the wing meets the scuttle at the right back corner of the bonnet.

The refurbished alloys are shod in ancient Michelin XWXs, and the spacesaver spare has never been used. The front lid has escaped the usual kink on its right edge, where people try to close it without releasing the telescopic prop first (early GTBs are the same).

Inside, the seats have been retrimmed in leather, which is holding up well and just mildly creased. It is due to be cleaned and improved before sale. The rear seat looks unused. Carpets are unworn. The dash and instruments are all good, the dash top retrimmed in leather, and both the electric windows and electric sunroof work.

The gearbox was rebuilt during restoration. The exhaust is in good shape, with an original-type ribbed transverse silencer. All the suspension and joints are super-clean with no perishing.

The engine is clean and tidy, with a new header tank cap under which the coolant is full and bluish. The oil is cleanish and a note on the filter shows that it was last changed in July 2014 at 56,433 miles, just

over 1000 miles ago. You'd hope the belts were done at the same time, though we didn't see a bill for that. It will be serviced again before sale in any case.

It drives well, starting easily from cold, with smooth, creak-free steering, a rattle-free ride, quiet transmission and a good gearchange even into second. The motor revs freely and pulls cleanly, oil pressure is a steady 5.5bar, and the temperature gauge climbs reassuringly gently towards 90°C. The brakes pull up straight and the aircon blows cold, though weakly. It's sold with an MoT until August.

These 2+2s are finally finding their place, and while none have yet quite reached the price being asked here, this might be the one to do it.

CHOOSE YOUR FERRARI 308

- ▶ 308 GT4 is introduced in autumn 1973. Unusually for Ferrari the styling is by Bertone not Pininfarina. It's the first appearance of Ferrari's new transverse-mounted alloy V8.
- ▶ Initially the 308 GT4 is badged as a Dino, but after lagging sales, chrome 'prancing horse' badges are added by dealers. It's done by the factory from 1976. Starting around the same time, second-series cars have foglights behind the front grille rather than in the valance.
- ▶ From 1975 a 208 GT4 is offered with a 1991cc single-distributor engine tax-beating version for the Italian market. Spot one by its aluminium rather than black bonnet grille.
- ▶ GT4 is replaced by the Mondial 8 in 1980 after 2826 308s and 840 208s are built.

HAGERTY
CLASSIC CAR INSURANCE

Quote £501.48 comprehensive, 5000 miles per year, garaged call: 0333 323 1181

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

1974 Ferrari 308 GT4

Contact Modern & Historic Motors, Oxfordshire (07775 911811, modernandhistoric.co.uk) Engine 2927cc four-cam aluminium V8, four Weber 40DCNF carburettors Power 255bhp @ 7700rpm Torque 209lb ft @ 5000rpm Top speed 154mph 0-60mph 6.9sec Fuel consumption 18mpg Length 4300mm Width 1710mm



1970 Lamborghini Miura P400S
(LHD)



1962 Mercedes Benz 300SL Disc Brake
(LHD)



1991 Ferrari F40
(LHD)



2003 Ferrari Enzo
(LHD)



1960 Maserati 3500 GT
(RHD)



1984 Lamborghini Countach 5000 S
(LHD)



1987 Aston Martin V8 Vantage Volante
X-Pack (RHD)



1967 Jaguar E-Type Series 1 - 4.2 Litre
(RHD)



1988 Mercedes Benz 560SL
(LHD)



2007 Aston Martin DB9
(RHD)



1968 Aston Martin DB6 Volante
(RHD)



1984 Aston Martin V8 Oscar India MK IV
(RHD)

SHOWN HERE IS JUST A SMALL SELECTION OF OUR EXTENSIVE STOCK, SO PLEASE VISIT OUR WEBSITE FOR THE COMPLETE CURRENT INVENTORY. DD CLASSICS IS LONDON'S LEADING SPECIALIST DEALER IN EXCEPTIONAL CONTEMPORARY AND CLASSIC CARS, COVERING ALL ERAS OF THE AUTOMOBILE. WE ARE ALWAYS LOOKING TO EITHER BUY OR CONSIGN EXCEPTIONAL CARS, AND WE ALWAYS WELCOME PART EXCHANGES. PLEASE CALL TO DISCUSS HOW WE CAN HELP YOU.



97 -101 North Road,
 Kew, Richmond,
 Surrey TW9 4HJ

Showroom: +44(0)208 8783355

Mobile: +44(0)7850 888 880

Email: info@ddclassics.com

Web: www.ddclassics.com



Graeme Hunt Ltd

Central London's Largest Classic Car Showroom



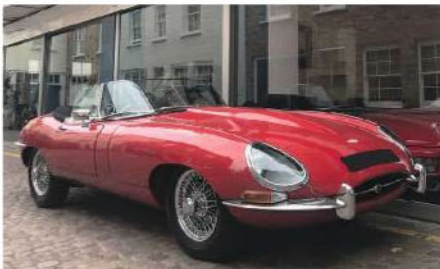
1967 Porsche 912
RHD & restored condition



1975 Rover 3500
14.000 miles only



1935 Bentley 3.5 Owen
Sedanca
by J Gurney Nutting



1967 Jaguar E Type
Series 1 4.2 Roadster



2000 Aston Martin DB7
Vantage Coupe



1965 Jaguar E Type 4.2 FHC
Beautiful condition



1998 Land Rover Discovery II
Proto Type - Manual



1993 Range Rover Vogue
Restored Condition



1997 Bentley Continental T
1 of 2 - LHD & RHD



1976 Chevrolet Corvette
Stingray L82 Superb Rally
and Tour Specification



2017 Aston Martin V12 S
Vantage Volante



1971 Fiat Dino Spider
Restored Condition

www.graemehunt.com

+44 (0) 20 7937 8487 mail@graemehunt.com



Rustic appeal has been preserved with a layer of clear-coat



Engine runs well with no leaks



Low-ratio and four-wheel-drive ranges engage easily

1954 Minerva Land Rover 80in £7995

An S1 Landie with 14,160 miles, a few Belgian parts, and at a third of the usual price? *Vive la Belgique!* says **Paul Hardiman**

Minerva Land Rovers were built under licence in Belgium mostly to fulfil a military contract, using S1 running gear largely supplied from Rover's Lode Lane plant but with a locally produced steel body. It's reckoned that 9905 were built from 1952-56, almost all - 8440 of them - going to the military.

Like so many of these cars, this Minerva is thought to have been in storage for a while, which would account for its low mileage of 14,160 (22,656km), though there is almost no supporting paperwork - just some Belgian insurance documents from addresses in Brussels and Linkebeek. It came to the UK in 2015.

It is beautifully patinated, and rather than refinish it to lose that originality it's been clear-coated all over to preserve the body from more rust. There appears to be no rot in the bulkhead or the rear crossmember, and the chassis is solid and sharply defined, though there is some rust in the windscreen surround and the top hinge has been re-welded to the left door. The unique original side and indicator

lenses are intact (one's got a slight crack), the rear lights are common 'porkpies', plus additional indicators and foglight. Tyres are six-ply 6.00x16 Vredestein crossplies with plenty of tread, but are so old that they're cracking. The spare is an even more ancient military pattern 6.50 that may have been on there since new.

The seat vinyl has been recovered - Minervas dispense with the centre seat in favour of a lockable toolbox, plus there's a rear bench seat. The canvas tilt is new, as is the jerry can on the back next to the tow hitch and NATO hook. Vendor Simon Waller proudly points to the original dipswitch on the Bakelite steering boss, which is still intact - apparently replacements cost £700.

The motor is workmanlike with no notable leaks and a newish starter motor, coil and SU fuel pump, though the steering column gaiter has been repaired with silicone gloop when it really needs replacement. Coolant is full and greenish, oil topped up and dark. The transfer case leaks of course, but not too much - just enough to let you know it's got oil in.

It starts easily on the large central pushbutton and drives nicely, adding credence to the theory that it's never been

significantly apart. It feels more planted than an S1 80in, which can feel skittish on the road, and reminds you more of a Willys Jeep than a Landie. With a 1230kg kerb weight it's only 50kg heavier than a British S1, but it seems to make all the difference.

The gearchange is good, there's not much slop in the steering and the brakes pull up straight. The low-ratio and four-wheel drive ranges select easily and work perfectly. The ammeter reads charge but there's no temperature gauge. There's a hand throttle too.

This charming but useful old relic is not the cheapest Minerva on the market, but it is likely the most original. And if it had been a British-produced S1 clad in Birmabright alloy we'd be looking at two or even three times the price.

CHOOSE YOUR MINERVA

► By the Fifties Minerva, once a respected car maker, is struggling for military contracts to make ends meet. Together with Land Rover it beats Willys to a contract in 1952 to supply the Belgian military with light 4x4s.

► Two models are produced - 80in and 86in wheelbase. All are left-hand drive and based on the 2-litre Land Rover S1. Bodies are all-steel instead of the British version's mostly aluminium cladding, and produced in Belgium. Less complex curves on front wings than the S1s make them easier to produce. Local production is supposed to be 63% - lights and seats are among the Belgian parts.

► Almost 10,000 are built up until 1956.

HAGERTY

CLASSIC CAR INSURANCE
Quote £127.40 comprehensive, 5000 miles per year, garaged call: 0333 323 1181

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

1954 Minerva Land Rover 80in

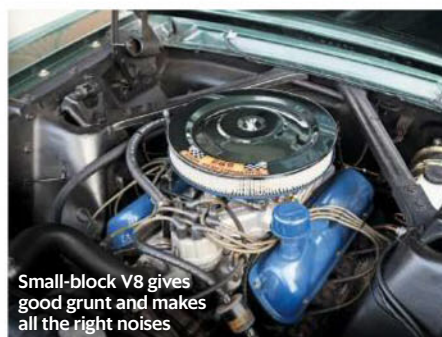
Price £7995 Contact Motodrome, Oxfordshire (0118 907 1495/07719 069353, motodrome.co.uk) Engine 1997cc inlet-over-exhaust in-line four-cylinder Power 52bhp @ 4000rpm Torque 101lb ft @ 1500rpm Performance Top speed: 61mph; 0-60mph: 90sec Fuel consumption 20mpg Length 3280mm Width 1550mm



This pony's body is still crisply defined, with no saggy signs of ageing



Fresh interior benefits from new wheel and retrimmed seats



Small-block V8 gives good grunt and makes all the right noises

1965 Ford Mustang 289 Fastback £39,995

This Fastback automatic has benefited from a recent £8000 spend – and it really shows, says **Rob Scora**

This Mustang looks right from all angles – the model's many parallel lines don't tolerate sagging doors or misaligned panels, but this car has even panel gaps and is symmetrical from side to side.

The car remained Stateside until 2015 and at some point in its later life has been repainted. The metallic Ivy Green retains a good, deep gloss and is largely in fine condition. What inconsistencies can be found are small.

There are a few blemishes on the snout – a crack on the mid-left-hand edge of the bonnet and a spot on the adjacent wing top. There's also a small chip out of the top layer on the right-hand side (painted over) and a small chip at the end of the right wing top. The windscreen surround is a little untidy in the top corners, with discoloured metal, and the finish is slightly uneven in the rain gullies above the door window and also around the edges of the left-hand side fastback louvres.

Chromework is largely good, with just the odd touch of discolouration on joins and corners. The Ford letters and dashing pony look smart, but the brightwork of

the opening quarterlights is pitted and discoloured, more so on the passenger side.

The history file says the Mustang has had some £8000 spent on it in the last year, part of that going towards retrimmed seats and door cards. Climbing into the cabin, that's certainly easy to believe. Being so fresh, the Ivy Gold seats are scuff-free and firm. Indeed the whole interior looks to be in great condition, with new parts such as the steering wheel blending well with original.

Some of the renovation fund also went under the bonnet. Like the rest of the car the engine and its bay look very clean. The cylinder block and rocker covers show no sign of leaks, while hoses, leads and most hose clips look near-new. The odd smudge of surface rust suggest the repaint didn't go right down to shiny metal, but everything including the underside appears sound.

Talking of sound, firing up the small-block V8 delivers the rich sonorities you'd hope for from one of the world's legendary motors. Idling is even, while a blip of the throttle – using the new throttle control linkage – provokes a throaty metallic snarl.

Snick the chromed gearshift into Drive and the Ford moves away smoothly. Its steering is perhaps light for British tastes,

but is positive by its own standards. This pony car soon inspires confidence; it trots along genially, but with a sharp press of the right foot it gathers itself up into a pretty impressive charge. That said, it sometimes takes a fair shove to make the automatic transmission take notice.

Predictably – and again this is an age and culture thing – while straight-line grunt is striking, the coupé is typically boat-like on the turn. Not to worry, stopping is good – the car is sitting on new Goodrich tyres and has had a front disc brake conversion.

Apart from some slightly scruffy minor details, this Mustang looks a smart, honest package. And although some are getting highly creative and hopeful on values, this one seems more realistically priced.

CHOOSE YOUR 1964-66 MUSTANG

▶ A success from its very first day in the showroom in 1964, over 680,000 Mustangs are sold in the first 16 months, in coupé or convertible form with a 2.8-litre (170ci) straight-six or 4.3-litre (260ci) V8. These become 3.3 (200ci) and 4.7 litres (289ci) for the 1965 model year (the latter in standard or 271bhp HiPo form). Three and four-speed manual gearshift or three-speed automatic are available.

▶ Fastback body style, the basis of the Shelby GT350, is also introduced in 1965.

▶ For 1966, thin bars are used for the grille rather than one fat chrome one, and strakes on the dummy side vents. All models get the GT's five-gauge dash. By the end of this model year a further 607,568 Mustangs are sold.

HAGERTY
CLASSIC CAR INSURANCE

Quote £295.40 comprehensive, 5000 miles per year, garaged call: 0333 323 1181

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

1965 Ford Mustang 289 Fastback

Price £39,995 Contact Classic and Sports Car Centre, UK (01944 758000, classicandsportscarltd.uk)

Engine 4727cc, V8, ohv Power 225bhp @ 4800rpm Torque 305lb ft @ 3200rpm Performance Top speed: 118mph; 0-60mph: 6.8sec Fuel consumption 15mpg Length 4613mm Width 1732mm Weight 1258kg

Telephone:
(01753) 644599

www.runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

Mobile 07836 222111

Email:

sales@runnymedemotorcompany.com



1995 Aston Martin Virage Volante with wide bodied 6.3 cosmetic upgrade. Finished in British Racing Green with Cream hide interior, this is a superb example having covered only 24,000 miles from new. The specification includes most available options and is sensibly priced for such a low mileage car at.....**£135,000**



1952 Aston Martin DB2 that has been in the same ownership since 1970. Campaigned as a club racer in the 70's and 80's with several different engines but now reunited with the original engine as supplied with the car when new. Thus we have pleasure in offering a matching numbers DB2 with a very early chassis number and ripe for total restoration. The car has always been kept garaged and hence has remained in good structural condition and should prove to be a very straight forward project for a capable engineer. Full inspection welcomed.



1997 Aston Martin V8 Coupe. Finished in Buckingham green with pale grey hide interior and we believe the only one of the one hundred cars produced to be fitted with a manual gearbox. We have just completed a major service and the car drives beautifully. A very safe investment at.....**£74,950**



1954 Jaguar XK120 OTS. Finished in British Racing Green with contrasting tan hide interior and matching carpets. Recently chassis up restoration including a full engine rebuild by Jaguar specialists, back to metal re-paint, completely re-chromed and all new weather equipment. The panel fit is exceptionally good and the car is a real pleasure to drive. Realistically priced for one in this condition at.....**£125,000**



1998 Ferrari 355 F1 GTS (LHD). Finished in Rosso Corsa with full black hide interior and F1 Paddle shift transmission. This car comes with a full maintenance record of all cam belt changes and has covered 89,000 miles from new. Fitted with most available options, the car is a delight to drive and sensibly priced at.....**£67,500**



1969 Jaguar E type 4.2 Series II FHC. Finished in Gunmetal Grey with contrasting Burgundy hide interior. This is a fully refurbished E type to a very high standard. It has had the benefit of a complete re-trim together with a full engine rebuild and the replacement or complete refurbishment of all moving parts. It is superb to look at and a joy to drive. E types of this quality are now commanding very high prices and we consider that we have priced this car at below market value for a car that will undoubtedly continue to appreciate.....**£89,950**



1995 Aston Martin DB716. Finished in Chiltern Green with Parchment hide. This has been a very well kept motor car in the hands of a Harley Street surgeon and is in excellent condition throughout. It is the entry point into Aston ownership and priced in the mid-twenties and we consider that they can only rise in value.**Only £23,950**



1972 Ferrari 365 GTC 4 (LHD). Finished in Black with black hide interior and sitting on perfect Borrani wire wheels. Part of an important collection since 1992 and in concours condition. 35,000 miles only from new, just serviced and with all of the correct books. Probably the best in the world.....**£365,000**



1995 Aston Martin DB7. Finished in Mendip blue with pale grey hide interior. Supplied by us to the last owner in 2011, the car comes with an excellent service history and has covered a total of 73,000 miles from new. Fitted with most available options, the car is in superb condition and sensibly priced at.....**£23,950**



2000 X Aston Martin DB7 Vantage Coupe. Finished in Lotus Azure Blue with contrasting Peacock blue and magnolia hide interior with blue Wilton Carpet throughout together with most available options. The car comes with a very detailed service history with records of all previous servicing and expenditure together with all MOT certificates which clarify the mileage. Competitively.....**£29,950**



1982 Ferrari Mondial. Finished in Silver with red hide interior. It is the perfect Ferrari for the enthusiast who needs 2 child seats. 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 has covered just 46,000 with 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.....**£34,950**



1987 Aston Martin V8 Oscar India fuel injected series "V" and one of just 6 cars of this model produced with 5 speed manual transmission. Finished in Chichester Blue with Parchment hide interior, this car has had just one family ownership from new. Extremely rare in this condition and realistically priced at**£195,000**



2009 Ferrari California Spider. Finished in Tour de France blue with Biscuit hide interior. This is a beautiful example that has had only 3 owners and has covered 37,500 miles only. It comes with most available options and has a full Ferrari service history. Blisteringly quick and a delight to drive. Very competitively priced at.....**£76,950**



1966 Lotus Elan Twin Cam FHC finished in bright red with contrasting black interior. The car comes with a detailed vehicle maintenance record which includes a replacement chassis. The car has had just 6 owners from new and has been extremely well maintained and is a delight to drive. Sensibly priced for one in this condition at.....**£29,950**



1991 Aston Martin Virage finished in Buckingham Green with Tan hide interior and fitted with manual transmission. This is an excellent example, sold by us to the last owner who has now purchased a newer Aston from us. The car benefits from a comprehensive service history and the rear suspension has been upgraded by Goldsmith & Young to give improved road holding in line with the newer Vantage models. Predicted to continue to appreciate and sensibly priced at.....**£47,500**



1999 MGB Roadster finished in Burnt Orange with contrasting black interior piped in red. Undoubtedly the best rubber bumper MGB we have ever seen. Just 4 owners from new with a comprehensive history file. Never the subject of a complete restoration but always extremely well kept. It has the benefit of a new hood and the seats have been re-trimmed and the car now sits on Minilite alloy wheels. 44,000 miles from new, the car is without fault. Realistically priced for one in this condition at.....**£8,995**



1961 Jaguar MkII 3.4. Finished in Old English White with contrasting Red hide interior and sitting on chrome wire wheels. Recently the subject of a full re-trim, this is a very presentable, enthusiast owned MkII, fitted with EZ electric power steering and 4 speed manual transmission with overdrive. The car has had just 4 previous owners and the continuous history can be traced from when the car was new. Very realistically priced for one in this condition at**£31,950**



1972 Daimler Double Six Vanden Plas long wheel base. Registration number DVP 66L finished in opalescent dark green with Connolly hide custom interior in bottle green with tan. This must be the best example of this model currently available. It has been completely rebuilt by a previous fastidious owner who required nothing but the best. The cost of the restoration was by far in excess of the asking price of.....**£26,950**

We are desperately short of the type of motor car that we like to handle so if you have something to sell please contact Martin Brewer on 07836 222 111
Visit our website on www.runnymedemotorcompany.com

Visit our internet website
www.peterjarvis.net

Peter Jarvis
 Different Class

Established
 1970

Rolls-Royce • Mercedes-Benz • Jaguar and Prestige Automobile Specialists. Specialists in Shipping to all parts of the World
 Gildenhill Place, Gildenhill Road, Swanley, Kent BR8 7PD, England. Telephone: (01322) 669081 • Mobile: (07836) 250222
VIEWING BY APPOINTMENT ONLY. Servicing & Storage - Transmission Specialists^o



Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminium, based on the 1936 SS 100. These cars are very rare only 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 headlight with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking! POK



Mercedes Sports 300 SL 1987 finished in gleaming signal red, with soft black hide interior, hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used, garaged and stored for many years, making this a very low miles of only 23,500 miles, with service book and old MOTs, this Mercedes could easily be mistaken for new. £55,750



Jaguar E type 1968 2+2 series 11, Finished in gleaming signal red with black hide interior, automatic, tinted glass, original motorola radio, sparkling chrome wire wheels, known to us for many years, this is a very exceptional original E type, with nearly every MOT and piles of service history and handbook, maintained to the highest standard, drives superb, always garaged, very difficult to find another like this one, a fine investment while enjoy driving. £68,750



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



Mercedes 450SL Sports 1980, finished in champagne gold, with superb contrasting interior, headrests, hard and soft tops, automatic transmission, power steering, alloys, abs, expensive stereo system with modern updates, air conditioning, only 79,000 miles, with service history, original owners manual, complete with invoices, and all tools, garaged from new, drives superb. A fine investment. Hence... £19,750



Bentley Arnage 2001 Red Label. Finished in the very popular colour of Verdant green, with barley hide interior, piped in spruce green, with matching carpets and thick lambs wool over rugs, unmarked burr walnut veneers, multi play CD stereo system, sat nav, air bags, Arnage RT split rim wheels, tinted glass, power folding mirrors, anti theft device, parking sensors, many more extras. This car is no ordinary Bentley it has never been smoked in, and pampered from new, never missed a service from new, with complete Bentley history, and invoices, accompanied by every MOT and only 59,000 miles. Garaged from new, complete with car cover, and just had a service. This car is just remarkable if you want the best this must be it..... £28,750



Mercedes 250SL Pagoda sports 1968. Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops, with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old mot's and history invoices, handbook, looks very similar to new. Drives Superb, Garaged, This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one..... £139,500



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example..... £59,750



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



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 overmats to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Corvette 1958 Roadster finished in signal red (orange) with white side covers, matching interior, white soft top, 4 speed manual, dual quad 283/270 H.P. This very rare 58 Corvette is probably the finest in the world, having covered only 10 miles since full professional restoration every nut and bolt. It boasts every original part with matching numbers even down to the wipers. If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed. This car is just breath taking..... £145,750



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lyster design man. This roadster was built in 1965 based on the 1936 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 two side mounts with fitted mirrors, comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment..... £145,750



ROLLS ROYCE PHANTOM 11 Sedan de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, bearing trunk to rear, twin side mounts, upper lights, Stiles Marshall 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concrete wins in its time. Winning the Rolls Royce Owners Club concours trophy P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a vastness full of trophies, plaques, rosettes, event, bouz, 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



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blue, headrests front and rear, magnolia hide headlining, with royal blue top roll dash, glass like finish burr walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armrest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new, this car is totally stunning..... £18,750



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior. Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MOTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found..... £89,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect. One of the last of this handsome model, only two previous owners, fabulous history, original handbook, fantastic to drive you can hardly 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



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new..... £250,000



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige Hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unsmelted car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E Type, which has melted to an amazing condition, This car is just remarkable..... £165,500



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..... £129,500



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 rare full owners with full history, plus many invoices and many old MOTs, properly the finest there is Superb investment..... £29,750



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior, and blue dash and carpets, knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HP, L79 V8. A super looking and breath taking Corvette. £118,750



Mercedes 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



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



Rolls Royce 1965 Silver Cloud 11, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overgates, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new sim band whiteline tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value.....£69,750



Mercedes 300SL 1992, finished in astral silver with dove grey hide interior, rear seats, headrests, hard and soft tops, light up vanity mirrors, power windows, power hood, air bags, abs, alloys, stereo system, only 68,000 miles from new with full history. Superb example £9,750.



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre console, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment.....£157,500



Jaguar E Type V12 roadster 1973 This E Type must be one of the best in the world, easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior, headrests, sparkling chrome wire wheels, with white band tyres, spare wheel unused, power steering, manual transmission, stereo system, tinted glass, drives like new, box file full of history, thousands spent to bring this car to its like new condition, if you want the very very best this is it. Just breath taking, more pics on our website. A fine investment.....£165,750



Rolls Royce 20/25 1934 Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example.....£57,750



Porsche 2008 Turbo 997 Coupe 2.6L Tiptronic, finished in the most superb colour of dark metallic bronze (macadamia) with tan hide interior, power sunroof, this car has only 47,000 miles from new, with full service history, to include sat nav, on board security cameras, this car has every extra, please enquire regarding further extras, pampered to the highest of standards, garaged from new, taken in part exchange. Just breathtaking and mint condition excellent investment.....£58,750



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteline tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning.....£135,750. More pics on our website.



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



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 aeroflyte, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example.....£115,500



Bentley Continental GT 2004 W12 Finished in silver tempest with Bordeaux hide interior, complemented with black piano wood, and complete with every extra, 19 inch split rim wheels (as new) keyless entry and start, only 48,000 miles from new, with full service history, pampered from new, garaged from new.....£29,750



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP, only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb.....£119,500



Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged.....£39,750



Mercedes 420 SL sports 1989, personal reg number, finished in brilliant signal red, with superb interior, headrests, hard and soft tops, automatic, power steering, power windows, light up vanity mirrors, stereo system and CD, abs, alloys, tinted glass, none smokers car, complete with all tools, and Mercedes first aid kit, only 37,000 miles from new, with impeccable service history, plus service invoices, and almost every MOT since new, maintained to the highest standard, fitted with new stainless steel exhaust system, garaged from new, drives like new, one of the last of this model, totally superb.....£55,750



Daimler 4.0 hearse 1999, coachbuilt by Eagle Wilcox, finished in gleaming black with gold pinstripes, and superb beige interior, headrests, beater seats to rear, excellent walnut veneer twin decks, with coffin stops, climate control / ac, dual air bags, power windows, remote locking, automatic, power steering, drives silky smooth, this hearse has only covered 46,000 miles from new, with only 2 owners, original handbooks and wallet, just stunning, excellent value at only.....£12,750



Mercedes 560 SL Sports, Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning.....£38,500



Mercedes 280 S class 2000 finished in silver with matching soft nappa hide interior, headrests front and rear, sat nav, power windows, heated seats, central locking, light up vanity mirrors, cruise control, stereo, adjustable steering wheel, air con, walnut veneers, alloys, tinted glass, only 79,000 miles from new with full history, only two owners, garaged from new, drives like a new car. Amazing value at only £2,650. Taken in exchange.



London Taxi 1999 TX1 diesel bronze model, finished in night fire red, with excellent interior, automatic, power steering, power windows, glass divider, occasional seats, wheel chair access, one previous owner, drives superb, just serviced.....£4,750



Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MOTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing.....£135,750



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflyte, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning.....£125,500



London Taxi SE TX1, 2001 Diesel. Finished in metallic silver, colour coded bumpers, with superb interior, as new chrome hubcaps, wheel chair access, occasional seats, glass divider, automatic, power steering, many extras including stereo system, drives excellent not many of this model produced. Garaged. These taxis have so many different uses.....£5,750



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteline tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old MOTs, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types.....£125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website.....£125,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.....£145,750



Jaguar E Type V12 1971 2+2 LHD finished in British racing green with superb black hide interior, headrests, air conditioning, power steering, chrome wire wheels, drives excellent, lots of maintenance invoices, only two owners, always garaged, not concourse but a very genuine car to drive, Gift one for the enthusiast. at only.....£48,750

ASTON MARTIN VIRAGE VOLANTE 6.3 LITRE 'WIDE BODY'



One of the last of these rare and unique near 500 bhp spec special order Astons. Finished in 'Gallaway Green' with green leather trim and dark green mohair hood

£POA



2004 ASTON MARTIN DB7 VANTAGE VOLANTE
Finished in Grigio titanium with grey over charcoal trim and black mohair hood. full service history with one previous owner
£39,950



2009 ASTON MARTIN V8 ROADSTER 4.7 LITRE WITH SPORT SHIFT. Finished in Titanium silver with Caspian blue leather and blue mohair hood. Just 28000 miles from new with full Aston Martin service history and AM warranty
£48,950



2006 ASTON MARTIN VANTAGE, six speed manual, finished in Titanium Silver with Iron Ore trim, 38000 miles with full service history.
£38,950



2000 ASTON MARTIN DB7 VANTAGE VOLANTE finished in Mendip Blue with parchment over blue trim and dark blue mohair hood. 60000 miles with full service history. Works service upgrades include Driving dynamics rear light and sports exhaust.
£41,950



2001 ASTON MARTIN DB7 VANTAGE VOLANTE. Finished in stunning silver/blue with black trim. 52000 miles with full history.
£41,950



2001 ASTON MARTIN DB7 VANTAGE VOLANTE. Finished in Green with magnolia piped green and green hood. 52000 miles with full service history.
£41,950



TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER

DEALING IN DREAMS

A fascinating new book by John Collins

A must read for Ferrari enthusiasts



John Collins, under the Talacrest banner has sold more than one billion dollars' worth of Ferraris and other exotic collector cars.

This 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 Queens Award for Export.

For enthusiasts, a candid recollection of the real stories behind some of the most exotic road and racecar transactions presents a unique insight into the operation of the market at the highest levels.

All profits from the sale of the book will be split between two charities -
The Thames Valley Air Ambulance and The Racehorse Sanctuary.

ORDER YOUR COPY TODAY



WWW.TALACREST.COM

+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com





Upton Fields Garage,
Upton Road,
Southwell, Notts.
NG25 0QB

SHERWOOD

RESTORATIONS

www.sherwoodrestorations.co.uk sales@sherwoodrestorations.co.uk

Tel: 01636 812655/812682/812700

FULL SERVICE, BODYWORK AND RESTORATION FACILITIES



1965 JAGUAR E-TYPE 4.2 FHC.

Black (Its original and rare colour) Blood Red Hide. Matching numbers, dry stored since 1977, totally restored and upgraded to the very highest of levels. Featured in the book Factory Original Jaguar E-Type: The Originality Guide to the Jaguar E-Type by Anders Ditlev Clausager. With the mechanical side being taken care of by ex Jaguar / Daimler engineer Brian Moody and bodywork by RMG Coachworks, all that was required was the final finishing touches, completed by CMC. Balanced Engine, Rebuilt Gearbox, AP 10" Clutch, Stainless Sports Exhaust and Manifolds, 2:88 Diff, Up-rated Cooling, 6" Comp. Wire Wheels, Avon Tyres, Retrims Interior with later sports seats (or original seats if required), Coopercraft Brakes, Correct Period Number Plate, Original Jack Etc. Etc. This, without question, has to be one of the finest E-Types we have ever had the pleasure of having through our doors and could be a true concours contender. RHD - £199,995



1974 FORD ESCORT 1300 L ESTATE.

17,000 Miles from new !!!!!!! Diamond White with Black interior, Disc Brakes and Servo from new - £ 18/10 ! Seat Belts from new - £ 9/68 ! Original bill of sale, Stunning condition throughout, Try and find another like this. Unrepeatable and one for the true Ford enthusiast.

RHD - £14,995



1971 JAGUAR E-TYPE SERIES 3 V12 MANUAL COUPE.

Opalescent Silver Grey Metallic with Red Interior. 36,000 genuine miles covered from new. Chrome Wire Wheels. In depth rebuild carried out over recent years including ; Complete body strip and total refurbishment to the highest of standards. Total engine strip and rebuild including all oil seals. Gearbox overhauled. Front and Rear suspension totally stripped and recommissioned including final drive, bearings and seals. High Torque Starter Motor fitted. Beautifully original interior with replacement carpets Etc. A superb example throughout and ready to be enjoyed once again. RHD - £79,995



1959 AUSTIN HEALEY SPRITE MK1 - FROG EYE.

Last Owner for 50 years. Old English White, Black Interior and Hood. 1275cc. Front Disc Brakes. Up-rated Diff. Front Anti Roll Bar. Etc. Etc. Restored some years ago to an exacting standard and still superb throughout today. Comprehensive history file including rebuild photographs, invoices, drawings etc. If a car has some stories to tell this will be the one ! As clean underneath as it is on top !!

RHD - £27,995



1957 MGA 1500 COUPE.

Red with Red Interior. Restored some years ago to a very high standard from the chassis up. Still in superb condition today. Nicely detailed throughout. Specification includes Painted Wire Wheels, Spot lights, Stainless Steel Boot Rack, Stainless Steel Exhaust, Heater. Photographic Record of Rebuild. Rare in comparison to the Roadster, so it is a pleasure to see one that has clearly had plenty of care and attention lavished upon it over the years.

RHD - £24,995



1960 AUSTIN HEALEY FROG EYE SPRITE.

Iris Blue with Black Interior and OEW Hard Top. An original English Car restored some years ago, with a specific eye for originality and detail. Beautifully finished and increasingly desirable. Specification includes original specification 948cc engine with fully reconditioned and rare 1 1/8" Carbs on Original Manifold with New Stainless Bell Exhaust System, Electronic Ignition, Steel Wheels with Drum Brakes, New Interior, Carpets and Hood, Original Bumpers and Over riders Etc. Etc. As clean underneath as it is on top ! With Frogeye values rising dramatically this is one not to miss.

RHD - £27,995



1952 BRISTOL 401.

Smoke Silver with Red Hide, piped Cream. Restored from the ground up some years ago with full photographic record. One of the very best examples still on the road today. Recent new heading and visors, Up-rated with Overdrive on 3rd & top, Servo, Gearbox Remote Control, Dunlop Disc Brakes, Front Anti Roll Bar, Oil Cooler, Electric Cooling Fan with Revotec controller, Hi Torque Starter, Alternator, Kenlow Fan, Aluminium Fuel Tank, Seat Belts, 185 x 16 Vredstein Tyres, Up-rated Heater, Flashing Indicators with Working Semaphores, Hazard Warning Lights, Overtaking Mirrors Etc A very advanced four seater Grand Tourer.

RHD - £69,995



1972 TRIUMPH TR6

Sapphire Blue with Black Trim and Hood. This TR6 is in outstanding condition throughout and was last sold by us in 2004 to its present owner. Continual 'works' over the years have ensured that the Triumph has been trouble free and enjoyed trips all over the UK and Europe. Sensible upgrades include Overdrive, Up-rated Fuel Pump, Ram Pipe Air Intakes, High Torque Starter, Kenlow Fan and Sports Seats. A beautifully presented car, now ready to be used and enjoyed by a new custodian. Will not disappoint.

RHD - £26,995



1965 MERCEDES BENZ 230 SL AUTO.

Light Beige with Havana Brown Hard Top and Matching Hood. Interior in Tan Hide. Ground Up Restoration just completed to a standard seldom achieved. Every component has been restored to perfection. The lengths that have been gone to in sourcing original parts worldwide, must have taken months. Equipped with Period Radio, PAS, Tool Kit Etc. Next year we celebrate 50 years in the business and I have never seen a finer, more detailed restoration. Hand on heart this has to be the very best example worldwide !

LHD - £120,000



1958 ROVER 60

Dove Grey over Smoke Grey with Red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 20,800. This has to be the lowest mileage Rover extant. Has a most extensive history, including Original Log Book, Hand Books, service Bills Etc. Equipped with Free Wheel, Spot Lamps, Wing Mirrors, 'His Masters Voice' Radio, Rim embellishers Etc. It would be hard to believe that a better example exists.

RHD - £13,995



1938 AUSTIN BIG 7 FORLITE SALOON.

Original Reg No - FO 3723. Midnight Blue over Black, Navy Blue Hide Interior, Wool Carpets and Overmats. Metal Sliding Roof. Multi Award Winner. One of the very best Austin's you will ever see ! Beautifully detailed throughout with superb attention to detail. Large History file with Photographic Record of Rebuild. Original Buff Log Book, Sales Brochures, Handbooks, Rebuild Time Sheets Etc. Etc. Original 'barn find' from 1983. Lovingly rebuilt to a standard that is rarely achieved.

RHD - £15,995



1972 MGB 1.8 ROADSTER - OVERDRIVE.

Mallard Green with Black Hide. Restored some years ago to a superb level. Little use since and remaining in the same stunning condition. Specification includes chrome Wire Wheels, Tonneau, Spin on oil Filter Conversion, Oil Cooler, Tubular Stainless Manifold and Sports Stainless Exhaust System. Not just another 'average' MGB.

RHD - £16,995

ARRIVING SHORTLY: MERCEDES BENZ 190, 250 & 280 SL - PLEASE ASK.

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.

ASTON MARTIN SPECIALISTS

NICHOLAS MEE
& COMPANY LTD



HERITAGE

A SELECTION OF OUR CURRENT STOCK



1988 ASTON MARTIN V8 ZAGATO **£POA**

Built to order for a family member of the founder of a German media group and primarily driven on trips between Germany and the UK prior to changing hands in 1990 with 4,500 km's recorded. Sold via AM's London showrooms to the second and last owner, it has remained in a world-class collection until today.

One of the last built of just 21 original LHD examples, with 4,000 miles / 6,500 km's recorded and having just received a major service and preparation by AM Heritage agents. A comprehensive schedule of these works is supplied, complete with its original owners handbooks and service booklet, spare wheel, tool roll and jack.

Finished in its original, special order Blue Sera paint with Slate grey hides, the lowest mileage LHD car known and exceptional in every regard.



1963 DB4 Convertible **£POA**



2000 Vantage Le Mans **£475,000**



2000 Vantage Le Mans **£425,000**



1952 Aston Martin DB2 **£275,000**



1984 Aston Martin V8 Vantage **£225,000**



1986 Aston Martin V8 Efi **£165,000**

www.nicholasmee.co.uk Telephone: 0208 741 8822 Email: info@nicholasmee.co.uk





CLASSICMOBILIA
For all your classic car motoring needs

+44 (0) 1908 270672

+44 (0) 7889 805432

keith@classicmobilia.com



Aston Martin Virage Coupe

www.classicmobilia.com

Milton Keynes



Aston Martin DB2/4 RHD



Aston Martin DB6 Manual RHD



**Aston Martin DB4 S2
Left hand drive**



**Aston Martin V8 Volante
Auto 1981**



**Aston Martin V8 Volante
POW Spec LHD Manual**



**Aston Martin V8 S2 Coupe Manual
RHD**



Aston Martin Virage Coupe Manual



**Aston Martin Virage LE
Number 7 of 9 Ex Lennox Lewis**

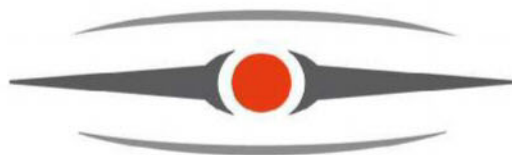


**Aston Martin V8 Vantage Zagato
Left hand drive**

Arnolt Bristol Works Car
Aston Martin DB7 Coupe Driving Dynamics
Aston Martin DB6 Vantage Man RHD
Aston Martin V8 Vantage V600 Man RHD
Aston Martin Virage Volante Wide Body
Aston Martin DBS 1970 RHD
Aston Martin DB6 Vantage Man LHD

Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 Vantage X Pack Coupe RHD
Aston Martin V8 S2 Saloon LHD
Aston Martin V8 Volante Auto LHD
Aston Martin Virage Coupe
FULL 6.3 Man RHD
Frazer Nash BMW V8

Jaguar XJS Convertible RHD
Jaguar MK IV manual LHD
Jaguar XJ220 LHD
Jensen CV8 MKIII
Karman Ghia
Lancia Dilambda Saloon 1931 RHD



E-TYPE UK

SERVICE / SALES / RESTORATION / UPGRADES



1971 SERIES 3 V12 OTS

900 MILES SINCE RESTORATION TO HIGH SPECIFICATION INCLUDING EFI.

£190,000



1964 SERIES 1 3.8 OTS

MATCHING NUMBERS.

£235,000 RESTORED



1961 SERIES 1 3.8 OTS

FLAT FLOOR CAR, RECENT RESTORATION.

£175,000



1966 SERIES 1 4.2 OTS

RESTORED, MATCHING NUMBERS.

£170,000



1967 SERIES 1 4.2 OTS

MATCHING NUMBERS, LIGHTLY RESTORED.

£140,000



1974 SERIES 3 V12 OTS

ORIGINAL UK CAR, 2 PREVIOUS OWNERS.

£87,995



1968 SERIES 1 4.2 2+2

PREVIOUSLY RESTORED, ORIGINAL SPEC

£70,000

+44 (0) 1732 852 762 W: etypeuk.com - E: marcus@etypeuk.com



JAGUAR SPECIALISTS

www.thecarriagecompany.com
 Tel: 01525 861474 Mobile: 07774 261674
 Email: info@thecarriagecompany.com



JAGUAR E-TYPE 4.2 FHC SERIES 1 Subject to a full rebuild, £30k worth of invoices, super driving car. **£75,999**



JAGUAR XK150 FHC, Original RHD, Complete new interior, £Thousands spent on mechanical restoration, Repainted. **£64,999**



JAGUAR XK150 3.4 DHC
 Excellent project, for full restoration. **£39,999**



XK150 FHC 3.4 S EXTREMELY RARE ORIGINAL RHD.
 This is a fantastic opportunity to purchase an extremely rare solid restoration project. **£44,999**



JAGUAR E TYPE SERIES 1 4.2 FHC 2DR MANUAL
 Original RHD
 For full restoration **£39,999**



BENTLEY CONTINENTAL GT
 56 Plate 120k miles, full Bentley service history. **£26,999**



JAGUAR E TYPE SII FHC PROJECT,
 FHC 2DR Manual, for restoration. Original RHD **£23,999**



DAIMLER LIMOUSINE 4DR AUTOMATIC
 This excellent example has had a tremendous amount of money recently spent on it. Will be mot'd and ready for hire or sale. **£15,999**



JAGUAR E TYPE 2+2,
 For full restoration. **£12,499**



JAGUAR 420 LHD,
 Nice Condition **£6,999**



JAGUAR XK140 DHC
 Original to RHD, can be finished to customers own spec **£POA**



JAGUAR 3.8 ROADSTER,
 Flat floor, currently restoring. Nut and bolt rebuild **£POA**



JAGUAR E TYPE SERIES 1 4.2 ROADSTER
 This is an original right hand drive 4.2 Roadster. It has an excellent large history file going back some 25 years **£POA**

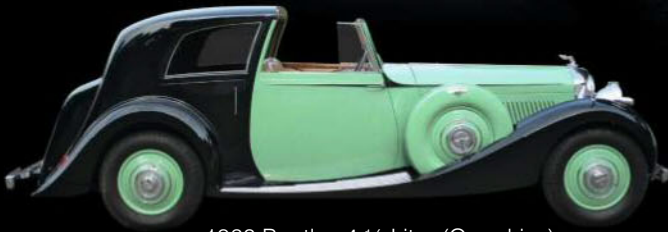


JAGUAR XK120 ROADSTER 2DR MANUAL
 This is an original right hand drive XK120 roadster, it is currently being fully restored in our own workshops. **£POA**

FRANK DALE & STEPSONS

London
Rolls-Royce & Bentley Specialists

THE WORLD'S OLDEST INDEPENDENT ROLLS-ROYCE AND BENTLEY SPECIALIST



1938 Bentley 4 1/4 Litre (Overdrive)
Sedan Coupe by James Young



1957 Bentley S1
Continental Fastback by H.J. Mulliner



1960 Bentley S2
Continental Coupe by H.J. Mulliner



1964 Rolls-Royce
Silver Cloud III Sports Saloon by James Young

FOR FURTHER INFORMATION AND COMPLETE STOCKLIST PLEASE TELEPHONE OR EMAIL US AT THE ADDRESSES BELOW

SERVICING ON ALL ROLLS-ROYCE AND BENTLEY MODELS BUILT FROM 1907 TO PRESENT DAY CHARGED AT £65 PER HOUR



SALES | SERVICE | TRIMMING | RESTORATION



London
Rolls-Royce & Bentley Specialists

125 Harlequin Avenue, Great West Road, London TW8 9EW, UK
Tel: 020 8847 5447 Fax: 020 8560 5748
www.frankdale.com Email: sales@frankdale.com



French office: Christian Teissier, 8 Avenue J. Bordeneuve, 47300 Villeneuve-Sur-Lot, Bordeaux France Tel: 0033 55 340 3470 Fax: 0033 55 340 3481 christeissier@yahoo.fr
Japanese Office: Mr Kiyoharu Wakui, Kuruma Doraku 2-10-11, Yayoi Bunkyo Ku, Tokyo, Japan Tel: 0081 33 81 16 170 Fax: 0081 33 81 66 175 kuruma.doraku@nifty.com

HENDON WAY MOTORS



1973 FERRARI DAYTONA 365 GTB/4 RHD (ROSSO RED) (Three Owners Only) 38,000 Miles

FOR COLLECTORS OF MODERN ART



PORSCHE 993 C2 TARGA-TIPTRONIC - 1996



PORSCHE 991 C2S CABRIOLET - 15K MILES



PORSCHE 997 GEN II GT3 RS 4.0 - 2011



1969 JAGUAR E-TYPE SERIES II 4.2 ROADSTER

See our selection at www.hendonwaymotors.com

393-395 Hendon Way London NW4 3LP tel +44(0)20 82028011 email sales@hendonwaymotors.com



RED TRIANGLE

'The Home of Alvis Cars'



1931 12/60 Beetleback by Carbodies



1922 10/30 works car by Cross & Ellis



1934 Speed 20 Racing Special by Henry Stoner



1928 FWD Tourer by Carbodies



1936 Speed 25 Tourer by Cross & Ellis



1934 Speed 20 Tourer by Cross & Ellis

Other Alvis Cars in Stock:

1924 12/50 Ducksback by Jarvis; 1928 TA14.75 4 Seat Tourer by James Young
1931 12/60 Sports Saloon by Cross & Ellis; 1933 Speed 20 Tourer by Vanden Plas
1938 Silver Crest Saloon by Holbrook; 1939 12/70 Saloon by Mulliner
1953 TA21 DHC by Tickford; 1967 TF21 DHC by Park Ward

Car Sales • Restoration • Genuine Alvis Parts • Car Storage

To make an appointment please call 01926 864867 or 01926 857303

www.redtriangle.co.uk Email: carsales@redtriangle.co.uk

Red Triangle, Common Lane, Kenilworth, Warwickshire CV8 2EL England.





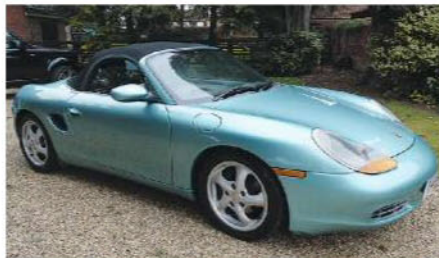
KIM CAIRNS - Established 1972

Quality is remembered long after price is forgotten

www.kimcairnsclassics.co.uk



2008 ALFA ROMEO BRERA S. Prodrive sport limited edition one of only 500 commissioned by Alfa / prodrive. Finished in metallic black with black leather. Comes with the all important Brera sport Limited edition certificate and a fully stamped service book. VERY RARE CAR AND INVESTMENT..... **£6995**



1998 PORSCHE BOXTER. Finished in Turquoise with grey leather sports seats Climate control 84000 miles large history file. VERY NICE WELL LOOKED AFTER EXAMPLE **£6995**



2006 BMW 650 CONVERTIBLE V8. Finished in immaculate metallic silver with unmarked black leather and black hood. Just one family owned from new. Full BMW main dealer history from new. VERY HIGH SPEC CAR IN IMMACULATE CONDITION..... **£9995**



1985 PORSCHE 928 AUTOMATIC. Finished in immaculate Grand-Prix white with unmarked dark blue full leather refurbished alloy wheels 94000 miles full service history and a huge history file. THESE CARS ARE INCREASING IN VALUE RAPIDLY IF YOU ARE LOOKING FOR A 928 DO NOT MISS THIS ONE..... **£16,995**



1997 ROLLS ROYCE SILVER DAWN. Finished in immaculate peacock blue with unmarked magnolia hide piped royal blue dark blue Wilton carpets and Lamswool rugs. The car was registered when new in Feb 1997 by Rolls Royce Motor Cars Ltd and then bought by its only owner in November 1997. The car has a full Rolls Royce stamped history and only 51,000 miles the condition can only be described as MINT DO NOT MISS THIS OPPORTUNITY YOU WILL NOT FIND A BETTER ONE..... **£32,995**



1982 FERRARI MONDIAL QV. finished in immaculate gun metal grey with black hide. The car had been in a museum collection in Italy for a number of years before being imported to the UK by the previous elderly owner in 2012 it was taken to a Ferrari specialist for a major service including cam belt and tensioner replacement. LOVELY RUST FREE UNMOLESTED EXAMPLE... **£33,995**



1997 MERCEDES 320 SL. Finished in immaculate brilliant silver with unmarked black leather and black hood ONLY 51000 miles with service history old MOTs and invoices to confirm how well looked after this car has been. Must be one of the best examples on offer today **£13,995**



2002 MERCEDES CL500. Finished in light metallic blue with grey hide immaculate unmarked car very high spec 89,000 miles with full service history SUPERB LOOKING AND DRIVING CAR. EXCEPTIONAL VALUE **£7,995.**



1936 MORRIS 8 TOURER 2 SEATER SERIES ONE. Only one reg owner from 1936 to 2016 Now had complete restoration. VERY RARE SERIES ONE **£12,995**



1998 ALFA ROMEO GTV T SPARK 16V. Finished in immaculate brilliant silver with unmarked black hide. Only 52000 miles full service history with 11 service stamps in the service book. This immaculate well looked car should not be confused with the normal Alfa GTV of this era **£6,995.**



2008 MERCEDES CL600 AMG. Finished in immaculate Magnatite Black with unmarked ivory ventilated leather. The car has every option including command. Heated and cool seats. Multisport front seat with bolster adjustment and massage setting, night vision, DVD and sunroof. AMG wheels, distance drive dynamic and much more! The new car invoice is in the file amounting to £108,000 when the car was new! MINT CONDITION! EXCEPTIONAL VALUE! **£22,995**



1989 JAGUAR XJS V12 AUTO CONVERTIBLE. Finished in immaculate diamond blue with blue/grey hide and dark blue mohair hood. Cross spoke alloy wheels. Only 50,000 miles with lots of history and MOTs. Spent part of it's life Isle of Mann, hence the low mileage. Very hard to find one in this condition and low mileage. Number plate included! **£17,995**



2005 MERCEDES SL 350. Finished in immaculate Obsidian black with unmarked black leather. Panoramic roof upgraded alloy wheels Mercedes Command system. ONLY 42000 miles with full service history. IMMACULATE LOW MILEAGE CAR **£13,995**



1971 JAGUAR E TYPE V12 COUPE AUTO. Finished in immaculate pale primrose with beige leather and chrome wire wheels. This unique example is a original right hand drive UK car. Supplied by Henlys of London to a UK diplomat working in Saudi who took the car to Saudi then sold it to another UK business man working in Saudi when he finished his term. It was then brought back to the UK by the 2nd owner in 1989 who kept the car until our recent purchase. The car has now only covered 56000 miles from new has a Jaguar Heritage Certificate and all matching numbers, a large history file for all the maintenance work carried out over the years. The car has never been welded or rusty and only used in the summer months since back in UK. VERY RARE OPPORTUNITY TO ACQUIRE A ORIGINAL RHD RUST FREE UK E TYPE..... **£90A**



1967 JAGUAR MKII 240 AUTO. Finished in immaculate Birch Grey with Stone Ambler interior. Family owned from new and was last on the road in 1975 when it developed an engine problem and was kept in a bus station work shop until last year with the cylinder head removed. The body is totally original and has never been welded or repaired. Seat covers are on from new having left the seats in virtually new condition. Now fully recommissioned and ready for the road. The mileage is warranted at 59,000. Must be one of the best Jaguar 240's on the market and a rare opportunity and investment at..... **£27,995**

To view all of our cars please visit www.kimcairnsclassics.co.uk

FREE DELIVERY ENGLAND, WALES OR ANY UK PORT
 SNETTISHAM, NORFOLK PE31 7PF - 01485 541526 - www.kimcairnsclassics.co.uk



1960 TRIUMPH TR3A

UK RHD matching numbers freshly restored and uprated by us. A really fine TR
£35,995



1964 JAGUAR E TYPE SERIES 1

Fully restored to an outstanding standard by Guy Broad. Best of the best
£160k



**1955 TRIUMPH TR2 'EX WORKS'
RHP552**

Magnificent period race, rally and hillclimb history. Very Mille Miglia eligible. Being finished to your specification if you are quick. £Enquire/Discuss



JAGUAR XK150SE

UK right Hand drive car. Fully restored with 5 speed, bucket seats and other Broadport upgrades.
£84,995



1960 TRIUMPH TR3A EX WORKS

Registration 46HP a former press car fully restored to fast road specification 130bhp. Lovely
£47,995



1958 JAGUAR XK150DHC

Retains registration from new 5DRO. Super history file and matching numbers. Driven 1300 miles by me last month. Lovely EPOA



1979 MORGAN +4 2 SEATER SPORTS

Fully restored 5 years ago by owner of 20years. Converted to unleaded by ourselves. Very nice indeed
£17,995



1964 JAGUAR E TYPE FIA RACE CAR

WON over 50 races in period with Tiny Shaw. Amazing history New FIA HTP. 0 miles race engine
£enquire



1979 PORSCHE 928S MANUAL

Bodily and mechanically restored in our workshop and driven by us with a huge smile for 2 years
£24,995



1952 JAGUAR MARK VII

Body off chassis restored some years ago with very original interior
£27,995



1959 JAGUAR XK150 EX JAGUAR CARS

First registered to Jaguar and switched to 3.8S during that time. Being fully bare metal resprayed
£POA



2001 BENTLEY ARNAGE TWIN TURBO

Outrageous luxury and power. Our directors car with extensive service history and low miles
£19,995

'WE HAVE ALWAYS SEEN THE SENSE IN USING RETRO MODERN CARS. EASY TO MAINTAIN, RELIABLE AND VERY COOL. SEE THE WEBSITE FOR OUR PRESENT COLLECTION OF ASTON, BMW, PORSCHE



Tel: +447794477785



HURST PARK Classic Cars

A family business founded in 1938



JAGUAR XK 140 FHC 1955: Carmen red with red hide interior. 16" Chromium wire wheels. C-Type cylinder head. Manual/overdrive. Webasto sunshine roof. Bucket seats. 4-spoke wood rimmed steering wheel. Front disc brakes with servo, radial tyres and other upgrades. Original UK supplied RHD example. An older restoration which has covered 20,000 miles since.... **£79,995**



MERCEDES-BENZ SL 350 (R230) 2004: Tellur Diamond Silver with grey hide interior. Alpherd staggered 18" alloy wheels. Two owners. 31,000 miles from new. Full main agent and world renowned Mercedes-Benz specialist service history. Command, Parktronic, telephone pre-wire, CD changer and Aluminium centre console, plus other usual refinements **£12,995**



DAIMLER V8 4Ltr. (X-308) LONG WHEEL BASE 2001: Anthracite with Ivory hide interior piped in Oatmeal. 'Crown' alloy wheels. One Company ownership and one employee from new. 40,000 miles only from new. Full service history. Air conditioning, electric sunshine roof and other usual refinements of this 'Top-of-the Range' Daimler..... **£12,995**



JAGUAR XJ8 3.2 Ltr. (X-308) 1998: Maderia Pearl with Cashmere hide interior. '20 Spoke' alloy wheels. 31,000 miles only from new. Air conditioning, electric seats, retractable door mirrors, wood & leather steering wheel and other usual refinements **£9,750**



JAGUAR S-TYPE 3 Ltr. 2003: Pacific Blue with Beige hide interior. 16" alloy wheels. Three owners. 38,000 miles only from new. Full service history. Air conditioning and other refinements. Rear park-assist. Wood & leather steering wheel. Birds Eye Maple wood trim etc..... **£8,495**



JAGUAR XJS 4 Ltr. FACELIFT 1993: Kingfisher Blue with Magnolia hide interior. Alloy wheels. Four owners. 55,000 miles only from new. Full service records and quite the most comprehensive MOT/service invoice history you could ever wish to find. Air conditioning, electric seats and other usual refinements. Superb example **£17,995**

LANCIA AURELIA B50 PININFARINA CABRIOLET Right Hand Drive 1951: Silver Grey with matching grey hide interior. Many special features having been the 1951 Geneva motor show car. Supplied new to the UK it spent many years in the USA including a prize winning appearance at Pebble Beach before returning to the UK a few years ago. As recently featured in Classic and Sports Car magazine. Please enquire for further information **£275,000**

DAIMLER SUPER V8 4Ltr. SUPERCHARGED (X-308) LONG WHEEL BASE 2000: Pacific blue with Oatmeal hide interior and individual rear seats. 17" 'Solar' alloy wheels. Two owners. 43,000 miles only from new. Air conditioning, electric sunshine roof and other usual refinements of this 'Top-of-the Range' Daimler. Very rare as a Daimler, even rarer Supercharged. **£9,995**

JAGUAR XJ 3.2 Ltr. SPORT (X-300) 1996: Carnival Red with Magnolia hide interior. 16" diamond cut 'Dimple' alloy wheels. Three owners. 35,000 miles only from new. Mesh radiator grill. Air conditioning and other usual refinements **£9,995**

JAGUAR S-TYPE 3 Ltr. 2006: Midnight Black with Warm Charcoal hide interior. 18" Mercury alloy wheels. Jaguar body kit with oversize exhaust tail pipes, mesh radiator grill and bumper inserts. 'Aluminium' veneers. Supplying Main Agent plus one lady driver. 34,000 miles only from new. Full service history. Air conditioning, parktronic etc **£9,495**

MERCEDES-BENZ SL 280 (R129) 1998: Brilliant Silver with Black hide interior and matching soft-top. 5 spoke alloy wheels. Air-conditioning, cruise control and heated electric front seats. 67,000 miles only from new **£12,995**

PORSCHE 911/ 996 TURBO 2003: Lapis Blue with Ocean Blue hide Sports interior. 18" Turbo alloy wheels. Tiptronic 'S' gearbox. electric sunshine roof. Climate control. Three owners. 75,000 miles only. Full Porsche and specialist service history **£36,995**

LOTUS ELAN SERIES 1 1600cc 1963: Sunburst Yellow with black interior and soft-top. Chassis No.113, one of the oldest surviving examples. Current owner for 35 years. The subject of a meticulous restoration 10 years ago with a new steel chassis, original cylinder head rebuilt with big valves and other recommended engine modifications. Superb throughout..... **£49,995**

AUSTIN HEALEY 'FROGEYE' SPRITE Mk1 948cc 1958: Speedwell Blue with navy blue interior piped in light blue. Black soft-top and weather equipment. Fitted with a later gearbox for easy driving. Original RHD example. Extensive restoration to a very high standard **£23,995**

MGC GT 1969: Old English White with black hide interior. Chromium wire wheels. Overdrive. This is a beautifully restored example of what is now a very rare and desirable MG, with lots of history **£24,995**

Hurst Park Automobiles Ltd

www.hurstparks.co.uk Tel: +44 (0) 1372 468487 enquiries@hurstparks.co.uk

IVOR BLEANEY

of the NEW FOREST

Established 50 years

www.ivorbleaneyclassiccars.co.uk

We wish all our customers a Happy Christmas and a prosperous New Year



Remember President Kennedy and his assassination? Well read all about this fantastic piece of history on our web site with a full set of photographs and full description of this fantastic car. This is our own car and not a commission sale **Offers invited. Part Exchange Considered**



Rare 1936 Bentley 4 1/4 Owen Sedan with coachwork by Gurney Nutting. One of only 19 produced. Being my own personal car and is in superb condition. See our web site for a full description and photographs. This is our own car and not a commission sale..... **£265,000**



Probably the best Bugatti Type 35 reproduction in existence. All aluminium coachwork by Teal. See our web site for a full description and photographs. This is our own car and not a commission sale. **£44,500**



Totally restored 1959 Triumph TR3A. Probably the finest example on the market. With wire wheels and overdrive. See our web site for a full description and photographs. This is our own car and not a commission sale. **£31,950**



Totally restored 1954 Triumph TR2. Original LHD. See our web site for a full description and photographs. This is our own car and not a commission sale..... **£28,750**



1964 Corvette Stingray C2 Convertible. Totally restored. See our web site for a full description and photographs. This is our own car and not a commission sale..... **£46,000**



Totally restored 1934 MG Midget PA. 4 seat open top. See our web site for a full description and photographs. This is our own car and not a commission sale..... **£36,000**



1927 Willys Overland Whippet. Original RHD Fully restored. See our web site for a full description and photographs. This is our own car and not a commission sale **£15,950**



1933 Armstrong Siddeley 12/6. Fully restored. See our web site for a full description and photographs. This is our own car and not a commission sale. **£15,950**



Totally restored 1963 Triumph TR4 with wire wheels and overdrive. See our web site for a full description and photographs. This is our own car and not a commission sale **£25,500**



Very Rare 1927 Dodge 3 1/2 litre Landauette. Original RHD. Bodied by H.J. Mulliner. Its restoration completed in 2012. See our web site for a full description and photographs. This is our own car and not a commission sale..... **£29,950**



Probably the best 1939 Buick Straight 8 'Fireball' Special Sedan in existence. A 100 point concours contender. See our web site for a full description and photographs. This is our own car and not a commission sale..... **£36,500**



1998 Jaguar XK8 4.0 V8 Convertible with a nice personal plate. Finished in British Racing Green. One careful owner for many years. This is our own car and not a commission sale. **£8,450**

★★★ PLEASE VISIT OUR WEB SITE FOR A FULL DETAILED DESCRIPTION AND A COMPLETE SET OF PHOTOGRAPHS OF ALL OUR STOCK ★★★

Email: ivorbleaney@msn.com Viewing strictly by appointment

Tel: (01794) 390895 Fax: (01794) 390862

ENTHUSIASTS WHO CARE THAT LITTLE BIT MORE

epping motor company

Friendly family business established nearly 50 years



1968(F) Wolseley 1300 Automatic.
Farina Grey with Reef Blue leather. Original Radiomobile radio. Only 27,500 miles recorded claimed to be correct. Incredibly rare. Remarkable unrestored condition.
£6,995



2000(V) Mercedes E240 Elegance.
Brilliant Silver with Charcoal Cloth and Walnut dash. Auto, PAS, ABS, A/C, e-seats, e-windows, cruise control, factory alloys etc. Only 37,000 miles recorded. Very tidy.
£3,795



1955 Cadillac Coupe de Ville.
White with original Turquoise leather and brocade cloth. Correct 5.4 litre V8 with PAS, power brakes, e-w, original radio, Kelsey Hayes chrome wire wheels. Virtually show condition.
£34,500



1975(N) MG BGT.
Tax exempt. Tahiti Blue with Black trim. Manual O/D. Just recommissioned after 14 years off-road. SS Exhaust. Restored late 1990s inc. rebuilt matching numbers engine. Good condition.
£3,995



1981 DeLorean DMC-12 Gullwing Coupe.
Original Stainless Steel panel finish with Grey leather. Rare 5-speed manual with A/C, e-w, factory alloys etc. Genuine 50,500 miles with history. Immaculate well sorted example.
£32,995



2002 Mercedes SLK320 Convertible.
Silver with Anthracite leather. Genuine 10,500 miles from new, 2 owners. E-roof, PAS, ABS, A/C, e-w, e-seats etc. Repeat only 10,500 miles from new. Pristine.
£10,995



1997(P) BMW E36 328i Convertible.
Metallic Samoa Blue with Navy leather, Navy e-roof. Switchable auto, PAS, ABS, A/C, ASC, parking sensors, CD stereo, e-w, alloys etc. Only 62,000 miles, FSH. Very nice.
£5,995



1998(R) BMW Z3 1.9i Convertible 5-speed manual.
Arctic Silver with Black leather. PAS, ABS, e-w, e-mirrors, alloys, CD stereo. 40,500 miles with history. Very clean throughout.
£3,995



2002 Mercedes SLK320 Convertible.
Metallic Brilliant Silver with Anthracite leather. Electric roof, switchable auto, PAS, ABS, A/C, e-w, e-seats, alloys, warranted 20,500 miles from new with full service history. Like new.
£8,795



1998 BMW Z3 2.8i Roadster.
Metallic Cosmos Black with Beige leather and Black electric roof. 5-speed, PAS, e-seats, CD stereo, e-mirrors, e-w, c-locking, factory alloys etc. Only 42,000 miles, FSH. Very nice condition.
£6,295



2001(X) BMW Z3 Roadster 2.2i 6-cylinder.
Titan Silver with Black leather. 5-speed, e-w, e-mirrors, e-seats, chrome pack, alloys, PAS, ABS, CD stereo, only 62,000 miles. FSH. Lovely condition. Choice of 2 identical cars.
£5,495



Cherished registration number 3100K.
On a retention certificate and available for immediate transfer onto any age of car.
£6,995



1955 Jaguar XK 140 DHC.
Original UK RHD. Carmen Red with Grey leather and Black hood. Original matching numbers engine. Manual with O/D and 16" CWW. Fully documented 10 year ground-up restoration. Show quality.
£P.O.A



1997(R) Jaguar XK8 4.0 Coupe.
British Racing Green with Oatmeal and Charcoal interior. Automatic, A/C, 18" XKR alloys, CD multichanger. 81,500 miles with large history file. Immaculate original example.
£6,795



1982 (X) BMW E21 320 Coupe Automatic.
Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, showroom condition.
£10,995



2000(X) Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, heated seats, e-roof, CD stereo, 2 keys etc. Only 43,000 miles with FSH. Absolutely stunning.
£5,795



2001(X) Mercedes SLK230 Kompressor Convertible.
Metallic Obsidian Black with Anthracite and Cream leather. Auto, PAS, ABS, A/C, e-roof, CD stereo. Only 55,000 miles with FSH. Immaculate.
£5,295



2005(05) Mercedes C230 K 1.8 Sport Evo Coupe.
Tanzanite Blue with Light Grey trim. Auto, Panoramic glass sunroof, Evo sports pack, Bi-Xenon lights, 17" alloys, climate control, e-memory seats etc. 93,000 miles, FSH, pristine.
£3,495



2005 Mercedes CLK240 2.6 Coupe.
Brilliant Silver with Anthracite leather. Command, A/C, Sat. Nav, cruise control, alloy wheels, parking sensors, only 43000 miles, FSH. Pristine.
£5,995



2004 BMW E46 318Ci 2.0 SE Convertible
Steptronic auto. Silver Grey with Grey leather and Navy power roof. A/C, cruise control, electric seats, heated seats, parking sensors etc. Only 51,500 miles, FSH. Pristine.
£6,795

Up to date stock situation on our Website:

www.eppingmotorcompany.com

We are always keen to purchase or take in part exchange modern and classic cars in right or left hand drive

Tel: 01277 365415 Fax: 01277 365436 Email: sales@eppingmotorcompany.com

DEVONSHIRE MOTOR COMPANY

Ultimate Modern Classics

Family Business since 1993



Tel: 01323 423002

E-Mail: sales@dmc-porsche.co.uk

www.dmc-porsche.co.uk

WE WILL BE EXHIBITING CARS FOR SALE ON OUR STAND AT THE LONDON CLASSIC CAR SHOW EXEL 15-18 FEB 2018



Mercedes Benz SLK 320 V6 2001 ONLY 21500 MILES Finished in Brilliant Metallic Silver with Full Blue/Black leather Electric Seats, Ali Dash Pack, Climate Control, Cruise Control, Black Wood/Leather Steering Wheel, 17" MB Alloys Electric Mirrors. These Classic SLK 320 V6 R170 Models Have Become Very Collectable and Low Mileage Examples Are Now Very Hard To Source. Full Service History, 2 Keys and all Books Present.....**£11,995**



Mercedes Benz SL500 V8 (Face Lift Model) 2008 ONLY 17000 MILES FROM NEW. Finished in Very Rare Fire Opal Red With Full Cream Leather Electric Heated Memory Seats. This Absolutely Stunning Example was Registered New on the 20/09/2008. Options Inc: Comand Colour Sat Nav, Bluetooth Phone, Park Distance, Heated Memory Seats, Xenon Headlights, Walnut Interior Pack, Power Roof, Wind Deflector. Full Service History Including All Service Invoices and Full MOT History. For More Detailed Information Please Call or email.....**£26,995**



BMW 523i 2.5 SE 1998 Finished in Arctic Metallic Silver with Full Grey Leather Seats. This superb Example was a One Owner car Until October 2015 where it had only covered a mere 12600 Miles from new. Sold to the second owner purchased it on the 16/10/2015. Options Include: Electric Glass Sunroof, Front/Rear Park Distance, Bluetooth Phone, DAB Radio, Multi Function Steering Wheel, Cruise Control. Full Service History and Full MOT History. Truly Stunning Example. For More Detailed Information Please Call or email **£6495**



Mercedes Benz CLK320 V6 2000 ONLY 39000 MILES FROM NEW. Finished in Metallic Quartz Blue with Full Grey/Blue Leather. Optional Extra's Inc: Special Order leather Interior, BOSE HiFi, Front/Rear Park Distance, Electric Memory Seats, Cruise, Climate, E Folding Mirrors, Blue Power Hood. Used Spare and Tools. Full Mercedes/ Specialist Service History, Many Service Invoices, Full MOT History. A Truly superb Example of this Classic CLK Convertible. For More Detailed Information Please Call or email **£9995**



Jaguar XJ 3.0 V6 Petrol 2006 ONLY 35,000 MILES Metallic Salsa Red with Full Barley Leather Electric Memory Seats. This stunning example was supplied new by Barretts Jaguar Canterbury to first first owner a Mr D Waggett on the 10th May 2006 it was owned by him until 2015 where sold to its last owner. Options Include: Electric Memory Seats, Cruise Control, Climate Control, Factory HiFi, 17" Multi spoke Alloys, Rear Park Distance. Full Barretts Jaguar Main Dealer Service History (10 Stamps) Full MOT History.....**£13,995**



Mercedes Benz SL350 V6 Convertible 2003 ONLY 23,800 MILES FROM NEW. Tellier Silver/Blue With Full Royal Blue Leather Electric Heated Memory Seats. Optional Extra's : Colour Sat/Nav, HiFi with Multi CD, Front/Rear Park Distance, Climate Control, Cruise Control, Full Power Roof, Multi Function Steering Wheel, 18" MB 5 Spoke Alloys. Full Service History, All Books, 2 Keys and Full MOT History. R230 SL Models Are Becoming Collectable With Very Low Mileage.....**£15,995**



Mercedes Benz CLK280 V6 Sport AMG 7G Tronic 2007 Auto Convertible. ONLY 23000 MILES. Metallic Bright Silver with Full Amaretta Charcoal Nappa Leather Electric Heated Seats. Stunning Example was supplied New on the 26/04/2007 it was Ordered New with Climate Control, Front/Rear Park Distance, Heated Front Seats, Electric Seats, Black Power Hood, Bluetooth Phone, Multi Function Sport Steering Wheel with Paddle Change, 18" AMG Alloys. Full Service History with Full MOT History **£14,995**



Jaguar XJ X350 3.0 V6. Petrol 2007 57 (Face Lift) ONLY 33,000 Miles. Finished in Stunning Metallic Frost Blue with Full Dove Grey Electric Heated Seats, Power Fold Mirrors, Cruise Control, Multi Function Steering Wheel, 18" Jaguar Alloys. Full Jaguar Main Dealer Service History. These Classic XJ X350 Models have become very Rare and Collectable.....**£16,995**

GHOST MOTOR WORKS LTD

Exclusively Rolls Royce and Bentley



1935 ROLLS ROYCE 20/25 SPORTS SALOON BY THRUPP & MABERLY. Finished in Black and Cream with a Brown Hide Interior. A very pretty example with adjustable front seats without division..... **£35,000**



1939 ROLLS ROYCE WRAITH TOURING LIMOUSINE By Park Ward, with division Finished in Two Tone Georgian Silver and Wildberry with a Beige Hide interior. Presented in fine condition throughout, this very rare pre-war Wraith runs and drives superbly and has beautiful Park Ward coachwork with an equally fine interior. Sold fully serviced..... **£55,000**



1947 ROLLS ROYCE SILVER WRAITH SEDAN CA DE VILLE BY H.J. MULLINER Finished in Black over Maroon with Black hide and Grey West of England wool cloth interior. Offered with a huge history file detailing the recent £100,000 restoration The car runs and drives beautifully. Outstanding condition. A show winner..... **£85,000**



1947 ROLLS ROYCE SILVER WRAITH FORMAL SALOON BY BARKER, with Division. Finished in Grey over Black with Grey hide interior. Good History File. Lovely condition..... **£35,000**



1949 BENTLEY MK VI MULLINER SALOON Finished in Royal Garnet with grey hide, piped red interior. Covered 66500 miles with extensive service history and a comprehensive restoration. A very handsome and scarce coach built MK VI presented in stunning condition throughout..... **£50,000**



1980 ROLLS ROYCE SILVER SHADOW II. Finished in Exeter Blue with Magnolia hide. Covered 78,000 Miles Full and comprehensive history file. Invoices from new. A stunning Silver Shadow. **£28,000**



1951 MG TD. Two Tone Grey 51,000 miles. Black interior. New radiator and new Red carpets. All weather equipment including hood, tonneau cover & side screens. Fantastic driving car ready to tour and show. A fantastic original example..... **£24,000**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today..... **£60,000**



1953 ROLLS ROYCE SILVER WRAITH BY JAMES YOUNG finished in Georgian Silver with Red hide interior. Owned by Harry Ferguson of Massey Ferguson Tractors. Beautiful James Young body. Recent full mechanical overhaul **£50,000**



1956 BENTLEY S1 CONTINENTAL MULLINER SIX LIGHT SALOON finished in Cardinal Red with Tan hide interior. Benefits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout **£100,000**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition..... **£70,000**



1963 ROLLS ROYCE SILVER CLOUD III CONVERTIBLE. By Pilkington. Finished in Royal Blue. Light Tan Hide. Excellent history. Beautiful example. Many thousands spent..... **£185,000**



1964 ROLLS ROYCE SILVER CLOUD III finished in Shell over Tudor Grey with Tan hide interior. Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition **£80,000**



1970 BENTLEY T1. finished Caribbean blue with Grey hide interior Covered 98,000 miles with service history, Very well maintained. Known to ourselves. Exceptional condition **£26,000**



1965 BENTLEY S3. Finished in Bordeaux with Black hide interior 53,000 miles just 4 former keepers. One family and 3 private individuals. A stunning example. Outstanding condition cosmetically and mechanically **£50,000**



1990 BENTLEY MULSANNE S. Finished in Claret Magnolia piped Red hide interior. 68,000 miles. Just 2 former keepers. The first owner for 23 years. Outstanding condition..... **£15,000**



1990 ROLLS ROYCE SILVER SPIRIT II. Finished in Bordeaux cover 64,000 miles Magnolia piped Red Interior. Full service history. Rolls Royce main agent. Excellent condition throughout **£17,000**



1979 BENTLEY T2 Finished in Silver Mink with a Blue everflex roof. Covered 129,000 miles with full service history. Offered with an impressive history to include original handbook folder complete with stamped service book having 25 service stamps, drivers handbook and all other supplements. A very pretty example of this scarce model with only 558 having been made..... **£12,500**



1995 JAGUAR XJ12 (XJ81) Finished in Regency Red with Light tan hide interior, 56,000 miles Scarce and highly desirable 6.0 V12. Full service history. Exceptional condition..... **£9,000**



1988 DAIMLER DS420 LIMOUSINE, finished in Silver with Grey and Black hide interior, 107,000 miles Maintained to a very high standard. Just 3 former keepers Beautiful example in outstanding condition throughout..... **£8,000**



1989 ROLLS ROYCE SILVER SPIRIT. Finished in Windsor blue with magnolia piped blue interior. Covered just 39,000 miles from new having had just 3 former keepers. full main agent service history. Outstanding condition..... **£17,500**



1990 BENTLEY TURBO R finished in Midnight Blue with Magnolia hide piped Blue Just 59,000 miles from new. Known to us for many years. Always regularly serviced. Very desirable colour combination. Sold fully serviced with 1 years MOT..... **£13,750**



1993 BENTLEY BROOKLANDS finished in Racing Green Magnolia hide piped Green 76,000 miles. Full service history. Fantastic condition throughout. Full tool kit, rear passenger lamb's wool over rugs and foot stool and a flying B mascot **£17,000**



1996 ('97) BENTLEY BROOKLANDS LWB LIGHT PRESSURE Turbo finished in Ocean Mica with magnolia interior piped blue. 76,000 miles. 4 former keepers. full service history light pressure turbo 300 BHP model. long wheel base. Picnic tables and electric rear seats. **£18,000**

SIMILAR CARS REQUIRED, INSTANT DECISION.

LANDWAY FARM BASTED LANE CLAYGATE CROSS KENT TN15 8PY ENGLAND

**CALL US ON 01732 886002 OR VISIT OUR WEBSITE
WWW.GHOSTMOTORS.CO.UK**

BEAULIEU GARAGE



1955 MG TF 1500
£35,000

The MG TF 1500 was only produced for one year, 1955, thus making it rare and sort after. There is a four-speed manual gearbox and four-wheel hydraulic drum brakes. An older restoration in red with a black leather interior. Fitted with wire wheels and chrome luggage rack.



1958 Austin Healey "Frogeye" Sprite
£24,995

Supplied in its original colour of Primrose Yellow, this car has recently has a bare metal respray by New Forest Classic Cars. According to the vehicle's Heritage Certificate, the car was supplied without a front bumper and with a heather & laminated windscreen. Between 2004 - 2008, the car was rebuilt with a Wheeler and Davies bodysheet and steel bonnet, an upgraded 1275cc "A" Series engine and MK3 Sprite gearbox. Other sympathetic upgrades include front brake discs and anti-roll bar for better handling on the modern roads.



1961 MGA 1600 Roadster
£29,995

Imported from the dry State of Arizona, USA in 1989, the car was purchased by its most recent owner in a sorry state in 1999. After a 4 year, comprehensive restoration, the car was returned to the road, newly fitted with a 1622cc engine with a converted 1800cc unleaded petrol cylinder head. Available with the vehicle are extensive records and photographic evidence of its restoration. The car has covered approx. 17,000 miles since rebuild, mainly across Europe. There's even a photo of it previous proud owner with the car in Switzerland!



1960 Austin Healey "Frogeye" Sprite
£24,995

This original UK supplied RHD Frogeye has been the subject of a total ground up restoration and resulted in a car with the best panel gaps and body fit we have ever seen on a Frogeye. Fitted with a 1100cc engine giving a little more performance than the original. Finished in Speedwell Blue with dark blue interior and black soft-top. Supplied with comprehensive history file including many photographs of the restoration.



1965 Morris Mini Moke
£24,995

It's becoming increasingly difficult to find an early British built Moke. As can be seen from the Heritage Certificate, this car was supplied in 1965 to a dealer in Glasgow in its most basic form-with only the front passenger seat as an option. Recently restored with all new body panels, rebuilt 848cc engine and finished in its original colour of Spruce Green with green trim. Rear seats have been fitted together with a new green hood, Minilite style alloy wheels complete the package. A rare find and presented in fabulous condition.



1973 MG Midget
£10,995

This car has recently been unearthed from careful hibernation having been laid up for 17 years. The garage that found it gave it a thorough check-over, service and put it through an MOT. We were impressed at how well it has survived. The panel fit is excellent and the underside is as good as we have seen. A sweet engine gives lively performance and the car handles very well. This car is finished in Harvest Gold with blue interior and comes with hard and soft tops.



1973 Triumph Stag - £17,995

A great British icon and one of the true classic sports cars of the 70's. This car has retained its original Stag 3.0 V8 engine, complemented with its very smooth transmission. Spec includes PAS and electric windows. 85,000 miles from new. Finished in Green with a green hood and black text upholstery, this is the perfect car to keep in the garage for sunny days!



1988 Daimler 5.3 Double Six - £14,995

These cars are becoming ever more rare, especially fitted with the legendary V12 engine. Fitted with its original automatic gearbox, this is a very smooth executive car. With just 4 owners from new and having covered just 44,000 miles, the car comes complete with its original Daimler service pack. The car comes finished in Crimson Red with a complementing Beige leather interior. Central door locking, PAS, electric windows, electric sunroof and climate controlled heating system.

WANTED

We are keen to acquire similar cars for either outright purchase or on a sale or return arrangement.

T: 01590 612 999

W: www.beaulieugarage.co.uk

E: sales@beaulieugarage.co.uk



The real world of historic Jaguars



WWW.ZWAKMANMOTORS.COM

ESTABLISHED
OVER
40
YEARS

TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS

OVER 60
SUPERCARS
IN OUR
INVENTORY



FERRARI & LAMBORGHINI

63	LAFERRARI Rosso Corsa/Nero Alcantara, Matte Black Alloy Wheels, Nero Roof, Front Suspension Lift, Carbon Fibre Mirrors, Sat Nav, Sports Exhaust, 4 Point Racing Harness, 5,800m	£2,295,000
04	ENZO Rosso Corsa/Rosso Leather Race Seats, Yellow Dial, Classiche Certified, 3,700m FSH, Best Example In The World	£2,000,000
17	488 SPIDER Triplo Strato Giallo/Nero Hide, Goldrake Carbon Seats, Sports Exhaust, 20" Diamond Cut Forged Alloys, Carbon Driver Zone With LEDs, Carbon Air Ducts, 1,500m, As New	£269,950
62	458 SPIDER Grigio Silverstone/Sabia E/Seats, Sat Nav, Carbon S/Wheel With LEDs, Carbon Interior, Carbon Rear Moulding, 20" Forged Alloys, 20,000m FSH	£159,950
62	458 ITALIA Silver/Rosso Hide, 20" Sports Alloys, Full E/Seats, Chromed Exhaust Pipes, Nero Roof, Central Tunnel In Rosso, Ferrari 7 Year Service Pk, 15,000m	£149,950
03	360 CHALLENGE STRADALE LHD Bianco Avus/Blue & Black Alcantara Racing Seats, Carbon Interior, 12,000m FSH, Immaculate	£164,950
54	360 SPIDER MANUAL Rosso Corsa/Nero Hide With Red Piping, Red Carpets, Challenge Rear Grille, 1,200m, 1 Owner, Just Serviced, The Very Best Available	£139,950
63	AVENTADOR ROADSTER LP700-4 Grigio Estoque/Black Leather, Full E/Seats, Grigio Alloys, Sat Nav, Orange Brake Calipers, 3,000m, As New	£264,950
12	AVENTADOR LP700-4 LHD Bianco ISIS/Black Leather, 21" HRE Alloys In Gloss Black, Nero Roof, Front Lift, Glass Engine Cover, DMC Carbon Spoiler, Bianco Brake Calipers, 5,800m	£224,950
14	AVENTADOR ROADSTER LP700-4 Black/Black Leather Stitched Red, Capristo Exhaust, Carbon Interior, 20"/21" Dione Forged Alloys, DMC Carbon Exterior Pk, RHD, 6,000m, Stunning	£274,950
12	AVENTADOR LP700-4 LHD Grigio Estoque/Black Alcantara With Yellow Stitching, Front Lift, 20" Nero Lucido Iperione Alloys, Yellow Calipers, Glass Engine Cover, 13,000m, Immaculate	£194,950

CLASSICS

1968	ASTON MARTIN DB6 MK1 Tungsten Silver/Red Leather, Engine Rebuild In 2016, One Owner Since 1971, Big History File, Excellent Example, 45,000m	£POA
1973	FERRARI 365 GTB/4 DAYTONA LHD Silver/Black, Air Con, E/Windows, Original Tool Roll & Books, Massive History File, 44,000m, Exceptional Condition	£550,000
1995	FERRARI 512M Rosso/ Crème, E/Windows, 1 Of Only 41 RHD UK Cars, Great History File, 3 Owners, 38,000m FSH, Perfect	£229,950
1988	FERRARI TESTAROSSA Rosso/Black Hide, E/Windows, 7,000m FFSH, Just Had Major Service With Graypaul Ferrari, Immaculate Condition Throughout	£179,950
1998	FERRARI TESTAROSSA Rosso/Black Daytona Seats With Rosso Inserts, E/Windows, 1 Of Only 438 RHD UK Cars, 23,000m FFSH, Immaculate Condition Throughout	£139,950
1991	FERRARI TESTAROSSA Argento Nürburgring/Black, E/Windows, 1 Of Only 438 RHD UK Cars, 2 Owners, 41,000m, Just Serviced	£119,950
1988	FERRARI 328 GTS Rosso Corsa/Crème Hide, Rear AeroFoil, Rosso Carpets, UK Supplied, Only 5,400m, As New	£159,950
1983	LAMBORGHINI JALPA P350 TARGA Red/Cream, 1 Of 35 RHD Cars, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000m	£109,950
1959	JAGUAR XK150 3.8 DROPHEAD MANUAL Cream/Black Leather, 92,000m, Restored, Ex-Rock Hudson	£129,950

ROLLS ROYCE & BENTLEY

13	PHANTOM SERIES II Diamond Black/ Seashell Hide, Sliding Roof, Rear Theatre, TV, Visible Exhausts, Camera Package With Top View, Six DVD Changer, Dynamic Pk, 9,000m	£189,950
16	DAWN Dark Tungsten/Jubilee Silver/Mandarin Leather, 21" Full Polished Alloys, Wood Decking, Wood Interior Panelling, Mandarin Coachline, Black Hood, Night Vision, Bespoke Audio, Launch Spec, 13,000m	£229,950

PORSCHE

65	991 GT3 RS 4.0 LHD GT Silver/Black Alcantara & Leather, 918 Spyder Bucket Seats, RS Pedals, FI Exhaust, Clubsport Pk, PCCB, Front Lift, Dynamic Engine Mounts, Massive Spec, 4,500m	£179,950
65	991 GT3 RS 4.0 RHD Ultraviolet/Black Alcantara & Leather, Clubsport Pk, Front Lift, Dynamic Engine Mounts, Racing Harness, Sport Chrono Plus, PCCB, ASK Sound, 2,900m	£199,950
66	991 GT3 RS 4.0 LHD Lava Orange/Orange Alcantara & Black Leather, Silky Black Alloys, PCCB, Front Axel Lift, 918 Bucket Seats, Sports Exhaust, Michelin Decals On Tyres, Sports Exhaust, 8,000m	£174,950
60	997 GT2 RS RHD GT Silver/Black Leather & Alcantara, No. 136 Of 500, 19" GT3 Style Alloys, Carrera GT Bucket Seats, PCCB, PASM, Carbon Front Wings, Clubsport Pk, ASK Sound Pk, RHD, 14,500m	£379,950

OTHERS

14	McLAREN P1 LHD Volcano Yellow/Black Alcantara & Leather, Exposed Carbon Exterior, 20" Lightweight Alloys In Stealth, Carbon Roof Snorkel, Meridian Sound System, UK Supplied, 1 Owner, 1,500m	£1,595,000
17	McLAREN 675LT SPIDER Napier Green/Black Alcantara, 20" Super Light Weight Alloys, Front Lift, MSO Carbon Fibre Exterior Pk, Meridian Sound System, Sat Nav, As New, 200m	£314,950
16	McLAREN 570S Onyx Black/Black Leather, Front Lift, 20" Alloys In Stealth, R'Camera, Sports Exhaust, Ceramic Brakes, E/Seats, 1 Owner, 5,300m	£139,950
67	McLAREN 570S SPIDER Ventura Orange/Black & Orange Alcantara, Front Lift, Super Lightweight Alloys In Stealth, R'Camera, Luxury Pk, Orange Brake Calipers, As New, 200m	£SAVING
65	McLAREN 650S LHD Brilliant Silver/McLaren Orange, Sat Nav, Parking Sensors, Carbon Side Intakes, Great Spec, Delivery Mileage	£139,950
59	ASTON MARTIN V12 VANTAGE Onyx Black/Obsidian Black Leather, 700W Aston Martin Premium Sound System, Silver Contrast Stitching, 10 Spoke Alloys, Full AM Service History, 22,000m	£79,950
13	ASTON MARTIN DB9 VOLANTE Meteorite Silver/Sandstorm Leather, 20" 5 Spoke Alloys, R'Camera, H/Seats, Wind Deflector, Black Hood, Comfort Suspension, 28,000m	£84,950
61	MERCEDES-BENZ SLS Matte Designo Allantite Grey Magno/Classic Red Designo Leather, Black Twin Spoke Alloys, COMAND With Sat Nav, Carbon Interior Pk, R'Camera, Immaculate, 31,000m	£149,950
61	MERCEDES-BENZ SLS ROADSTER Obsidian Black/Saffron, Sat Nav, R'Camera, Aircscarf, Blind Spot Assist, 10,000m FSH, As New	£149,950
65	MERCEDES-BENZ AMG GTS Magnetite Black/Black Nappa Leather, Burmester Sound System, AMG Performance Exhaust, Panoramic Roof, Red Calipers, 20" Black Alloys, Massive Spec, 23,000m	£79,950
67	MERCEDES-BENZ SL65AMG CABRIOLET Canvasite Blue/Porcelain Leather, Driving Assistance Pk, Burmester Sound, AMG Exclusive Pk, Massage Seats, Blue Hood, 1,000m	£169,950

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: +44 (0)1283 762762

Email: info@tomhartley.com

www.tomhartley.com

Follow us:  @TomHartleyCars  TomHartley

SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-8PM



FERRARI F50

8500km, Classiche,
immaculate and never repainted



FERRARI F40

Completely serviced,
full history from new,
fantastic driver



FERRARI F1 640

Ex. Berger, chassis 110,
F1 Clienti restoration,
Classiche, ready to run



FIAT 124 ABARTH GR.4

Factory four valves car,
great WRC history and
provenance



PORSCHE 962

Chassis 162, 3.2 liter,
engine and gearbox 2h,
all original in every detail



MATRA MS630

First continuation car built at
EPAF. FIA papers and
ready to race

ALSO AVAILABLE:

Arrows A11C : 1991 ex. Alboreto, originally fitted with Porsche V10, now on Cosworth

Chrysler Viper GTS-R : 2000 ORECA factory car, glorious history including Le Mans

Ferrari 360 GT : Chassis 000M, the very first of modern Michelotto cars, extensive history

Jaguar E-Type 3.8 : concours restoration, black on red interior, full report available

Mercedes SLS GT3 : excellent condition car, ready to race, comes with spares package

Porsche 964 RS : 21000 km, silver, excellent condition, fully serviced

Porsche 997 4S : 52000km, grey, sport chrono plus, just serviced

Silver Lady Services Limited

FULL STOCK
LIST ON
OUR
WEBSITE

ROLLS - ROYCE & BENTLEY



www.silverladyservices.co.uk

SALES - SERVICE - RESTORATION



2008 ROLLS-ROYCE PHANTOM DROPHEAD
Metallic Metropolitan Blue with Ivory hide, brushed steel package and teak rear decking. Sat Nav, Parking sensors, DAB radio. 66,000 miles. F.S.H. **£145,000**



1982 ROLLS-ROYCE CORNICHE CONVERTIBLE BY MULLINER PARK WARD – Willow gold over Nutmeg brown with Parchment interior. 74,000 miles. Late type Rolls-Royce alloy wheels. Beautiful condition throughout. **£49,950**



1994 ROLLS-ROYCE SILVER SPIRIT III
Red Pearl with Parchment interior. 56,000 miles. Avon whitewall tyres. Known to us for last 13 years. F.S.H. Immaculate condition throughout. **£18,500**



1995 ROLLS-ROYCE SILVER SPUR (LWB)
Royal Blue with Magnolia interior piped in French Navy. Just serviced, new windscreens and 4 new Avon whitewall tyres. 108,000 miles. Outstanding value. **£14,950**



1980 ROLLS-ROYCE SILVER SHADOW II
Caribbean blue with dark blue interior. 104,000 miles. Last owner has owned the vehicle since 1992. **£11,950**



1997 BENTLEY AZURE JACK BARCLAY SPECIAL BY MULLINER PARK WARD – Silver with Royal blue interior. 51,000 miles. Limited edition – only 10 ever built. Burr walnut front door panels. DVD screens in headrests. F.S.H. **£67,500**



1963 BENTLEY S3
Smoke green over Sage green. Air con, front & rear seat belts. Vehicle restored to pristine condition **£59,950**



1994 BENTLEY CONTINENTAL R
Black Ebony with Black interior. 107,000 miles. Rear ¼ badges. Lots of history. Superb condition. **£34,950**



2008 BENTLEY CONTINENTAL GT
Graphite with Magnolia interior. 54,000 miles. Burr walnut veneers, Sat Nav, Reversing camera, Front & rear parking sensors. F.S.H. **£42,500**



2005 BENTLEY CONTINENTAL GT Umbrian Red with Portland hide. 67,000 miles. Massage front seats, Sat Nav, Front & rear parking sensors, 19" multi-spoke alloys, F.S.H. **£28,500**



2004 BENTLEY CONTINENTAL GT
Silverlake metallic blue with Saffron interior. Front massage seats, Heated steering wheel, Sat Nav, Parking sensors. F.S.H Just serviced and MOT. **£24,950**



1998 (R) BENTLEY BROOKLANDS MULLINER
Atlantic Blue Mica. 73,000 miles. Number 33 of 100 build. F.S.H. Stunning vehicle. An exceptionally collectible car. **£22,500**

PLEASE CALL STEVE DREWITT ON:

Tel: 01202 388488 ● Mobile: 07860 512368

www.silverladyservices.co.uk ● e-mail: silverlady@btconnect.com

64-70 ALMA ROAD, BOURNEMOUTH BH9 1AN

Paul Matty

Sportscars

LOTUS SPECIALIST SALES • REPAIR • RESTORATION

01527 835 656
enquiries@paulmattysportscars.co.uk



1964
Lotus Elite
S2
Price:
£69,950



1987
Lotus Esprit
Turbo H/C
Celebration
Price:
£55,000



2006 Lotus Elise S
Price: £16,950



1994 Lotus Esprit S4
Price: £24,950



2008 Lotus Elise SC
Price: £26,250



2000 Lotus Elise S1
Price: £15,750



1970 Lotus Elan +2 S
Price: £11,950 no offers



1965 Lotus Elan S2
Price: £35,950



2000 Lotus Elise 160 Sport
Price: £20,000



1965 Lotus Elan S2
Price: £47,500



2005 Lotus Elise 111S
Price: £18,500



1954 Lotus Mk 6
Price: £P.O.A.



1968 Lotus Elan S4 S/E
Price: £P.O.A.



1961 Lotus 7 S1
Price: £P.O.A.



1970 Lotus Europa S2
Price: £P.O.A.



1972 Lotus Elan +2 S 130/5
Price: £P.O.A.



1996 Lotus Elise S1
Price: £23,500



1968 Lotus Elan S3
Price: £39,950



Lotus Exige V6
Price: £42,950



1969 Lotus Elan +2
Price: £15,750



2006 Lotus Elise 111R
Price: £20,950



1960 Austin Healey Sebring
Sprite Replica. Price: £28,500



1967 Lotus Elan S3 FHC
Price: £42,500



1969 MG C Roadster
Price: £22,950



1966 Lotus Elan S3
Price: £35,000



2006 Lotus Elise 111R
Price: £20,950

12 Old Birmingham Rd,
Lickey End, Bromsgrove B60 1DE

Tel: 01527 835656
enquiries@paulmattysportscars.co.uk

paulmattysportscars.co.uk

Panorama Bay

36 Panorama Road, Sandbanks, Poole, Dorset, BH13 7RD

www.panoramabay.co.uk · panoramabaysales@live.co.uk · Tel: 01202 709407 or Mobile: 07785500990



1937 AUSTIN 12/4 ASCOT 4 DOOR SALOON white, brown leather, full resto some time ago, needs some attention, private collection **£5995**



1927 AUSTIN SEVEN MODEL R TOP-HAT SALOON finished in blue/black with dark blue trim, very rare **£18,995**



1937 AUSTIN SEVEN PEARL CABRIOLET full resto, nicely mellowed, private collection many years. **£10,995**



1933 AUSTIN 7 SALOON fully restored in beige and black with light biscuit trim, ex cond **£10,995**



1961 BMW ISETTA 300 BUBBLECAR in red, very rare auto, resto to concours 20000 miles **£18,995**



1964 SUNBEAM ALPINE SPORTS 1600cc red, 2 owners, 25000 miles, man. o/d, c/w/w, w/w, reg 184 LON **£24,995**



2002 SMART CROSSBLADE lhd black/silver red trim, No281/2000 made, 6000 miles (library photo) **£19,995**



1999 ROVER 820Si AUTO 4 door saloon in red, 57000 miles vgc **£3,995**



1934 MEB ROYAL RUBY 3 wheeler tourer boat tail body by Brommley & Edwards, Bolton, red/black **£15,995**



2013(63) MORGAN ROADSTER EVOCATION (HAWKE) in white with black trim and sidescreen, 1300 miles only, ex cond **£17,995**



1952 MGTD SPORTS in red, g/up resto with photo record to near concours condition **£28,995**



1968 MGC GT white with black trim, 57,000 miles, last owner 25 years w/w, o/drive, good cond **£16,995**



1997 MINI COOPER LTD ED turquoise, co-ord trim, walnut dash/door cappings 47000 miles **£9995**



2009 LOTUS EXIGE SPRINT 1 of only 20 made finished in yellow, 60,000 miles **£36,995**



1934 FORD MODEL Y ALPINE TOURER black/burgundy 83000 miles, ex cond **£17,995**



1972 FIAT 500 ABARTH 695 SS EVOCATION True collector's car – fabulous in white/purple **£16,995**



2005 FORD THUNDERBIRD CONV 50th anniversary Ed, silver hard+soft tops, 40000 miles, fully loaded **£16,995**



1956 JAGUAR XK140 hard top in olde English white stunning with red leather trim very good condition **£79,995**



1952 JAGUAR XK120 ROADSTER LHD, fully restored in 1993, 7000 miles **£125,000**



1993 BENTLEY CONTINENTAL R Coupe in green/tan trim, ex cond, v collectable **£39,995**

We have a further 60 cars in stock please email or call for a stocklist

- Car Sales
- Brokerage
- Workshop
- Parts Sale
- Rental



+39 335 5350022
 www.luzzago.com
 info@luzzago.com



1964 ALFA ROMEO
GIULIA SPIDER



1963 ALFA ROMEO
GIULIA SPRINT SPECIALE



1971 ALFA ROMEO
GT JUNIOR 1.3



1985 ALFA ROMEO
GTV 6 2.5



1965 AUSTIN HEALEY
100/6 Bn4 - RHD



1995 BMW
850 CSI E31 M SPORT



1967 CHEVROLET
CORVETTE C2 427 COUPE'



1978 CHEVROLET
CORVETTE C3 PACE CAR



1962 FIAT
1500 CABRIOLET SPIDER



1962 FIAT
1500 S CABRIOLET OSCA



1972 FIAT 124
SPORT SPIDER BS 1



1972 FORD
MUSTANG MACH 1



1962 FORD
THUNDERBIRD 390 C.I. S3



1971 JAGUAR
E-TYPE 4.2 OTS



1962 JAGUAR
E-TYPE 3.8 FHC



1955 JAGUAR
XK 140 FHC SE



1961 LANCIA APPIA S3
CONVERTIBILE VIGNALE



1963 LANCIA FLAMINIA
GT TOURING 2.8 - 3C



1973 LANCIA
FULVIA 1.3 ZAGATO



1974 MASERATI
INDY - 4.9 S AMERICA



1976 MASERATI
MERAK SS



1967 MERCEDES
250 SL PAGODA



1963 MERCEDES
220 SEB CABRIO



1964 MERCEDES
220 SE COUPE'



1960 MG
A 1600 SPIDER



1938 MORGAN
4/4 1200 Si - RHD



1975 MORGAN
4/4 1600 - 2 SEATER



1972 PORSCHE
911 2.4 S COUPE'



1991 RENAULT
ALPINE GTA V6 TURBO



1959 TRIUMPH
TR 3 A



LUZZAGO
Classic and Sport Cars

Luzzago 1975 Srl / via Mandolossa 65 / 25030 Roncadelle Brescia (Italy) / tel. +39.030.2411531, fax +39.030.2411540
 www.luzzago.com / info@luzzago.com / A company of LBB intl s.a. holding automotive branch - Luxembourg

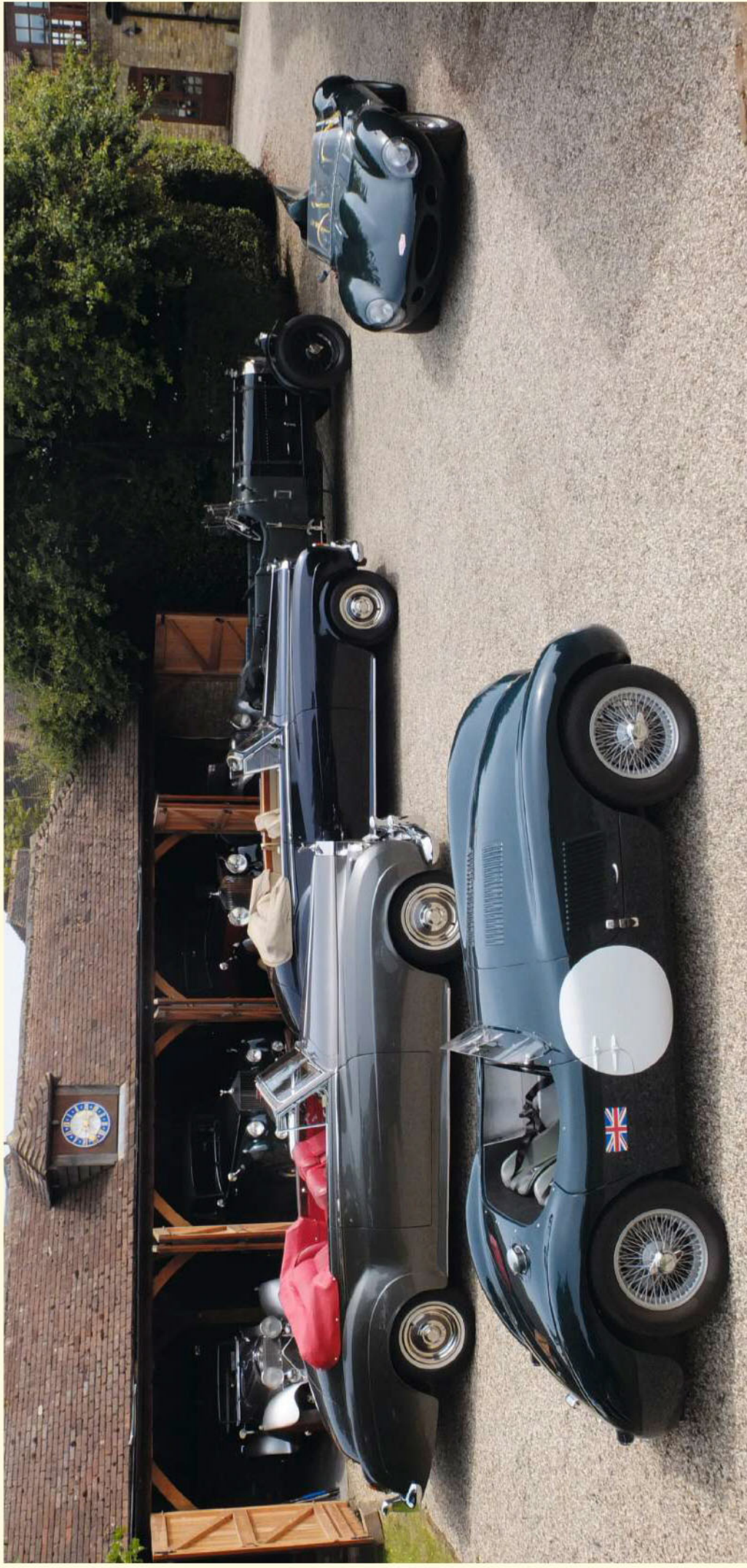
TECHNICAL EXPERTISE AND ADVISE OF PURCHASE AND RESTORATION THROUGHOUT EUROPE

TERENCE MORLEY CLASSIC CARS

07887 722400

www.tm-classiccars.co.uk

t@tm-classiccars.co.uk



COMMISSION SALES

The hassle-free way to sell your classic car

250 CLASSIC CARS IN STOCK IN OUR SHOWROOM
ERclassics.com - Holland



€94,950

Porsche 930 Turbo 1983
 3.3 ltr Matching Numbers



€189,950

Jaguar E-Type Series I Roadster 1965
 Body-off restored



€89,950

Austin Healey 3000 MK3 1964
 Restored, power steering



€265,000

Rolls-Royce Phantom Drophead 2008
 25.000 km



€39,500

Triumph TR3A Cabriolet 1960
 Overdrive



€89,950

Jaguar E-Type 2+2 coupe 1971
 British Racing Green



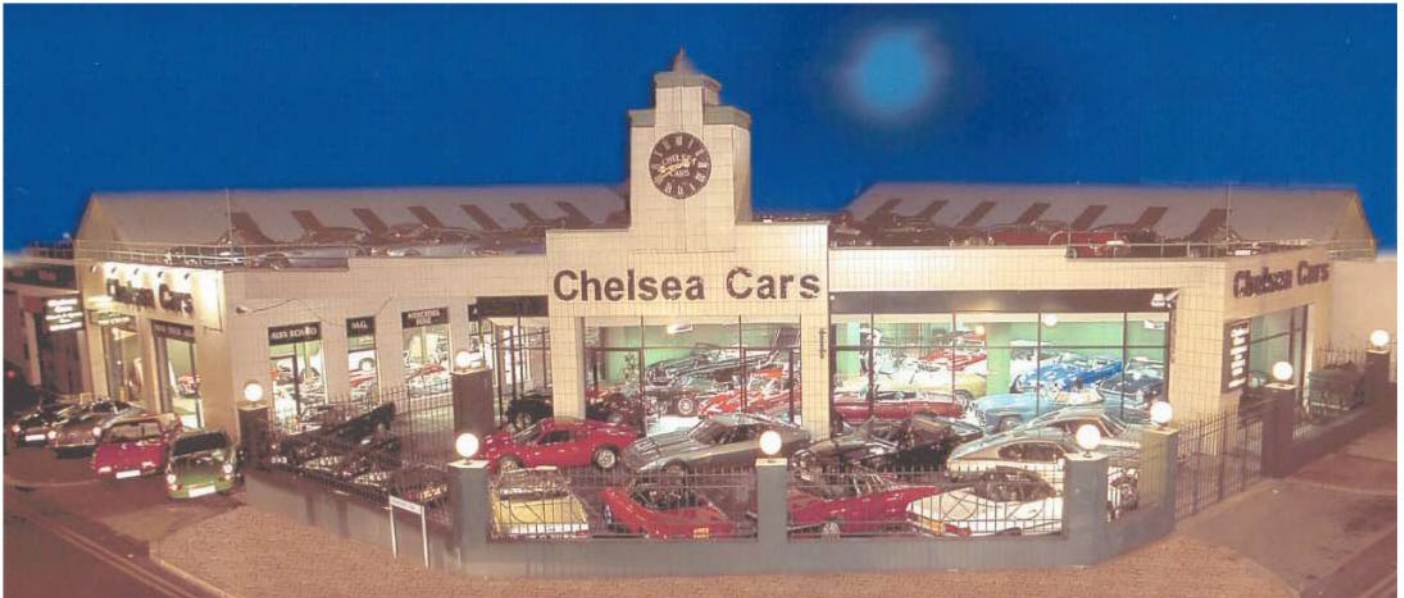
€54,950

Ford Mustang Cabriolet V8 1966
 GT Pack



€69,950

MG TC Roadster 1947
 Concours condition, restored for 100.000 USD



- 1988 ALFA ROMEO SPIDER** - 2.0 LITRE. RHD. PRESENTED IN PRIMROSE YELLOW COACHWORK WITH BLACK INTERIOR. SHOWING JUST 44K MILES AND LOW OWNERSHIP. BODY AND PAINTWORK VERY GOOD WITH CORRECT PANEL FIT AND ORIGINAL RUBBER MATS, NO SPLITS ON DASH OR SEATS ETC
..... £22,995
- 1965 ASTON MARTIN DB5** - CALIFORNIAN SAGE COACHWORK MAGNOLIA INTERIOR £675,000
- 1966 ASTON MARTIN DB6 VANTAGE** - MANUAL GEARBOX, WHITE COACHWORK, LOW MILEAGE. PREVIOUSLY OWNED FOR MANY YEARS BY AN ASTON MARTIN SPECIALIST. THE ONLY WHITE DB6 VANTAGE PRODUCED. THIS IS A VERY HIGH END CAR £450,000
- 1966 BMW 2000 CS COUPE**. LHD. SILVER COACHWORK. RESTORED £ 29,995
- 1949 CADILLAC SERIES 62 CONVERTIBLE CUSTOM 'CAD ATTACK'** - WELL KNOWN CUSTOM CADILLAC WHICH HAS APPEARED IN MANY MAGAZINES EPOA
- 1966 CORVETTE 427 BIG BLOCK 7.0 LITRE CONVERTIBLE** - DUBONNET RED COACHWORK BLACK INTERIOR, MANUAL TRANSMISSION £59,995
- 1962 FERRARI 250 GTE**. LHD. MATCHING NUMBERS. SILVER COACHWORK, BLACK LEATHER EPOA
- 1982 FERRARI 512 BBI BOXER, LHD** - GRAPHITE GREY COACHWORK, MAGNOLIA LEATHER, RESTORED £249,000
- 1998 FERRARI 355 F1 SPIDER, LHD** - PRESENTED IN BLACK COACHWORK WITH BLACK INTERIOR. LOW MILEAGE, MUCH RECENT EXPENDITURE £62,995
- 2001 FERRARI 456 GTM** RARE MANUAL GEARBOX. RED COACHWORK, 44K MILES £89,995
- 1970 FIAT 500** - BURGUNDY COACHWORK £9,995
- 1972 FIAT 500 F RHD** - BURGUNDY COACHWORK, MANY UPGRADES INCLUDING REBUILT 650CC ENGINE, SYNCRO GEARBOX, RESTORED BODY £14,995
- 2008 FORD MUSTANG GT 500KR LIMITED EDITION** - SILVER COACHWORK, JUST 500 MILES FROM NEW £59,995
- 1966 FORD MUSTANG FASTBACK** - BLACK COACHWORK .AUTO , POWER STEERING ,DISC BRAKE MODEL £39,995
- 1955 JAGUAR XK140 FHC**. RHD. WHITE COACHWORK, BLACK LEATHER INTERIOR £59,995
- 1956 JAGUAR XK 140 ROADSTER RHD** - RED COACHWORK. RESTORED £99,995
- 1966 JAGUAR E TYPE FHC** - ORIGINAL RHD UK CAR. GREY METALLIC COACHWORK, SUEDE GREEN LEATHER, LOW MILEAGE, EXTENSIVE SERVICE HISTORY £75,000
- 1972 JAGUAR E TYPE ROADSTER** - UK RHD, RED COACHWORK, TAN LEATHER, AUTOMATIC TRANSMISSION, WIRE WHEELS. JUST RESTORED £95,000
- 1972 JAGUAR E TYPE V12 ROADSTER ORIGINAL RHD** - PRIMROSE YELLOW, TAN LEATHER INTERIOR, AUTOMATIC TRANSMISSION. JERSEY CAR SHOWING LOW MILEAGE. WAX OIL TREATED. LIGHT RESTORATION £59,995
- 1973 JAGUAR E TYPE V12 COUPE** - RED COACHWORK, BLACK LEATHER, MANUAL GEARBOX £49,995
- 1973 JENSON INTERCEPTOR CONVERTIBLE LHD** - DARK METALLIC GREEN COACHWORK, MAGNOLIA LEATHER INTERIOR. £20K RECENTLY SPENT £75,000
- 1975 LAMBORGHINI URRACO P300S**. RARE 3.0 LITRE MODEL. LHD. BLACK COACHWORK, BLACK LEATHER £85,000
- 1988 LAMBORGHINI COUNTACH 5000 QV**. LHD. WHITE COACHWORK, BLACK LEATHER. MUCH RECENT WORKS £289,000
- 1952 LANCIA AURELIA B52 2000 COUPE BY PININFARINA**. RHD. ONE OF ONLY THREE PININFARINA EXAMPLES OF THIS ICONIC MODEL. VERY RARE OPPORTUNITY EPOA
- 1936 MERCEDES V170** - 4 DOOR LIMOSINE CABRIOLET. RED COACHWORK. FULLY RESTORED £49,995
- 1964 MERCEDES 230 SL**. RHD. AUTOMATIC - P/S. MIDNIGHT BLUE COACHWORK, BLACK LEATHER INTERIOR. THIS CAR HAS BEEN FULLY RESTORED AND UPGRADED TO 280 SL SPEC BY SILCHESTER INCLUDING DISC BRAKES, A/C WITH INVOICES AND PHOTOGRAPHS TO THE TUNE OF OVER £50K EPOA
- 1965 MERCEDES 220 SE CABRIOLET RHD** - PRESENTED IN WHITE COACHWORK WITH BLACK LEATHER INTERIOR. MANUAL TRANSMISSION WITH POWER STEERING. VERY GOOD SERVICE FILE £75,000
- 1965 MERCEDES 230 SL** - RED COACHWORK, BLACK INTERIOR, AUTO, P/S £65,000
- 1967 MERCEDES 250 SL LHD** - MIDNIGHT BLUE COACHWORK, BLACK INTERIOR, AUTO, JUST REPAINTED £89,995
- 1967 MERCEDES 250 SL** - MIDNIGHT BLUE COACHWORK, BLUE INTERIOR, AUTO £55,000
- 1968 MERCEDES 280 SL** - DARK BLUE COACHWORK, TAN INTERIOR RHD, AUTOMATIC TRANSMISSION EPOA
- 1969 MERCEDES 280 SL LHD** - WHITE COACHWORK ,DARK BLUE INTERIOR AUTO, P/S. RESTORED, NEW INTERIOR £79,995
- 1969 MERCEDES 280SL** - SILVER COACHWORK - BLACK LEATHER INTERIOR - AUTO - RECENT FULL RESTORATION EPOA
- 1969 MERCEDES 280SL** - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR EPOA
- 1970 MERCEDES 280 SL RHD** - AUTOMATIC TRANSMISSION. SILVER COACHWORK WITH DARK BLUE LEATHER INTERIOR. VERY SENSIBLY PRICED AT £85,000
- 1970 MERCEDES 280 SL LHD** - TUNIS BEIGE COACHWORK, COFFEE INTERIOR, AUTO, P/S. RESTORED £85,000
- 1970 MERCEDES 280SL** - SILVER COACHWORK - BLACK LEATHER INTERIOR - RHD AUTO - HIGH END - RECENT FULL RESTORATION AND ENGINE REBUILT - ONE OF THE FINEST.. £129,995
- 1987 MERCEDES 300SL** - RED COACHWORK, BLACK INTERIOR £21,995
- 1988 MERCEDES 300SL** - BLUE BLACK METALLIC COACHWORK, MAGNOLIA INTERIOR, REAR SEATS £19,995
- 1988 MERCEDES 300SL** - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR £17,995
- 1988 MERCEDES 500 SL** - LIGHT METALLIC BLUE COACHWORK, DARK BLUE INTERIOR. £19,995
- 1988 MERCEDES BENZ 500SL** - SILVER COACHWORK - BLACK LEATHER INTERIOR..... £14,995
- 2003 MERCEDES SL 500**. SMOKE SILVER COACHWORK, GREY LEATHER, 50K MILES £12,995
- 2009 MERCEDES SLK 200 LIMITED EDITION 2 LOOK** - WHITE COACHWORK ,WHITE/BLACK LEATHER.MANY EXTRAS .LOW MILEAGE £12,995
- 2000 MINI SPORT** - DARK METALLIC GREEN COACHWORK. 500 SPEC. LOW MILEAGE £12,995

AS APPEARED ON 'TOP GEAR' TV PROGRAMME
WE URGENTLY REQUIRE CLASSIC AND SPORTS CARS FOR CLIENTS
ARMOURY WAY • WANDSWORTH • LONDON • SW18 1JZ

Website: www.chelseacars.com

E-Mail: sales@chelseacars.com

TELEPHONE: 020 8870 9977 • FAX No: 020 8877 1905•



Le Riche Automobile

SALES | RESTORATION | SERVICING & MAINTENANCE | STORAGE | HIRE

Established 1990

1953 AUSTIN HEALEY 100/4 BN1

MOD, 2660cc, blue - blue leather, 26,000 miles. Stored many years and just re-commissioned covering 1,500 miles. Highly original car, not restored, matching number.



£59,950

1968 TOYOTA SPORTS 800

2 cylinder 790cc twin, air cooled 45 bhp. 75,000 km's. Rare fun car, RHD, removable roof. Overall good condition.



£39,950

1964 VOLVO P1800 S

Rare Swedish build with cow horn bumpers and hockey stick trim. Extensive re-commissioning just undertaken after 20 years in dry storage. 2 owners from new & very well documented service history.



£24,950

1959 JAGUAR XK150 3.8 DHC

Indigo blue with biscuit leather. MOD and high compression head. Full professional restoration, large history file, prepared for European touring. Ready to go.



£165,000

1965 FIAT 2300 COUPE ABARTH

Supplied new by Fiat-France. In 1988 Patrick Mersch bought the car to compete in European endurance and FIA historic series. Prepared by a Ferrari specialist utilising Abarth competition components. Inexpensive GT competition car.



£37,950

1957 JENSEN 541 DELUXE

Fully restored in the 1990's and used little since. Well maintained and serviced with perhaps some early racing history to be researched. Comprehensive file. Gunmetal and black leather interior, manual with overdrive.



£59,950

PEUGEOT 205 GTI 1.6. 1990

57,000 miles, silver paint with red & black interior. Consistent service & maintenance records. 2 owners. Excellent condition throughout.



£14,950

1972 JAGUAR E TYPE SERIES 3 RDSTR

Low mileage LHD roadster showing 34,000 miles. Worked through in our workshops over the last year. Pale primrose yellow with black leather and CWW. Very good condition throughout.



£84,950

1965 JAGUAR 3.4S TYPE

Channel Island car has been subject to a total restoration, with the engine, gearbox & axle being rebuilt by Rob Beere Racing & other works undertaken by specialist Jaguar restorers. Upwards of £60k plus spent!



£34,950

1985 LAMBORGINI JALPA

One of 35 RHD made, service history, 2 owner 28,000 miles. Black/tan interior. SS exhaust, manual. 1980's icon.



£115,000

1950 FORD V8 PILOT

Low mileage Ford V8 with extensive recent mechanical overhaul and body restoration in 2000. Original leather seats 50,000 genuine miles. Excellent driving car.



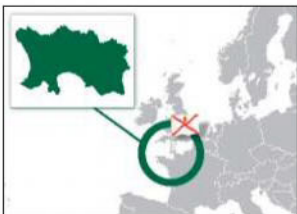
£17,950

SUNBEAM ALPINE 1953

Two-seater roadster, 2300cc, four-speed floor change, cream leather, restored, full weather equipment.



£39,950



Le Riche Automobile Restorers (CI) Ltd.

Unit 10, Springside,
Trinity, Jersey JE3 5DG,
Great Britain

Telephone: + 44 (0) 1534 864073

email: enquiries@leriche.com



LeRiche.com

| JerseyCamperHire.com | JerseyClassicHire.com


Le Riche
AUTOMOBILE RESTORERS

OFFSHORE BASED WITH OFFSHORE BENEFITS

Hanwells

Established 40 Years. Open 7 Days a Week.

ROLLS-ROYCE & BENTLEY SPECIALISTS



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 **£120,000**



2012/12 Bentley Mulsanne. Finished in Silver Storm with Linen interior, with Imperial Blue stitching and Imperial Blue carpets piped in Linen. Fitted with rear entertainment and internet. Only 21,000 miles with Full Service History. Immaculate condition throughout **£105,950**



2010/10 Bentley Flying Spur. Finished in Cumberland Green with 20 inch alloys and electric sunroof. Special order interior in Portland with Arange style rear seats and picnic tables. Rear park camera and adaptive cruise. Only 31,000 miles, FSH. Immaculate & outstanding value at **£51,950**



2008/08 Bentley Flying Spur Mulliner. Finished in Meteor Blue with electric sunroof and electric rear blind. The interior is finished in luxury Mulliner styled leather in Portland with contrasting Nautic carpets. Fitted with park camera. Only 47,000 miles with FSH and just 2 owners. Immaculate throughout, a must at only **£47,950**



2007/07 Bentley Flying Spur. Finished in Midnight Emerald with Ochre main hide and with Spruce as secondary hide. Heated and cooling seats front and rear, with the 5 seat option and picnic tables to the rear. Only 46,000 miles with Full Service History. Immaculate condition throughout **£38,850**



2007 model/56 Bentley Continental GTC. Finished in stunning Silverlake with French Navy hood and Magnolia interior, with Nautic secondary hide and 20 inch alloys. Only 49,000 miles with Full Service History. Known to ourselves for last 5 years. Immaculate throughout **£51,950**



2006/06 Bentley Flying Spur. Finished in Sapphire Blue with electric sunroof and 20 inch alloys. Luxury 4-seater version with reclining rear seats. Saffron interior with secondary hide in French Navy, Walnut veneers, wood rimmed steering wheel and rear screens. Only 77,000 miles. FSH. Immaculate throughout **£36,950**



2006 Model/55 Bentley Arnage R. Finished in Black Sapphire with 19 inch chrome alloys, electric sunroof and top tinted windscreen. Magnolia interior with French Navy piping, 2 tone leather steering wheel. Walnut veneers, electric and heated rear seats. One owner, only 43,000 miles. FSH. Immaculate **£43,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Magnolia interior, Beluga secondary hide and Walnut inlays and veneers. Only 63,000 miles with Full Service History. Immaculate condition throughout. Value at only **£32,950**



2005 Model/54 Bentley Arnage R. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with Walnut door inlays and Flying B's to the waist rails. Fitted with DVD screens to the rear. Known to ourselves for last 3 years. Immaculate condition throughout with FSH. Outstanding value at only **£33,950**



2004/04 Bentley Continental GT. Finished in Cypress Green with 19 inch alloys. Saffron interior with Burr Oak veneers. 85,000 miles with Full Service History and in immaculate condition throughout **£29,999**



2003/03 Bentley Arnage T. Finished in Black Sapphire with Mulliner wing vents and '07 model 19 inch alloys. Magnolia interior with French Navy stitching and Flying B's. Turned alloy dash and waist rails with Walnut veneers. Electric rear seats. Only 77,000 miles. FSH. Supplied by us 6 years ago. Immaculate **£32,950**



2003 Model/52 Bentley Arnage R. Finished in Peacock Blue with Cream fine lines. Cotswold interior with French Navy carpets and Walnut veneers, with a 2 tone leather trimmed steering wheel. Just 70,000 miles with Full Service History. Immaculate condition throughout **£30,950**



2002/02 Rolls Royce Silver Seraph Last of Line. Very rare, one of only 170. 2 owners, supplied by us 3 years ago. Only 58,000 miles with FSH. In Silver Tempest with St James coachlines. Electric sunroof and all Last of Line features. Interior in Light Grey, with Mulberry carpets. Immaculate. Only **£56,950**



2000 X Bentley Arnage Red Label. Finished in Silver Pearl with Magnolia interior piped in Slate, with top tinted screen, Granite carpets, Walnut veneers and two tone steering wheel. Electric seats front and rear. Only 89,000 miles with Full Service History. Known to ourselves for last 8 years. Immaculate throughout **£23,950**



1999 T Bentley Arnage Red Label Look Alike. Finished in Masons Black with limited edition Le Mans alloy wheels and colour coded bumpers. Magnolia interior with Black piping and Black carpets piped in Magnolia. Only 84,000 miles with history. Immaculate condition **£21,750**



1998 S Rolls Royce Silver Seraph. In Peacock Blue with Cream coachlines, whitewalls and later lamp lenses. Cotswold interior with French Navy piping and French Navy carpets piped in Cotswold, with all the usual luxury extras. Only 2 owners. FSH and known to us for last 6 years. Fantastic condition, only **£32,950**



1997 P Bentley Turbo RL MK IV. Finished in Peacock Blue with Parchment interior, with French Navy piping and French Navy carpets piped in Parchment, with Walnut veneers. Stunning condition throughout. Known to ourselves for last 6 years and loved and cherished by the previous owners **£18,950**



1994 L Bentley Turbo R MK III. Finished in the ever popular Wildberry, with 17 inch alloys. Magnolia interior with Mulberry piping and Mulberry carpets piped in Magnolia. 107,000 miles with Full Service History. Known to ourselves for last 8 years. Immaculate condition throughout, a stunning example **£15,950**



1992 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**



1990 H Rolls Royce Silver Spirit MK II Active Ride. Finished in beautiful special order Bordeaux with Black roof. White leather interior piped in St James, Cherry Red carpets and Walnut veneers with inlays. Fitted with picnic tables and cocktail cabinets. Only 25,000 miles with FSH. Immaculate throughout and must be seen **£23,950**



1989 G Rolls Royce Silver Spirit ABS EFL. Finished in Graphite with Silverstone interior. Walnut veneer inlays. This magnificent example is not to be missed. Known to ourselves for many years. Full Service History. Immaculate and outstanding value at only **£14,950**



1980 V Rolls Royce Silver Shadow II. Finished in Georgian Silver with French Navy Everflex roof, Slate Grey interior, French Navy piping and French Blue carpets. Only 47,000 miles with history. £21,000 recently spent on repairs to the brakes and suspension plus many other items. A fast appreciating model not to be missed. Immaculate **£34,950**



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only **£75,950**

24 MONTH PARTS AND LABOUR WARRANTY

20,000 mile service and 100 point checkover before collection, 1 year's MoT and 6 months road tax. Worldwide export facility. Licensed credit brokers

BROADWAY, 86/91 UXBRIDGE ROAD, LONDON W7 3ST

0208 567 6557 FAX: 020 8579 5386 PHONE EVENING 01932 224872

www.hanwells.com sales@hanwells.com

J • O • O • P S • T • O • L • Z • E

Classic cars

- Collector, specialist in real classic cars.
- we import cars ourselves

- 450 cars in the collection from a "project to perfect"
- Stock changes constantly

High price paid for Classic Cars
 Tel: (+31)174-520884 Mob: 655-102015
www.stolzeclassiccars.nl



Alfa Romeo type 750 sprint
 Several nice Spinters, Spiders ,Duetto's and 2000 Touring Spiders in stock



Austin Healey MK2 A
 We have 100/4, 100/6, MK1, MK2 and MK3. big choice in British REAL Classic Cars!



Jaguar XK 120 , 140 and 150's
 Several XK's to choose from
 Big collection of beautiful Jaguars



Jaguar E type Coupes
 Top Classic Cars, have 1st, 2nd 3rd series roadsters, coupes and 2+2's



Triumph TR3A
 We have TR2 - 3 - 3A- 3B- 4 -4A and 6. "from a project to perfect"



Mercedes 230SL Perfect
 Also 190, 230, 280, 350 and 450SL's and 170S, 170SA, 220S, 220SE Cabrio's



Packard Mayfair conv
 Several Special Packards, 120 Coupe and Cabrio. Mayfair cabrio's ,coupes and sedans and Clippers



Studebaker President
 Big choice in American classics. Mustang, Dodge, Corvette, Studebaker, Packard etc...



MG A MK2 Roadster
 We have: MG A,B,C ,TD,TC ,TF and Midget.
Wanted to buy Classic Cars in any condition.



'70 Porsche 911S Perfect
 We have 911,912,914,924,928, 964 and 993.
Wanted to buy Porsches in any condition



'65 Ford Mustang Fast back.
 Mustang Fastbacks, Coupes and Convertibles
 Also T.birds, Cougars, Packards, Chryslers etc



Lancia Flavia Zagato
 We have Flaminia , Flavia and Fulvia Zagato's. Also Appia cabrio, Fulvia HF and Flaminia Pininfarina 's



Porsche 914 -6 perfect
 Very rare 914/6 also many 4 cil in all colors.
 Also Porsche 356 BT5, BT6, 911, 912, 928 and 964



Maserati Ghibli 4.9SS Coupe
 Some very rare interesting cars in stock.
Wanted to buy real CLASSIC cars !!



Datsun 240Z perfect
 Collection of these superb handling cars!
 Several nice colours, all perfectly drivable!



The School Garage

A small selection of up to 60 Prestige and Classic Cars in stock

47 Buxton Road, Whaley Bridge,
High Peak, Derbyshire SK23 7HX

Telephone 01663 733209 Mobile: 07767 617507

www.classiccarshop.co.uk



1973 ALFA ROMEO 2000 BERLINA. Matching numbers LHD, 39000 miles only, Rust free, mint original example. Very rare like this,.....**£22,950**



1967 AUSTIN HEALEY 3000 MK3 PHASE 2. LHD. BRG with Black trim and Black hood. 2 owners, matching numbers and Heritage Certification. Many concours wins to it name with last owner of over 30 years. The most stunning and correct Healey we have ever seen!!.....**£69,950**



2007 FERRARI 430 F1 COUPE RHD. Rosso Corsa with Creamer leather. One previous owner 11900 miles only. With FFSH and superb specification.**£107,950**



2003 MDL BENTLEY ARNAGE T. Silver storm with black leather. Quilted seats with Bentley logos, stainless turned sports dash, special order black alloys, massive factory spec, 42000 miles only with FBSH. Available with or without cherished number**FROM £32,950**



1989 JAGUAR 2.9 XJ6 SOVEREIGN SPEC. AUTO. One Famous DR owner. 49000 miles only with Full Documented History. All Tools, Books, etc. Concours Example**£14,950**



1966 JAGUAR 3.4S type manual with overdrive. Oxford Blue with original grey leather, Chrome wire wheels and stainless exhaust. Stunning original matching numbers RHD low mileage, time warp, example. All books, tools, etc.....**£34,950**



1970 ROLLS ROYCE MPW COUPE In Silver two tone mink with navy blue leather and blue carpets. Original matching numbers RHD example 78000 genuine miles with a very comprehensive history and all books, tools, and documentation. A very rare and stunning car**£44,950**



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best**£47,950**



1954 MERCEDES 300 W 180 (ADENAUER). Very rare manual floor-change example, (One of only 12 RHD built). Prepped for classic rallying (Gullwing spec engine with twin Solex carbs. Stainless steel exhaust, stainless steel fuel tank, sump guard and twin spot lamps. Fiva papers past and present available. This 3 owner motor car (first owner 38 years) is finished in its original black with grey leather trim and, although not Concours, is in remarkable original condition.**£44,950**



2004 PORSCHE BOXSTER TIP S. Silver with grey leather leather, alloys, Aircond, electric roof, 2 owners 68000 miles With full porsche history, superb and original**£10,950**



1958 AUSTIN HEALEY SPRITE MK 1. LHD. (FROGEYE) Primrose yellow with black trim. Original LHD example restored to concours Standards, and one of the finest available**£29,950**



1993 MERCEDES 300SL. W 129. Signal red with beige leather. Black power hood, flat face 8 hole alloys. Auto power, 73000 miles only from new. With full Mercedes history. Stunning and original**£14,950**



1981 944 LUX. Manual.Lemans blue with Berber trim, sunroof and alloys. Last Doctor Owner 28 years and 54000 miles with full history.The finest and most original we have seen**£10,950**



1958 BENTLEY S1. Oxford Blue with Original red leather trim, Factory Power steering, uprated brakes. This superb low mileage example was sold by us to its last owners, and has been maintained to a very high standard**£49,950**



1966 FORD MUSTANG 289 CONVERTIBLE, Auto, Power hood. And power steering. Matching numbers, 53000 miles only. Correct colour scheme. In concours winning show condition. Best known to exist in the UK**£44,950**



1967 ALFA ROMEO DUETTO SPIDER. LHD. Signal red with black trim. Original rust free California car with low mileage.**£39,950**



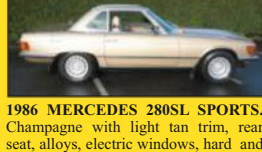
1981X TRIUMPH SPITFIRE MK 5. 1500. White, black check trim. 40400 miles only, full documented history. Original and No rust, and one of the very last built. One of the best available. Please view website for detailed photos.**£14,950**



1982 MERCEDES 280SL W107. In stunning Milan brown with beige tex trim. Hard and soft tops, Mexican hat alloys. One previous owner and 45000 miles only. All books, tools, and comprehensive service History. One of the finest known to exist**£39,950**



1959 AUSTIN HEALEY SPRITE MK1. Old English white with Red trim and red hood, RHD, this car was dry stored for c40 years, and had done 19000 only before restoration. Matching numbers, and one of the finest available**£29,950**



1986 MERCEDES 280SL SPORTS. Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 67,000 miles with full service history. In original, concours winning condition, we have not seen a better example ever. Truly stunning.....**£32,950**



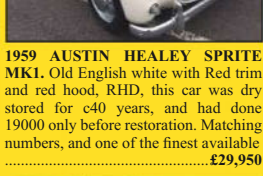
1988 PORSCHE 911 (930 TURBO CABRIOLET). GP white with marine blue leather and blue. Power hood, polished Fuchs alloys, 30000 miles only, stunning example**£124,950**



1997 VW GOLF 1600 GL AUTO. One previous owner and 19000 miles only. Massive factory spec, including, Aircond, PAS, full black leather trim, alloys, electric sun roof, music system. Totally original, unmarked, as new!! Perfect starter classic as new!!**£7,950**



1993 MERCEDES 500SL LHD. Almandine with full leather and power hood. Two previous owners and 55000 miles only (90KLMs) Stunning Original car, all Old MOTs, all original Books and tools. Stunning.....**£16,950**



1970 PORSCHE 911 2.2T (RS SPEC). Matching numbers. LHD example. Completely restored and updated to RS specifications by leading Porsche specialist. Arguably the finest available.**£149,950**



1973 RANGE ROVER (FIRST SERIES) 2 DOOR. Bahama Gold with palomino leather, 51000 miles only, matching numbers, Perfect history, stunning.....**£39,950**



2008 FERRARI 599 GTB FIORANO F1 Grigio Silverstone with Grigio Scuro leather trim, 20" Alloys, yellow callipers, carbon fibre brakes, Daytona sports seats, wing shields, 16900 miles with FFSH. Stunning original car, with all books and tools**£126,950**



1954 CITROEN TRACTION AVANT FAMILIALE 11B. Rare 6 light, matching numbers, last owner many years, with superb history**£19,950**



1954 VW BEETLE (OVAL WINDOW). Irisblau met blue with grey trim. 58000 KLMs only from new. Matching numbers, Rare find, Please view our website.**£24,950**

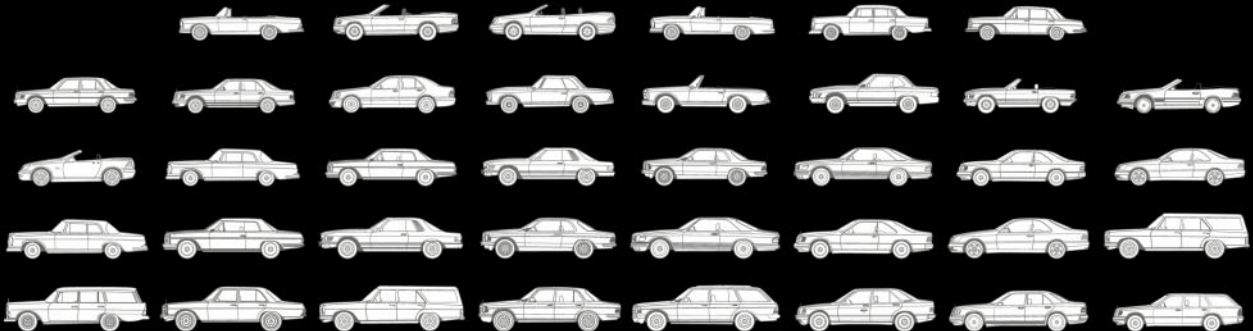
WWW.CLASSICCARSHOP.CO.UK

SLSHOP | PARTS STORE


CLASSIC MERCEDES-BENZ PARTS & ACCESSORIES



WE NOW CATER FOR ALL CLASSIC MERCEDES-BENZ MODELS FROM THE 1950'S TO THE EARLY 2000'S



 **WORLDWIDE SHIPPING**

 Visit the website for a range of 'HOW TO' videos.

KNOWLEDGE

Our team have unrivalled knowledge of these cars and their parts and are workshop trained.

RANGE


Widest range of parts and accessories sourced worldwide. Many products unique to us and made for us to our standards.

SERVICE

Easy to use web site, secure payments, Rapid dispatch, DPD delivery, worldwide.

SALES | HIRE | PARTS | SERVICE & RESTORE

 CALL US ON
0800 612 7067

 VISIT US AT
www.theSLshop.com



1974 Citroen Maserati SM 5 speed 2.7 litre V6 carburated engine. Unmarked cream coach with unmarked original tan leather trim. Original UK market car. Four previous owners. I have owned the car for the last 10 years. Chassis number 00SC3478. Possibly one of the best original ones available **£39,500**



1939 Chrysler Series C23 Imperial. Finished in cream with brown leather trim. One of only 16 right hand drives. Assembled at Chrysler's Kew London base. Straight 8 engine, 3 speed manual gear box column change. In the 20's and 30's Chrysler were a very high class product. Air flow body with a Great Gatsby look. Two piece rear window. Lots of nice period features. Please see website for full details. Keeps up with modern traffic..... **£37,500**



1962 Daimler Ferret Scout Car. 4 wheel drive with Rolls Royce 4.2 litre, 6 cylinder engine. Wilson pre-selector gearbox, 5 forward gears and 5 reverse gears, each capable of doing 59 miles per hour. Full spec including de-activated smoke grenade launchers (3 either side), periscope, shovels, axe and gerry cans. Part of private collection for last 17 years, unregistered, last used in circa 1992 with the Royal Hussars on the Rhine. Very unusual and interesting vehicle, we are told that 31 countries still use these..... **£18,950**



1969 Phantom Rolls Royce V1 Limousine. Coachwork finished in Mason Black over Garnet. 23 carat goldleaf handpainted coachlines, stainless steel sills and wheel arches supplied from new. Black Everflex roof. The body work is beautifully unmarked. Not to be confused with the normal example. The car was used at the funeral of Princess Diana and transported Prince William & Prince Harry from the Royal Train to Althorpe for their mothers burial. It was also used in the film The Queen starring Helen Mirren. This car could be exported to the USA. A very desirable and good looking Phantom by Mulliner Park Ward- the last of the coachbuilt Rolls Royces. **£99,950**



1972 Mercedes Benz 660 SWB. Supplied new to America LHD Federal Specification. Unmarked Raven Black with unmarked light tan leather. Auto, PAS, hydraulic powered windows, sunroof, central locking, boot lock and hydraulic suspension (stays up for at least 2 weeks). Rear blinds, dark tinted glass to rear, air conditioning, white wall tyres. Beautiful interior woodwork. Has been part of a deceased estate worth £140 million. Serviced by John Haynes Autotechnics and Stuttgart. The speedo reads 106,000 miles, which represents only 2,500 miles per year. An absolute icon of the 20th century - the best we have had in the past 25 years (and we have had a few)..... **£79,500**



1983 Bentley Mulsanne Turbo Sports Station Wagon. Rare early Mulsanne Turbo, it must be unique to find one in shooting break styling. Finished in mustard with claret. Fitted with Rolls Royce sports suspension. 36,000 miles from new. Auto, PAS, E/windows, seats & mirrors, air con, cruise control, stainless steel sills lamb's wool over rugs front & rear head restraints with Bentley emblem. Interior leather is magnolia piped in claret, 18" alloy wheels, beautiful wooden steering wheel, parking sensors, blaupunkt CD, radio & sat nav, flag staff mast, drinks fridge, back awnings with fitted umbrellas in the same material. Absolutely mint. Believed to be one of a kind **£47,950**



1992 Bentley Continental R. Finished in Masons Black with beautiful & unusual grey & red leather interior & striking walnut veneer. Coachbuilt by Mulliner Park Ward this car is simply stunning. Early years spent in Singapore the car was manufactured in 1992 & first registered in 1993 (in Singapore) later repatriated to the UK in 1999. RHD with Sports Auto Gearbox, PAS & ABS brakes. E/ windows, mirrors & heated seats (with memory). Spec includes air con with climate control, Sony sound system and immobiliser & alarm. Only 42,500 miles & has an extensive main dealer/specialist service history from both the UK & Singapore as well as original handbooks & tools..... **£39,995**



1984 Rolls Royce Camargue 5000 Series by Pinninfarina. RHD. Goodwood Green with gold coachlines, magnolia leather piped in green, beige carpets piped in green with green lambswool overrugs, pleated leather headlining, green carpets in boot & green sundim glass. Auto, PAS, e/windows, seats, mirrors & aerial, central locking etc. Turbo wheels, Rolls Royce suspension sports pack, Rolls Royce badges on rear quarter panels and original Blaupunkt radio/cassette player. Original handbook & service books & a complete small & large tool kit. 43,000 miles, comprehensive service history. One of the best examples we have ever seen **£65,000**

IAN GRANGE Established 1963

Tel: 0161 456 3836 / 07710 254198 Email: info@oldtimermanchester.com

Please see our website www.oldtimermanchester.com for fuller and better particulars



Classic & Sportscar Centre

Supplying Classic Cars Worldwide for Over 25 Years

OPEN MONDAY - FRIDAY 9AM - 5:30PM SUNDAY 10AM - 4PM



2017 Aston Martin DB11 5.2 Launch Edition – Registered in June 2017 Absolutely top spec, costing just a few pounds under £187,000. Finished in Magnetic Silver with Tan leather, the DB11 has only covered 3100 miles and is totally immaculate and as new, £17,000 of factory fitted options. **£157,995**



1962 Jaguar MKII 4.2 Manual with Overdrive – A very quick, highly uprated MKII Jaguar with Coombs styling. With a louvred bonnet, Coombs spats, competition body coloured painted wire wheels and its original colour of Green, this car does look spectacular. What is even more impressive is the way this car drives. Fitted with a Jaguar 4.2 litre engine. **£49,995**



1938 BSA Scout Four Seat Tourer – Subject of major restoration to include extensive bodywork, paintwork, interior re-trim and mechanical overhaul. **£24,995**



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**



1982 Fiat X1/9 – 15,326 miles from new. The car is truly exceptional, particularly the first class rust free bodywork. Superbly documented history including the original bill of sale, service book, original manual and clearly from its mileage and condition, has led a very well cared for cosseted life. **£16,995**



1979 Jaguar XJS V12 Coupe Pre HE – This is a true collectors piece; low mileage, original specification, history from new and stunning condition throughout. This totally correct car has covered 71,000 miles from new, comes with an exceptional history from new to include the original service book, handbooks, original dealer window sticker. **£29,995**



1962 Jaguar MKII 3.4 Manual with Overdrive - Original engine. During the late 90's and 2000, the car was subject of a body restoration, re-trim in Dark Red leather and engine rebuild. Since then, the MKII has covered just 4000 miles. We sold the car for the first time in 2003 to a regular customer who owned the car for eleven years. During his ownership it proved completely reliable. **£45,995**



1989 Porsche 911 Carrera 4S – 68000 miles from new and comes to us with an impressive service history. The Guards Red paintwork is excellent, the bodysell first class and the car looks superb on a set of Fuchs alloys. The original alloy wheels are also with the car. The Grey leather upholstery is original and is lovely. **£59,995**



1959 Austin Healey Frogeye Sprite MKI – Iris Blue with Dark Blue trim. Subject of full complete nut and bolt rebuild with Wheeler & Davis Stage 3 bodysell. 775 miles since, £20k spent on parts alone. Truly top class. **£29,995**



1971 Rolls Royce MPW Convertible – Ordered new by Peter Rogers at Feature Film Facilities, Pinewood Studios (Carry on Films). 76k miles from new, £50k of service history/maintenance. Original colour, gleaming paint, lovely original interior and hood. **£69,995**



1966 Jaguar S-Type 3.8 Automatic – Restored between 2003-2005 and 13300 miles since. Engine rebuilt, gearbox rebuilt, fully re-trimmed and subject of a bare metal re-paint. Excellent driving car. **£23,995**



1971 MGB Roadster – Subject of serious restoration work in 1996 and covered of 15000 miles since. Really impressive on the road with a smooth, strong engine unit holding excellent oil pressure. **£12,995**



1947 Jaguar MKIV 2.5 Saloon – This Jaguar had one owner from the 1960's for over 50 years but was taken off the road in 1978 and has recently undergone a £20,000 programme of recommissioning work. The Jaguar is remarkably original, still retaining its original leather upholstery suggesting the recorded mileage of 79,000 is correct. **£59,995**



1968 Triumph TR5 PI - Original RHD with overdrive, heater, tonneau cover and is a genuine home market UK car. Spent almost its entire life in Sweden and was brought back into the UK in 2015. Presents very well with a high standard of paintwork, lovely straight panels and an excellent underside. Delightful, on the button example that is ready to be used and enjoyed. **£43,995**



1981 BMW E12 M535i – This stunning, rare BMW M535i has just arrived with us having recently undergone a major programme of work including an engine rebuild. **£29,995**



1974 Fiat 500 110F – 2600 MILES from new. Absolute time warp with as new original interior, excellent mechanicals and an outstanding rust free bodysell with a glass paint finish. Collectors piece. **£14,995**



1965 Ford Mustang Fastback 289 V8 Auto - £8,000 spent throughout this year. Work includes re-trimming door cards and seats, fitting a Master Power front brake disc conversion kit, new correct steering wheel, Halogen headlamp conversion, new fuel tank sender seal, radio with iPod, a new set of BF Goodrich tyres and work to the carburettor and throttle and gearbox control linkage. **£39,995**



1948 Triumph Roadster 1800 - Recently stripped down to the rolling shell and treated to a complete, top class re-paint. Various chrome work was also carried out and a complete interior re-trim in red leather and new Black mohair hood. The car presents superbly and is a lovely usable example, further enhanced by a floor change four speed gearbox. **£36,995**



1975 MG B Roadster – Known by us for over ten years. Late chrome bumper car, full Heritage Shell rebuild in the late 1990's and was finished to an exceptionally high standard. Still drives and presents in outstanding condition. **£15,995**



1931 Humber Pullman Laundaulette Limousine – Most of its life in Scotland spending 50 years with the same family. Comes with its original Hackney Carriage 8 seats plaque as it was used to transport holiday guests from Granton Station to Aviemore Resort in Scotland. Last owner since 1999 and 6000 faultless miles covered. **£34,995**

Tel: 01944 758000 . Email: sales@classicandsportscar.ltd.uk
www.classicandsportscar.ltd.uk

Classic & Sportscar Centre, Corner Farm, West Knapton, Malton, North Yorkshire, YO17 8JB

Total Headturners



Over 40 Replicas / Classic Cars in stock
www.totalheadturners.com



1976 AC GARDNER DOUGLAS Cobra GD 427 Cobra "Big block V8" 16" Chrome knock on wire wheels, 72 Extra super strength spokes. Powered by an Awesome 460 ci 7500cc Ford big block V8! This super high spec GD 427 is amazing **£39,995**



2001 AC PILGRIM Cobra 4.0 Litre V8 by Pilgrim Motorsport. Powered by a superb aluminium Rover 4000cc V8 that was fitted at the Pilgrim factory in 2009. A superb fun fast Cobra at an excellent price **£24,995**



Awesome 427 SC Cobra replica by RAM. Retains Historic status so tax exempt - 350ci Chevy V8, Halibrands. Great classic RAM Cobra with awesome looks & amazing performance. **£34,995**



2006 AC 289 HAWK 289. Cobra by Hawk Vineyard green coachwork, Luxury Bisquit leather interior Powered by an Aluminium RV8. A great 289 Cobra replica with original style Cobra tube chassis excellent value at **£39,995**



2005 AC AK SPORTSCARS COBRA Cobra by AK Sportscars, V8 Auto! Finished in stunning Metallic blue with Wimbledon white stripes. Powered by an Aluminium RV8, Borg Warner Gearbox. Excellent value at only **£27,500**



1988 FERRARI 328 GTS. Genuine Ferrari 328 GTS, UK RHD Date of Registration 21/04/1988. Only 55000 miles with full service history from new, Manual, Air conditioning, Only **£89,995**



1997 FORD GT 40 GTD Ford GT40 By GTD Supercars. With the all important Air conditioning! Powered by a tuned Ford 302ci V8. Roadcraft specification estimates over 367bhp / 340lb ft! Wilwood 6 pot brakes The most Amazing car you could ever own **£79,995**



2006 LOTUS 11 REPLICA Westfield Eleven is an exacting replica of the classic racing Lotus XI. Professionally built by Jim Buckley Motorsport. The tuned A series 1380cc engine was built by JS Motorsport and has been dynoed at 118bhp. Smiles per mile are endless in this fabulous little racing car. **£24,995**



1959 MERCEDES-BENZ SL-CLASS 190SL. Metallic silver with red leather, 3rd seat option car. Electric power steering. A superb car in the best colour combination **£149,995**



1976 BUGATTI TEAL TYPE 35 REPLICA Bugatti type 35 replica by Teal. Registered 1976 TEAL. Powered by a 1800cc MG 4 cylinder with twin carbs. Have great fun at a great price **£19,995**



2004 AC Cobra 427 replica by AK Sportscars (6.8ltr, 383ci). Silver grey metallic with Silver Le-Mans stripes. Includes power steering! Includes hood, side screens & tonneau. A stunning and very powerful Cobra! **£39,995**



RAM SC COBRA (With removable Hard top). Powered by a tuned 350ci Chevy V8 (5700cc), 5 Speed Tremec gear box. This Classic RAM SC Cobra looks amazing and drives great **£42,500**

Telephone: 07711 630348 or 01992 573564 Email: mark@totalheadturners.com



Supplying Classic Cars Worldwide for Over 25 Years

1973 FERRARI DAYTONA 365/GTB4 £720,000



This magnificent UK supplied **Ferrari 365/GTB4 Daytona** has covered just 19,350 miles from new and comes with an excellent history to include original bill of sale and official Ferrari Certificazione di autenticita.

This is an absolutely unrepeatable opportunity to buy not only a rare UK RHD example, but a car with exceptionally low mileage and matching numbers.

VIEWING BY APPOINTMENT ONLY

Tel: 01944 758000 . Email: sales@classicandsportscar.ltd.uk
www.classicandsportscar.ltd.uk

Classic & Sportscar Centre, Corner Farm, West Knapton, Malton, North Yorkshire, YO17 8JB

Avantgarde CLASSIC



Porsche 911 Turbo S £339,950
1998 RHD 22,000 miles, ocean blue, black/red leather,
1 owner from new.



Porsche 911 Turbo £139,950
1995 RHD 65,000 miles, arena red,
black leather sports seats.



Porsche 911 RS Lightweight £169,950
1992 LHD 94,500km, rubystone red,
German supplied.



Ferrari 348 TB £64,950
1991 LHD 14,650 km from new, rosso corsa,
crema leather.



Porsche 911 Turbo 3.3 £139,950
1978 RHD 79,000 miles, factory special
order metallic green.



Fiat Dino Spider £149,950
1967 LHD red, original black interior.

www.avantgardecars.co.uk

Call Jonathan Aucott: 07968 694448 or 01827 288177 • Email: sales@avantgardecars.co.uk
Tamworth, Staffordshire • Wanted: similar high quality, low mileage cars

KINGSLEY

+44 (0)1865 884 488

REBORN WITHOUT COMPROMISE



Restoration • Improvement • Parts • Service • Sales



Nuts, bolts and two smoking barrels

Whether your car needs restoration or an annual service, we have the skills and experience to hand. Although we are Ferrari specialists we provide servicing and restoration for Maserati, Aston Martin, Jaguar, Bentley, Rolls Royce and de Tomaso, from our Surrey base near Guildford.



Classic and modern servicing, restoration and race preparation

01306 627770

www.smdg.co.uk

Ridge Farm, Rowhook, Horsham RH12 3QB

smdg@btconnect.com

birchfieldclassics we buy & sell classic cars & motorcycles



JAGUAR 420 AUTOMATIC SALOON 1967
Substantial recent expenditure, PAS.
£9995



JAGUAR XJ8 3.2 AUTOMATIC SALOON 2000
53k miles.
Full Jaguar history as new.
£6995



TVR CHIMEARA 500
46k miles with history, excellent, PAS.
£17,995



MERCEDES 280S W108 SALOON
Manual column change, 29k miles, outstanding.
£14,995

ALSO AVAILABLE

PORSCHE 911 993 VARIORAM 1996. 120K excellent with comprehensive history £43,500
MORRIS MINOR PICKUP 1970. Beautiful order, canvas back..... £9,995

Comprehensive photos of all cars available via the stock page of our website

birchfield classics ltd

cheshire and bedfordshire

•viewing by appointment

Please call: m•07818418109 † • bedfordshire 01525 636096 • stockport 01614801100

e • birchfieldclassics@gmail.com w • www.birchfieldclassics.co.uk



+44 1582 857940
www.bellclassics.co.uk

BELL CLASSICS



Ferrari 456M GTA £63,950
2003, automatic, TdF blue with navy leather, 27k miles, full history, mint



Ferrari 512BB £299,500
1976, red with crema leather, LM-spec engine, a very special Boxer



Ferrari 330GTC £495,000
1968, LHD, blu ribot with black leather, very original, good history



Maserati Merak SS £59,500
1979, LHD, red with black leather, fantastic condition and great history



Ferrari 330GT 2+2 £215,000
1965, LHD, manual, red with black leather, a very usable condition



Ferrari 246GT Dino 'L' £245,000
1969, LHD, very early, very original, 16th made, needs some restoration



Aston Martin DB5 £695,000
1963, manual, in silver with black leather, a great daily driver



Aston Martin DB5 £945,000
1965, manual, in sierra blue with black leather, fully restored, as new



Aston Martin DB6 £295,000
1968, manual, in silver with red leather, great usable condition



Ferrari 246GT Dino 'E' £299,500
1973, RHD, nice clean example, 33k miles, in original red with black leather

SALES - RESTORATION - SERVICE

ESTABLISHED OVER 20 YEARS

EXCLUSIVE CLASSIC CARS LTD OF BURTON ON TRENT, STAFFORDSHIRE



JAGUAR E TYPE 4.2 SERIES 2 ROADSTER 1969 - FULL RESTORATION COMPLETED NOVEMBER 2017 - FINISHED IN OLD ENGLISH WHITE WITH BLACK HIDE INTERIOR - STUNNING EP.O.A



MGA ROADSTER 1959 - FULL GROUND UP RESTORATION COMPLETED JUNE 2017 TO THE HIGHEST STANDARDS - FINISHED IN GLEAMING BLACK COACHWORK WITH RED INTERIOR - STUNNING - £39,995



AUSTIN HEALEY 100/6 1957 - RESTORED TO THE HIGHEST STANDARDS - FINISHED IN IVORY WHITE WITH BLACK HIDE INTERIOR PIPED IN WHITE - STUNNING CAR - £64,995



AVAILABLE SOON - MERCEDES CL500 2004 - FINISHED IN METALLIC SILVER WITH BLACK LEATHER INTERIOR COVERED 59K KLM / 36K MILES FROM NEW WITH FSH - 1 OVERSEAS OWNER FROM NEW - STUNNING *** EP.O.A ***



MG RV8 1996 - FINISHED IN OXFORD BLUE WITH CREAM HIDE INTERIOR - COVERED 39K KLM / 24K MILES FROM NEW WITH FSH - 1 OVERSEAS OWNER FROM NEW - EXCELLENT CONDITION THROUGHOUT EP.O.A



JAGUAR XJ8 3.2 EXECUTIVE - 2000 - COVERED 31K KLM / 19K MILES FROM NEW WITH 1 OVERSEAS OWNER - FINISHED IN METALLIC EMERALD GREEN WITH OATMEAL HIDE INTERIOR - STUNNING £9995



JAGUAR S TYPE 3.0 LTR V6 2002 - FINISHED IN METALLIC BLUE WITH GREY HIDE INTERIOR - COVERED 33K KLM / 20K MILES FROM NEW WITH 1 OVERSEAS OWNER - EXCELLENT CONDITION THROUGHOUT *** EP.O.A ***



JAGUAR S TYPE 4.0 LTR 2002 - FINISHED IN METALLIC BLUE WITH GREY HIDE INTERIOR - COVERED 51K KLM / 32K MILES FROM NEW FSH WITH 1 OWNER £6995



JAGUAR SERIES 3 - 3.4 AUTO CABRIOLET CONVERSION BY CABRIOLET INTERNATIONAL - 1985 - VERY RARE - FINISHED IN WINDSOR BLUE WITH CONTRASTING BLACK HOOD & DOESKIN INTERIOR - VERY RARE CAR £12,995



DAIMLER DOUBLE SIX VANDEN PLAS LWB 1974 - FINISHED IN METALLIC CARMEL GOLD WITH BLACK EVERFLEX ROOF COMPLEMENTED BY A CHAMOIS HIDE INTERIOR - 68,000 MILES FROM NEW £11,995



DAIMLER DOUBLE SIX 5.3 V12 SERIES 3 - 1990 FINISHED IN METALLIC WESTMINSTER BLUE WITH SAVILE GREY HIDE INTERIOR - COVERED 38K KLM / 23K MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW - FINISHED IN ALTAI SILVER WITH TAN HIDE INTERIOR - £8,995



DAIMLER DOUBLE SIX 5.3 V12 - 1990 - FINISHED IN METALLIC BLUE & CONTRASTING GREY HIDE INTERIOR - COVERED 89K KLM / 55K MILES FROM NEW WITH 1 OVERSEAS OWNER - STUNNING CAR £9,995



AVAILABLE SOON CORVETTE STINGRAY 5.7 1976 - RED WITH BLACK HIDE INTERIOR - STUNNING CAR - *** EP.O.A ***



BEING PREPARED TRIUMPH GT6 1972 FINISHED IN MAROON *** EP.O.A ***



RANGE ROVER P38 4.6 HSE 1996 FINISHED IN METALLIC SAHARA GOLD WITH TAN HIDE INTERIOR - COVERED 141K KLM / 87K MILES FROM NEW WITH 1 OVERSEAS OWNER - £7,495



RANGE ROVER P38 4.6 HSE 1996 COVERED 74K KLM / 46K MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW - FINISHED IN ALTAI SILVER WITH TAN HIDE INTERIOR - £8,995



RANGE ROVER 4.6 HSE 1999 FINISHED IN METALLIC WHITE GOLD WITH DARK GRANITE LEATHER INTERIOR - 1 OWNER FROM NEW - FSH - COVERED 70K KLM / 44K MILES FROM NEW - £11,995



RANGE ROVER P38 4.1 LTR 5 YD 1999 - COVERED ONLY 54K KLM / 33K MILES FROM NEW WITH FSH - 1 OWNER FROM NEW - FINISHED IN METALLIC EPSON GREEN WITH TAN CLOTH INTERIOR £9,995.00



RANGE ROVER 4.6 HSE 1999 FINISHED IN METALLIC WOODCOTE GREEN WITH LIGHTSTONE LEATHER INTERIOR - 1 OWNER FROM NEW - FSH - COVERED ONLY 61K KLM / 38K MILES FROM NEW £12,995



RANGE ROVER P38 4.6 HSE 1999 - COVERED 67K KLM / 41K MILES FROM NEW WITH 1 OVERSEAS OWNER - FINISHED IN WHITE GOLD WITH DARK GRANITE LEATHER INTERIOR £10,995.00

-CHOICE OF 7 LOW MILEAGE, ONE OWNER RANGE ROVERS

SPECIALISTS IN THE SALES & PURCHASE OF CLASSIC, SPORTS & PRESTIGIOUS CARS

PART EXCHANGE CONSIDERED. SEE OUR WEBSITE FOR FURTHER DETAILS AND MORE CARS AT

WWW.EXCLUSIVECLASSICCARSLTD.COM TEL:- 01283 548811 OR MOBILE 07779 335727



Southwood

CAR COMPANY



Alfa Romeo 1900 CSS Touring 1954



Alfa Romeo 2600 Touring Spider Factory RHD 1964



Alfa Romeo Giulietta Spider 750D 1958



Alfa Romeo Giulietta Sprint Series 1 1955

We are always looking to purchase good quality Alfa Romeos
Please contact us if you have something of interest

T: 01883 344226 M: 07442 506123 E: info@southwoodcarcompany.co.uk W: southwoodcarcompany.co.uk
M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles

Viewing by
appointment only
6 days 9-9pm



WEST END

CLASSICS

ENTHUSIASTS FAMILY BUSINESS



EST 1972

Tel: (01487) 842085 Fax: (01487) 843142 www.westendclassics.co.uk E-MAIL keith@wec.uk.com



HILLMAN SUPER MINX MARK 111 1965. Supplied new by Windsor Service Station of Bath "Hillman main agents" a fabulous beautifully preserved low mileage car that remained with one owner for 34 years. Original bill of sale, Exhibit log sheet, various service invoices. Presented in showroom condition and awaiting one very caring new owner.....£POA



TRIUMPH T100SS 1965. Really superb machine with all matching numbers. This Tiger is finished in the period blue/white colours and has clearly been loved and cherished by the last owner. Only a handful of miles in the last few years due to health issues. MoT, owners hand book, and ready to enjoy£POA



RILEY RME 1954 What an incredible find and so beautifully preserved, having been with the same family from new with just 43,000 recorded miles. Highly original unrestored car clearly loved from day one, and now highly prized in todays spiralling market.....£POA



NORTON JUBILEE 250CC TWIN 1961. This has to be the most attractive looking 60's motorbike we've seen in a long time. Fully kitted out in full period touring trim, very nicely restored a few years ago, just imagine turning up at any classic event on this a real show stopper.....£4,995



VANDEN PLAS PRINCESS 1300. Manual 1972. In what can only be described as a little braemar on four wheels. Drop dead gorgeous navy leather upholstery, walnut dash and deep pile carpets makes for the perfect environment to be seated in. Good quality restoration on this car few years ago, a vehicle well known to us having previously supplied it to the last owner.....£POA



TRIUMPH GLORIA 1934. Speed six model four seater open tourer. Truly stunning total nut and bolt restored example of what is now a very rare car with this body. Developed by the great Donald Healey who won the Monte Carlo Rally in 1931. Huge history file and a wonderful opportunity to acquire a pre war six cylinder tourer in outstanding condition. see website for more info and photos.....£POA

ARE YOU THINKING OF SELLING YOUR CLASSIC CAR.
UK and overseas delivery on all cars for sale if required

PRA CLASSIC CARS



1991 Mercedes 300 SL-24 5 Speed Auto £8995

114000 miles. 4 owners the last for 15 years. Incredible history with 22 service stamps. Pearl blue met with mushroom leather and elec seats and steering column. Air con. One of the very best available at any price and excellent value. 3 months in house warranty. 50 plus pics on website.



1997 Aston Martin DB7 Auto £24,995

73000 miles. Just serviced and with full service history. 15 service stamps in book and a new MOT. Met mendip blue with parchment leather seats over navy wilton carpets. Elec seats with air con. Drives beautifully and in lovely condition. Selling on behalf of a client from a lovely collection of cars.

Classic Car Storage East Midlands

We provide car storage for your classic car.

www.praclassiccars.co.uk
Market Harborough, Leicestershire.

Peter 07885 742090
Email: praccv8@gmail.com

SERVICES FOR JAGUAR XKs

EAST ANGLIA REGION



We have been caring for Jaguar 6 and 12 cylinder cars for over 22 years. We are always pleased to carry out any work for 1930-1990 Jaguar cars.

Servicing and Maintenance
Painting and Bodywork
Interior Trimming
Laser 4 Wheel Alignment
Tune-ups and Rebuild
Welding and Fabrication
Machining
Electrical and Diagnostics
Restoration and Upgrades
Countrywide Collection

SUFFOLK SPORTSCARS LTD

+44 (0) 7967 339424

Fraser@suffolksportscars.com

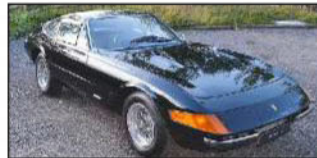
www.suffolksportscars.com



JUSTIN BANKS



1970 Ferrari 365 GTB/4 Daytona "Plexiglass" RHD, £649,995



1971 Ferrari 365 GTB/4 Daytona LHD, £499,995



1970 Maserati Ghibli SS RHD, £249,995



1972 Ferrari 365 GTC/4 LHD, £224,995



1936 Delage D6-70 Cab by Fignoni & Falaschi RHD, £139,995



1995 Ferrari F512M Coupe LHD, £149,995



1952 Jaguar XK120 FHC LHD, £79,995



1990 Ferrari Mondial 3.4T Cabriolet RHD, £39,995



1972 Iso Fidra LHD, £39,995



1988 Ferrari 412 Auto RHD, £39,995



2014 Lotus Evora, RHD, £37,995



1964 Fiat 2300S Coupe RHD, £27,995



1980 Maserati Quattroporte LHD, £14,995

We actively purchase cars, bikes, boats and watches - Viewing by appointment only.

Tunbridge Wells, Kent - 01892 536 813 - 07837 071 024 - tom@justinbanks.com

www.justinbanks.com





Renowned specialists in the sale and acquisition of superior example Aston Martins



With DB4s, 5s & 6s fetching north of £400k, the DBS V8, the last and fastest DB Aston Martin built, is blatantly massively undervalued at current market prices. However, add to the purchase price, the cost of a professional restoration (show me an example that has not been restored that doesn't require one), and all of a sudden the cost of the finished article is fast approaching the price of its older siblings..... unless of course you can find one where somebody has already broken the back of the hard work and the more expensive end of the restoration.

An opportunity to acquire a complete but partially restored 1971 DBS V8 5 Speed Manual with AC. All steel and aluminium work completed and finished to A1 top class standard. Now ready for paint and dry/first fit re-assembly. Enquire for full details. £75,000 Non-negotiable.



1980 Aston Martin V85 Speed Manual

Fastidiously maintained (Full AML Service History) from day 1. This supreme example clearly demonstrates that if correctly maintained, it is possible for a 37 year old Aston to still look, smell and drive like the day it was built. Enjoy the experience of what these cars were like when they were new, thanks to the TLC each and every 'custodian' of this car has bestowed upon it, going all the way back to when it was brand new. Rust proof treated annually. Garaged during inclement weather. Cherished and lovingly cared for. Massive history files (inc'ing all old MOTs, tax discs, invoices). Fully stamped Service Books (3). Any professional inspection welcomed. We challenge you to find a nicer example. OIRO £200k.



Tel: +44 (0)1543 480868 Monday to Friday

Mobile: +44 (0)777 584 6873

Email: sales@astonmartin-gb.com



INVESTOR CLASSICS

THE MOST EXCITING MODERN CLASSICS

Edinburgh - 0131 510 7131

www.investorclassics.com

@investorclassics



'65 Mercedes 230sl Pagoda

Recent body refurbishment by us, with new paint. Gearbox rebuild. Very solid body. Mechanically excellent.

FINANCE AVAILABLE
£65,000



'70 Morris Traveller

A lovely and charming vehicle ideal for classic events and days out. Outstanding restoration in every aspect

FINANCE AVAILABLE
£15,250



'83 Talbot Sunbeam Lotus

Undergoing a full restoration to MSA spec. Buyer can specify options.

FINANCE AVAILABLE
£35,000 +options



'89 Porsche 928 S4

Stunning in black on black, this well cared for example has been known to us for some time.

FINANCE AVAILABLE
£27,950

Restoration Services

We know how much you love your car. Finding a custodian of any restoration is difficult and finding one you can trust is even harder. Give us a call today to talk about how we can bring your pride and joy back to breath-taking condition. **Restoration finance available.**





MIDDLE BARTON GARAGE
FIAT AND ABARTH SPECIALISTS

NEW eCOMMERCE WEBSITE

www.middlebartongarage.com

Parts, Servicing, Restoration, Engine & Transmission Rebuilding



Middle Barton Garage, Troy, Ardley Road,
Somerton, OX256NG

Tel ++44(0)1869 345766 • Fax ++44(0)1869 346581

carsandparts@middlebartongarage.com



We are delighted to be able to offer this stunning Mercedes 220 SE Ponton Coupe for sale. This first totally new designed post war Mercedes, which replaced the Type 170, was in production from 1953 to 1962. First as a 4 cylinder Sedan (W120 & 121) and later as a 6 cylinder sedan, coupe and cabriolets (W105 & 180 & 128). Only 830 cars of the 220SE coupe were manufactured and only 65 with the sunroof. This particular car was delivered to the dealership in Monchengladbach in November 1958 and the new owner collected the car from the dealership on the 13th of January 1959. Unfortunately the history file is very thin and we can't trace where the car went and where it spent most of its life but we know that it arrived 40 years later here in Ireland. The current owner spend a considerable amount of money over the past few years to bring the car back to its present condition.

Please contact us for any questions you might have.

www.pristine-classics.com

Tel: 00353 (0)66 976 8863 Email: sales@pristine-classics.com
Keelna-brack, Glenbeigh, Killarney, V93 WPW9, Co. Kerry, Ireland

BRABO
Rolls-Royce & Bentley Specialist

Arnaudstraat 17
NL-2182 DZ Hillegom
+31 - 252 - 527 875
www.brabocars.com
info@brabocars.com

- Parts
- Service
- Showroom
- Maintenance
- Purchase Inspection
- Sale on consignment

PERCIVAL
motor company

1960 Triumph TR3a



1960 Triumph TR3a, red with black interior, older restoration on a US car, rustfree£24,995

1938 Rover 10 Coupe



Restored from the chassis up some years ago, very rare, gorgeous car£23,995

1965 Sunbeam Tiger 260



52,000 miles from new, three owners, unrestored and totally correct£75,000

1983 Ford Sierra XR4i



48,000 miles from new, original paintwork, untouched and original£16,495

1983 Citroen 2CV Charleston



1983 Citroen 2CV Charleston, restored by 2CV City, new engine, galvanised chassis...£8,995

1963 MGB Roadster



Black leather interior piped white, last owner 30 years, four owners in total.£18,495

www.percivalmotorcompany.co.uk
01622 851 841

Percival Motor Company, The Old Forge, Pye Corner, Ulcombe, Maidstone, Kent ME17 1EH

WATCH & LEARN

NEW

unlimited access!

Become a member
today to watch as
many videos as
you want!

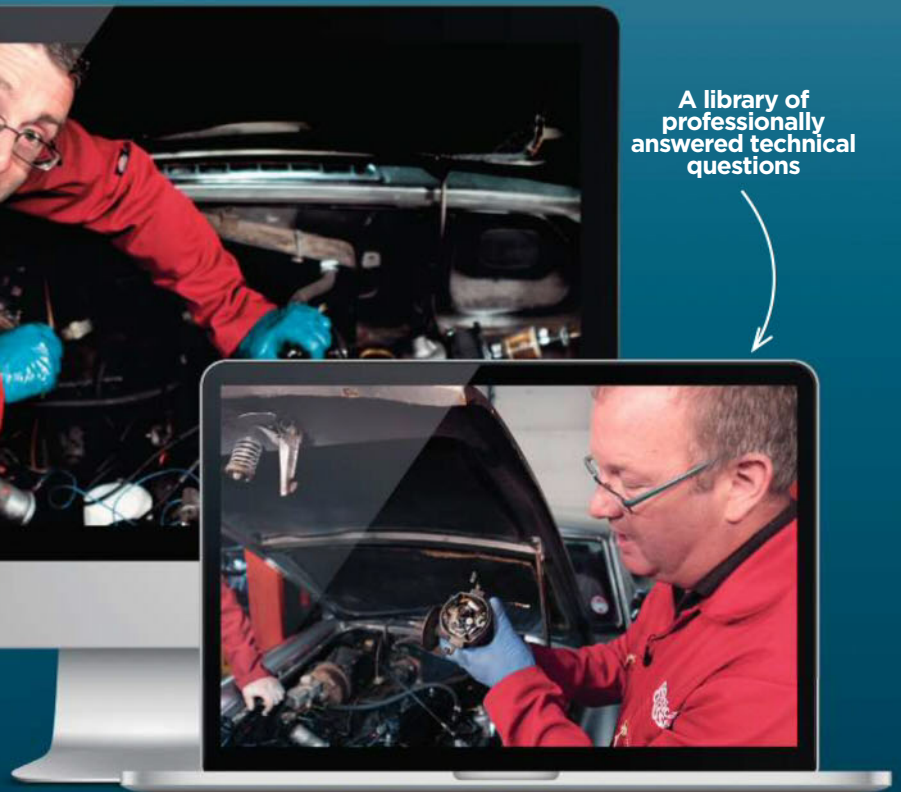
Tuition videos that give you the essential skills you
need to maintain, improve and restore your classic car

Learn from
car restoration
experts you can
trust

A library of
professionally
answered technical
questions



New videos added
every month!



Watch 100+
videos on any
device

BUY NOW AND SAVE 25%

Quote **CCMAG25** at our online checkout to **SAVE 25%** off an annual membership

Visit www.skillshack.co.uk/join

ClassicCarsForSale

ClassicCarsForSale.co.uk

BRITAINS BEST MARKETPLACE FOR BUYING AND SELLING CLASSIC CARS IN PRINT | MOBILE | ONLINE

➤ Classic Cars for Sale reaches 1.4 million classic car buyers & sellers every week in print, online and via mobile. To see more cars for sale or to sell yours go to

ClassicCarsForSale.co.uk



ALFA ROMEO SPIDER 2.0 TS 2002. 41,000 miles. Convertible, manual, power steering, elec windows, alloy wheels, 2 keys, ABS brakes, alarm, full black leather seats. www.kinsonmotorcompany.co.uk £3999 TEL: 02380 766200 HANTS (T)



AUSTIN 7 TICKFORD 1932. Very rare short chassis model. Mohair hood, resprayed 2 years ago. 4-speed gearbox, converted to 12 volt electrics, new Phoenix crankshaft, runs well, in regular use. £14,000 TEL: 07706 994747 HANTS



AUSTIN-HEALEY FROGEYE SPRITE 80,000 miles. In good all round condition, original UK car, no serious rust, original engine, soft & hard tops, lots of history, fibre glass bonnet. £11,500 TEL: 07882 539433 YORKS

Classic Alfa
www.classicalfa.com

GT/GTV(1964-77)
Spider(1965-93)
Super(1962-77)
750/101(1955-64)
Montreal

Mail order parts worldwide
Tel. 0208 688 4443



ALVIS TA21 1951. 72,000 miles. Much admired. New crankshaft and new brake cylinders all round, new rad, excellent tyres, good history. Regretful sale. £33,000 TEL: 01932 223137 / 07836 692896 SURREY



AUSTIN A30 1956. 569 miles. Runs and drives like a dream. Shown lots of times at classic car shows and has been highly recommended. £5750 TEL: 01323 325066 E SUSSEX



AUSTIN-HEALEY SPRITE MK2 1963. An excellent example of the rare MK2 Sprite. Recent parts include S/S exhaust, elec ignition & fan, brake master cylinder & calipers. Well maintained, reliable car. £3850 TEL: 07854 459613 ST HELENS

ASTON MARTIN WANTED URGENTLY TOP PRICES PAID
Aston Martins and classic Aston Martins especially DB5 and DB6, all models, any year, any condition
Please phone anytime:
01322 669081
or 07836250222
Fax: 01322 662400
pjarvis646@aol.com



ASHLEY MIDGET 1978. 37,397 miles. Restored in 1994 & converted to Ashley GT spec 2010/11, tuned 1500 Ivor Searle engine, fresh MoT, lowered suspension with Konis. £8950 TEL: 01329 833808 HANTS



AUSTIN HEALEY MK1 100/6 1959. 560 miles since total frame up body restoration, Colorado red over OEV. Total engine/gearbox rebuild. New 72 spoke chrome wire wheels. New hood/Tonneau. £54,000 TEL: 01424 892730 EAST SUSSEX

ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley

Tel: 01737 844999
www.royceservice.co.uk
Station Road, Betchworth, Surrey RH3 7BZ



ALFA ROMEO GIULIETTA SPRINT 1959. 91,900 miles. 1600 engine, 5-speed gearbox. Goes well, sounds lovely. Although relatively tidy & very usable, its value would be improved by some body work & respray. £24,000 OVNO TEL: 01483 285145 SURREY



ASTON MARTIN DB4 SERIES II 1961. RHD, manual. Wedgewood blue, contrasting pale grey hide interior. A beautiful, unmolessted & largely original example. Correct 16" chrome wire wheels. www.runnymedemotorcompany.com £365,000 TEL: 01753 644599 BUCKS (T)



AUSTIN SEVEN R-TYPE 1927. 41,000 miles. 6 previous keepers, in excellent condition throughout. Full ground up restoration. www.panoramabay.co.uk £18,995 TEL: 01202 709407 DORSET (T)



BENTLEY 3 1/2 SPORTS SALOON By Thrupp & Maberly. Very handsome, lovely interior, recent rebuilt engine, excellent driver. www.realcar.co.uk £65,000 TEL: 01248 602649 N. WALES (T)



ALFA ROMEO RACING GIULIETTA TI 1960. This car has been totally rebuilt including the engine and gearbox. The 1300 engine has 400OE's and would make a great Goodwood car at sensible cost. Old FIA and Italian papers. www.arunholdings £32,500 TEL:01420 511375 HANTS (T)



ASTON MARTIN DB7 VANTAGE AUTO 2000. 73,000 miles. RHD. A really stunning example in an excellent colour scheme & fitted with desirable Touchtronic transmission. Detailed service history. www.runnymedemotorcompany.com £29,950 TEL: 01753 644599 BUCKS (T)



AUSTIN-HEALEY FROGEYE SPRITE 1958. Manual 4-speed. Primrose yellow, recently had a bare metal respray. Rebuilt with a Wheeler & Davies body shell & steel bonnet between 2004 & 2006. www.beaulieu garage.co.uk £24,995 TEL: 01794 390895 HANTS/WILTS (T)



BENTLEY 3 LITRE FREESTONE & WEBB TOURER 1924. Matching numbers, fresh from a fabulous bare chassis up restoration, two families from new. www.realcar.co.uk £345,000 TEL: 01248 602649 N. WALES (T)



BENTLEY 8 1986. 133,000 miles. Refurbished interior, power steering, head gasket recently replaced, brake pumps refurbished, MoT Nov 17. A beautiful car, lovely driver. £6000 TEL: 07585 355024 OR 07486 706420 LANARKSHIRE



CITROEN DYANE 6 SALOON 1971. 49,000 miles. Fully restored, no oil leaks, no welding, full sunroof, LHD, one owner from new, MoT and bills, spare keys. www.kinsonmotorcompany.co.uk £7999 TEL:02380 766200 HANTS (T)



BENTLEY ARNAGE 1998. 72,000 miles. 4 door Auto Red Label. Finished in silver. MoT Jun 18. www.panoramabay.co.uk £20,995 TEL: 0122 709407 DORSET (T)



DAIMLER CONQUEST CENTURY 26,450 miles. Excellent original car in near mint condition. Black with tan upholstery. Present ownership past 13 years. Much work done. Long history file. £6950 TEL: 01773 520235 DERYS



BENTLEY DROPHEAD 1936. 4 1/4 litre 3 position open tourer, coachwork by Thrupp & Maberly. Undergone a major restoration by ourselves. Now in absolutely stunning condition. www.ivorbleaneyclassiccars.co.uk £195,000 TEL: 01794 390895 HANTS/WILTS (T)



DAIMLER DOUBLE SIX 1988. 44,148 miles. 5.3 V12. Crimson red with beige leather upholstery & walnut dash. A joy to drive all year round. A future investment. www.beaulieugarage.co.uk £10,500 TEL: 01590 612999 HANTS (T)



BENTLEY FLYING SPUR 2006. 77,000 miles. Sapphire blue with electric sunroof & 20" alloys. Luxury 4 seater version. Full service history, known to ourselves for many years. www.hanwells.net £36,950 TEL: 02085 679729 LONDON (T)



DAIMLER V8 1963. 72,000 miles. Same owners for 50 years. huge history, stored since 1994, professionally restored before storage including engine rebuild. Runs & drives. £6995 TEL: 07931 360396 SURREY



BMW 8 SERIES 840 1995. 98,000 miles. Auto, 2 door. Arctic silver, blue grey leather interior, deep dish alloys. MoT Jan 2018. Extras including electric adjustable seats. www.kinsonmotorcompany.co.uk £7995 TEL: 02380 766200 HANTS (T)



DAIMLER XJ12 VANDEN PLAS SERIES 1 1973. 99,200 miles. Auto, LWB. Concours sage green metallic. Connolly Chamois bespoke leather. Rare, only a handful left. Service history, rust proofed, major service. £20,000 TEL: 07840 400569 BRISTOL



BRISTOL 401 1951. 60,000 miles. Good, honest, reliable car. Body resorted professionally 8 years ago. Remote gear change. Flashing indicators & semaphore arms. £55,000 OVNO TEL: 01736 759008 CORNWALL



FERRARI 166 INTER COUPE 1949. Chassis #021 is one of the oldest Ferraris in existence. The 4th of only 10 Ferraris bodied by Stabilimenti Farina. Manual transmission, RHD. www.talacrest.com CPOA TEL:01344 308178 BERKS (T)



1952 Bentley MKVI Donington Special
This is a rare find. Based on a Bentley MKVI 4 1/2, this is a fantastic looking car to be used and carries investment potential.
£65,950

2006 Bentley Arnage T Level 2 Mulliner Le Mans Spec
This Arnage T has Factory Sunroof, Quad Exhaust Tail Pipes, Aluminium Inserts to Waist Rails and Fascia, Sports Bumpers with Mesh Inserts and Twin Umbrellas fitted to boot Compartment.
54000 miles. **£38,950**

1984 Rolls-Royce Camargue
This Late Series Camargue has had extensive restoration carried out between 1995-96 and is still in excellent condition. 108,000 miles.
£49,950

2003 Bentley Azure Mulliner
This Late Series Azure is in Storm Silver with contrasting Cotswold Hide and Nautic Blue Top Rolland Carpets. Dark Blue Hood, Twin Umbrellas fitted in Boot Compartment and Sat Nav Hi Fi System.
Values only going one way now. 36000 miles. **£84,950**

2000 (1999) mod Rolls-Royce Silver Seraph
1 of 1540 Seraphs Built. Mileage: 97000
These Models are now becoming collectable and are totally useable.
£35,950

PLEASE VIEW OUR WEBSITE FOR A FULL LIST OF CARS FOR SALE
Royce Service and Engineering now has a vehicle storage facility available
Over the last twelve months we've found greater need for customer vehicle storage, so we are now extending this facility and can offer **long or short-term storage in fully insured, secure alarmed premises.** Vehicles can be stored in air chambers (air-circulated pods) by arrangement. For more information please call.
Tel: 01737 844999
www.rsande.co.uk Email sales@rsande.co.uk
Station Road, Betchworth, Surrey RH3 7BZ

THE MOTOR SHED LTD

THE SPECIAL REPAIR SHOP, BICESTER HERITAGE, BICESTER OX26 5HA
Tel: 01869 249999
Mobile: 07718 764463
Email: elder.vintage.services@gmail.com

located at: BICESTER HERITAGE

1913 OVERLAND Model 79TE 4-seat tourer, 35hp, 3.5 litres, VCC dated	£37,750	1932 RILEY 9 Holbrook tourer, twin carb., new rebuilt engine	£28,000
1919 CHEVROLET 490 tourer. Right hand drive	£17,000	1932 ROLLS ROYCE 20/25 open 4-seat tourer	£32,500
1923 SUNBEAM 14 tourer	£35,000	1933 ALVIS Firefly drop-head coupé by Cross & Ellis	£42,000
1924 ALVIS 12/40 4-seat tourer	£29,750	1933 MORRIS Ten-Four sliding head Saloon	£6,750
1925 HUMBER 12/25 4-seat tourer, very original	£19,995	1933 ROLLS ROYCE 20/25 Sedan de Ville by Windover	£44,000
1925 MORRIS Oxford 13.9 2-seat tourer & dickey seat	£14,000	1935 AUSTIN 7 trials car, ideal 750MC, trophy winner, competitive	£6,500
1926 CLYNO 4-seat tourer	£17,250	1935 ROLLS ROYCE 20/25 Limousine by Park Ward	£37,500
1926 STAR 12/40 Pegasus narrow body sports 2-seat & dickey	£34,000	1936 AUSTIN 7 Nippy open 2-seat sports	£13,500
1927 CHEVROLET series AA Capitol 2-seat tourer & dickey, ohv engine	£13,750	1936 AUSTIN 7 Single seat racing car	£33,000
1927 CHRYSLER Model 70 Phaeton, Rhd. 3.6 litres, fast open motoring	£23,750	1939 ALVIS 12/70 2-seat special	£33,500
1928 INVICTA 3-litre high chassis tourer	£65,000	1952 BENTLEY Mk VI, 4.5 litre "Big Bore" standard steel saloon	£28,000
1928 MORRIS Oxford 13.9hp Saloon (flat rad.)	£12,500	1954 MORRIS Minor 2-door saloon, split windscreen	£3,500
1928 STAR Eclipse 4/5 seat tourer, restored beautifully, 60+ cruising	£45,000	1955 MORRIS Minor 4-door saloon	£4,750
1929 DELAGE DR70 limousine, newly re-trimmed.	£32,000	1957 AUSTIN HEALEY 100/6 early series, up rated to 3000 works rep.	£57,800
1929 MORRIS Cowley 2-seat tourer special	£9,750	1959 FORD Galaxie 4-door Town Sedan, 332ci (5.4 litre) V8	£13,250
1929 HUMBER 9/28 saloon	£12,750	1966 JAGUAR Mk II 2.4 saloon, manual, o/drive, superb	£30,000
1929 PACKARD 645 Dietrich Phaeton	£80,000	1966 TRIUMPH 1300 fwd saloon.	£1,500
1930 FORD Model A Fordor De Luxe saloon	£13,800	1967 TRIUMPH TR4A IRS open 2-seat sports	£27,500
1930 HUMBER 16/50 Imperial 6-light saloon	£18,500	1971 JAGUAR E-type series 2 4.2 roadster, now right-hand drive	£85,000
1931 ALVIS 12/50 TJ 2-seat tourer & dickey	£32,000	1972 MGB GT chrome wire wheel & over drive	£10,250
1931 MORRIS Cowley 2-seat replica Cross & Ellis narrow tourer	£42,500	1979 PANTHER Lima II 2-seat sports, 2.3 litre none turbo	£11,750
1931 MORRIS Minor open 2-seater	£12,750	1980 MGB GT 1500 miles only from new, 1 owner	£17,000
1931 MORRIS Minor 2-door coach built saloon	£6,500	1989 PEUGEOT 205 GTI 1.9, unmolested, 108,000 miles	£6,750
1931 RILEY 9 Plus series 2-seat tourer with boat tail, single carb.	£22,750	2001 MGF 160 Trophy, 43,000 miles, hardtop, trophy yellow	£6,500
1932 ALVIS 12/50 2-seat drop-head coupé	£35,500	MOTORCYCLES	
1932 ALVIS 12/50 4-seat special, shortened chassis, twin carbs.	£35,500	1959 EXCELSIOR Consort 98cc 2 stroke Villiers, good original	£1,800
		1969 BSA Bantam 175cc, good original	£1,800

Cars sold on consignment - can I help?
Visit our web site: www.vintageandclassiccars.co.uk

Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day



2012 4/4 75TH ANNIVERSARY EDITION - £35,950

DARK BRITISH RACING GREEN WITH BLACK LEATHER, LIMITED EDITION MODEL, FITTED WITH FORD 2 LITRE ENGINE, SIMMONDS GREEN MOHAIR HOOD, MOTO-LITA STEERING WHEEL, WALNUT DASH, ELASTICATED DOOR POCKETS, PERFORATED SEAT LEATHER, FULL SERVICE HISTORY, SUPPLIED BY US, 1 LADY OWNER, 7,500 MILES



2012 PLUS 4 - £37,995

JAQUAR SAPPHIRE BLUE WITH SADDLE BROWN LEATHER, MOTO-LITA STEERING WHEEL, ELASTICATED DOOR POCKETS, ROUND DOOR MIRRORS, RADIO/CD, FOOTWELL LIGHTING, TREAD RUBBERS, BLUE MOHAIR BAG AND TONNEAU, HOOD COVER, MESH GRILLE, LUGGAGE RACK, FULL SERVICE HISTORY, 1 OWNER - SUPPLIER NEW BY US, 6,773 MILES



2012 4/4 - £32,995

SPORTS GREEN WITH CINNAMON LEATHER, MOTO-LITA WOOD RIM STEERING WHEEL, WIRE WHEELS PAINTED SILVER, BLACK PVC HOOD PIPED GREEN, WALNUT DASH, RECLINING SPORTS SEATS, SILVER MESH GRILLE, ELASTICATED DOOR POCKETS, ROUND DOOR MIRRORS, STAINLESS INTERIOR MIRROR, 2 OWNER CAR (OUR EX DEMO), 14,403 MILES



NEW PLUS 4 - £52,6950

MERCEDES VULKANOT RED WITH YARWOOD BISCUIT LEATHER, STAINLESS STEEL WIRE WHEELS, MOHAIR HOOD PACK, ELASTICATED DOOR POCKETS, FULL WIDTH FRONT BUMPER (WITH REAR OVERRIDERS), TREAD RUBBERS (2 PER SIDE), WALNUT DASH, SILVER MESH GRILLE, AERO RACING CHROME INTERIOR MIRROR, DOOR CHECK STRAPS, RADIO CD, SUN VISORS

Morgan Hire
Both 3 and 4 wheeler models
£220 per day

BRAND NEW RUTTER PARTS CATALOGUE
40 Year Anniversary Edition, 84 Page Parts Catalogue
£5 UK, £7 Europe, £9 overseas elsewhere



The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England
Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net



FERRARI 195 INTER COUPE 1950. The first 195 chassis produced, one of three bodied by Touring. Beautiful restoration in spectacular colours. Well-known ownership history since new. www.talacrest.com £POA TEL: 01344 308178 BERKS (T)



FERRARI 365 GTC4 2+2 1972. LHD, manual transmission. Concours example, finished in black with black hide interior & perfect Borrani wire wheels. A full service has just been completed. www.runnymedemotorcompany.com £365,000 TEL: 01753 644599 BUCKS (T)



FERRARI 250 GT LWB CALIFORNIA SPYDER 1959. A genuine, numbers-matching example of extraordinary quality. Seldom shown. Well documented, with original tool kit. Ferrari Classiche certified. www.talacrest.com £POA TEL: 01344 308178 BERKS (T)



FERRARI F355 GTS 1995. 29,000 miles. A truly superb example, presented in Giallo fly with Nero hide. 6-speed transmission, 18" magnesium alloy wheels, A/C. Comprehensive history. www.foskers.com £109,000 TEL: 01474 874555 KENT (T)



FERRARI 250 LUSSO 1964. Ex Chris Evans, part of the "White Collection" featured in the BBC Child in Need Magnificent 7 tour to Cheyton Glen. Well known car, subject to £135,000 restoration. www.talacrest.com £POA TEL: 01344 308178 BERKS (T)



FERRARI F430 2007. 21,600 miles. 5 previous owners. 3 main dealer stamps in the service book. Finished in the striking combo of Nero Daytona and Crema hide seats. www.foskers.com £92,500 TEL: 01474 874555 KENT (T)



FERRARI 328 1985. 19,000 miles. Rosso Corsa red, leather seats, black top, new cam belt & service, original service book & owners manual, A/C, tool kit, spare wheel. www.kinsonmotorcompany.co.uk £99,850 TEL: 02380 766200 HANTS (T)



FERRARI F430 SPIDER 2008. 17,000 miles. Unusual & striking combo of Grigio Titanio & cream hide Carbon sports seats. Original factory tool kit. Foskers have freshly service the car. www.foskers.com £104,995 TEL: 01474 874555 KENT (T)



FERRARI 348 27,000 miles. German supplied from new, then came to the UK. Three owners, full tool kit, in excellent condition. Registration not included. Genuine reason for sale. £45,995 TEL: 07787 528131 HANTS



FERRARI MONDIAL EIGHT 1982. 46,000 miles. RHD, manual. This beautiful example comes with a comprehensive history file. Drives really well. www.runnymedemotorcompany.com £34,950 TEL: 01753 644599 BUCKS (T)



FERRARI 360 MODENA 2002. 23,500 miles. Finished in the stunning Nero Daytona. Climate control, elec windows, heated door mirrors. Lovingly maintained, outstanding service history. www.foskers.com £82,995 TEL: 01474 874555 KENT (T)



FORD CAPRI II GL 1.6 1977. 96,000 miles. Outstanding condition inside & out. 2 previous owners. MoT April 18. Garaged all its life. In original condition, superb. £6500 TEL: 028 82246533 TYRONE



FORD CONSUL CLASSIC 1961. White with red roof, custom Xflow 5-spd, MoT April 18, needs work on body and paint, runs very good, a real eye catcher. £3500 TEL: 01246 419963 DERBYS



HILLMAN MINX MK6 1966. 72,985 miles. Runs & drives well. Last 2 MoT's have had no advisories, current MoT expires April 2018. Brakes, engine & gearbox excellent. All new tyres. £2800 TEL: 07751 990538 GLOS



FORD MAINLINE Collectable 2 door, 302 V8, 4 speed manual, toploader gearbox, hurst shifter, torque thrust wheels, nice all round condition, lovely cruiser. £12,495 ONO TEL: 0208 6604538 OR 07584 020272 SURREY



HILLMAN MINX SALOON 1935. 16,000 miles. Cream & black, good condition, some history, lots of bills for work carried out. Very rare. £12,995 ONO TEL: 07926 526930 HASTINGS



FORD MODEL Y ALPINE TOURER 1934. 82,000 miles. Deep maroon over black, red leather seats, black double duck hood & side screens. UK RHD, one of only a few cars built. FSH. www.panoramabay.co.uk £17,995 TEL: 01202 709407 DORSET (T)



HUMBER SUPER SNIPE 1961. 51,000 miles. Finished in light & dark blue. Manual transmission. Too much done to list. Please call for details. £9750 TEL: 07717 338587 STAFFS



FORD MUSTANG 1970. 39,000 miles. Immaculate, 4-speed top loader manual gearbox, paintwork is excellent, as is the rare Ivory interior. Please call for more information. £34,750 TEL: 07786 933123 S YORKS

LANES CARS
Specialist buyers and sellers of 'E' type Jaguars
contact Martin Lane
www.lanescars.co.uk
Call 07831 334608



FORD MUSTANG GT/CS CALIFORNIA SPECIAL 1968. 77,000 miles. 289ci auto. Sunlit gold metallic, parchment interior. Power steering & brakes, tinted glass, steel styled wheels. Recent import, awaiting registration. £19,995 TEL: 07976 245899 OR 0208 3639253 ENFIELD

JAGUARS WANTED URGENTLY TOP PRICES PAID
Jaguars E-Types and classic Jaguars, all models, any year, any condition
Please phone anytime:
01322 669081
or **07836250222**
Fax: **01322 662400**
pjarvis646@aol.com



FORD PREFECT 100E 1955. 69,783 miles. Manual, green, good running condition, everything works, original number plate, good history, lots of spares, gearbox, MoT/ tax exempt, 5 owners. £3450 TEL: 07791 327086 CORNWALL



JAGUAR E-TYPE ROADSTER 1970. Series 2, wire wheels (painted), S/S exhaust, new mohair dark green soft top, biscuit trim, MoT July 18, very good all round condition original UK spec car. £65,000 TEL: 01271 346740 DEVON



GALLERY AALDERING

EXQUISITE CLASSIC AUTOMOBILES



Porsche 911 2.2 S MFI (911/02) (1969)

Concours condition, full history file

Aston Martin V8 Coupe carburettor (1977)

3rd owner car, match. no., extensive history

Ferrari 512 BB Carburettor (1980)

European version, stunning

Jaguar E-Type V12 Series 3 Convertible (1974)

Fully restored condition, one off the best

Mercedes-Benz 220SE Convertible (1965)

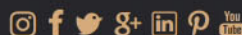
Manual gearbox version

Lamborghini 350 GT (1966)

Only 84.000 km original, matching numbers & colour

Arnhemsestraat 47 | 6971 AP Brummen | The Netherlands
T. 0031 (0)575 564055 | E. info@gallery-aaldering.com

www.gallery-aaldering.com





ASHTED CLASSIC CARS OF KENILWORTH

ADAM CROWE (PROPRIETOR), MOBILE: 07711 891751, PHONE: 01676 545098
TRUGGIST HILL FARM, TRUGGIST LANE, BERKSWELL, COVENTRY CV7 7BW
E-MAIL: ashtedclassics@gmail.com

1936 AUSTIN 12/4 NEW ASCOT



Has been subject to a sympathetic mechanical restoration approximately 20 years ago and been very well maintained since. Engine and brakes in A1 condition, recent new headlining and carpets help finish this car off beautifully. Finished in black with matching very good condition original green leather interior. Full working sunroof. Here is a perfectly mellow car with all the charm and character you would expect from such a delightful vehicle. Everything is as it should be, and she is in perfect driving condition. Full mot and Tax exempt. **£8250**

1953 MORRIS MINOR MM SPLIT SCREEN



This fantastic little gem is one of the last of her line. A real star to drive that never misses a beat. Finished in black with red coach line. Very good original interior finished in maroon. Receipts for nearly £4000 in history file shows this car has been very loved and wants for nothing. Ready to do many years' service. Full M.O.T. **£5750**

1938 AUSTIN 10-4 CAMBRIDGE



This car is in very nice condition with a beautiful sounding engine. She starts first time every time and the last 2 owners have cherished her well. The steering is on the button and brakes are very good. Complete and very good condition original seats and headlining but the carpet is non-standard. All chrome in good order and requires no work. Paint has some minor blemishes but nothing to worry about. This little car is perfect for drives out and going to shows she will not disappoint. Test drive welcome. **£5950**

1971 LAND ROVER SERIES 2A LIGHT WEIGHT 88"



For sale ex-military series 2a Land Rover. Fitted with the later 2.5 diesel engine and Saab leather seats that are in very good condition plus safety harnesses canvas hood in good condition. Drives like a dream. This delightful little 4x4 can be a lot of fun in so many ways. Still in original drab green. Tax Exempt. Full M.O.T. **£4750**

ONLY 6 MILES FROM THE N.E.C. - OPEN 6 Days a week. Viewings by appointment only. Viewings can be made at very short notice please ring for more information

If you require more information on any of the vehicles, please feel free to call text or email me

I REQUIRE TO PURCHASE PRE WAR VEHICLES IN ANY CONDITION ESPECIALLY AUSTIN'S PLEASE RING ADAM CROWE IF YOU HAVE ANYTHING I MAY WISH TO BUY

If no answer on landline, please try my mobile.



01676 545098 or 07711 891751
Email: ashtedclassics@gmail.com
ASHTED CLASSIC CARS OF KENILWORTH



JAGUAR MK2 1961. 85,000 miles. 3.4 manual overdrive, 4 owners from new. Old English white, new re-trimmed red leather interior. Receipts for overhaul in 2013. MoT Aug 18. £27,500 TEL: 07393 300313 / 01372 454370 SURREY



LOTUS ELAN SERIES 1 TURBO 1990. Blue with black interior. Full service history, mostly by Bell & Colvill. MoT until March 2018. A really lovely example. www.arunholdings.co.uk £6150 TEL: 01420 511375 HANTS (T)



JAGUAR MK2 2.4 1967. Manual overdrive, 12 months MoT, Old English White, blue interior. Very good chrome, paint & body. Alternator, elec ignition, handbook. Drives well. £12,500 TEL: 01359 25105 SUFFOLK



MG MIDGETS AND FROGEYE SPRITES WANTED Small selection of properly restored Midgets and Sprites for sale. Check www.mgmidgets.com or ring the specialist **Mike Authers Classics on Abingdon** 07703 465224 OXON



JAGUAR XJ 3.2 SPORT 2002. 64,000 miles. Metallic black with 18" alloys & black leather interior. Lots of history. Superb and must be seen. www.harwells.net £3950 TEL: 02085 679729 LONDON (T)

MERCEDES WANTED URGENTLY TOP PRICES PAID
Mercedes sports and classic Mercedes, all models, any year, any condition
Please phone anytime:
01322 669081
or **07836250222**
Fax: **01322 662400**
pjarvis646@aol.com

Derek C Mowat



BENTLEY CONTINENTAL R, 1998 S Reg. Facelift car, just 14800 miles, repeat 14800 miles from new. Simply stunning..... **DUE IN**



JAGUAR MK 11 3.4 1965, Manual/OD. Just 1 private owner and 29k miles. Superb provenance. Find another like this **£59,950**



BENTLEY ARNAGE 4.4 GREEN LABEL, 1998, 1 Owner and just 10k miles from new. Lovely colour combination **£39,950**



BENTLEY ARNAGE R 2003, 42k miles. Lovely history, traditional colour combo, nice driving model being the "R" **£29,950**



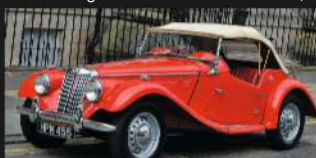
ROLLS ROYCE SILVER SPUR 1V, 1996, Just 28k miles. Highly comprehensive history file, rare model, impeccable **£29,950**



ROLLS ROYCE SILVER SPIRIT 11, 1990, Just 23k miles. Low owners, superb provenance and stunning colour combo **£23,950**



BENTLEY CONTINENTAL GT, 2005 55 Reg. Low owners, 47k miles, very comprehensive service history, superb example **£29,950**



MG TF, 1954, Original RHD example, high calibre restoration in 2000, mellowed beautifully, very reliable **£25,950**

www.derekcmowat.co.uk

Tel: 07836 740333



JAGUAR XJ COUPE 1978. 115,000 miles. DHC, 5 owners in its 29k miles. Absolutely solid, conversion was completed many years ago. Please call for more information. **£54,495 TEL: 07710 078200 BERKS**



JENSEN INTERCEPTOR MK1 1969. 9,504 miles. Auto, RHD. Good runner, in good condition but some TLC is needed in areas. Full history, MoT until April 2018. **£35,000 ONO TEL: 07907 326337 E SUSSEX**



MERCEDES-BENZ 280SL PAGODA 1969. 27,000 miles. Hard & soft tops, automatic, power steering. Unmarked, brilliant signal red & tan hide interior. Always garaged, superb example. www.kinsonmotorcompany.co.uk **£79,950 TEL: 02380 766200 HANTS (T)**



LONDON TAXI TX1 1998. Gleaming black, contrasting interior occasional seats, glass divider, CD system, walnut veneer dashboard, automatic, power steering, garaged. Drives superb. www.peterjarvis.net **£3000 TEL: 01322669087 / 07836250222 KENT (T)**



MERCEDES-BENZ 300SL R107 1988. 203,315 KM. Left hand drive, automatic transmission, cabriolet. www.oldtimerfarm.be **£41950 TEL: 0032 472 401338 BELGIUM (T)**



MERCEDES-BENZ 450 SLC 1976. Blue metallic, elec windows & sunroof, cruise control, LHD, drives very well, no problems, in mint condition. £15,500 TEL: 07961 800817 LONDON



MG MIDGET 1971. 99,500 miles. Round wheel arch, very nice condition. Drives extremely well. Brand new alloy Minilite wheels. Garaged, never left out in the rain. £6500 ONO TEL: 07970 129420 ESSEX



MERCEDES-BENZ PAGODA 280SL 1971. 169K miles. Convertible, red with black interior, rare manual gearbox. Imported from Nevada in 2012, good history. Unrestored & exceptional. Superb to drive. www.arunholdings.co.uk £150,000 TEL: 01420 511375 HANTS (T)



MG TC 1948. 23,000 miles since B&G engine rebuild. Owned since 1968. Fast, reliable & in sound 'oily rag' condition. 1 1/2 SUs, 1350cc, 8/39 dif, spare engine block, front axle. £19,000 TEL: 07887 884215 LEICS



MG BGT 1970. 19,500 miles. Teal blue, very nice condition, extremely solid. Long MoT. Runs really well, new wheels, original rostytes included. £4950 ONO TEL: 07940 976805 W YORKS



MG TC 1948. 23,000 miles. Fast, reliable and in sound oily rag mechanical condition. Continuation log book from 1951. Unleaded head conversion in 1999. £19,000 TEL: 07887 884215 RUTLAND



MG C TYPE 1969. 102,000 miles. University Motors Special. In excellent order and with Heritage certificate. Subtle upgrades including adjustable suspension, heated windscreen etc. £25,000 ONO TEL: 01628 471355 BUCKS



MG TD MKII Rare & sought after factory produced competition car. Matching numbers. Ground up restoration completed in 2002, photographic record. Honest & special. £29,000 ONO TEL: 01793 750529 WILTS



MG J TYPE 1934. 100,000 miles. True time warp car, same owner for 60 years. Well cared for, stored in a warm dry garage. No rust on the body, just faded paint. £28,500 TEL: 01419 564030 E DUNBARTONSHIRE



MGB GT 1969. Totally rebuilt from Heritage shell, all parts renewed / reconditioned. 1860 engine, front coilovers, S/S exhaust, 15" chrome 72 spoke wires. Absolutely fantastic. £16,500 TEL: 07976 641284 WILTS



MG MGB GT 1995. 9,000 miles. Jubilee Special Edition. Sold with an MoT from March 2017. Engine pulls cleanly, gearbox runs smoothly. Clean interior. £3750 TEL: 07530 780486 KENT



MGB GT 1971. 73,482 miles. Auto, been restoring it for about 3 years. Front leather seats, loads off new parts. Please call for more info. £4000 ONO TEL: 07941 741431 GREATER LONDON



Cheshire Classic Benz

The Finest Examples of Mercedes-Benz Cars from the 1960s to the 1990s



SL320 'Edition' Roadster 2000X

Mystic Blue met, black/silver leather, panoramic hardtop, blue soft top, 5-Sp auto, climate, cruise, htd seats, elec steering col, orig 18" alloys, usual 'Edition' extras, FSH, 34,000m £18,950



SL320 Roadster 1998S

Brilliant Silver, grey leather, panoramic hardtop, blue soft top, 5-Sp auto, climate, cruise, htd seats, elec steering col, orig 17" alloys, FSH, *one lady owner, only 21,000m* £23,950



250SE Coupe 1965C

Original colour scheme of Dark Bordeaux Red with light tan leather, four speed column change auto, professionally upgraded to 280SE engine, *only two owners* . . . £36,950



SL320 Roadster 1994L

Blue/Black metallic, matching hardtop, black soft top, Mushroom leather interior, 5 speed auto, cruise, original 16" 8 hole alloys, FSH, two owners, *only 19,000m* £22,950



230TE Estate 1984B

Midnight Blue, blue cloth interior, zebano wood, auto, 4 x elec windows, manual sunroof, split fold rear seats, seven seats, original alloys, three owners, FSH, 99,000m £10,950



280SL Roadster 1985C

Midnight Blue, matching hardtop, new black soft top, blue leather, auto gearbox, air conditioning, electric windows, rear seats, original alloy wheels, FSH, 90,000m £24,950



SLK320 Roadster 2001/51

Sapphire Blue met, blue/black leather, 5-Sp auto, climate, cruise/limiter, elec seats, leather steering wheel and gearknob, orig 5 spoke AMG alloys, FSH, *ONLY 12,000m* £12,950



300SL Roadster 1987D

Petrol Blue metallic, matching hardtop, black soft top, grey leather, automatic gearbox, electric windows, tinted glass, rear seats, original alloy wheels, FSH, 113,000m £24,950



S280 Saloon 1998S

Brilliant Silver metallic, Orion Grey leather, 5 speed auto, cruise, climate, electric seats, double glazing, electric sunroof, leather gearknob, airbags, original alloys, FSH, 73,000m . . . £7,450



E320 Sportline Cabriolet 1996N

Azurite Blue metallic, grey leather, blue soft top, 5 speed auto, cruise, airbags, heated seats, wood/ leather steering wheel, original Sportline 15" alloys, FSH, 81,000m £17,450

Our cars are carefully selected as the best of their type, and are sold with our own warranty after a full mechanical check by Mercedes trained technicians in our own workshop.

Viewing by Appointment

15 minutes from Manchester Airport. 1hr 41min from Euston by train
tel: 07980 241177 or 01625 260913 email: info@ccbenz.co.uk
See www.ccbenz.co.uk for full descriptions and more photos

We can now offer secure covered storage for your car at our premises near Manchester Airport. Call or email to enquire.

Car Collection Wittner



We are specialized in trading exclusive classic and race cars.
We can deliver worldwide! - www.carcollection.at



Porsche 930 Turbo Ziegelrot 1979 60000km with Servicebook deutsche Erstzulieferung €127000



Porsche 911 1965 all matching to restore €139000



Porsche 911 S 1967 matching numbers high end documented restoration only €200000



Iso Grifo GL 350 1969 4 speed Manual



Aston Martin DB5 RHD matching 1964 condition 1 documented restoration. Price on request



Maserati Ghibli 4,9 SS 1971 matching. Price on request

If you like Porsches, we have your car in stock!

More than 25 Aircooled Porsche waiting for you in our showroom

A-4407 Dietach - AUSTRIA

Mobile: 0043 664 83 67 050

franz.wittner@carcollection.at

Winklingerstraße 14 - 16

Fax: 0043 7252 38 459

www.carcollection.at



MGB ROADSTER 1973. 84,000 miles. In superb condition. Any trial, always garaged in a heated garage. Reluctant sale due to hip operations. £12,950 TEL: 07876 202123 SOMERSET



MORRIS MINOR PICK-UP 1971. Much work done, photo record, good unleaded 1098 rebuilt engine. More new than old including new chassis. MoT April 2018. Connaught green respray. £10,000 TEL: 01756 720223 SKIPTON



MGB ROADSTER 1978. 79,000 miles. 1.8 petrol, manual with overdrive. Blue with black leather trim & wire wheels. Some service history, 20 previous MoT's. New brakes & exhaust. £6495 TEL: 01782 622141 STAFFS



MORRIS MINOR TRAVELLER 1000 1961. 77,000 miles. OEW, extremely well cared for including Ivor Seale engine, clutch, gearbox, servo, brakes etc. Anti-roll bar, uprated suspension. £7450 OVNO TEL: 07890 590850 LINC'S



MGB ROADSTER 1968. 60,000 miles. Beautiful condition. 30 year history. Superb engine, gearbox, overdrive etc. S/S exhaust, chrome wire wheels, Yokohama tyres, full Tonneau. £12,000 TEL: 01932 953435 SURREY



MORRIS OXFORD MO 1953. 54,000 miles. Entire history. Complete respray 3 years ago in original colour. Very good condition. Comes with spare gearbox & more. £6500 OVNO TEL: 01422 839683 W YORKS



MGB ROADSTER 1968. 10,123 miles. USA export model. In California 1968-95. Overdrive, RHD, full restoration. Elec ignition, fitted boot rack, tan leather interior. Beautiful condition. MoT Mar 18. £11,995 TEL: 02086 424849 OR 07796 264539 SURREY



MORRIS SALOON 1937. In excellent condition, original interior, sunshine roof, all new tyres, good chrome, original log book, 3 owners, history file, running well, rare car. £9500 TEL: 01424 882947 E SUSSEX



MORGAN 4/4 FLAT NOSE 1939. 41,000 miles. Immaculate condition, ground up restoration 8 years ago. Previous owner for 40 years. Large trials & race history. Matching chassis & engine numbers. £35,000 OVNO TEL: 01908 560098 OR 07538 018051 NORTHANTS



NASH METROPOLITAN CONVERTIBLE 1958. My car for the past 20 years. Sensibly modified & improved. A reliable & usable classic. Full photographic history. Always a show winner & head turner. £1200 TEL: 01909 721464 NOTTS



MORRIS ISIS 1930. 100 miles. Very rare, fully restored. Black & blue, blue leather interior. Beautiful example, great attention to detail. Used for pleasure, weddings & proms. £17,600 ONO TEL: 07894 470700 OR 023 92369385 PORTSMOUTH



NISSAN FIGARO 1991. 51,716 miles. New cambelt, water pump & tensioner. Over £1,600 spent in last 5K miles. New MoT, no advisories. Lots of history. £4250 TEL: 01744 893445 LANC'S



Main photo © The Jensen FF Museum

COMPLETE TRIMMING SERVICES

1000s OF PARTS IN STOCK

BESPOKE RESTORATION

JENSEN CAR SALES

01962 779 556

info@jensenparts.co.uk
www.jensenparts.co.uk

Unit 1, Itchen Abbas Business Centre, Main Road, Itchen Abbas, Winchester, SO21 1BQ



PORSCHE 911 3.0L RS REPLICA 1974. RHD, Ex-race, road legal. Last owner 31 years. 3.2 Carrera Club Sport DME engine. Racing exhaust manifolds, brakes, 993 Turbo 4 discs & callipers. £49,950 TEL: 01628 483539 OR 07771 911989 BUCKS



RILEY RMB 1951. 22,882 miles. 2 1/2 litre. Runs well, engine rebuilt in late 90's. Cream with brown upholstery. In good condition. Original log book. £13,950 TEL: 01823 412857 SOMERSET



PORSCHE 944 1988. 131,710 miles. MoT March 2018, recently serviced. Everything works and drives really well. Interior very good apart from two front seats. £4250 TEL: 07775 915120 NORTHUMBERLAND



RILEY RME 1954. 43,000 miles. An incredible find, beautifully preserved. With the same family from new & low mileage. Highly original unrestored car, loved from day one. www.westendclassics.co.uk £POA TEL:01487 842085 CAMBS (T)



PORSCHE 964 CABRIOLET 1989. 60,000 miles. New engine has done 65,000 miles within an overall mileage of 150,000. Bills in excess of £25K. Beautiful car. Offers in excess of £37,500. TEL: 07770 834853 SW LONDON



ROLLS-ROYCE 20/25 SALMONS TICKFORD CABRIOLET 1933. Rare & desirable with a quick, easy wind-down roof. Smart and driving well. Five more 20/25s in stock. www.realcar.co.uk £67,500 TEL: 01248 602649 N. WALES (T)



PORSCHE 968 1993. 129,400 miles. Owned for 10 years, MoT, original service booklets & drivers manuals. In excellent condition, 100% honest car. £9995 TEL: 07505 773740 TYNE & WEAR



ROLLS-ROYCE GHOST 1924. RHD. The whole car is in absolutely magnificent condition in every conceivable way. All chassis sheets and original history available. www.ivorbleaneyclassiccars.co.uk £165,000 TEL: 01794 390895 HANTS/WILTS (T)

ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley

Tel: 01737 844999
www.royceservice.co.uk
Station Road, Betchworth, Surrey RH3 7BZ



ROLLS-ROYCE LHD CORNICHE II DHC 1987. Magnolia with lovely dark blue leather & dark blue roof, low mileage, excellent throughout. www.realcar.co.uk £62,500 TEL: 01248 602649 N. WALES (T)



RELIANT SABRE SIX 1963. Sports car. Low mileage, present owner since 1984. MoT Sep 18. Tax exempt. Historically important, attractive and stylish. £14,500 TEL: 01782 661670 STOKE-ON-TRENT



ROLLS-ROYCE PHANTOM II 1930. All weather tourer with coachwork by Rippon Bros. Totally restored some 25 years ago, maintained regardless of cost. 3 owners from new. www.ivorbleaneyclassiccars.co.uk £137,500 TEL: 01794 390895 HANTS/WILTS (T)

The Real Car Co
NORTH WALES
Rolls-Royce and Bentley specialists

*Rolls-Royce and Bentleys from the 1920's - 1970's -
A diverse and interesting stock of about 40 cars*



1962 LHD Silver Cloud II HJ Mulliner Drop Head Coupe
Full ground up 'nut & bolt' restoration to an extremely high standard and beautifully finished in Silver Sand with Cream Leather and a Tan Hood. The underside is just as smart as the top - see photos on website! **£325,000**
1960 LHD SCII Saloon & 1987 LHD Corniche II DHC also available.



1936 20/25 Hooper Limousine,
Smart, sound, fine order throughout, Black Leather Front, Cream Rear including occasional seats. Original handbook, logbook, toolkit, lovely early history, low mileage; **£37,500**



1932 20/25 Barker Sedan
Appealing early '30s style, lovely condition - much work in the 90's: engine overhaul, new cylinder head & much more. Drives well; **£55,000**
Good selection of 20/25 & 25/30's



1938 Bentley 4 1/4 Litre Park Ward Pillarless Sports Saloon.
Very smart, handsome, & excellent condition after major restoration work a few years ago; **Due In Soon Choice of 2 other Derby Saloons & 1924 3 litre Four door open Tourer**



1935 Phantom II Continental Barker Sports Saloon
Lovely, strong, smart, well finished in Black & Red, excellent Black leather. Recent engine overhaul and a pleasure to drive; **£145,000.**
Three more Phantom II's in stock



1964 Bentley S3 Sports Saloon
Finished in Shell & Tudor Grey with fabulous, original, Red Leather interior. Runs & drives well with much recent brake work; **£32,500.**
Good choice of other S Series



1963 Bentley S3 Continental HJ Mulliner 2 Door Fixed Head
Very desirable & Rare - one of just eleven. Lovely Beige leather piped Green & hefty history file! AirCon fitted. Drives beautifully; **£250,000**

Email alerts on all New Arrivals available! See Website. Urgently Wanted! - Similar Cars
Export arranged - Commission sales - Part exchanges
Contact Ray or Ian - let us find your next car!



Full illustrated stock list on request
Tel: 01248 602649 anytime
Fax: 01248 600994
E-mail: mail@realcar.co.uk



For the most up to date stock details and photos visit our website:
www.realcar.co.uk



BEAU-CAR

OLDTIMERS - YOUNGTIMERS
SALE - PURCHASE - STORAGE

WWW.BEAU-CAR.COM
INFO@BEAU-CAR.COM

VIEWING BY APPOINTMENT ONLY



ALFA RZ ZAGATO – 1995 –
89.000 EURO



MERCEDES 300 SL – 1986 –
33.000 EURO



PORSCHE 914 – 1974 –
29.000 EURO



JAGUAR E TYPE – 1969 –
75.000 EURO



FERRARI GTS – 1987 –
85.000 EURO



MERCEDES 280 SL – 1969 –
89.000 EURO

VILENBAAN 90 - B-2160 ANTWERP
TEL. 00 32 (0)497 402 402



ROLLS-ROYCE PHANTOM II TOURER 1930. Impressive vintage motoring, 7 1/2 litres of fun - a fraction of the cost of an equivalent Bentley! £110,000 TEL:01248 602649 N. WALES (T)



ROVER 12HP SPORTS 1934. Saloon, 4 door, alloy body, very scarce, over £5000 spent on recommissioning, interior largely original. £7950 ONO TEL: 01243 371705 HANTS



ROLLS-ROYCE P11 CONTINENTAL 3 POSITION DHC 1931. Fabulously stylish, fully documented restoration, lovely design features which include twin rear mounted spares. www.realcar.co.uk £240,000 TEL: 01248 602649 N. WALES (T)



ROVER 2.2 SC 1974. 48,000 miles. In very good condition for the year. Automatic transmission. Please call for more information. £4900 TEL: 07900 576276 LIVERPOOL



ROLLS-ROYCE SILVER GHOST 1924. Very rare example. 3 position all weather Open Tourer with coachwork by Barker. In magnificent condition throughout with extensive service history. www.ivorbleaneyclassiccars.co.uk £245,000 TEL: 01794 390895 HANTS/WILTS (T)



ROVER P2 1939. 96,000 miles. Manual, maroon/black, roadworthy condition, original engine, rebuilt this year, far too much to list, ready to go. Please call for more information. £7000 TEL: 01256 324639 OR 07736 815969 HANTS

Kinson Motor Company

PART EXCHANGE TAKEN **TRANSPORT ARRANGED**

 1985 FERRARI 328 GTS , in Rosso Corsa red, leather seats, black top, car serviced at classic car workshop, new cam belt and service, 19000 miles..... £39,950	 JAGUAR XJS V12 SPORTS CONVERTIBLE , 1989, 1 owner, only 5000 miles, auto & PAS, P1000, as new..... £49,995	 BMW 8 SERIES 840 CI 2dr auto coupe, also gas conversion, 98000 Miles..... £7,995
 1959 AUSTIN A35 4 DOOR , 948cc. Finished in Old English White With Blue Trim. This Car Is In Great Condition And Has A Large History File With Original Log Book And Service Books, 56000 miles..... £4,999	 MERCEDES-BENZ SL SERIES SL500 2 Door Sports Car, 1993, in pearl grey metallic with contrasting grey leather trim and a factory fitted hard and soft top..... £4,999	 53 FORD FOCUS 1.6 LX 5DR Hatchback, 27891 miles..... £1,699
 2002 ALFA ROMEO SPIDER 2.0 TS 16V Lusso 2dr 2 Door Sports, 41000 miles..... £3,999	 2004 54 JAGUAR XJ6 V6 SE AUTO 5 DOOR , GREY 30000 Miles, Jaguar XJ6 V6 SE, 2004 on a 54 plate, sold with private plate H150KJ, Automatic, Power Steering, Electric Windows, Remote Central Locking, 2 Keys, Full Electric Leather Seats, Factory Fitted, Sat Nav, Walnut Wood, Alloy Wheels, Parking Sensors, Heated Seats, Stereo And CD Player, 7 Stamps In Service Book, 90k Approx. Finished In Grey Metallic..... £3,999	 CITROEN DYANE 6 SALOON , 1971, Yellow, 49000 Miles, Citroen Dyane 6, 4 Door Saloon, Been Fully Restored, No Oil Leak/No Welding, Full Sunroof, Left Hand Drive, One Owner From New, Mot And Bills, Spare Keys..... £7,999
 VOLVO 121 AUTO SALOON , 1966, 95000 Miles, Volvo 121 Amazon, Automatic, 4 Door Saloon, 2 Keppers, in White With Red Interior, Driving Well, Long MOT - Bills, Must Be Seen..... £6,999	 2003 53 LAND ROVER DISCOVERY 2.5 TDS GS 7 SEAT 5DR AUTO 5 DOOR ESTATE , Blue, 11000 Miles, Land Rover Discovery T05, 65 Automatic, Diesel Estate, 4x4, 2 Sunroofs, Remote Central Locking With 2 Keys, 7 Seats, Electric Windows, ABS Brakes, Stereo And CD Player, Traction Control, Air Bag, Alarm, Full Leather Seats, Alloy Wheels, Lots Of Bills, Also Service History Up To 110,000 Miles, Service Bills, 2004 Model..... £3,999	 1978 8 LOTUS ELITE SPORT blue, 40000 miles, Lotus Elite, 2 door saloon, sports, 1973cc..... £8,999
 JAGUAR XJ 4.0 SOVEREIGN , 1995, Auto & PAS, only 21k, S/H, blue, chauffeur driven..... £8,999	 1985 6 JAGUAR XJS HE AUTO SPORTS , one private owner from new..... £8,995	 1986 JAGUAR XJS V12 HE CABRIOLET , Family Owned For Many Years, The Targa Top Has Recently Been Recovered And Also A New Window Stitched Into The Rear Hood, 77000 miles..... £8,750

PART EXCHANGE MODERN CARS AND VANS FOR CLASSIC CARS. CASH ADJUSTMENT EITHER WAY

VEHICLES WANTED **07545 703474 OR 02380 766870** Southampton **CREDIT CARDS ACCEPTED**

SEE OUR WEBSITE FOR MORE CARS WWW.KINSONMOTORCOMPANY.CO.UK



ROLLS-ROYCE SILVER SERAPH 1998. 25,800 miles. Finished in Peacock blue with magnolia coachlines & whitewall tyres. 2 owners from new, FSH. Like new and unmarked throughout. www.hanwells.net £48,950 TEL: 02085 679729 LONDON (T)



ROVER P4 100 1962. 30,750 miles. All steel work done, chassis painted & Waxoiled, professional respray, new tyres. MoT Sep 18. Insured value of £10,000. £8500 TEL: 01709 703966 S YORKS



ROLLS-ROYCE SILVER SHADOW SERIES II 1980. 6,470 miles. Finished in willow gold with cream interior. Stored in fantastic conditions. Like a brand new car and drives like it. www.hanwells.net £75,950 TEL: 02085 679729 LONDON (T)



ROVER P5B 1972. 40,000 miles. Admiralty blue, silver birch roof. Recent new interior. In very good condition. £8995 ONO TEL: 01453 452616 GLOS



ROLLS-ROYCE SILVER SHADOW II 1978. 94,000 miles. OEM with cream leather interior. FSH, enthusiast owned, very original, always garaged. Meticulously maintained, restored wood veneering. Drives very well. £9,995 ONO TEL: 07956 316768 LONDON



ROVER P5B SALOON 1973. 93,000 miles. Admiralty blue, beige leather interior. S/S exhaust, Kenlowe fan, good history file, MoT Mar 18. Excellent condition inside & out, drives superbly. £9500 ONO TEL: 07738 116952 W SUSSEX



ROVER P6 3500 MKII AUTO 1974. 35,548 miles. LHD. Belgian registration documents, engine renewed, in good general condition. www.oldtimerfarm.be €8950 TEL: 0032 472 401338 BELGIUM (T)



TRIUMPH 1800 ROADSTER 1946. Concours, all original numbers, magazine featured, 2 previous owners, full restoration. £33,950 TEL: 02084 621846 SOUTH EAST



ROVER SPEED 14 STREAMLINE COUPE 1935. Recent £2500 engine rebuild. Brakes totally overhauled. Triple SU carbs. Wire wheels. Running well. Paint work is tidy but not perfect. Lovely interior. £28,500 TEL: 07880 76387 N WALES



TRIUMPH 2000 MKI 1969. Auto. A unique car, all bills available. PAS, MoT, handbook, workshop manual. Please no calls after 7pm. £9500 TEL: 01617997548 MANCHESTER



SAAB 96 MONTE CARLO LOOK 1973. 81,489 KM. LHD, manual. French registration papers. In a very good state & ready to drive. Fully prepped. www.oldtimerfarm.be €18950 TEL: 0032 472 401338 BELGIUM (T)



TRIUMPH SPITFIRE MK3 1969. 60,150 miles. Subject to an extensive full bare metal renovation with a small fortune spent. Becoming increasingly rare. Newly serviced & supplied with new MoT. £14,000 TEL: 07967 384827 HERTS



SAAB 96 V4 1970. 79,083 miles. Subject to an older restoration, photo record. Still looks good, lots of service history. Drives as should, keeps up with modern traffic. MoT Oct 18. £8500 OVNO TEL: 07957 276727 SURREY



TRIUMPH STAG 1976. 59,950 miles. Very good condition, re-sprayed Jan 2017. All new interior carpets, new boot boards and carpets. MoT aug 2018, overdrives work perfect. £10,650 TEL: 07837 410468 STAFFS



STANDARD FLYING TEN 1936. In good condition. New brake shoes, clutch and inner roof lining. Finished in black with red leather upholstery. £4000 TEL: 01344 772010 BERKS



TRIUMPH STAG AUTO 1973. 78,000 miles. Starts easily, runs well. Drives & stops but has been dry stored for 10 years. Looks smart, may need some small welding repair. £3995 TEL: 01280 814928 & 07971 052025 BUCKS



SUNBEAM ALPINE CONVERTIBLE 1964. 126,000 miles. Finished in cardinal red with black leather trim. Stunning & charismatic. Has had a ground up, bare metal restoration. www.panoramabay.co.uk £24,995 TEL: 01202 709407 DORSET (T)



TRIUMPH TR4A 1966. 38,754 miles. British built & registered. Lovely overall condition, desirable sunroof. British built and registered car. Comes with MoT, free historic road tax. £24,250 OVNO TEL: 07497 889343 S YORKS



Lincoln V8 1930 € POA



Mercury 1958 € POA



Corvette 1973 € 29.900



De Soto 1950 € 29.900

FRANK KENNIS PH. 00.31.622.420.766

MAIL. INFO@KENNISCARS.NL

WWW.KENNISCARS.NL

Nicholas Overall



Ex Works Jupiter R1. Le Mans Class Winner in 1952. Driven by Marcel Becquart & Gordon Wilkins. Originally three works cars were built and this is the sole survivor having been found in Bradford in 1978. Totally rebuilt over the years all to original specification. The chassis/body completely original. This is a unique opportunity to buy a piece of English Le Mans history at a reasonable price. Lots of photos and more history. Please contact me for more details. **£245,000.00**



Elva 200 Formula Junior. Originally purchased by Paddy Hopkirk in 1961. Manufactured in December 1960. Comes with full FIA HTP papers and is ready to race. Competed in Goodwood Revival, Grand Prix de Pau & Historique de Porto. Comes with its own trailer and a well documented history. **£59,500.00**



Alfa Romeo Giulietta TI 1960 1.3. LHD. Racing version. Has had a complete restoration including both engine on twin webers and gearbox. Old FIA and CSAI Italian log books and lots of invoices relating to the restoration. Very reasonably priced at. **£27,500.00**



Mercedes 280SL Pagoda Convertible. LHD. 1971. A truly lovely unrestored example. Rare manual gearbox. New MOT. 16,900 miles. Just had a lot of love, care and attention. The picture does not do it justice it really is the best I have seen. This is really a lovely car to drive and surely a blue chip investment. Lots of history. **£160,000.00**



Lotus Elan 1990. 1.6 Turbo. 87600 miles. With black interior. Full history with invoices/old MOT's new MOT. In all round excellent condition. No nasty fibreglass cracks or rips in the interior. **£6,150.00**

Part Exchange always considered.

Wanted Classic and historic race car projects, classic cars of all descriptions. Consignment sales undertaken.

07860 806904 / 01420 511375 (Hampshire)

Arun Holdings email: newbarncottage@gmail.com

web: www.arunholdings.co.uk



TRIUMPH TR4A 1967. 90,000 miles. Nut & bolt restoration. Body-off bare metal respray. New interior, carpets, walnut dash, wire wheels and tyres. SS exhaust, unleaded conversion. £33,950 OVNO TEL: 07816 818820 SURREY



VOLVO 121 AUTO SALOON 1966. 95,000 miles. Auto, 2 Keepers, in white with red interior, driving well, long MoT & bills, must be seen. www.kinsonmotorcompany.co.uk £6999 TEL:02380 766200 HANTS (T)



TRIUMPH TR6 1975. 55,000 miles. Fully restored in 2014, beautiful car and it needs nothing. Full respray, a new stainless steel exhaust and a new mohair hood. £12,500 TEL: 07479 754988 NORTH DOWN



VOLVO P1800 ES 1973. 101,724 KM. Left hand drive, manual transmission, coupe. www.oldtimerfarm.be £24950 TEL: 0032 472 401338 BELGIUM (T)



TRIUMPH TR7 Convertible, rare auto, in the same family for 35 years. New alloys & engine, gearbox rebuilt, new shock absorbers, refurbished carb, new MoT. £3750 TEL: 01535957263 W YORKS



VOLVO P1800 S 1967. 90,000 miles. Old English white, red leather interior, Minilite wheels. Undergoing a glass out respray in it's original white. Drives superbly & looks a million dollars. £32,000 OVNO TEL: 07831 654758 HERTS



UK SPORTS CARS

INDEPENDENT LOTUS & CATERHAM SPECIALISTS

www.uksportscars.com For everything Lotus & Caterham



LOTUS ELAN+2. WE HAVE A CHOICE OF ELAN+2S INCLUDING THIS RESTORED EXAMPLE AT £23,995



LOTUS ESPRIT TURBO S4S. 1995. NORFOLK MUSTARD WITH RAVEN HIDE. A/C AND TARGA SUNROOF. £36,995



LOTUS ELAN SPRINT DHC. 1971. MICK MILLER RESPRAY. SUPERB EXAMPLE THROUGHOUT. £48,995. TWO OTHERS IN STOCK.



LOTUS ESPRIT S2. 1979. STUNNING EXAMPLE WITH AS NEW INTERIOR. VERY ORIGINAL. £34,995



CATERHAM SEVEN 2.0L DUNNELL ZETEC ENGINE. 5 SPEED DE-DION. 1999. £15,995. OTHERS IN STOCK.



JAGUAR MK2 3.8 MANUAL WITH OVERDRIVE. 1962. FABULOUS RESTORATION IN ORIGINAL OPALESCENT BLUE. £56,995

Please visit our website at www.uksportscars.com for thirty other carefully selected Lotus, Caterham, performance and classic vehicles. should you be thinking of selling any of the above or similar please contact us for a no obligation discussion -

YOUR CAR WANTED

FULL PAINT SHOP & SERVICING FACILITIES
COMMISSION SALES UNDERTAKEN ON MOST BRITISH CLASSIC & SPORTSCARS

TEL: 01227 728190

WEBSITE: www.uksportscars.com E-MAIL: sales@uksportscars.com



VAUXHALL VICTOR 101 DELUXE 1966. 40,000 miles. Rare, low mileage, very good inside & out, excellent chrome, large history file, original Vauxhall service books. £3500 ONO TEL: 01255 831313 OR 01255 831313 ESSEX



WOLSELEY 18/85 1948. Fully restored to a high standard. Black & BRG bodywork, new roof liner, new leather upholstery, new carpets. Owned for approx 9 years. £15,995 TEL: 023 92250172 OR 07761 804471 HANTS



VAUXHALL VISCOUNT 1968. 4 previous owners from new, never been welded. Exceptional condition throughout. Unbelievable underside. MoT June 2018 with no advisories. £8000 TEL: 07817469272 DEVON



WOLSELEY 18/85 1948. In excellent condition. Fully restored to high standard. BRG/black, leather interior. Traficators, Winkworth bell. £15,995 TEL: 023 92250172 OR 07761 804471 HANTS



VOLKSWAGEN CAMPERVAN 1971. Very early bay window 7 seater, all with seatbelts. Recently had £5,500 spent including respray & engine rebuild. New rear bumper, wing mirrors, exhaust etc. £11,000 TEL: 07730 533115 CARDIFF



WOLSELEY 18/85 1971. 76,300 miles. In regular use, finished in pale blue, in good running order. Was part of club display at recent Event City show. Genuine reason for reluctant sale. £4350 ONO TEL: 01254 247963 LANCOS



Classic Car Insurance

Featured Insurer: Lancaster Insurance

At Lancaster Insurance we have specialised in arranging Classic Car insurance since 1984. Our staff understand how important your Classic vehicle is to you, so when arranging your insurance we use our knowledge and experience to find a policy which is tailored to meet your needs.

Visit our website at: www.lancasterinsurance.co.uk/cc or call us on **01480 484837**



Carole Nash

tel: 0800 781 9289 w: cherished.carolenash.com



Price: Monthly Payment:
Excess: Ref No.:

Performance Direct

tel: 0844 5733561 w: www.performancedirect.co.uk/clc



Price: Monthly Payment:
Excess: Ref No.:

Lancaster Insurance

tel: 01480 484837 w: www.lancasterinsurance.co.uk/cc



Price: Monthly Payment:
Excess: Ref No.:

Cherished Vehicle Insurance

tel: 0845 077 3080 w: www.cherishedvehicleinsurance.co.uk



Price: Monthly Payment:
Excess: Ref No.:

Footman James

tel: 0333 207 6023 w: www.footmanjames.co.uk



Price: Monthly Payment:
Excess: Ref No.:

Heritage Classic Car Insurance

tel: 0121 248 9207 w: www.heritagecarinsurance.co.uk



Price: Monthly Payment:
Excess: Ref No.:

Adrian Flux

Freephone: 0800 085 5000 w: www.adrianflux.co.uk



Price: Monthly Payment:
Excess: Ref No.:

Diamond Insurance

t: 01442 825481 w: www.diamondinsurance.net



Price: Monthly Payment:
Excess: Ref No.:

Lynbrook Insurance

tel: 0345 1304662 w: www.lynbrookins.co.uk



Price: Monthly Payment:
Excess: Ref No.:

Hagerty Insurance

Tel: 0333 3231383 w: www.hagertyinsurance.co.uk



Price: Monthly Payment:
Excess: Ref No.:

ClassicLine Insurance

tel: 01455 639000 w: www.classiclineinsurance.co.uk



Price: Monthly Payment:
Excess: Ref No.:

Stewart Miller & Peter James

tel: 0121 506 6040 w: peterjamesinsurance.co.uk



Price: Monthly Payment:
Excess: Ref No.:

**“OUR CLASSIC
CAR INSURANCE
COMES WITH A WELL
POLISHED SERVICE”**



CLASSIC CAR INSURANCE
YOU COULD
SAVE 33%
WITH A MULTI-CLASSIC
CAR POLICY†



Alicia Insurance Specialist

We share your passion for classic cars, call now for our best cover

0800 093 5511

carolenash.com/classic-car

Classic | Camper Van | Motorhome | Military | Performance

UK opening hours: Mon - Fri 9am - 7pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. †Based on an average customer saving 33% compared to buying three separate Carole Nash policies. Average customer = 51 year old male driving a 1972 MG B; a 1971 MG B and a 1972 MG Midget. Savings accurate as of 18 September 2017. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.



CAROLE NASH
The care it deserves

94% of customers would
recommend Carole Nash
Review 2017 Based on reviews from January 2017 - June 2017

Classic car insurance by

classicline*

Built around classics.

Cover includes UK & EU Breakdown and Motor Legal Expenses

Policy Benefits: Club Membership Discounts | Track Day Cover | All Modifications Considered

Policy Options: Agreed Value | Laid Up Cover | Multi Vehicle Policies

01455 639 000

www.classiclineinsurance.co.uk

classicline*
INSURANCE

Authorised and regulated by the FCA

To advertise call now on 01733 468435

**insurance
shop**



- CLASSIC + MODERN CAR
- CLASSIC + MODERN BIKE
- MULTI VEHICLE
- COLLECTORS
- KIT CAR
- CLASSIC MOTOR TRADE
- COMPETITION CAR
- SUPPORT VEHICLE



At FJ we understand every classic vehicle owner is different.

With **FJ+** you can add to your policy from a range of cover options* including **breakdown, agreed value, salvage retention** and **spare parts**.

Call our friendly UK team for a quote.

0333 207 6023

or visit:

footmanjames.co.uk



Part of the Towergate Group

PROUD PARTNERS OF:



*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADGE691.9.16

Headline sponsors



“WHAT SUNDAYS WERE MADE FOR”



 /lancasterins  @lancaster_ins

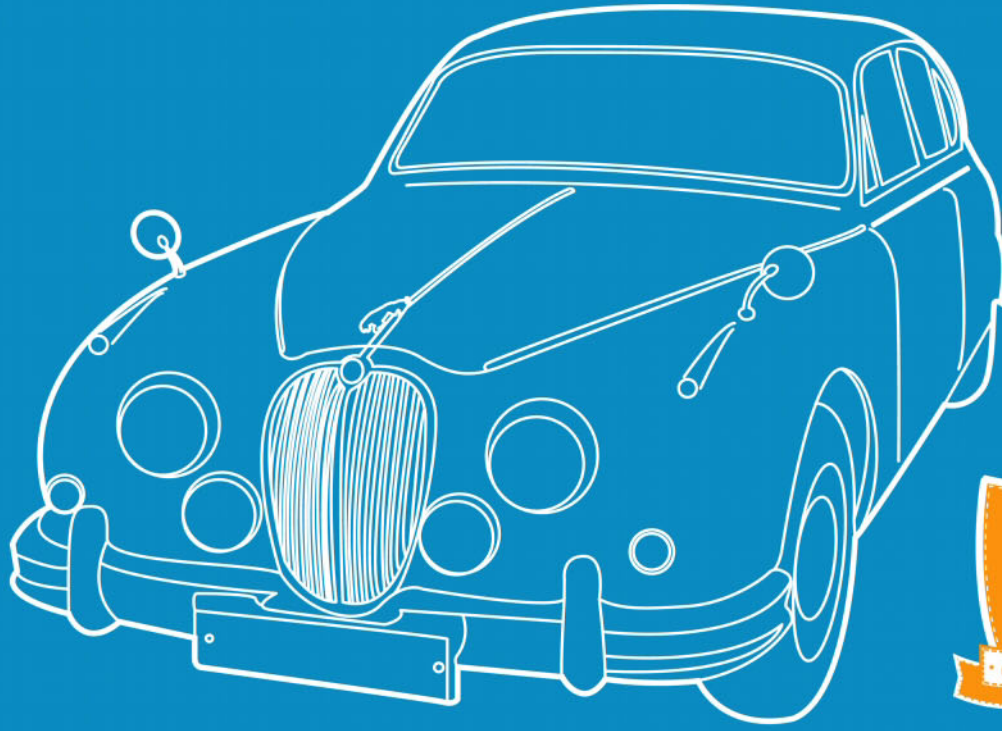
LIS.B.CC.FP2017

01480 484 837
www.lancasterinsurance.co.uk



Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority (No. 306164). For mutual security, calls are recorded and may be monitored for training purposes.

Your Pride and Joy



Benefits available can include:

- FREE Legal Cover
- Agreed Value
- Limited Mileage Discounts
- Breakdown Cover
- Laid-Up Cover
- Club Member Discounts

Insurance for your Classic Car

Adrian Flux know how much you love your classic car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority



diamond insurance consultants
 you're in safe hands - classic car insurance

As we have been insuring classic vehicles since 1986 we know how to protect your treasured possessions. We insure anything from cars to motorbikes, military vehicles to vintage tractors and even steam engines!

- comprehensive cover, agreed value policies with breakdown options.
- limited mileage — 1,500 to 11,000 miles per annum (subject to vehicle year)
- age of vehicle and club discounts given

E: info@diamondinsurance.net
www.diamondinsurance.net
 call now for a free quote 01442 825481




TIME TO STEP OFF THAT TREADMILL

Press pause once in a while and curl up with your favourite magazine.

 **PRESS PAUSE**
ENJOY A MAGAZINE MOMENT

To find out more about Press Pause, visit:
pauseyourday.co.uk



PRINCIPAL INSURANCE
 Insuring your story

"I wish all the companies I dealt with placed the same emphasis and importance on customer service as Principal."

Andrew Lyne, East Midlands

Just one of the reasons why over 30,000 customers trust us to insure their story. **What's yours?**

AGREED VALUE | MODIFICATIONS COVER | CLUB MEMBER DISCOUNT

Call us on: 0330 053 6841*
www.principalinsurance.co.uk

Principal Insurance is regulated by the Financial Conduct Authority. Firm Reference Number (FRN: 551900). Calls may be recorded for training and monitoring purposes. *Calls to this number cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

MIKE NORMAN RESTORATIONS

RESTORATION & RECOMMISSIONING

ENGINE OVERHAUL & REBUILDS

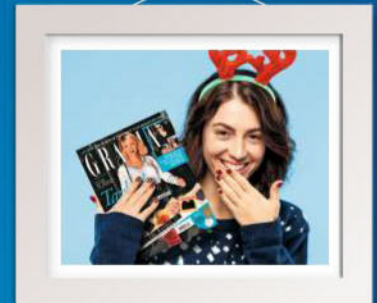
SPECIALISED COVERED CLASSIC CAR DELIVERY

UK & EUROPE

FULLY INSURED



Phone: 0747 6255573
Email: mikenorman2011@gmail.com | www.mikenormanrestorations.com
Bryon Lodge, Cranfield Road, Wavendon, Milton Keynes MK17 8AX



Great gifts No shops!



GREAT GIFTS
FOR JUST
£24.99
OR LESS

Magazine subscriptions make the perfect presents, with a personal touch. Choose from over 70 magazines for just **£24.99 or less!**

It's easy. Order today...

- ✓ Big selection of titles, there's something for everyone!
- ✓ No crowds – order online
- ✓ Free e-card with every order
- ✓ Post-Christmas delivery

*Subscribed.
Sealed. Delivered.*

www.greatmagazines.co.uk/christmas

OR CALL 01858 438884 QUOTING HOL1

Terms & Conditions: The amount of issues for £24.99 will vary by title, you cannot renew any existing subscription on this offer. Payments can be made by credit/debit card or PayPal. Offers close on 27th December 2017. Offers cannot be used in conjunction with any other offer. Calls from a BT landline will cost no more than 4p a minute. Call charges from other landline providers or mobile phones may vary. Order lines open 8am-9.30pm (Mon-Fri), 8am-4pm (Sat). UK orders only. For overseas orders please phone +44 (0)1858 438828. Calls may be monitored or recorded for training purposes. For our full terms and conditions go to <http://www.greatmagazines.co.uk/offer-terms-and-conditions>.

 **GREAT**
MAGAZINES.CO.UK

THERE'S NO PLACE LIKE HOME



- CLASSIC -



CLASSIC WORKS

Our new state-of-the-art purpose-built Classic Works facility in Coventry is home to expert teams dedicated to the service and sale of classic Jaguars and Land Rovers. And only once each carefully selected vehicle has completed a thorough 121-point health check do we deem it eligible to be a Works Legend.

WORKS LEGENDS

- Original, special and collectable vehicles
- Fully prepared by our expert team
- Unlimited mileage one-year warranty

WORKS SERVICE

- Affordable service and repairs
- Half or full day vehicle health checks
- Global collection and delivery

WORKS TOURS

- Exclusive Classic Works guided tours
- Access to workshop areas
- Browse our 400-car Classic Collection



1994 JAGUAR XJS, 6.0 LITRE COUPÉ

This excellent example finished in the beautiful combination of Flamenco Red with Cream leather comes with only 35,000 miles and a comprehensive service history.

£39,950



1994 JAGUAR XJ220 LHD

This supercar has covered less than 700 miles from new and is an immaculate example of the 277 production cars built by Tom Walkinshaw finished in Silverstone Green with Sandstone trim.

POA



1998 JAGUAR XK8, 4.0 LITRE CONVERTIBLE

With just 10,300 miles recorded, this impeccable Antigua Blue with Oatmeal leather XK8 comes with a comprehensive service history.

£33,000



1969 JAGUAR E-TYPE LHD, 4.2 LITRE

An original fixed-head coupé finished in pristine Primrose Yellow with Black interior, this stunning E-type has 66,000 miles showing and drives beautifully.

£89,000



1968 JAGUAR E-TYPE SERIES 2 LHD 4.2 LITRE OTS

With only 18,000 miles recorded, this exceptional unrestored E-type, with its rare combination of Ascot Fawn with Black leather, is a full matching numbers car and a real journey back in time.

£170,000



1998 LAND ROVER DEFENDER SIX WHEEL FIRE ENGINE

Built by Land Rover Special Vehicle Operations, this extended wheelbase Defender protected the Gaydon Proving Ground for many years and having only covered 11,100 miles, is a unique opportunity to own a real part of Land Rover's history.

£35,000

t) +44 (0)24 7656 6600

e) classic@jaguarlandrover.com

Classic Works, Imperial Road, Ryton-on-Dunsmore, CV8 3LF

Warranty subject to applicable terms and conditions



STORAGE

CENTRAL LONDON CAR STORAGE



Riverside West is a privately owned and managed car storage facility in Wandsworth, South West London. The facility is outside of the London congestion zone and is in close proximity to Fulham, Clapham and Battersea. It is easily accessible by bus, car or train.

- Attendant on duty 24/7
- 24/7 access
- Advanced CCTV system
- Advanced security shutters
- Individually allocated spaces
- Battery trickle charging available
- Air chambers available
- Premium spaces available
- Private garages available
- Competitive prices

RiversideWest | 
Wandsworth, London

E: katie@riversidewestcarpark.co.uk • T: 01903 713553

www.riversidewestcarpark.co.uk

STORAGE



Hampshire UK

Affordable – Convenient – High Security

Call - **07951937884**

www.browsfarmautostorage.com

STORAGE

CARSAFE

SECURE STORAGE
FOR CLASSIC AND PERFORMANCE VEHICLES



WWW.CARSAFE.CO.UK TEL: CAMBRIDGE 01223 299011

STORAGE

Elite Auto Storage

Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons
- UK wide covered transportation
- Long and short term storage
- Discreet and secure
- Maintenance and exercise programs

Phone: 07703 295282 Email: info@autostorage.co.uk www.autostorage.co.uk

PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

STORAGE

**Millfield
Car Storage**
of East Grinstead

- ★ Climate Controlled Storage
- ★ Fully Secure Alarmed Unit
- ★ Collection & Delivery Options
- ★ 15 Minutes from Gatwick

Tel: 01342 300493
Mobile: 0777 358 2202
Email: info@millfieldcarstorage.co.uk
www.millfieldcarstorage.co.uk

TRANSPORT



We offer secure and enclosed vehicle transport throughout the UK and Europe, our vehicles are all fully insured, all vehicles treated with the utmost care.

We can offer:
one off moves, bulk moves
for rallies, collectors
and auctions.

WHY NOT GIVE US A CALL
0800 282 449 OPTION 1
OR VIA EMAIL coveredmoves@cmg-org.com

AUTO TRANSMISSION

CLASSIC CAR AUTOMATIC TRANSMISSIONS & PRE-SELECT GEARBOXES
 RECONDITIONED UNITS & SPARE PARTS SUPPLIED
G WHITEHOUSE AUTOS LTD
 TEL: 0121 559 9800
 www.gwautos.com info@gwautos.com
CLASSIC CAR AUTOMATIC CONVERSION
 Convert your classic car to Jaguar XJ40 4 speed automatic
 KITS NOW AVAILABLE FOR MOST CARS

TRANSPORT

Sterling MOTOR TRANSPORT
 Tel/Fax: 01708 471600
 Sterling Motor Transport offers a fully enclosed, single vehicle transportation service, specialising in the safe, secure and discreet movement of Prestige, Classic, Vintage and Sports Cars throughout the UK and Europe.
info@sterlingmotortransport.co.uk

STORAGE

Car Storage Scotland
 your car... our passion

- Secure discreet location
- Collection & delivery
- Fully enclosed transport
- Routine maintenance
- International shipping
- Carcoon sales agents

Tel: 0131 663 9020
 info@carstoragescotland.co.uk

www.carstoragescotland.co.uk

STORAGE

Specialists in Prestige Car Storage

redlinecarstorage.co.uk

REDLINE CAR STORAGE

TRANSPORT

SPECIALISTS IN CAR SHIPPING & TRANSPORTATION
 WORLDWIDE EXPORT & IMPORT SERVICES

RJ

WWW.RJJ-CAR-SHIPPING.CO.UK

Customs clearance • UK & European collection & delivery • Safe, secure, competitive
 T +01394 673466 | F +01394 673031 | E carshipping@rjfreight.co.uk

TRANSPORT

Rudler
 Car Transportation and Storage

P.O.Box 11, Swindon, SN4 7SY
 T: 01793 731107
 M: 07899 778822

"for fine automobiles"

Specialist in covered car transportation and high quality car storage in a dehumidified purpose built facility.
 www.rudler.co.uk

ACCESSORIES

AGRIEMACH Ltd
 FOR ALL YOUR HEAT AND SOUND CONTROL SOLUTIONS & SPECIALIST TOOLS

- Heat & Sound Insulation Range
- Rust Removers & Converters
- Fuel Tank Repair Products
- Specialist Radiator Additives
- Specialist Tools
- 24 hour On-Line Shop

FREE CATALOGUE AVAILABLE

Tel: 013 42 713743

www.agriemach.com

ACCESSORIES

Moto-Lita

CLASSIC WOOD AND LEATHER RIM STEERING WHEELS SINCE 1958

"EVERY WHEEL IS A FINE EXAMPLE OF BRITISH CRAFTSMANSHIP"
 SIR STIRLING MOSS OBE

Sir Stirling Moss

www.moto-lita.co.uk



BUILDING

WARWICK Buildings
Award Winning Garages



Prices from **£3300** inc. VAT



warwickbuildings.co.uk
01926 815 757



BRAKES

Copper & Copper Nickel Brake Pipe Sets

Made in the UK for ANY car

Making your own brake pipes?
We have everything you need



WILL NOT RUST

VERY EASY TO FIT

DOT5 Silicone Brake & Clutch Fluid



- NEVER NEEDS CHANGING
- WILL NOT DAMAGE PAINTWORK
- REPELS MOISTURE
- INHIBITS CORROSION
- WILL NOT CATCH FIRE EASILY
- CONSISTENT SAFE PERFORMANCE FOR THE LIFE OF YOUR CAR

AUTOMECCO.UK 01280 822818

BUILDING

The finest of British Country Outbuildings

"The Garage was perfect for our situation. Help and advice was given all along the way. It was delivered on time and erected perfectly by your excellent team."
Mr T. Cambridgeshire



Oak fronted Carriage Houses, Open Barns, Free standing Timber Garages

Above: Our versatile range of Carriage Houses. Right: Traditional Double Garage, Open Barn.



www.passmores.co.uk

Rochester, Kent ME2 4DR Telephone: 01634 290033

Passmores Est.1909, Kent's best manufacturer, FSC certified, erecting service, tiling service planning service available, nationwide delivery, large showground, full colour brochure.



BRAKES

LOCKHEED & GIRLING

BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR BRITISH VEHICLES 1935-1980

MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS ETC.

WORLDWIDE MAIL ORDER

POWERTRACK Ltd

Tel/fax: 01344 886522 www.powertrackbrakes.co.uk

CAR HOODS

DON HOODS
UNBEATABLE QUALITY - UNBEATABLE VALUE!

- BETTER THAN ORIGINAL EQUIPMENT QUALITY
- STITCHED AND WELDED FOR MAXIMUM LIFE
- WIDEST CHOICE OF COLOURS AVAILABLE
- ALL FASTENERS & FITTINGS INCLUDED

24 hour express service available - worldwide order service

DIRECT FROM THE MAKERS - WITH OVER 40 YEARS EXPERIENCE
Choice of heavy duty PVC, ICI Vynide, Everflex, Duck and Mohair

FOR LEAFLET AND PRICE LIST CONTACT
Don Trimming Co. Ltd.

Hampton Road, Birmingham B23 7JJ

Tel: 0121 373 1313

SOUTHERN SALES OFFICE

Tel: 01202 742200

CARPET SETS FOR MOST MODELS

BUILDING



Over 50 years' experience in oak framed buildings

monarchoak

- Garages • Garden Rooms • Complexes
- Gazebos • Pergolas

01323 765410

quality in its finest form

www.monarchoak.co.uk



CLUBS

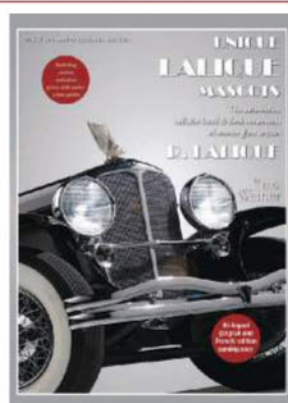
Produced and published by The Grosvenor House Publishing Co. Ltd. In a deluxe hardback edition at £35 + £3 p&p inland, £5 Europe and £10 overseas air-mail.

Order your copy now to avoid disappointment!

Order on-line direct from:

lalique-mascot-collectors-club@virginmedia.com
Club website: www.brmmbrmm.com/lbcc.bb

Payment method: Cheque, money order, cash in registered envelope to the address below or wire into our Lloyds or PayPal accounts or via American Express (no other cards accepted).



The second (Vol 2) of the title: "Unique Lalique Mascots" sub title: "The automotive radiator hood & desk ornaments of master glass artisan R. Lalique (including auction realisation prices with market values guide)" by G. G. Weiner with a Foreword by (the present) Lord Montagu of Beaulieu and a Preface by the BBC Antiques Roadshow expert Eric Knowles. "Unique Lalique Mascots"

Information on modern made pieces, fakes on the market, where to look for and where to see these mascots, and also information on how to take care of them. See close-up details of the many varied signatures used at different periods of production. Up-to-date values and auction realisation prices etc. This has all the vital information that many specialists and auction houses should now have access to, sadly lacking in their descriptions... up till now!

This follow-up edition supplements the first edition published by The Book Guild Ltd which was in a limited hardback edition of 500 copies only, and was still available (at a price! at the time of writing) on Amazon and eBay. Vol. 2 covers in depth and far more detail on all aspects of the car mascots including the as yet un-published description and images of the factory colour test pieces and prototypes. Also laid to rest the many rumours that abound concerning 'The King's Greyhound', the one-off special commission for HRH Prince George, later to become King George VI of GB.

The Lalique Gallery (at the White Lion Garage), Clarendon Place, Kemp Town, Brighton, Sussex, BN2 1JA

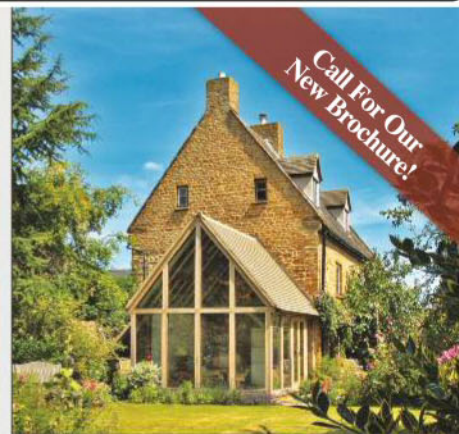
Phone landline: 01273 622722 Mobile: 07890 836734 (no texts please).

Visitors to the Gallery are welcome but by prior appointment only.

BUILDING



THE FINEST OAK FRAMED BUILDINGS
MADE IN ENGLAND



Call For Our New Brochure!



MADE IN ENGLAND www.primeoak.co.uk info@primeoak.co.uk **01384 296611**

GARAGES | GARDEN ROOMS | ORANGERIES | HOME OFFICES | CONSERVATORIES | BARNs | STABLES



CLUBS

JAGUAR ENTHUSIASTS' CLUB

THE LARGEST JAGUAR CLUB IN THE WORLD

JOIN TODAY!

Take your Jaguar passion to the next level by joining our worldwide club of the most knowledgeable and dedicated Jaguar enthusiasts around.



SHARE OUR PASSION - JOIN TODAY

0117 969 8186

Visit us online at www.jec.org.uk/join

Promotion code JEC2



Sharing the Passion

COOLING KITS



THE ULTIMATE ELECTRIC FAN CONVERSION FOR YOUR CLASSIC CAR

WHY YOU SHOULD CONVERT USING A REVOTEC ELECTRIC FAN KIT



A Revotec Variable Temperature Fan controller. Variable from 70-120°C, with an instant response & No leaking.



A High Power COMEX Fan which is:
Waterproof to level IP68, Bearinged, Balanced and rated to operate 24hours.



A set of Laser cut, vehicle specific Brackets and all necessary fittings for a professional installation.

TAILOR-MADE KITS FOR AN EVER INCREASING RANGE OF POPULAR CLASSICS, UNIVERSAL FANS, CONTROLLERS AND FITTINGS.

Revotec Ltd | Tel: 01491 824424
Fax: 01491 833711 | www.revotec.com

COVERS

CLASSIC
ADDITIONS

• Established 1989 •
The car cover people

Reader Discount Code: CA-CC
T: 01938 561717
E: sales@classicadditions.co.uk
www.classicadditions.co.uk



CLUBS



STAG OWNERS CLUB
A VERY SOCIAL CLUB



Interested? Explore our website, follow us on social media or ring 01379 677735.

www.STAG.ORG.UK

COVERS

Car Covers
www.cover-systems.co.uk/cc

PROTECT YOUR INVESTMENT

Safeguard **In-Garage** silky, soft nylon textile

- Breathable
- Dust-proofed
- Easily washed
- Elasticated both ends

Safeguard **Outdoor** polyester woven textile with anti-UV treatment

- 90% Waterproof (99% with optional Under-Cover)
- Breathable, Lightweight & Smooth
- Elasticated Hem, Protected door zips & Under body straps

PRICE EXAMPLES BELOW - please phone for the price of a cover for your car.

	In-Garage	Outdoor	Top-Only
Alfa Romeo GT Junior	£102	£158	£67
BMW 2002	£105	£163	£66
Bentley Turbo R	£110	£174	£81
Rover P5	£108	£185	£68
Triumph 2.5pi	£106	£166	£68
Volvo P1800E	£105	£163	n/a

All prices include: VAT, FREE DELIVERY AND HOLDALL. We cover cars from 8'-30" - all shapes, all sizes. Covers for motorbikes and caravans too.

01933 410851
Mon-Fri 9:15-5:15, Sat 9-12
Rushden, NN10 0YD

To advertise in
Classic Cars please call
01733 468500

EXHAUSTS

EARLPART LTD
Classic Exhausts
Exhaust manufacturers of mild steel and stainless steel
Phone now for a competitive price
WEBSITE: www.classicexhausts.co.uk
LONGBRIDGE LANE, LOSCOE ROAD, HEANOR, DERBYSHIRE DE75 7GH
Tel: 01773 719504 Fax: 01773 530828

DATING

OKD
ORIENTAL UK DATING
A DIFFERENT OPTION
An International Introduction Agency for UK Guys and Ladies from the Far East.
07487 243544
info@orientalukdating.co.uk
www.orientalukdating.co.uk
Everything you Ever Dreamed of...
Promo code for discount: Classic

COVERS

J.F. Stanley & Co.
car storage professionals since 1971

PermaBag®
21 Years Anniversary

5% Discount till 31.12.2017

Moisture-free storage for privileged cars
Drive on, zip up, ready - No electricity required

PermaBag® protects and preserves cars by reducing the moisture content inside the bag to a relative humidity of 42 - 50%. A perfect climate for long-term storage of valuable cars, similar to that of the Arizona desert. The relative humidity is monitored by means of a calibrated digital hygrometer, visible through a see-through window.

PermaBag functions with PermaPack® a unique and rechargeable moisture absorbing stainless steel cylinder. Once saturated simply bake in a normal household oven and reuse over and over again.

Motor Klassik AWARD 2014 2015 2016 2017

Tel: 0049 - 40 - 35 19 47
Email: info@permabag.com
www.permabag.com

Rustfree Storage GUARANTEED! *****



COVERS

metex
car covers

**THE BEST PROTECTION
FOR GARAGED CARS**

KEEP YOUR GARAGED CAR DUST AND DAMP FREE WITH A SUPER SOFT FABRIC METEX CAR DUST COVER.

EASY TO USE, THE COVER SIMPLY DRAPES OVER YOUR CAR COVERING IT COMPLETELY.

WE COVER ALL MAKES, MODELS AND SIZE OF CARS.

EXAMPLE CAR COVER SIZE,
CLASSIC MINI 15FT x 10.6FT

from only
£37.50

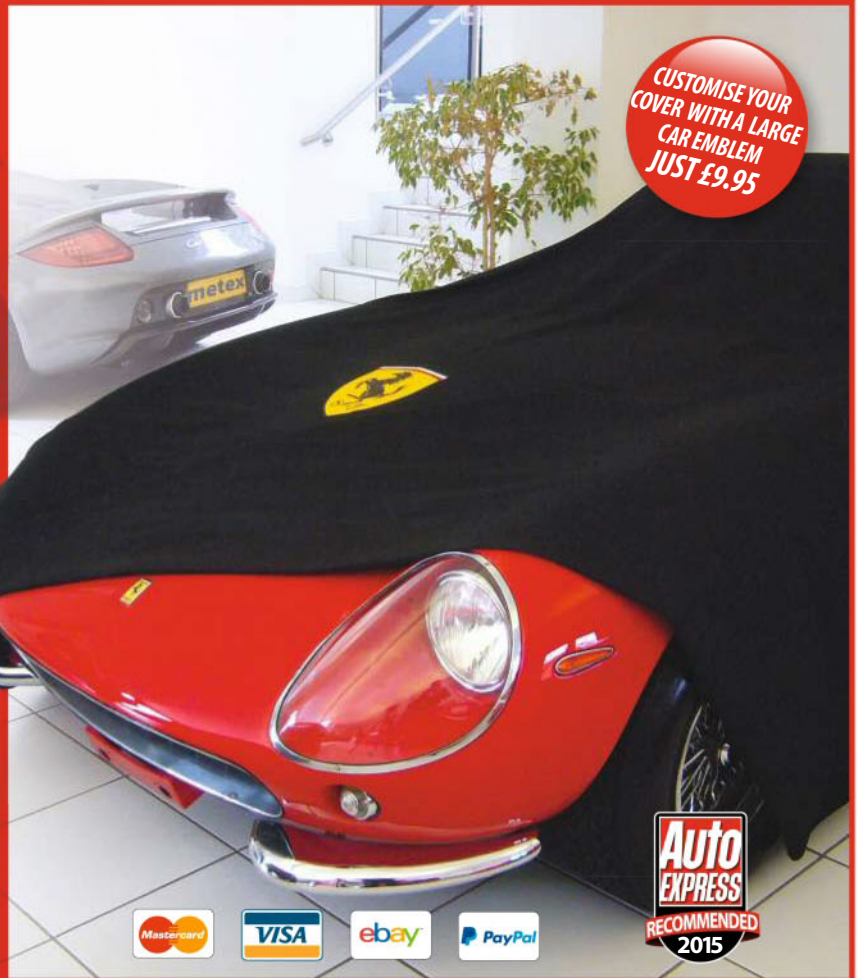
Postage cost £7.50 per order

Phone now with your order:

01254 704625

or order online at:

www.cardustcovers.co.uk



CUSTOMISE YOUR
COVER WITH A LARGE
CAR EMBLEM
JUST £9.95



EVENTS



Be part of the
**world's biggest classic
motor racing festival**



**All-inclusive tickets are
fabulous value, providing:**

- A packed schedule of the best historic motor racing on the famous GP circuit
- Full access to the paddocks – get close to the cars and talk to the drivers
- Great viewing from the grandstands and on the big screens
- Get up close to beautiful cars on display from over 120 car clubs
- Live music on Friday & Saturday evening
- Driving experiences, live demonstrations, a vintage funfair & much more!

... all included in the ticket price!

Book before 31 Dec to take advantage of Super Early Bird prices at:

www.silverstoneclassic.com



EVENTS



Tour Mallorca
Our 2017 line up includes:

S1 E-TYPE ROADSTER | HEALEY 3000 | 77 PORSCHE 911 TARGA TR4 | 356 SPEEDSTER | FERRARI 308 GT4 | LOTUS ELAN S3 66 V8 MUSTANG CABRIOLET | 73 FIAT 500R

T. (+34) 618 307 909 | E. info@rentaclassiccarmallorca.com
www.rentaclassiccarmallorca.com

PORSCHE SPECIALISTS

Lakewell.com
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993
TRIM PARTS & RESTORATION TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS
KLEIN HEIDESTRAAT 71
B - 3370 BOUTERSEM

WEB: WWW.LAKEWELL.COM
EMAIL: INFO@LAKEWELL.COM
PHONE: +32 (0) 475 53 56 22

PARTS/RESTORATION

Omicron
CLASSIC LANCIA SPECIALISTS

AURELIA • FLAMINIA • FLAVIA •
FULVIA • STRATOS

- ★ Rapid international mail order parts service. We ship to 70+ countries worldwide
- ★ Full or partial restorations undertaken to concours conditions.
- ★ Fully equipped bodyshop and mechanical workshops.
- ★ Race & rally prep undertaken including event support

We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

Omicron Engineering Ltd., Norwich
Tel: (01508) 570351 • www.omicron.uk.com

INTERIOR RESTORATION



SCUFFS & SCRATCHES

COMPLETE RESTORATION

COLOUR CHANGE

CLASSIC & MODERN CARS

DIY KITS

NATIONWIDE SERVICE

FurnitureClinic

**Leather Care
& Repair
Specialists**

Leather cleaning & restoration kits
for DIY use or a professional
nationwide repair service.

Furniture Clinic
Tel: 0844 879 3691

www.furnitureclinic.co.uk



RESTORATION



**Vehicle Body & Paint
Accident Repair
Classic Car Restoration**
Showfield Lane Industrial Estate,
Malton, North Yorkshire, YO17 6BT
Tel: 01653 692090
sales@maltoncoachworks.com

PARTS/RESTORATION

GOWER & LEE 
CARBURETTOR SPECIALISTS

All English ★ European carburettor work undertaken ★ Spares carried for SU, Solex, Zenith, CD, Stromberg, Weber & Pierburg carburettors for your vintage classic or modern car. ★ Mail order service. ★ All major credit cards accepted.

 Sales Dept, P.O. Box 91, Bushey, Watford WD23 2ZG. Tel/Fax: 01923 247300
e-mail sales@gowerandlee.co.uk Website: www.gowerandlee.co.uk 

PARTS/RESTORATION

REES BROS For free advice and estimates, please call Andy Child or Richard Battyll

CLASSIC CAR RESTORATION EST 1921
Enthusiastic craftsmanship at very competitive prices

Vintage & Classic Specialists

- Full or Part restoration • Servicing and tuning
- Engine and gearbox rebuilds • Rewire and retrimming
- Bodywork repairs and resprays • Re-chroming
- Chassis restoration on our jig
- ... 'all aspects of vintage & classic car care!'

www.reesbros.co.uk
email: andy@reesbros.co.uk
tel: 01252 323038

Located near Guildford on the south west of London, Surrey/Hants



LIGHTING

Poor lighting can spoil a great car



High power LED stop & tail light bulbs

Solutions for all 12v car lighting problems.

Money-back guarantee

Bright LED dashboard lighting bulbs



We have been upgrading car lighting for 40 years. Our advice is free.

We design unique products to make your classic car better, brighter and safer. Pound for pound, nothing else makes more difference.



01789 576104

www.bettercarlighting.co.uk

enquiries@bettercarlighting.co.uk

RESTORATION



Contour - Academy

Car body metalwork courses

- Practical hands-on training from time-served craftsman with generations of industry knowledge
- Four-day intensive courses, beginner to advanced skills

"An outstanding training package, delivered extremely competently by an expert in his field. An excellent mix of theory and practical hands-on-training. Help and advice readily given throughout and every question answered in an easily understood way. Well illustrated handouts provided along with all necessary materials and equipment. In sum, some of the best training I have undertaken in 36 years."

Paul Hudson



APPROVED ASSESSMENT CENTRE

01406 330504

www.contouracademy.com

RESTORATION

Bristol Chrome Plating

A full polishing, plating and restoration service for all classic cars such as Aston Martin, Singer, Lotus, Rover, Bristol, Bugatti, Riley, Ferrari, Mercedes, MG, Jaguar and many more.



Offering:

Chrome, nickel, copper and all zinc plated finishes with ultrasonic cleaning and vapour blasting preparation.

Many polishing finishes available from original factory to mirror finish. Call or email us if you would like to discuss where we can help with your project.

Units 30-31 Barnack Trading Centre
Novers Hill, Bedminster
Bristol BS3 5QE

Tel 0117 953 2255

Email: contact@bristolchromeplating.co.uk
Website: www.bristolchromeplating.com



SERVICING

Instant Shipping Calculator



Classic Cars from the USA, EU, Dubai etc - we handle everything - get an **instant** quote online at:

www.shipmycar.co.uk
t: 01908 887917

LIFTS

TWIN BUSCH GERMANY *Quality that convinces!*

4.2 t
£1199
(Including VAT)

Buy from the **No.1** in Europe in our category

twibusch.de

Your expert for automotive workshop equipment, since 1997!

Basic Line

TW 242 A | 2 post lift

TW S3-10E
Low rise scissor lift

£1699 3t
(Including VAT)

01536 522 960
info@twibusch.co.uk

TW 125 M | 1 post lift

2.5 t

£2449
(Including VAT)

TW 436 P | 4 post parking lift

3.6 t

£2199
(Including VAT)

TW X-610
Tyre changer

£699
(Including VAT)

TW F-150
Wheel balancer

£699
(Including VAT)



Twin Busch UK Ltd.
9, Linnell Way
Telford Way Industrial Estate
NN16 8PS, Kettering (Northants)

Please visit our showrooms!



twibusch.co.uk



SOFT TOPS AND TRIMS

Prestige Premium Quality Soft Tops & Interior Trim For The Discerning Enthusiast
Autotrim Products

World Wide Mail Order Website: www.PrestigeAutotrim.com



Head Office England: +44 (0)151 643 9555



USA Sales: 1800 659 2649

Europe Wide Mail Order Re-Trim Service

Seats & Trim Can Be Collected From Anywhere In Europe.

- Items Collected For Factory Re-Trim
- Factory Quality Seat Re-Trim Service
- New Laser Cut Door & Trim Panels
- Factory Quality Carpet Sets Available
- Dashboard & Misc Items Re-Trimmed (Where Available)

Large range of models available. Please view our website for more information.



Factory Quality Soft Tops
Large Choice of Makes & Models



Tonneau & Hood Covers
Wide range of available colours



CABRIO SHIELD®

A Tailored Solution To Soft Top Protection™
Protect & Preserve Your Soft Top & Windows From:

- Leakages & wear damage
- Opportunist theft of contents
- Tree sap, sun damage, dirt build up etc

Concealed Attachment - No Need For Straps
Secure From Wind & Theft



Trade Enquiries Welcome

Prestige Autotrim Products Ltd, Oak Tree Place, Expressway Business Park, Birkenhead, CH42 1NS, England

SERVICING

AES AUTO ELECTRIC SUPPLIES LTD
Fast Mail Order Service - Order Online or by Phone
01584 819552



www.autoelectricsupplies.co.uk FREE 100 PAGE CATALOGUE AVAILABLE

RADIOS

Chrome London



Rare & Original Classic Car Audio

RADIOS, SPEAKERS, AERIALS, UPGRADES

www.chromelondon.com Tel 0203 7939090

WANTED

WANTED TR2/3/4/5/6 Vitesse Herald and GT6 from Restoration to Mint

Excellent Prices Paid. Cash or Cheque on collection.
Fast Reliable Service, Instant Decision, Any Distance.

Call Gary Bates, TRGB Ltd., 07801 631632
www.TRGB.co.uk

VACUUMS

PREZZIES - FROM STOCKING FILLERS TO MAINS!

IMPORTING FOR OVER 17 YEARS



TONS MORE GEAR ON WEBSITE!

Vehicle for illustration only.

From £99



8HP* BLASTER
2 year warranty

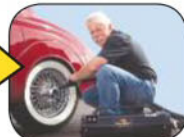
4HP* BLASTER
5 year warranty

1.3HP* SIDEKICK
2 year warranty

Fight rust with the ORIGINAL Blaster Dryers. Quickly and safely blast moisture out of every nook and cranny leaving your classic streak free. Completely safe for all paint and chrome finishes.

240 volts. CE approved. Full Spec & Videos on website

Not convinced? Watch Wayne Carini from Chasing Classic Cars put the Metro Air Force Master Blaster to work! See video on website.



For great service at web prices ring:
020 8445 6811 *peak **optional dolly & access available



BUY ONLINE WWW.KILLERBRANDS.CO.UK

VACUUMS



KEY GARAGEVAC POINTS

- 1 Class leading cleaning performance
- 2 Strong, adjustable length aluminium wand with wall clip
- 3 40' / 12m stretch hose coils down to 8' / 2.4m
- 4 Extra tough polycarbonate body and tool holder
- 5 7 specialist tools, including soft pile brush for dashboard/leather



INSTANT CLEANING POWER

Twice the suction power of a domestic vacuum and 15 times that of a rechargeable, so whether it's a quick once over or a complete deep down valet GarageVac has the power to perform.

Instant access 'Grab n' Go' stretch hose so you can forget unwinding that extension lead and dragging the household vacuum out onto the drive!

Call today: 01270 291 053
www.garagevac.co.uk



THE LONDON CLASSIC CAR SHOW

15 - 18 FEB 2018
EXCEL LONDON



BUY
2 TICKETS
FOR £45

Quote CCARS at
checkout

A celebration of the world's greatest classic cars

THE GRAND AVENUE

Over 60 glorious classic cars
drive down our indoor runway

GETAWAY CARS

A curated display of
the best heist vehicles

OVER 200 EXHIBITORS

Featuring dealers, clubs
& restorers

TICKETS NOW ON SALE

Book yours today at thelondonclassicarshow.co.uk

evo

Octane
MAGAZINE

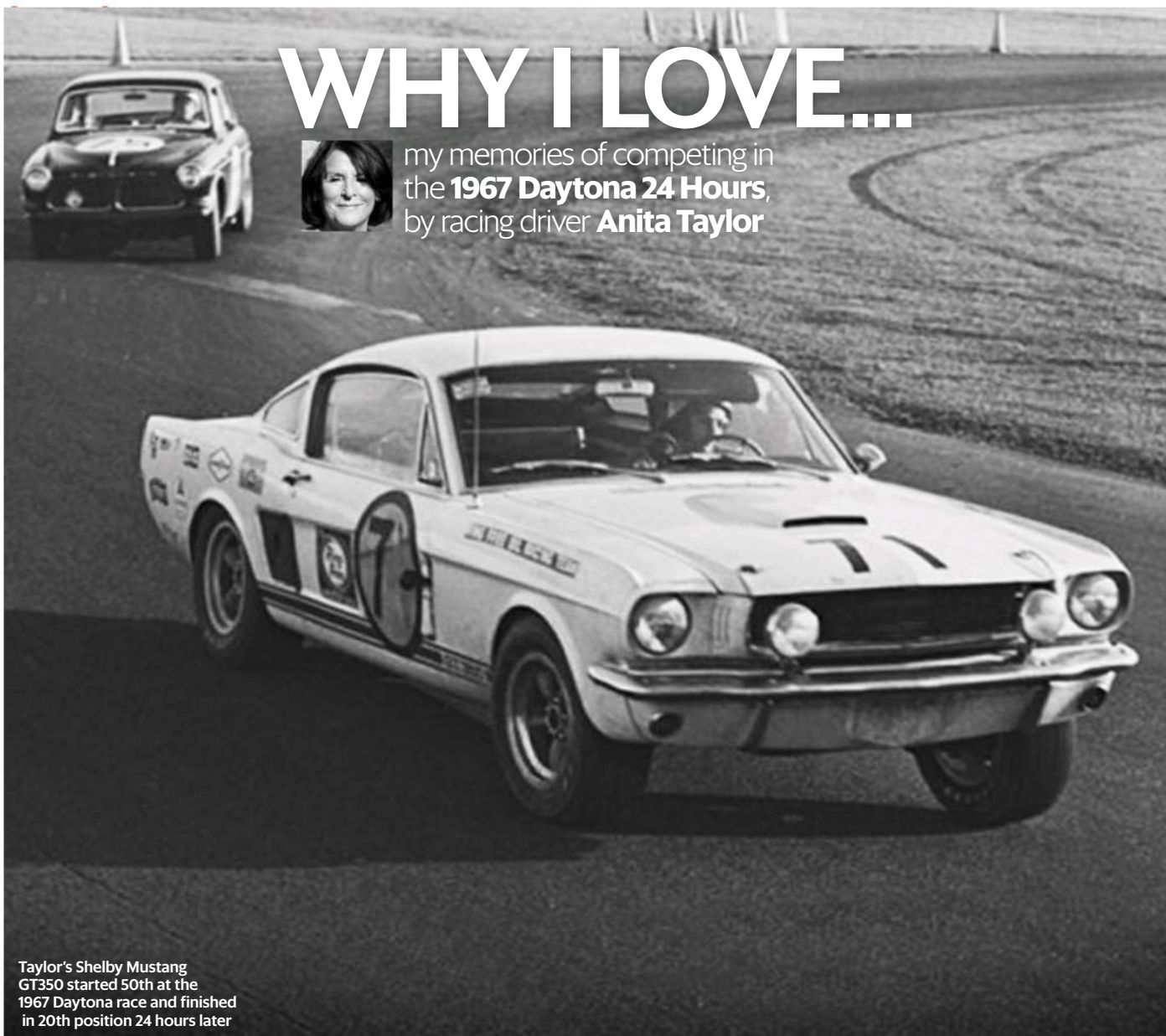
Classic Cars

motolocation

WHY I LOVE...



my memories of competing in the **1967 Daytona 24 Hours**, by racing driver **Anita Taylor**



Taylor's Shelby Mustang GT350 started 50th at the 1967 Daytona race and finished in 20th position 24 hours later

'As I took the mid-line, the 7-litre Chaparrals shook my car with their power as they thundered by above me on the banked section; the glare from the headlights in the mirror was a constant distraction'

On 4 February 1967, I found myself sat in 50th position of the Daytona 24 Hours grid at the wheel of a Shelby Mustang GT350, car 71 entered by the Macmillan Ring-Free Oil racing team. While waiting for the start, I recalled the telephone call I'd had from Ford. It was to invite me to join Janet Guthrie and Smokey Drolet to make up a trio of lady drivers for the event.

The previous December I'd raced for the Ring-Free team in the Nassau Speed week driving a Shelby GT350 in the Governor's Trophy, finishing 24th, and in the Nassau Trophy, coming 15th. For Daytona the Ring-Free team had originally planned to enter two Shelby GT350s, one for Ray Cuomo and Paul Richards, and the second for me, Smokey and Janet. However, Shelby American only had one GT350 available, which was assigned to Ray and Paul. Plans were quickly drawn up for an alternative and our car started out as a street-ready Mustang which, with only weeks to spare, was hastily prepared for the event by Frank Dominianni. To test its reliability and handling the car was then driven from Long Island, New York to the track in Daytona.

Helmet and gloves in place, a pungent smell and the harsh noise of racing exhausts surrounded me as I waited for the start. Heart pounding, aware of all the hype, I was nervous and completely over-awed by the whole experience.

Ford had won the Manufacturers Championship in 1966 against a very diminished opposition from Ferrari. For this year's race the Italian team sent two 330P4s and several 330P3/412Ps, and when the green flag fell we roared away with screaming tyres into the first corner. Taking the mid-line on the banked section the 7-litre Chaparrals shook my car with their power as they thundered by above me, and with night approaching the piercing glare from the headlights in the rear-view mirror was a constant distraction.

During the race the Mustang proved pretty reliable except for a 40-minute stop in the pits to diagnose and fix an electrical fault. After 24 hours the Ferraris crossed the finish line 1-2-3 abreast, with Janet finishing in 20th place and fifth in class - a stunning result for the three of us. We'd completed a total of 484 gruelling laps. Race over, we girls were totally exhausted and needed matchsticks to keep our eyes open. Nevertheless, I loved every minute of the experience.

NEXT
MONTH:
TONY
BALL



For over half the 70 years that Ferrari has been capturing the imagination of car enthusiasts across the world, JSWL has been at the forefront of the restoration and maintenance of the great European marques: Ferrari, Alfa Romeo, Lancia, Bugatti & Bentley and more have all received the unrivalled experience, skill and attention to detail for which JSWL is famous.



- Restoration & Recreation
- Engine Building & Rebuilding
- Bespoke Servicing Packages
- Component Manufacturing
- Race Circuit Support

jswl.co.uk

Telephone - +44 (0)2392 254488 Email - info@jswl.co.uk
 Pipers Wood Industrial Park, Waterlooville, Hampshire. PO7 7XU United Kingdom

JSWL is a part of the JSW Group



THIS IS NOT RED.

THIS IS 1974 MGB GT FLAME RED BLVC61

Do you see what we see?

Like you, we are car enthusiasts through and through. We offer exceptional insurance, competitive premiums and hassle-free claims service. Get a quote or check the value of your classic online anytime. Better yet, give us a call at **0333 323 1383** and chat to one of the team.

Drive with us. [hagertyinsurance.co.uk](https://www.hagertyinsurance.co.uk)



Price Guide

Our quarterly guide brings you freshly updated prices for 1200-plus classics

in partnership with
HAGERTY
CLASSIC CAR INSURANCE

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

Concours/Dealer
If you can afford it, do it. This is what to pay for a top notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Good
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
Usually a runner, but with an untidy body or needing parts. Extra spending may now be a more serious consideration

Price change
At-a-glance indicator showing the market trend of the latest updates

NEED TO SEE PRICES EVERY MONTH?
Our price guide is in every issue of our digital edition. Subscribe on p82

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
ABARTH Abarth Club GB (01869 340289)							
Zagato 750	57-61	90,000	70,000	50,000	39,000	747	95
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
AC AC Owners' Club (01904 793563)							
2-litre	47-56	15,000	11,000	6,750	4,000	1991	83
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9,000	1991	83
Ace (AC engine)	54-63	200,000	150,000	110,000	80,000	1991	102
Ace-Bristol	56-63	275,000	210,000	150,000	100,000	1971	118
Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120
Acaca-AC	54-63	140,000	100,000	65,000	45,000	1991	104
Acaca-Bristol	56-63	155,000	120,000	75,000	52,000	1971	128
Greyhound	59-63	56,000	42,000	26,000	17,500	1971	107
Cobra MkI/MkII/289	62-69	825,000	650,000	500,000	400,000	4727	138
Cobra 427	65-67	850,000	675,000	525,000	425,000	6998	145
428	67-73	160,000	125,000	90,000	60,000	7014	143
428 con	67-73	200,000	150,000	110,000	70,000	7014	143
3000 ME	79-84	15,000	11,000	7,500	5,000	2994	125
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134
Ace Brooklands	93-00	28,500	24,000	18,000	12,000	4942	140

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)							
6C 1750 GS Zagato	30-33	19m	15m	12m	950,000	1754	95
6C 2300 Touring	33-37	11m	900,000	750,000	625,000	2309	94
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	18,000	12,600	6,000	2,750	1290	90
Giulietta ti	57-64	22,500	16,000	7,500	4,000	1290	103
Giulietta/Giulia Sprint	55-64	55,000	42,000	25,000	16,000	1290	110
Giulietta/Giulia Spider	55-65	65,000	48,500	30,000	20,000	1570	108
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	30,000	1570	120
2000 Spider	58-62	80,000	55,000	26,500	16,000	1975	111
2600 Spider	62-65	95,000	70,000	32,000	18,500	2584	124
2600 Sprint	62-66	47,500	35,000	17,500	8,000	2584	125
SZ-1	60-62	350,000	300,000	250,000	200,000	1290	120
TZ-1	63-65	800,000	625,000	525,000	450,000	1570	124
Giulia Ti/Super	62-74	15,000	10,000	5,000	2,250	1570	105
1750/2000 Berlina	68-76	11,000	7,000	3,000	1,400	1962	115
Giulia Sprint GI/Veloce	63-68	40,000	30,000	16,500	8,500	1570	112
Giulia GTA 1300/1600	65-71	220,000	175,000	125,000	90,000	1570	115
GT Junior	66-77	23,500	16,500	8,500	4,500	1570	115
1750/2000 GTV	67-77	30,000	22,500	12,000	6,000	1962	118
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9,750	1290	110
Duetto/1750 rtail	66-69	37,500	27,500	14,000	7,000	1570	113
Spider S2	69-82	21,000	14,000	7,000	3,000	1962	119
Spider S3	82-89	12,000	8,000	3,500	1,650	1962	114
Spider S4	89-93	14,000	9,500	4,500	2,400	1962	114
Montreal	70-77	67,500	49,500	27,500	17,500	2593	132
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103
Alfasud Sprint	76-90	7000	4750	2400	900	1490	104
Alfetta sal	72-84	10,000	7,000	3,000	900	1962	113
GTV 2000	76-87	9250	6500	3000	1400	1962	118
GTV6	81-87	16,500	10,000	4,500	1,950	2492	130
75 sal	86-92	7,500	5,000	2,000	900	2959	135
164 2.0 TS	88-98	5,000	4,000	2,000	1,000	1962	130
164 3.0 V6	88-98	5,750	4,500	2,400	1,200	2959	147
SZ	89-94	36,500	26,500	18,500	14,000	2959	153
RZ	92-94	40,000	30,000	21,000	15,500	2959	153

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
ALLARD Allard Owners' Club (01438 773428)							
155	92-97	4,500	3,000	1,350	700	1970	127
155 V6	92-96	6,500	4,000	2,100	1,000	2498	140
Spider 2.0 TS	96-02	3,950	2,650	1,200	475	1970	131
GTV 2.0 TS	96-02	3,400	2,000	850	300	1970	134
GTV 3.0 V6	98-02	4,950	3,400	1,600	650	2959	148
GTV V6 Cup	01-02	10,000	8,000	5,000	2,500	2959	148

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
ALPINE-RENAULT Club Alpine-Renault (01902 895590)							
A110	65-77	75,000	55,000	36,000	27,500	1565	115
A310 1600	74-77	22,500	20,000	12,500	8,000	1605	130
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137
GTA	85-91	10,000	8,000	4,000	2,400	2849	139
GTA Turbo	85-91	12,500	10,000	5,500	3,000	2458	149

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308)							
Speed 20 Tourer	32-36	120,000	100,000	75,000	52,500	2762	90
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85
4.3 Litre Tourer	37-39	170,000	125,000	105,000	95,000	4387	100
TA14	46-50	16,000	11,000	6,000	3,250	1892	72
TA14 convertible	46-50	32,500	25,000	14,000	7,000	1892	72
TA21/TC21/100	50-55	20,000	15,000	8,500	4,000	2993	100
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95
TD1	56-63	32,500	22,500	13,500	7,000	2993	104
TD21 convertible	56-63	72,500	52,500	32,500	18,500	2993	102
TE/TF21	63-67	40,000	29,000	16,500	9,500	2993	110
TE/TF convertible	63-67	89,000	65,000	37,500	22,500	2993	107

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
AMPHICAR IAOC (amphicar.com)							
770	61-65	44,000	30,000	22,500	15,000	1147	70

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
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	11,500	8,500	4,250	2,500	2309	85
Sapphire 346	53-59	12,500	9,500	4,750	2,250	3435	100
Sapphire 234/236	56-58	11,500	8,500	4,000	2,000	2309	97
Star Sapphire	58-60	14,000	11,000	5,500	3,000	3990	104

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
ASTON MARTIN Aston Martin Owners' Club (01865 400400)							
DB2	50-53	240,000	175,000	120,000	85,000	2580	110
DB2 con	51-53	325,000	250,000	180,000	140,000	2580	109
DB2/4 MkI/II	53-57	185,000	140,000	92,000	65,000	2580	120
DB2/4 con	53-57	275,000	225,000	170,000	130,000	2580	120
DB35	53-56	5m	4.5m	3.75m	n/a	2922	145
DB MkIII	57-59	220,000	165,000	115,000	85,000	2922	120
DB MkIII con	57-59	500,000	425,000	330,000	250,000	2922	120
DB4	58-63	475,000	390,000	300,000	225,000	3670	141
DB4 con	61-63	900,000	825,000	650,000	500,000	3670	140
DB4 GT	60-63	2.4m	2m	1.5m	1m	3670	155

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
AUDI Audi Owners' Club (07788 588449)							
60/70/80/90 sal	65-72	5,000	3,500	1,750	900	1760	100
100 1.8/1.9 sal	68-76	6,000	4,000	2,000	1,000	1871	109
100S Coupé	69-76	12,500	8,500	4,000	2,000	1871	112
Quattro turbo	80-89	24,000	16,500	7,000	3,000	2144	135
Quattro 20V	89-91	30,000	22,000	12,000	6,000	2226	142
Quattro Sport	84-85	300,000	240,000	195,000	n/a	2133	154
RS2 Avant	94-95	30,000	24,000	14,000	9,000	2226	162

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
NE DENOTES NEW ENTRY TO PRICE GUIDE							
AUSTIN Seven OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173							

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
1800GT	69-74	8000	5500	2500	1200	1275	96		
3-litre	68-71	6750	4750	2400	1100	2912	106		
1800/2200	64-75	3250	2000	800	350	1798	96		
Allegro 1100-1500	73-82	2000	1250	550	300	1275	87		
Allegro 1700/Sport TC	73-75	2650	1650	800	450	1748	104		
Seven/Mini Mkl	59	30,000	25,000	19,000	15,000	848	71		
Mini Mkl	60-67	12,500	10,000	6,000	3,250	848	71		
Mini Mkl	67-69	6,000	4,000	1,850	1,000	998	79		
Mini Mkl III-V	70-90	4,500	3,000	1,350	750	998	82		
Mini Cooper 997/998	61-69	20,000	16,000	9,000	6,000	998	90		
Mini Cooper 1071S	63-64	42,500	32,000	20,000	14,000	1071	95		
Mini Cooper 970S	64-65	37,500	28,000	18,500	13,000	970	82		
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96		
Mini Cr 1275S Mkl/III	67-71	32,000	22,500	14,000	9,500	1275	96		
Mini Moke	64-85	20,000	15,000	8,000	4,500	998	70		
Mini 1275GT	69-80	10,000	7,000	4,000	1,750	1275	89		
Mini Clubman	70-80	4,500	3,000	1,300	650	1098	82		

AUSTIN-HEALEY		Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND						
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	
100S	55	625,000	510,000	440,000	380,000	2660	119	
100/6 BN4/6	56-59	47,500	35,000	22,000	13,500	2639	105	
3000 Mkl	59-61	50,000	37,500	25,000	13,000	2912	112	
3000 Mkl BN7	61-62	75,000	50,000	35,000	25,000	2912	117	
3000 Mkl BT, BJ	62-64	57,000	42,000	27,500	15,000	2912	117	
3000 Mkl III	64-68	62,500	46,500	30,000	17,500	2912	121	
'Froegye' Sprite Mkl	58-61	21,000	15,000	7,000	4,000	948	82	
Sprite Mkl/III/IV	61-71	11,000	7,000	3,000	1,250	1275	96	

AUTOBIANCHI		(autobianchi.org)						
Bianchina Trans/Cab	57-68	29,500	22,000	15,000	10,000	499	68	

BENTLEY		Bentley Drivers' Club (01295 738886)						
3-litre Tourer	22-25	500,000	275,000	200,000	150,000	2996		
4.5-litre Tourer	27-31	11m	750,000	600,000	450,000	4398	92	
6.5 Litre Speed Six	28-30	3.2m	2.6m	1.9m	1.1m	6597	86	
4.5 Litre 'Blower'	29-31	11m	8m	4.6m	3m	4398	98	
8 Litre	29-31	2.5m	1.65m	1m	500,000	7982	101	
Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	3669	91	
Derby 3.5 coachbuild	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 coachbuild	36-39	400,000	275,000	125,000	47,500	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,000	8,750	4566	100	
MkVI con	51-52	110,000	80,000	42,000	27,500	4566	100	
R-type saloon	52-55	40,000	29,000	16,000	9,000	4566	106	
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106	
R-type Continental	52-55	950,000	800,000	600,000	500,000	4566	115	
S1/S2 saloon	55-62	39,000	29,000	16,500	8,000	4887	101	
S1 Continental Mulliner	55-59	500,000	365,000	185,000	140,000	4887	115	
S1 Cont PW coupé	55-59	375,000	275,000	140,000	100,000	4887	114	
S1 Cont P Ward con	55-59	550,000	400,000	275,000	200,000	4887	114	
S2 Cont Mulliner	59-62	275,000	200,000	125,000	85,000	6230	115	
S2 Park Ward con	59-62	350,000	250,000	150,000	95,000	6230	115	
S2 Flying Spur	59-62	175,000	125,000	75,000	46,500	6230	120	
S3 saloon	62-65	42,000	32,000	18,000	8,500	6230	116	
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120	
S3 MPW con	62-65	250,000	175,000	100,000	60,000	6230	116	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,000	13,000	6,500	2,500	6750	120	
T2 saloon	77-80	15,000	12,000	6,000	2,250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	6,000	2,000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6,500	2,400	6750	135	
Turbo R/RL	85-97	18,000	12,500	6,750	2,500	6750	135	
Continental MPW conv	84-94	70,000	52,500	40,000	25,000	6750	140	
Continental R	91-02	42,500	31,000	24,000	18,000	6750	151	
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6,500	6750	140	
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	

BERKELEY		Berkeley Enthusiasts' Club (01483 473330)						
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65	
Sports SE492	58-59	12,000	7,000	3,750	2,500	492	80	
B95/B105	59-61	12,500	7,500	4,250	2,750	692	90	
T60 3-wheeler	59-61	8,000	6,000	3,600	2,000	328	60	

BIZZARRINI		(sobizclub.com)						
5300 GT Strada	65-69	600,000	500,000	400,000	300,000	5354	165	

BMW		BMW Car Club (01225 709009)						
328	36-39	675,000	550,000	425,000	350,000	1971	100	
327	37-40	150,000	115,000	75,000	50,000	1971	78	

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
501 V8/502/2.6/3.2	55-63	45,000	32,000	16,000	10,000	2580	100		
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115		
507	56-59	1.5m	1.2m	1m	800,000	3168	135		
Isetta 250/300	55-65	20,000	14,500	10,000	6,500	298	60		
600	58-59	30,000	24,000	16,000	9,500	585	65		
2000/ti lux/ti	66-72	8500	6000	3000	1400	1990	105		
1600/1602/1502	66-77	6500	4500	2200	1000	1573	100		
2002/Touring	68-75	11,500	8000	3900	1900	1990	112	▲	
2002 cabrio/targa	71-74	20,000	15,000	7000	3000	1990	110		
2002tii	71-75	24,000	16,500	7500	3250	1990	120		
2002 turbo	73-74	65,000	50,000	35,000	20,000	1990	130		
2800CS/CSA	69-71	20,000	14,000	7000	3600	2788	120		
2500/2800/3.0/3.3	69-77	9500	6500	3200	1650	2494	110	▲	
3.0CS/CSI	71-75	35,000	25,000	17,500	10,000	2985	130		
3.0CSL	72-75	125,000	95,000	60,000	37,500	3003	134		
3.0CSL 'Batmobile'	72-75	250,000	200,000	150,000	100,000	3153	138		
633/628 CSI	76-87	8750	6000	3000	1500	3210	132		
635 CSI	78-89	14,000	9,000	4,500	2,400	3453	140		
M635 CSI	85-89	32,000	22,500	14,000	7,500	3453	158		
M1	79-80	300,000	250,000	175,000	125,000	3453	162		
323i (E21)	77-82	7,000	5,000	2,500	1,300	2315	126		
320/325 Baur cabrio	81-85	7,500	5,000	2,500	1,250	2495	135		
5-series (E12)	75-81	5,000	3,750	1,850	900	2788	133		
M535i (E12)	80-81	26,000	19,000	11,000	5,500	3453	139		
5-series (E28)	81-87	4,500	3,500	1,750	750	2788	146		
M535i (E28)	85-87	12,000	9,000	4,500	2,000	3453	152		
M5 (E28)	85-88	30,000	23,000	13,000	7,500	3420	152		
5-series (E34)	88-95	4,000	3,000	1,600	600	3982	149		
M5 (E34)	88-95	15,000	11,000	5,750	3,500	3535	155		
M5 (E39)	98-04	18,000	12,500	9,000	6,000	4941	155		
3-series (E30) conv	86-93	7,500	5,000	2,200	850	2494	130		
325i Sport (E30)	89-91	10,000	7,000	3,500	1,750	2494	133		
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143		
M3 Evo II (E30)	88	70,000	55,000	36,500	26,500	2302	143		
Z1	86-91	30,000	24,000	15,000	9,500	2494	140		
840/850 coupé	90-99	14,000	10,000	5,000	2,500	4941	155		
M3/Evo (E36)	92-99	19,000	14,000	10,000	6,000	3201	155		
Z3 4-cyl	96-01	4,000	2,650	1,350	600	1895	127		
Z3 6-cyl	96-02	6,000	4,000	2,100	1,400	2793	139		
Z3M Roadster	98-02	20,000	15,000	10,000	6,750	3201	155		
Z3M Coupé	98-02	27,000	20,500	13,000	8,500	3201	159		

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1000SP/A Union sp	58-65	17,500	12,500	6,500	3,750	980	80	
1000/1000S sal/cpé	58-63	10,000	6,750	3,400	2,000	980	82	
F102 saloon	64-66	3,250	1,950	950	550	1175	84	

DODGE								
Viper RT 10/GTS	92-02	40,000	30,000	21,000	16,000	7974	165	

ELVA								
Elva Owners' Club (01903 823710)								
Courier sports/cpé	58-61	27,500	21,000	12,000	6,750	1498	100	
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7,000	1798	110	

FACEL VEGA								
Facel Vega Car Club (01621 818608)								
FV 4.5/4.8/5.4/5.8	54-59	175,000	125,000	80,000	60,000	5801	125	
HK500	59-61	190,000	145,000	100,000	70,000	6286	130	
Facel II	62-64	315,000	265,000	175,000	125,000	6286	132	
Facellia/Facel III	60-64	72,500	50,000	30,000	16,500	1647	114	

FAIRTHORPE								
Fairthorpe Sports Car Club (01895 256799)								
Electron Minor	57-73	5,000	3,750	2,250	1,250	948	80	
TX-GT/SS coupé	67-73	4,500	3,250	1,850	750	1998	112	

FERRARI								
Ferrari Owners' Club (01485 544500)								
166 MM Barchetta	48-50	6m	4.5m	3.5m	2.85m	1995	125	
166 Inter	48-51	1m	750,000	550,000	400,000	1995	115	
212 Inter	51-52	11m	950,000	825,000	700,000	2562	120	
340 America	51	3m	2.6m	2m	1.35m	4101	136	
250 Europa SJ/SII	53-55	1.85m	1.4m	950,000	750,000	2963	126	
410 Superamerica	56-59	3.3m	2.75m	2.2m	2m	4962	165	
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157	
250 GT Cabrio S1	57-59	4.3m	3.8m	3.5m	3.1m	2953	155	
250 GT Berlinetta TdF	57-59	5.5m	5m	4.5m	4.25m	2953	143	
250 GT PF coupé	58-62	550,000	425,000	325,000	225,000	2953	145	
250 Cal Spider Lwb	58-62	8.75m	7.25m	5.75m	5m	2953	155	
250 Cal Spider swb	60-63	12.5m	11.5m	10.5m	n/a	2953	149	
250 GT SWB (steel)	60-63	6.5m	6.2m	5.75m	5.25m	2953	150	
250 GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2953	155	
250 GT Cabrio Se2	60-62	1.3m	1.1m	850,000	675,000	2953	160	
250 GTE 2+2	60-63	375,000	285,000	190,000	145,000	2953	140	
250 GTO	62-64	38m	33m	n/a	n/a	2953	158	
250 LM	64-66	13.5m	11.5m	10m	n/a	2953	159	
250 GT Lusso	62-64	1.5m	1.3m	1m	850,000	2953	150	
400 Superamerica cpé	60-64	2.4m	2m	1.8m	1.5m	3967	162	
500 Superfast	64-67	2m	1.75m	1.4m	1.2m	4962	170	
275 GTB (steel)	64-66	1.6m	1.4m	1.2m	950,000	3286	150	
275 GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3286	150	
275 GTS	64-66	1.6m	1.3m	1.1m	900,000	3286	150	
275 GTB/4 (4-cam)	66-68	2.4m	2.15m	1.9m	1.7m	3286	165	
330 GT 2+2	64-67	240,000	180,000	130,000	85,000	3967	150	
330 GTC	66-68	650,000	525,000	425,000	350,000	3967	150	
330 GTS	66-68	1.8m	1.5m	1.2m	1m	3967	150	
Dino 206 GT	68-69	465,000	400,000	320,000	250,000	1987	145	
Dino 246 GT	69-73	275,000	220,000	135,000	90,000	2418	150	
Dino 246 GTS	72-74	300,000	240,000	150,000	100,000	2418	150	
365 GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152	
365 GTC	68-70	640,000	550,000	460,000	375,000	4390	155	
365 GTB/4 Daytona	68-74	585,000	495,000	365,000	265,000	4390	173	
365 GTS/4 Spider	72-73	2m	1.8m	1.6m	n/a	4390	170	
365 GTC/4 2+2	70-72	250,000	200,000	150,000	120,000	4390	152	
365 GT4 2+2	72-76	65,000	45,000	27,500	18,500	4390	150	
365 BB	75-76	325,000	260,000	200,000	150,000	4390	163	
512 BB, BBI	76-85	235,000	190,000	145,000	110,000	4942	188	
308 GT4 2+2	73-80	52,000	40,000	25,000	18,000	2926	156	
308 GTB (grp)	75-77	140,000	115,000	80,000	50,000	2926	154	
308 GTB/GTS	77-80	77,500	60,000	42,500	30,000	2926	155	
308 GTBI/GTSi	80-82	60,000	42,500	29,000	20,000	2926	155	
308 GTB qv/GTS qv	82-85	65,000	50,000	32,000	22,500	2926	155	
328 GTB/GTS	85-88	72,000	55,000	37,000	26,500	3195	163	
400/400i/412i manual	76-89	40,000	30,000	17,500	10,000	4823	158	
400/400i/412i auto	76-89	32,000	22,000	12,000	8,000	4942	158	
Mondial	81-94	32,500	23,500	14,500	9,500	2926	143	
Mondial cabrio	84-94	37,500	27,500	18,000	12,000	2926	146	
348/Spider	89-94	60,000	50,000	35,000	27,500	3405	170	
F355/GTS	94-99	80,000	70,000	50,000	40,000	3496	185	
F355 Spider	95-99	85,000	75,000	55,000	42,500	3496	183	
360 Modena	99-05	69,000	62,000	55,000	47,500	3586	184	
Testarossa	84-90	100,000	80,000	55,000	37,500	4942	181	
512 TR	91-94	127,500	99,000	65,000	50,000	4943	193	
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194	
456 GT	92-98	48,500	36,000	24,000	17,500	5474	184	
456M GT	98-03	54,000	42,000	28,500	21,000	5474	185	
288 GTO	84-87	1.6m	1.35m	1.2m	1m	2855	190	
F40	88-92	850,000	750,000	640,000	550,000	2936	201	
F50	95-97	1.75m	1.5m	1.25m	1m	4698	202	
550 Maranello	96-02	90,000	75,000	55,000	45,000	5474	199	
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186	
575M Maranello	02-06	100,000	85,000	67,500	n/a	5748	202	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Enzo	02-04	1.85m	1.65m	1.4m	n/a	5998	220	

FIAT								
Fiat Motor Club (0208 372 4028)								
500 Topolino	48-55	14,000	10,000	5,000	2,500	569	60	
600/600D	55-70	10,000	7,000	3,000	1,250	633	66	
600 Multipla (MPV)	55-60	30,000	22,000	12,000	6,750	767	59	
500/D/F/L/R	57-75	11,500	7,750	3,600	1,750	499	61	
1500S/1600S Ossa sp	59-66	42,500	30,000	16,000	10,000	1568	105	
2300S	61-68	35,000	25,000	16,500	9,500	2280	120	
850 Coupé	65-73	8,000	5,500	2,600	1,250	903	96	
850 Spider	65-73	15,000	9,500	4,500	2,400	903	96	
124/Special 12/14	66-73	2,650	1,750	850	400	1438	100	
124 Coupé	66-75	8,900	6,500	3,000	1,100	1756	115	
124 Spider 14/16	66-74	24,000	18,000	10,000	3,500	1608	112	
124 Spider 18/20	75-81	18,500	13,000	6,000	2,500	1756	108	
124 Spider Abarth	72-75	35,000	27,500	20,000	12,000	1756	118	
Pininfarina Spider	82-85	20,000	15,000	7,500	2,750	1995	104	
Dino Spider 2.0/24	67-73	130,000	100,000	62,500	45,000	2418	130	
Dino Coupé 2.0/24	67-73	42,500	32,500	21,000	15,000	1987	122	
130 saloon 2.8/32	69-76	5,500	3,750	2,000	750	3235	112	
180 Coupé	72-76	17,500	12,500	7,000	3,500	3235	114	
127 1300 Sport	81-83	3,250	2,400	1,000	450	1301	102	
128 3P coupé	75-78	6,000	4,500	2,000	1,000	1301	102	
X1/9	77-89	4,250	3,000	1,400	650	1290	100	
Panda 4x4	84-92	4,250	2,500	1,250	750	999	83	
Coupé/Turbo	94-00	4,500	2,900	1,250	400	1998	149	
Barchetta	95-02	6,500	4,200	2,200	1,000	1747	118	

FORD								
AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sporting Escort OC (01359 231884); Mustang OC GB (mcogb.net)								
Prefect	40-53	6,000	4,000	1,850	1,100	1172	68	
Pilot V8	47-51	15,000	10,500	6,000	3,500	3622	82	
Anglia/Popular 103E	46-59	6,500	4,250	2,000	1,250	1172	61	
Anglia/Popular	53-62	5,500	3,500	1,600	800	1172	71	
Prefect 107E	59-61	6,000	4,500	2,000	1,100	997	73	
Anglia 105E	59-68	6,750	5,000	2,000	1,000	997	74	
Anglia 123E	62-68	8,000	6,000	2,750	1,500	1197	82	
Consul MkII	50-56	8,500	5,500	2,750	1,350	1508	73	
Zephyr Six MkII	50-56	12,500	8,000	3,750	1,850	2262	82	
Zephyr Zodiac	53-56	16,500	10,000	5,000	2,500	2262	84	
Consul MkII con	52-56	16,500	12,500	6,750	4,000	1508	73	
Zephyr								

[Buying] Price Guide

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
HUMBER			Post-Vintage Humber Car Club (01604 404363)					
Hawk MkI-III	49-50	7000	5500	2500	1200	2167	80	
Hawk MkIV-VI	50-57	6750	4500	2200	1100	2267	80	
Hawk SHV	57-68	6000	4000	2000	1000	2267	86	
Snipe	45-48	9000	7500	3000	1400	2731	72	
Snipe/Pman MkI-IV	45-56	9750	7000	3250	1500	4139	91	
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80	
Super Snipe SHV A	58-67	9000	6250	2400	1200	2651	106	
Imperial	64-67	9250	6250	2500	1300	2965	102	
Sceptre MkI-II	63-67	4500	3200	1400	600	1725	90	
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98	

ISO	Iso Bizzarini Club (020 8891 6663)						
Rivolta	62-70	87,500	65,000	37,500	30,000	5359	140
Grifo	63-74	260,000	210,000	150,000	110,000	5359	161
Grifo 7-litre	69-74	300,000	250,000	175,000	125,000	6998	170
Lele	70-74	35,000	22,000	14,000	8000	5736	145

NE DENOTES NEW ENTRY TO PRICE GUIDE	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 Club (01584 781588)					
SS90 sports	35	300,000	225,000	175,000	135,000	2663	90	
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94	
SS100 3½-litre	38-39	420,000	320,000	225,000	165,000	3485	104	
1½-litre	45-49	32,500	21,000	12,000	6750	1176	70	
2½-litre	46-51	39,000	28,000	15,000	8000	2663	87	
3½-litre	46-51	56,000	39,000	20,000	10,000	3485	92	
MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87	
MkV 3½-litre con	49-51	95,000	70,000	40,000	20,000	3485	92	
XK120 alloy rdstr	49-50	285,000	240,000	185,000	135,000	3442	132	
XK120 roadster	50-54	110,000	80,000	52,000	31,000	3442	122	
XK120 dhc	50-54	105,000	75,000	50,000	30,000	3442	122	
XK120 fhc	51-54	85,000	60,000	40,000	25,000	3442	121	
C-type	51-54	3.8m	3.5m	3.25m	3m	3442	144	
XK140 roadster	54-57	110,000	80,000	52,000	30,000	3442	126	
XK140 fhc	54-57	85,000	60,000	40,000	25,000	3442	125	
XK140 dhc	54-57	120,000	87,500	55,000	32,000	3442	125	
D-type	54-57	6m	5m	4.25m	3.75m	3442	160	
XK150 roadster	58-60	90,000	67,500	37,500	26,500	3781	130	
XK150 fhc	57-61	72,000	55,000	34,000	22,500	3781	128	
XK150 dhc	57-61	92,500	70,000	40,000	27,500	3781	127	
XK150S 3.4 roadster	58-60	160,000	125,000	82,000	52,000	3442	130	
XK150S 3.4 fhc	58-60	110,000	90,000	60,000	40,000	3442	129	
XK150S 3.4 dhc	58-60	155,000	120,000	80,000	50,000	3442	130	
XK150S 3.8 roadster	59-60	225,000	170,000	105,000	62,500	3781	136	
XK150S 3.8 fhc	59-60	145,000	110,000	70,000	50,000	3781	132	
XK150S 3.8 dhc	59-60	210,000	160,000	100,000	60,000	3781	130	
XK150SE 3.8 dhc	58-61	130,000	100,000	75,000	50,000	3781	141	
Mk VII-MkIX	51-61	37,500	25,000	13,000	6000	3442	105	
MkX/A20G	61-70	20,000	14,000	7000	3500	4235	120	
MkI 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96	
MkI 3.4	57-59	39,500	27,500	15,000	9000	3442	120	
Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	114	
Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121	
S-type sal	63-68	22,000	15,000	6750	2750	3781	121	
240	67-68	16,500	11,500	6000	3000	2483	105	
340	67-68	24,000	16,500	8000	3650	3442	123	
420	66-68	14,000	11,000	5000	2000	4235	123	
E-type 3.8 roadster	61-64	220,000	165,000	105,000	72,500	3781	145	
E-type 3.8 coupé	61-64	160,000	120,000	80,000	52,500	3781	145	
E-type 4.2 SI rdstr	64-67	165,000	125,000	85,000	57,500	4235	145	
E-type 4.2 SI fhc	64-67	130,000	100,000	65,000	45,000	4235	145	
E-type SI 2+2	66-67	57,500	38,500	19,500	11,000	4235	136	
E-type SI 2/S2 rdstr	67-70	100,000	67,500	37,500	25,000	4235	145	
E-type SI 2/S2 fhc	67-70	75,000	50,000	27,500	17,500	4235	145	
E-type SI 2/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136	
E-type V12 roadster	71-75	100,000	65,000	35,000	22,500	5343	150	
E-type V12 fhc 2+2	71-74	50,000	33,500	18,000	9500	5343	150	
XJ6 2.8 Series 1	68-73	6750	4250	2000	850	2791	117	
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1100	4235	124	
XJ12 Series 1	72-73	15,000	10,000	4500	2000	5343	140	
XJ6 Series 2	73-79	9000	6000	2500	800	3442	117	
XJ6 Series 3	79-86	7000	4500	1800	725	4235	125	
XJ12 Series 2-3	75-93	10,500	7500	3200	1200	5343	146	
XJ6 Coupé	75-78	20,000	12,500	7000	2500	4235	120	
XJ12 Coupé	75-78	24,000	16,000	9000	3000	5343	143	
XJR 3.6/4.0 sal	88-94	6000	4250	1750	750	3980	142	
XJ12 (XJ81) sal	93-94	4850	3500	2200	1000	5994	155	
XJR X300 sal	94-97	5000	3650	1800	800	3980	155	
XJ-S manual	75-80	12,000	9000	4500	2250	5343	154	
XJ-S auto	75-81	6000	4250	2000	750	5343	143	
XJ-S V12 HE	81-91	6500	4500	2250	700	5343	150	
XJ-S 3.6	83-89	7500	4750	2000	700	3590	141	
XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134	
XJ-SC V12 cabrio	85-88	8000	5000	2750	1250	5343	150	
XJ-S V12 con	88-91	14,500	10,000	5000	2400	5343	150	
XJS V12	91-96	8500	6000	3200	1600	5994	161	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
JENSEN			Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)					
S41R/S	54-63	50,000	35,000	17,500	11,000	3993	123	
C-V8	62-65	47,500	33,500	16,500	10,000	6276	143	
Interceptor	67-75	40,000	28,500	14,000	6750	6276	140	
FF	67-71	100,000	75,000	40,000	20,000	7212	141	
Interceptor SP	71-73	45,000	30,000	15,000	7500	7212	144	
Interceptor con	74-76	57,000	40,000	20,000	10,000	7212	140	
Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120	

NE DENOTES NEW ENTRY TO PRICE GUIDE	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	9000	6250	3250	1600	1486	77	
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
LAGONDA			Lagonda Club (01252 845451)					
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100	
2.6/2.9 con	49-57	90,000	65,000	35,000	22,000	2922	100	
Rapide	61-64	170,000	125,000	80,000	60,000	3995	135	
Saloon SI-III	76-87	60,000	42,000	25,000	17,500	5340	140	
Saloon SIIV	87-90	75,000	55,000	35,000	22,500	5340	140	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
LAMBORGHINI			Lamborghini Owners' Club UK (lamborghiniclubuk.com)					
350 GT/400 GT Inter	64-67	540,000	475,000	400,000	300,000	3497	147	
400 GT	67-68	400,000	325,000	265,000	220,000	3929	150	
Miura P400	66-69	950,000	700,000	550,000	460,000	3929	170	
Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172	
Miura SV	71-75	2m	1.75m	1.5m	n/a	3929	175	
Islero	68-70	225,000	175,000	125,000	90,000	3929	160	
Jarama	70-78	135,000	90,000	55,000	37,500	3929	162	
Espada I/II/III	68-78	110,000	75,000	50,000	32,000	3929	154	
P250 Urraco	73-74	45,000	32,000	20,000	15,000	2463	148	
P300 Urraco	75-76	55,000	40,000	25,000	18,000	2997	158	
Silhouette	76-77	75,000	55,000	30,000	20,000	2997	160	
Jaipa	82-86	70,000	47,500	30,000	17,500	3485	153	
Ctach LP400 Periscopio	74-76	1.2m	900,000	700,000	550,000	3929	192	
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192	
Ctach LP400S	78-82	325,000	260,000	180,000	125,000	3929	164	
Ctach LP5000S	82-84	220,000	170,000	125,000	85,000	4754	165	
Countach 5000qv	85-90	240,000	190,000	145,000	100,000	5167	179	
Countach 25th Anni	89-90	180,000	145,000	110,000	75,000	5167	179	
Diablo	91-01	125,000	100,000	77,500	62,500	5707	202	

	Year	Concourse/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Mistral Spyder	64-70	600,000	490,000	400,000	260,000	3692	147	
Quattroporte 41/4.7	63-71	54,000	37,500	24,000	13,000	4136	130	
Quattroporte III	79-90	19,500	12,500	6,500	3,500	4930	122	
Mexico	65-72	80,000	60,000	35,000	25,000	4719	150	
Indy	66-74	65,000	50,000	29,000	20,000	4719	156	
Ghibli 4.7	67-70	195,000	140,000	80,000	57,500	4719	155	
Ghibli Spyder	69-71	600,000	500,000	400,000	320,000	4719	154	
Ghibli 4.9 SS	70-73	225,000	170,000	100,000	72,500	4930	172	
Ghibli SS Spyder	71-72	700,000	600,000	475,000	390,000	4930	170	
Bora 4.7/4.9	71-79	160,000	130,000	85,000	60,000	4719	160	
Merak	72-75	42,500	27,500	15,000	8,500	2965	135	
Merak SS	76-83	50,000	36,000	20,000	12,000	2965	147	
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151	
Kyalami 41/4.9	76-83	62,500	48,500	30,000	15,000	4930	150	
Biturbo 220-425	81-88	6500	4500	2200	1000	2491	138	
Biturbo Spyder	84-91	10,000	7,000	4,000	2,000	2491	138	
Ghibli II	94-97	13,500	9,500	5,200	3,000	2790	155	
Quattroporte IV	94-01	11,500	9,000	6,000	4,000	3217	158	
3200GT	98-01	13,900	10,250	7,750	5,500	3217	180	

MATRA		Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	10,000	6,500	3,000	1,250	1,442	102
Murena	80-83	11,000	7,000	3,500	1,500	2,155	121

MAZDA		mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)					
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125
RX7	78-86	52,500	35,000	16,500	6,500	2,292	119
RX7 S2	86-91	4,750	3,250	1,750	500	2,254	140
RX7 S3	92-95	8,000	6,500	4,000	2,000	2,608	156
MX-5	90	5500	3750	1750	1000	1597	121
MX-5	91-97	4,000	2,750	1,250	500	1,839	123

McLAREN							
F1	93-98	10m	8m	7m	n/a	6064	240

MERCEDES-BENZ		M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	1.4m	1.1m	700,000	425,000	5016	102
500K Tourer	34-36	1.2m	1m	650,000	375,000	5016	102
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104
540K Cabrio A	36-39	2m	1.6m	1m	725,000	5401	101
540K Cabrio B/C	36-39	1.4m	1.1m	675,000	475,000	5401	100
540K Special Roadster	36-39	5.35m	4.65m	3m	1.75m	5401	106
180/190 Ponton sal	53-62	14,500	10,500	5,000	2,500	1,897	87
219/220S Ponton sal	56-59	16,500	12,500	6,250	3,500	2,195	101
220S/SE cabrio	56-60	120,000	82,000	55,000	35,000	2,195	101
220S/SE coupé	57-60	57,500	40,000	24,000	16,000	2,195	101
300A/B/C/D saloon	51-62	60,000	39,500	20,000	12,500	2,996	101
300 cabrio	57-62	250,000	175,000	100,000	55,000	2,996	100
300S cab/rdrstr	52-55	400,000	300,000	200,000	125,000	2,996	112
300SC cab/rdrstr	55-58	600,000	500,000	350,000	250,000	2,996	112
300SC coupé	55-58	400,000	325,000	250,000	165,000	2,996	112
300SL Gullwing	54-57	1m	875,000	750,000	625,000	2,996	145
300SL roadster	57-63	950,000	825,000	650,000	550,000	2,996	130
190SL roadster	55-63	115,000	88,500	55,000	36,000	1,897	109
190/200 Fintail sal	61-68	12,500	9,000	4,000	1,750	1,988	90
220/230 Fintail sal	59-68	16,000	11,000	5,200	2,250	2,281	100
300SE/L Fintail sal	61-65	20,000	15,000	7,500	3,000	2,996	109
220SE coupé	61-65	42,000	30,000	20,000	12,500	2,195	107
220SE cabrio	61-65	90,000	70,000	40,000	25,000	2,195	107
300SE coupé	62-67	60,000	40,000	26,000	16,000	2,996	110
300SE cabrio	62-67	150,000	110,000	62,500	40,000	2,996	109
230SL sports	63-67	82,000	57,500	33,000	21,000	2,306	121
250SL sports	67-68	85,000	60,000	35,000	22,000	2,496	121
280SL sports	67-71	95,000	65,000	37,500	25,000	2,778	121
600 saloon	64-81	130,000	85,000	42,500	30,000	6,330	120
250/280S/SE saloon	65-72	11,000	7,000	3,200	1,500	2,778	116
250SEC/280SEC cpé	65-69	45,000	32,000	21,000	13,000	2,778	116
250/280SE cab	65-69	90,000	70,000	36,000	20,000	2,778	116
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2,778	116
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2,778	116
280SE 3.5 coupé	69-71	100,000	75,000	45,000	25,000	3,499	127
280SE 3.5 cabrio	69-71	280,000	210,000	150,000	100,000	3,499	127
300SE/SEL saloon	65-69	11,500	7,500	3,750	1,750	2,996	115
300SEL 6.3 saloon	67-72	50,000	30,000	16,000	9,500	6,293	132
200/220/230.4 sal	67-76	6,750	4,250	2,000	700	2,197	105
230.6/250/280 sal	67-76	7,250	4,750	2,250	800	2,746	125
250CE/280CE coupé	68-76	12,500	8,500	4,200	2,000	2,746	125
280/300 SE/SEL 3.5	69-72	17,500	12,000	5,750	3,000	3,499	128
280/350/380/420SL	71-89	20,000	13,000	6,000	2,500	4,196	130
500/560SL sports	82-89	25,000	16,000	7,500	3,000	5,547	142
300SL (R107)	85-89	22,500	15,500	7,500	3,200	2,962	124
350/380/450SL cpé	71-81	11,000	7,500	3,400	1,250	4,520	137
280S/SE sal	72-80	7,000	5,500	2,600	1,000	2,746	118
350/450SE/SEL sal	72-80	10,000	7,000	3,250	1,200	4,520	130
200/230 saloon	75-84	5,500	3,500	1,500	650	2,299	114

	Year	Concourse/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
250/280E saloon	75-84	6,000	4,000	1,650	700	2,746	124	
230/280CE coupé	77-85	11,000	7,500	3,000	1,200	2,746	125	
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8,000	6,834	140	
300SL/SL300 (R129)	89-01	11,000	7,500	3,500	1,500	2,960	142	
500SL/SL500 (R129)	89-01	11,500	8,000	4,000	2,000	4,973	155	
600SL/SL600 (R129)	92-01	15,000	10,000	6,000	3,500	5,987	155	
380/420/500SEC	81-91	13,500	9,000	3,500	1,500	4,973	138	
560SEC	86-91	16,000	11,000	4,500	1,500	5,547	151	
300SE-500SE sal	86-91	5,250	3,250	1,500	400	4,973	147	
500/560SEL sal	86-91	6,000	3,950	1,800	700	5,547	156	
190E sal	82-92	4,250	2,500	1,000	400	1,997	119	
190E 2.3/2.5-16	85-93	25,000	17,500	9,500	5,000	2,299	143	
E230/300CE	87-93	5,750	3,250	1,250	375	2,962	139	
Z20, E320 Cabrio	91-97	12,750	9,250	4,500	2,500	3,199	142	
500E saloon	92-94	30,000	22,500	12,500	8,000	4,973	155	
SLK 230 Komp'	97-04	4,800	3,000	1,500	700	2,295	140	
CLK-GTR	98-99	1.9m	1.5m	n/a	n/a	6,900	199	
SL55 AMG	02-08	18,000	13,500	9,500	5,750	5,439	155	
SLR McLaren	03-10	225,000	200,000	150,000	n/a	5,439	208	

MESSERSCHMITT		Owners' Club (01293 87147); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	27,500	20,000	12,000	7,000	191	65
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75

MG		Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2,322	80
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2,322	80
VA saloon	37-39	30,000	24,000	16,000	10,000	1,548	80
VA tourer/dhc	37-39	45,000	32,000	20,000	13,500	1,548	81
WA saloon	38-39	47,500	37,500	27,500	16,000	2,561	91
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2,561	91
TA/TB/TC	36-49	35,000	26,500	16,500	10,000	1,250	78
TF 1250/1500	53-55	31,500	23,500	15,000	9,000	1,466	85
YA/YB	47-53	16,000	11,000	5,000	2,750	1,250	71
YT con	48-51	30,000	20,000	10,000	5,500	1,250	71
Magnette ZA/ZB	53-59	13,500	10,000	4,500	2,000	1,489	82
MGA Roadster	55-62	32,000	22,500	13,000	8,500	1,489	98
MGA Coupé	56-62	22,000	16,000	10,000	6,250	1,489	98
MGA Twin Cam Rdstr	58-60	50,000	36,000	24,000	16,000	1,588	115
MGA Twin Cam Cpé	58-60	36,000	26,500	16,500	11,000	1,588	115
Magnette III/IV	59-68	5,500	4,000	1,800	950	1,622	87
1100/1300	62-71	5,750	3,750	1,750	850	1,275	97
MGB roadster	62-67	16,000	12,500	6,000	2,750	1,798	103
MGB GT	65-67	12,000					

[Buying] Price Guide

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concoursy/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
911S 2.0	66-69	145,000	115,000	80,000	60,000	1991	140	
912	65-69	45,000	35,000	24,000	16,500	1582	112	
911L/T	67-73	69,000	50,000	30,000	21,000	2195	131	
911E	68-73	80,000	58,000	35,000	25,000	2341	138	
911S 2.2	69-71	137,500	107,500	72,000	52,000	2195	144	
914-4	69-75	16,000	12,000	6,000	3,500	1795	112	
914-6	69-72	65,000	50,000	32,000	21,000	1991	125	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	625,000	475,000	400,000	2687	149	
Carrera RST	72-73	500,000	425,000	350,000	295,000	2687	149	
911 2.7	73-77	33,000	25,000	15,000	10,000	2687	135	
911S 2.7	73-77	44,000	35,000	24,000	16,000	2687	140	
Carrera 2.7 MFI	73-77	160,000	120,000	75,000	50,000	2687	147	
911 Turbo (930) 3.0	75-77	125,000	90,000	60,000	42,000	2995	156 ▲	
Carrera 3.0	76-77	75,000	52,000	36,000	24,000	2994	146 ▼	
924	76-85	3250	2250	1000	400	1984	126	
924 Turbo	78-83	15,000	10,000	4,500	2,000	1984	144	
924 Carrera GT	80-81	70,000	55,000	36,000	24,000	1984	150 ▲	
924S/Le Mans	85-88	6750	4200	1800	850	2479	136	
928S/S2	77-87	15,000	10,000	5,000	2,200	4664	155	
928 S4	86-95	17,500	12,500	6,500	3,000	4957	161	
928 GT	89-92	33,000	24,000	15,000	9,000	4957	168	
928 GTS	91-95	50,000	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	87,500	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	95,000	75,000	46,500	33,000	3299	158	
911S	77-83	37,500	27,500	18,500	12,500	2994	149	
911S cabrio	82-83	40,000	30,000	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	39,000	29,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	38,500	28,500	18,000	12,000	3164	155	
Carrera Supersport	84-89	65,000	50,000	30,000	22,000	3164	158	
911 Speedster	88-89	115,000	90,000	67,500	48,500	3164	158	
959	87-88	750,000	660,000	550,000	465,000	2994	190 ▲	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	8250	5500	2500	1000	2479	134	
944 Turbo	85-91	18,500	13,500	6,750	3,250	2479	157 ▼	
944S	86-88	9,000	6,000	3,000	1,400	2479	140	
944 S2	88-92	10,000	7,000	3,750	1,750	2990	149	
944 S2 Cabrio	89-92	12,500	8,500	4,250	2,300	2990	149	
944 Turbo Cabrio	91-92	30,000	23,000	12,000	7,000	2479	150 ▼	
911 (964)	89-94	42,500	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	100,000	75,000	45,000	28,500	3299	167	
911 Carrera RS (964)	92-94	185,000	160,000	130,000	99,000	3600	162 ▼	
968	92-95	15,000	11,000	7,500	4,000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7,250	2990	154	
911 Carrera (993)	94-97	59,000	45,000	30,000	20,000	3600	160 ▼	
911 Turbo 4 (993)	95-98	130,000	107,500	75,000	50,000	3600	180	
911 Turbo S (993)	97-98	300,000	250,000	200,000	150,000	3600	182 ▼	
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	230,000	200,000	170,000	135,000	3746	172	
911 RS Clubsport	95-96	255,000	220,000	187,500	150,000	3746	175	
911 GT2 (993)	95-96	850,000	775,000	650,000	500,000	3600	187	
Boxster 2.5	96-99	6750	5000	3500	1750	2480	149	
Boxster 2.7	99-04	9400	6900	4250	2000	2687	156	
Boxster 3.2S	99-04	10,750	8900	5500	3200	3179	164	
911 Carrera (996)	97-05	39,000	28,000	12,500	9,000	3387	170	
911 GT3 (996)	99-05	100,000	90,000	75,000	67,500	3600	188	
911 Turbo (996)	99-05	69,000	55,000	45,000	30,000	3600	189	
911 GT2 (996)	01-05	129,000	122,000	110,000	100,000	3600	198	

RELIANT		Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)						
Sabre 4/6	61-64	10,000	8,000	5,500	2,500	2553	110	
Scimitar SE4/a/b	64-70	8,500	6,500	3,500	1,950	2994	121	
Scimitar GTE SE5-6/a	68-80	6,000	4,000	1,650	650	2994	123	
Scimitar GTC	80-85	8,250	6,500	3,000	1,500	2792	119	
Scimitar GTE SE6b	80-86	6,250	4,500	1,800	750	2792	122	
Middlebridge Scim*	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	3,300	2,000	1,000	375	1596	108	
Scimitar SS1 1800Ti	86-89	4,000	3,000	1,500	675	1809	126	

RENAULT		Renault Owners' Club (renaultownersclub.com/)						
4CV	47-61	9,000	6,500	3,250	1,650	747	65	
Dauphine	54-63	6,000	4,250	2,000	1,000	845	70	
Dauphine Gordini	58-67	12,500	9,500	5,000	2,500	845	83	
Florie/Caravelle cpé	59-68	10,000	7,500	3,000	1,400	1108	90	
Florie convertible	59-62	11,000	8,250	3,500	1,750	845	83	
Caravelle convertible	62-68	12,000	9,000	4,000	2,000	1108	90	
R4	62-80	5,000	3,500	1,650	850	1108	72	
R8/R10	62-71	3,750	2,500	1,250	600	1108	84	
R8S	68-71	6,500	5,000	2,500	1,200	1255	90	
R8 Gordini	67-70	35,000	30,000	18,000	12,500	1255	108	
16 GL/DL/TS/TX	65-79	4,750	3,000	1,400	650	1565	105 ▲	
177S/Gordini	72-78	7,500	5,000	2,500	1,200	1565	110	
5 hatch	72-84	3,000	2,400	1,500	400	1289	96	
5 hatch	84-96	2,500	1,250	450	150	1397	109	
5 Gordini/Turbo	76-84	9,000	6,000	2,500	1,250	1397	116	
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397	124	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concoursy/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
5 GT Turbo	86-91	9,500	7,000	3,250	1,650	1397	123	
Clio Williams	94-95	8,500	6,000	2,500	1,100	1998	134	
Sport Spider	95-97	20,000	16,000	12,000	9,500	1988	134	

RILEY		Riley RM Club (01352 700427); Riley Motor Club (01902 773197)						
RMA/RME 1½ saloon	45-55	15,000	10,500	5,250	2,250	1496	81	
RMB/RMF 2½ saloon	46-53	20,000	15,000	8,000	3,750	2443	91	
Roadster RMC	48-50	40,000	28,500	16,000	8,750	2443	100	
RMD convertible	48-51	30,000	22,500	13,500	7,000	2443	91	
2.6/Pathfinder	53-59	11,500	7,500	3,000	1,500	2443	101	
One Point Five	57-65	6,750	4,750	2,400	1,200	1489	85 ▲	
4/68, 4/72	59-69	5,500	4,000	1,850	950	1622	88 ▲	
Elf MkII/III 848/998	61-69	7,500	5,250	2,650	1,250	998	75	
Kestrel 1100/1300	65-69	5,000	3,250	1,600	800	1098	87	

ROCHDALE		Rochdale Owners' Club (01364 654419)						
GT	57-61	6,500	5,000	3,000	1,250	1172	85	
Olympic	60-73	8,000	6,750	4,250	2,750	1489	105	

ROLLS-ROYCE		Rolls-Royce Enthusiasts' Club (01327 811788)						
Silver Ghost	07-14	2.25m	1.8m	1.5m	1.2m	7428	75	
Silver Ghost	18-25	375,000	300,000	225,000	150,000	7428	78	
Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80	
Phantom II	29-35	300,000	185,000	90,000	45,000	7668	88	
Phantom III	36-39	250,000	150,000	75,000	37,500	7340	92	
Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9,500	4257	92	
Silver Dawn sal	49-55	40,000	28,500	16,000	9,000	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	8,500	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	8,000	6230	115	
SCII Mulliner con	59-62	225,000	165,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	100,000	70,000	40,000	25,000	6230	107	
Silver Cloud III sal	62-66	42,500	32,000	18,500	9,000	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	6,250	1,750	6750	120	
MPW/Corniche cpé	66-80	37,500	27,500	17,000	9,000	6750	119	
MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	6750	119	
Camargue	75-86	60,000	42,500	26,500	17,500	6750	115 ▲	
Silver Spirit/Spur	80-89	12,750	10,000	4,500	1,500	6750	119	
Corniche II/III	87-94	65,000	47,500	35,000	19,000	6750	119	

ROVER		P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SDI Club (08451 306230)						
P3 60	48-49	10,000	7,500	3,750	1,650	1595	75	
P3 75	48-49	12,500	9,500	4,500	2,000	2103	85	
P4 75 Cyclops*	50-52	12,000	9,000	4,500	2,000	2103	84	
P4 60/75/80	52-62	6,500	4,500	1,900	700	2286	85	
P4 90	54-59	8,000	5,750	2,250	825	2638	90	
P4 105R	57-58	6,250	4,250	1,750	700	2638	91	
P4 105S	57-59	9,250	7,000	3,200	1,250	2638	96	
P4 95/100/110	60-64	8,500	6,250	2,400	850	2625	100	
P5 3-litre	58-67	9,000	6,500	3,250	1,250	2995	113	
P5 Coupé	63-67	12,500	9,500	5,000	2,250	2995	113	
P5B 3½-litre	67-73	13,000	10,000	5,000	2,000	3528	113	
P5B 3½-litre Coupé	67-73	20,000	15,000	9,000	3,500	3528	113	
P6 2000/TC	63-69	6,500	3,500	1,500	850	1978	115	
P6 2000/2200/TC	70-77	5,500	2,850	1,350	600	2205	112	
P6 3500	68-76	10,000	5,000	2,000	800	3528	11	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
TRIDENT Trident Car Club (020 8644 9029)								
	Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140
	Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
	Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77 ▼
	1800/2000/Renown	46-54	8000	6000	2750	1250	2088	74 ▲
	Mayflower	50-53	4500	3000	1400	750	1247	65 ▲
	TR2	53-55	36,000	27,500	17,500	10,000	1991	107
	TR3/3A 20/22	55-61	32,000	23,500	14,000	7500	1991	106
	TR4	61-65	28,500	20,000	11,250	6250	2138	109
	TR4A	64-67	30,000	21,000	12,000	6500	2138	110
	TR5 PI	67-68	40,000	31,000	22,000	16,000	2498	121
	TR6 'CP'	69-73	22,500	16,500	10,000	5500	2498	119
	TR6 'CR'	73-76	20,000	15,000	9000	5000	2498	116
	TR7	75-81	3600	2250	1000	450	1998	110 ▲
	TR7 convertible	80-81	5250	3500	1650	600	1998	109 ▲
	TR8	78-81	8000	6000	3500	1750	3528	135
	TR8 convertible	80-81	11,500	9000	5500	2500	3528	130
	Herald/S saloon	59-64	4650	3200	1350	675	1147	76
	Herald coupé	59-64	7250	4750	2200	1100	948	79
	Herald conv	60-61	6750	4500	2000	1050	948	79
	Herald 1200	61-70	4500	3000	1250	600	1147	80
	Herald 1200 conv	61-67	6500	4250	2000	1000	1147	80
	Herald 12/50	63-67	5000	3500	1500	750	1147	84 ▲
	Herald 13/60	67-71	4500	3000	1250	625	1296	87
	Herald 13/60 conv	67-71	7000	4500	2000	950	1296	85
	Vitesse 1600	62-66	5750	3750	1750	950	1596	88 ▲
	Vitesse 1600 conv	62-66	8250	5750	2750	1400	1596	91 ▲
	Vitesse 2-litre Mk1	66-68	6000	4000	1750	850	1998	95 ▲
	Vitesse Mk1 conv	66-68	8750	6000	2750	1400	1998	95 ▲
	Vitesse Mk1ll	68-71	6250	4250	1800	900	1998	102 ▲
	Vitesse Mk1ll conv	68-71	10,000	7000	3250	1650	1998	100
	Spitfire 4	62-65	15,000	10,000	4500	2750	1147	94
	Spitfire Mk2	65-67	14,000	9000	4000	2250	1147	94 ▲
	Spitfire Mk3	67-70	12,500	7500	3750	1850	1296	100 ▲
	Spitfire MkIV	70-74	7200	4750	2250	950	1296	92
	Spitfire 1500	74-78	7500	5000	2200	900	1493	101 ▲
	GT6 MkI/II	66-70	15,500	10,000	4750	2500	1998	109 ▲
	GT6 MkIII	70-74	13,500	9500	4250	1850	1998	112 ▲
	2000 Mk1	63-69	6750	4650	2250	1100	1998	98
	2000/2500 MkII	69-77	6000	4000	1750	900	1998	98
	2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107
	2500S	75-77	7500	5500	2850	1400	2498	108
	Stag	70-77	16,500	12,000	5500	2000	2997	117
	1300/1500 fwd	65-73	3000	2000	850	400	1296	86
	1300TC fwd	65-70	3250	2250	1000	500	1296	93
	Dolomite 1850	72-81	3200	2200	1000	500	1854	100
	Dolomite Sprint	73-81	8500	5500	2750	1350	1998	117
	Acclaim	81-84	1650	1000	500	250	1335	97

TUCKER (tuckerclub.org)								
	Torpedo	48	1.3m	1.15m	1m	n/a	5474	120

TURNER Turner Register (01895 256799)								
	803/950 Sports	55-59	12,500	9000	5500	2000	948	90
	Climax	58-66	17,500	15,000	10,000	5000	1098	102
	Mark I/II/III	59-66	16,000	12,000	7500	3500	1498	100

TVR TVR Car Club (01952 822126)								
	Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
	Griffith 200/400	63-65	65,000	52,500	40,000	30,000	4727	155
	Tuscan V6	69-71	30,000	22,500	15,000	10,000	2994	125 ▲
	Vixen S1-4	67-73	17,500	13,000	7000	4500	1599	107 ▲
	1600M	72-77	11,500	8500	4250	2500	1599	105
	2500M	72-77	11,000	8000	4000	2250	2498	109
	3000M/Taimar	72-79	13,000	9500	5000	2650	2994	121
	3000S convertible	78-79	14,500	10,500	6250	3500	2994	119
	Tasmin/280i inc 2+2	80-87	5500	3750	2200	1100	2792	128
	Tasmin/280i con	81-87	6000	4400	2500	1500	2792	126
	Tasmin/350i inc 2+2	83-89	6000	4750	2500	1400	3528	136
	V8/350i convertible	83-89	7000	5250	3000	1750	3528	130
	390SE	85-88	7500	6000	4000	2200	3905	143
	400/420/450 SEAC	86-91	15,000	12,000	8500	6000	4441	165
	400/450SE	88-91	9500	8000	6000	4000	4441	155
	S 2.8/2.9	86-92	6850	5000	3250	1600	2922	141
	V8S	91-94	15,000	11,500	7500	4750	3943	150
	Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161
	Griffith 500	93-00	19,500	16,000	12,000	8250	4988	161
	Chimera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152
	Chimera 450/500	96-03	15,500	12,500	9000	7000	4988	162
	Cerbera 4.2	96-03	21,000	15,000	10,000	7000	4280	180
	Cerbera 4.5	97-03	32,000	28,500	23,000	20,000	4441	195
	Cerbera Speed Six	00-03	22,500	20,000	16,000	12,000	3948	170
	Tuscan Speed Six	99-05	27,500	25,000	20,000	16,500	3996	184
	Tamora	02-06	22,500	19,000	16,000	12,000	3605	
	T350	02-06	32,000	26,000	21,000	15,000	3605	
	Sagaris	04-06	69,000	59,000	n/a	n/a	3996	

VANDEN PLAS VoP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS								
	4-litre Princess	57-68	13,500	10,000	4500	2000	3995	89
	3-litre I/II	59-64	7500	5500	2600	1350	2912	105
	4-litre R	64-68	8500	6500	3200	1500	3909	110
	Princess 1100/1300	63-74	4750	3250	1500	700	1275	87
	1500/151/7	74-80	2250	1500	700	300	1748	90

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)								
	Wyvern/Velox L sal	48-51	5500	3950	1650	900	2275	75
	Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82
	Cresta E	54-57	11,500	8000	3000	1500	2262	84
	Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94
	Victor F	57-61	6000	4500	2100	1000	1507	74
	Victor FB	61-64	3650	2650	1200	600	1594	77
	VX4/90 FB	61-64	4300	3200	1500	750	1507	88
	Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94
	Victor 101 FC	64-67	3350	2250	1050	525	1594	83
	VX4/90 FC	64-67	4000	2750	1400	750	1594	89 ▲
	Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99
	Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95
	VX4/90 FD	69-72	3750	2500	1200	650	1975	98 ▲
	Ventora FD	68-72	4400	2600	1250	650	3294	105
	Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100
	VX4/90 FE	73-76	4200	2750	1250	700	2279	104 ▲
	Ventora FE	72-76	4000	2400	1100	650	3294	106 ▲
	Viva HA	63-66	3200	2100	1000	600	1057	76
	Viva HB	66-70	3000	2000	900	450	1159	82
	Viva Brabham HB	67-68	5000	3750	1750	750	1159	90
	Viva HB GT	68-70	6750	5000	2250	1000	1975	101
	Viva HC	70-79	2600	1750	800	400	1256	83
	Firenza/Magnum	72-78	4750	3250	1400	650	VAR	100 ▲
	Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119
	Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117
	Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
	Astra GTE MkI	83-84	7500	6000	3250	2000	1796	110
	Astra GTE MkII	84-91	5000	3500	1750	850	1998	134
	VX220	00-05	10,500	8500	6500	4000	2198	137
	VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151

VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs W57 8SB								
	Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	66
	Cabrio	49						

