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Buying a £15k **Quattroporte** safely

Pro chauffeur tests a **Jag MkIX**

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TARGA TIME

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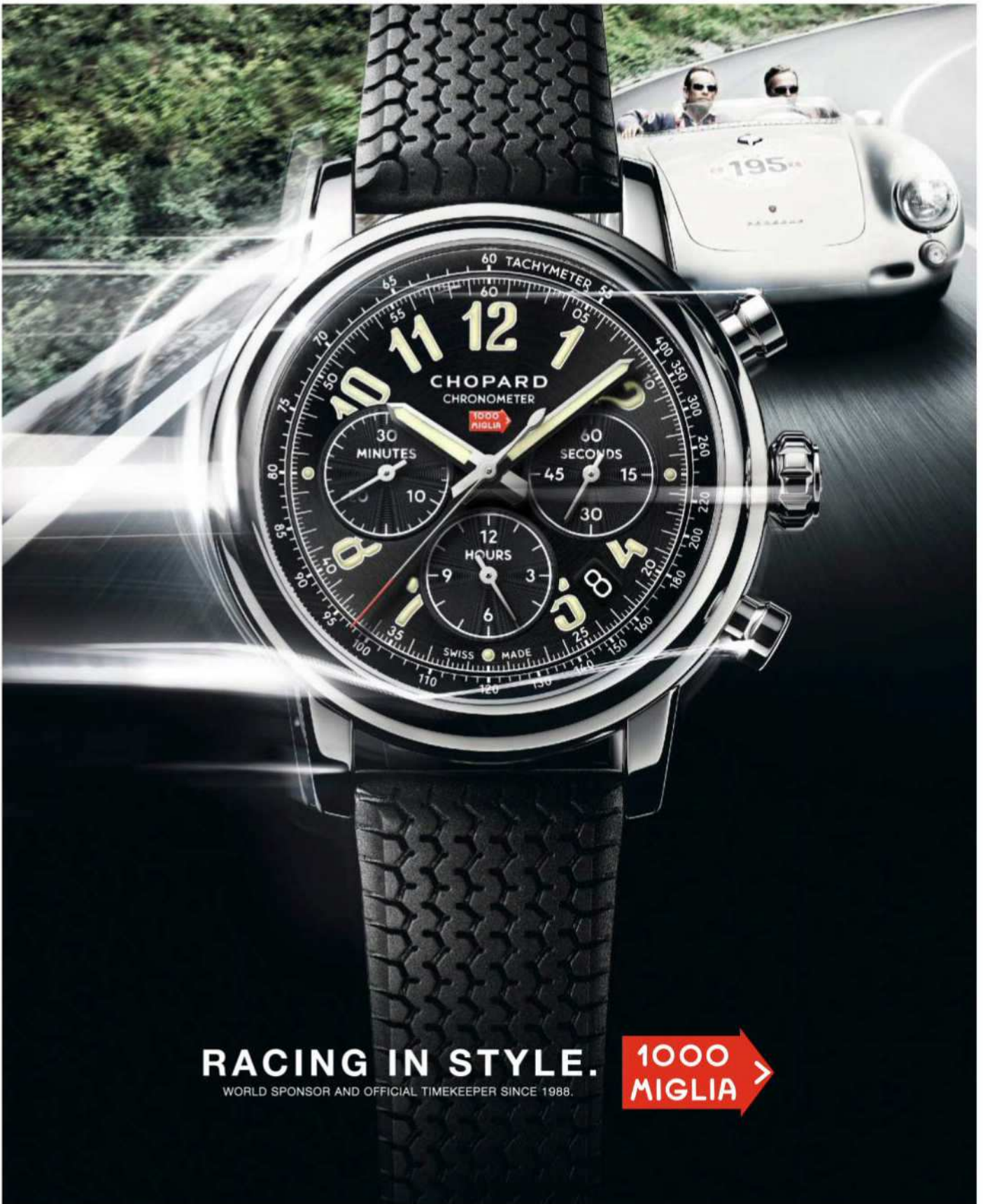


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Welcome

July 2018 Issue 540

Why targa-topped cars can transport you back to a lost era and how depreciation creates crazy possibilities

There's a moment of mild humiliation that my fellow Le Mans travelers love to remind me of over a campsite beer. It was the year I surprised them all by turning up at the Portsmouth ferry terminal with the TVR Griffith 500 bought just a few days earlier, then had them all disabled with laughter shortly after disembarkation when I pulled over at the roadside to drop the top. Out came my luggage, followed by my tool kit and finally the spare wheel. Because that was the only way to fit the hard centre section of the roof into the deep but short boot. By the time I'd piled all of my belongings back in, the clouds looked poised for mischief.

The arrangement of soft folding rear section and lift-out centre panel offered the

versatility of a snug coupé, full convertible or semi-open targa position. Convenience wasn't one of the benefits. Triumph TR4A aside, the targas that Sam gathered for our North Yorkshire jaunt are easier to live with, and as he points out, all of them represent a near-extinct style of motoring, one that fell between the camps of buyers who valued the uncorrupted motor sport image of a performance coupé, and those who wanted full immersion in the passing landscape. Now they're increasingly prized as much for their era-defining style as their unique set of benefits so we think now's a good time to grab one.

It's certainly a prime moment to buy a Maserati Quattroporte V, the best-looking saloon of its era and handily depreciated. Whenever my QP-owning friend pops over I find myself transfixed on the driveway



by a shape that manages to be elegant with a whiff of sinister, and a mellifluous exhaust burble hiding an underlying threat of animal. He'd be the first to admit that owning one demands commitment and a philosophical outlook but the daft smile on his face tells you it's worth it. Our buying guide could help make choosing one a sensible process. Almost. But if practical motoring were your priority, I guess you wouldn't be reading *Classic Cars*.

Enjoy the issue.

Phil Bell, editor



Phil's TVR Griffith - the apple of his eye but the butt of his friends' jokes

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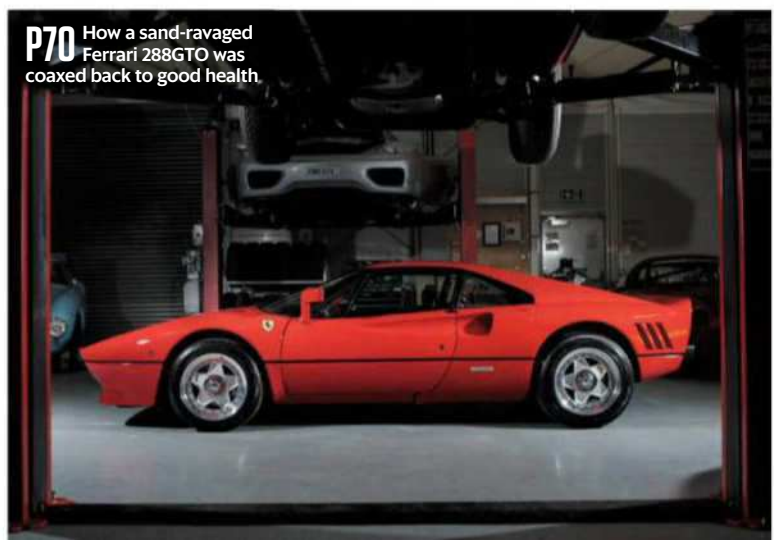
'As time passes, they'll look more classic than their conventional tin- or soft-top stablemates'



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'You could save 30 percent by buying while it's still damp'

Quentin Willson
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1951 BENTLEY R-TYPE CONTINENTAL SPORTS SALOON

Coachwork by H.J. Mulliner

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1934 ALFA ROMEO TIPO B MONOPOSTO

Chassis no. 5007



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[The List]

Your dream drive made real

'It really begs to be driven'

Retired trucker and chauffeur Michael Weight has long lusted after old Jaguars so we put him in a MkIX for the day. Man and car formed an instant bond

Words RUSS SMITH Photography DEAN SMITH

If it takes a portion of luck to get picked out of the many applications for one of our dream drives, today's candidate, Michael Weight, can be considered to have bagged an extra helping. He was originally lined up to drive the MGA Roadster that appeared in the April issue, but had to drop out just beforehand due to illness. When another of his top ten came up just three months later, it seemed only fair to call Michael first, and this time he was fighting fit.

Keen too, given how early he arrives for our rendezvous with Bill Riches, the owner of the stunning Jaguar MkIX you see here. Bill has owned the car for nine years, and it has still only covered 39,500 miles, due partly to having been stored for much of the Seventies and Eighties. It was also owned for a while by former Lord Mayor of London, Sir Anthony Jolliffe, who spent a substantial sum bringing the car up to scratch - and several thousands more having a mahogany scale model of the car handmade, which Bill also now owns.

Michael walks round the car beaming broadly. 'It's wonderful - my wife would love this. I was a private chauffeur and dreamed of driving one of these since I was a youngster. They've got style. Just seeing it takes me back to my early motoring days in a Thirties Jowett Blackbird. We used to go to the grounds of stately homes for picnics and would see cars like this. But then their owners would come to look at the Jowett because it was already quite a rarity even then, which would have been the early Sixties. I can't wait to get behind the wheel!

There's limited scope for driving enjoyment at the busy southern end of Essex, so we point the car north towards Braintree and some more open roads. That allows Bill to give Michael a quick briefing on driving the car, then we find a layby and it's time for Michael to take the wheel. He doesn't take long to adapt. 'I seem to have spent most of my life behind steering wheels, whether it was trucks, limos, towing or running off-road driving courses. I've driven a few with separate starter buttons and I do like that in a car,' he says, smiling as he turns the small key and thumbs the engine back into life. Michael's inbuilt professionalism is quickly evident as his hands and eyes run over all the controls and you see him become as one with the car. He slips the gear selector into 'D', releases the umbrella handbrake and we're off. After a short while he nods, 'Very comfortable. I thought I may have to readjust the seat, but just sat in the luxurious big bench and all the controls just fell into my hands. This is some car, it really is. Only the column shift for the automatic feels strange and a bit clumsy at first, but it works well enough and you don't have to use it much anyway.'

As an aside, Bill pointed out to us earlier that the column shift was the reason these cars were fitted with two small batteries - there is no room under the bonnet for one large one, so they sit either side of the shift mechanism. They were originally six-volt



Michael gets to grips with the instruments, including Intermediate Speed Hold



MICHAEL'S DREAM DRIVE LIST

Jaguar MkIX

'Reminds me of stately home picnics in the Sixties'

Bentley 4.5 Litre

'I've wanted to drive one ever since I saw *The Fast Lady* in the Sixties.'

Jaguar XK150 dhc

'I have a thing about Jaguars and love the bulbous styling - more so than the 120/140. It's faster too.'

Porsche 911 Turbo 3.0

'I'd love to feel the force before it's too late!'

Mercedes-Benz 300SL Gullwing

'When I was a kid, a friend's car dealer dad had one in. I was promised a ride but am still waiting.'

Austin-Healey 3000

'Just a car I've always liked. I'd love to know how it drives.'

MGA 1600 roadster

'I loved these as a boy. I had MGA stickers all over my pushbike.'

Jaguar Mk2

'I went to the Nürburgring with a pal in his Maserati. One of these came past and we couldn't catch it.'

Bentley S3

'I've driven plenty of modern Bentleys but these are the ones with all the style.'

Jensen Interceptor

'I can still picture one that drove past some park gates in the Sixties. I swore I'd own one before I was 30...'



'Modern luxury cars don't feel as special as this. It has real character; you don't get that in anything built in the last 30 years, it's all been dialed out'



Let's hope these won't be required today, but they're good to see, just in case...



Set against a slim walnut dash, the steering wheel brings Michael's knuckles close to the windscreen

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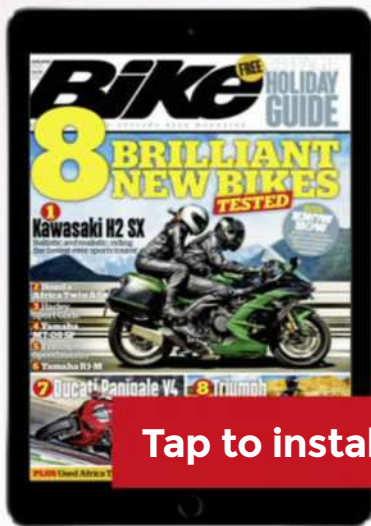
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units in series, but they are hard to get and not great for starting so he has now fitted a pair of 12-volt units in parallel - something other MkIX owners have copied.

Back to Michael, 'It's very light on the steering, but that's something I'm quite used to on more modern luxury cars. None of those feel as special as this though; it has real character and you just don't get that in anything built in the last 30 years or so, it's all been dialled out.

'One thing you really do notice is how close the rim of the steering wheel is to the windscreen - like I'm going to catch my knuckles on it, though I never do. I know there's an adjustment so I could pull it closer to me, but this is where I want the wheel to be for the best car control.


'I wanted to be a racing driver when I was younger - who didn't? I had the lessons but not the cash. I did do a bit of rallying when I was in the army; we won our class in the 1970 BAMA [British Army Motorsports Association] London Rally in a Lotus Cortina.'

Some of that driving prowess is starting to come out as Michael really starts to get to grips with the big Jaguar's handling. On one particularly well-sighted double left-hander he uses all the road and gets quite a lean on, caressing the wheel with that calm and perfect smoothness of control that marks out a professional driver.

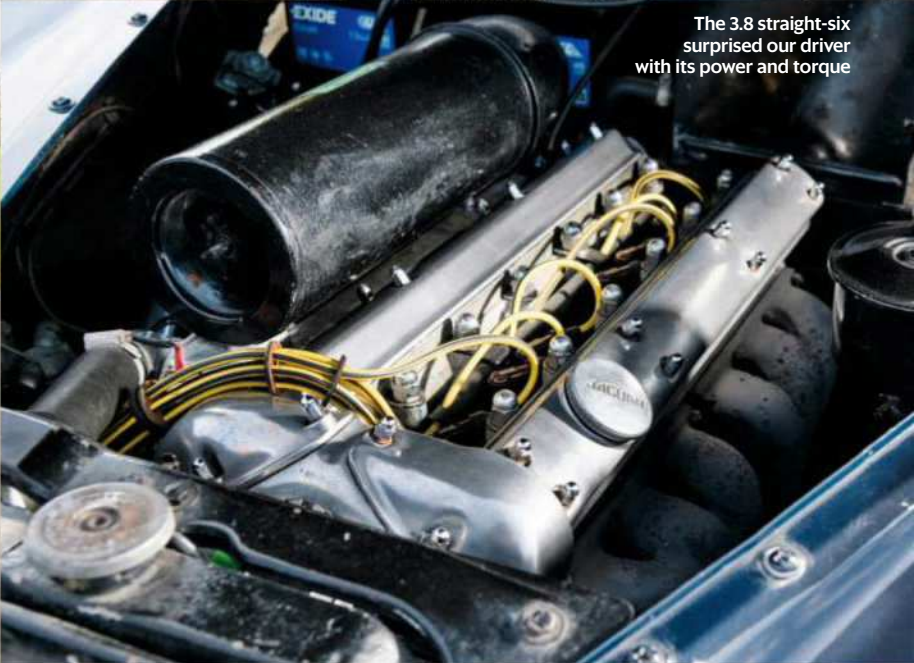
'As we approached the bend, going faster and faster, I thought I could hear the car shouting for more'

My grin and raised eyebrows are met by, 'I watched Bill while he drove, the way the vehicle was behaving and reacting, so knew how far I could take it and drove accordingly.


'As we approached the bend, going faster and faster, I thought I could hear the car shouting for more, so my foot went further down on the pedal. Approach the first bend, line up the inside wheel, slight turn left, into the apex, bit of a lean. All the time the car seemed to want to go even harder; so did I. Through the bend and into the next part, foot a bit further down, feeling the tyres so securely gripping the road, the chassis and body going with the flow. A bit more leaning, more right steering, out of the second bend and we were away - the car shot off like a bullet from a gun with the door handles smiling at the road surface, in a manner that seemed to say, "That's good, but not quite good enough". It was then I realised here was a car that could have gone even further given more run-up and bravery - but not once, not for a fraction,



The expression on Michael's face says it all – the MkIX has been lovingly maintained



The 3.8 straight-six surprised our driver with its power and torque



Jaguar MkVII-IX saloons offered among the best performance and handling in their class. They still impress six decades later

did I feel insecure, threatened or uncomfortable. Quite the opposite in fact, I felt as though I'd been driving this car all my life?

If anything it felt even more dramatic from the passenger seat, what about from the outside? Bill was watching and greets us with a broad grin. 'That looked great! They really handle, don't they?'

Needing a break and some refreshment, it looks like that might mean quite a diversion. Google Maps shows us in both the middle of Essex and the middle of nowhere. Then while rounding a bend we spot a sign at the entrance to a small airfield, 'Café Open - All Welcome'. Perfect! They happen to do a good line in sausage sandwiches and mugs of tea too. Not only that, but overlooking the ranks of Cessnas and similar light aircraft near the control tower is a retired French Mystère jet fighter that looks almost current but turns out to be of similar vintage to our Jaguar. The motoring world still had a lot of catching up to do in 1959, with its cuddly curves ever more at odds with the products of the jet age passing above.

Talk then returns to earth and back to the Jaguar. To be honest, Michael has barely taken his eyes from it, despite aerial distractions. 'The thing that really

stands out is that the Jaguar is so much quicker than I expected it to be. Then again, in its day this was probably the height of motoring - except maybe for a Rolls-Royce, and I cannot imagine one of those would match it in performance and handling. These cars were a masterpiece of British engineering and a great credit to the people who are able to buy, restore and refurbish them, so that tomorrow's generations can appreciate them when we have gone - they would be fools not to. They've always looked so special to me, and it's nice to see one that still has its Lucas J headlamps fitted. There's always been something for me about those delicate high-mounted sidelamps that adds to the car's appearance too.'

Time to put some more miles under the tyres. Michael has obviously got the hang of being behind the wheel now, hopping in and starting the engine like he's owned the car for years. 'I suddenly feel completely at home in this. On the way down today I had wondered what lay in store for me. I have seen lots of these MkIX Jaguars roaring round motor racing circuits of the UK and Europe on photos and in films - even when I've been marshalling and competing in the

1959 Jaguar MkIX

Engine Iron block/alloy head 3781cc in-line six-cylinder, dohc, two SU H6 1.75in carburettors
Power and torque 220bhp @ 5500rpm; 237lb ft @ 3000rpm
Transmission Three-speed automatic, rear-wheel drive
Steering Burman recirculating ball
Suspension Front: independent by wishbones, torsion bars, telescopic dampers and anti-roll bar. Rear: live axle with semi-elliptic leaf springs and telescopic dampers
Brakes Discs front and rear, servo-assisted
Weight 3976lb (1804kg)
Performance Top speed: 114mph; 0-60mph: 11.9sec
Fuel consumption 14mpg
Cost new £1995
Classic Cars Price Guide £14,000-£37,500

Michael enjoyed the elegance, performance and wieldy handling for such a large car



MICHAEL WEIGHT'S CAR CV
Sadly most photos of Michael's many cars have been lost, but here are some highlights

1932 JOWETT BLACKBIRD

'This car is very significant to me because it was originally my stepfather's, and was the car I passed my driving test in, in 1963. It was a large four-door saloon with a 907cc flat-twin, crash gearbox and a central accelerator pedal.'



1963 FORD CORTINA GT

'Had wide wheels and would go like a bullet, but jinxed. We went on our honeymoon in it in 1972 and the exhaust fell off in Plymouth. My wife's colleague recognised it as an old rally car. He had a photo of it, several feet off the ground.'

1953 FORD ANGLIA

'I bought this one for cash, but unfortunately when I got halfway home the engine packed up so I had to walk the rest of the way back. I had enough money left to either repair the engine or to go on holiday. I ended up having a lovely week in Blackpool.'

1976 VAUXHALL VICTOR FE2300

'I owned this for two years and used it as a private hire car. I traded in a Viva HA for it in Luton and wasn't used to the power. I pulled onto a dual carriageway and passed a car, then realised I was doing 90mph!'



1983 VAUXHALL CARLTON

'An immaculate car that I used for my towing service. The downside of that was that when towing it used about as much oil as petrol. Also, it had been a doctor's car before and the boot always smelt... medical.'



past. But I needn't have worried about its bulk - it's just a beautiful piece of machinery. It also has a remarkably tight turning circle for such a large motor car.'

He's even picked up on the Jag's twin tanks, noting that the fuel gauge is getting low, and flicks the switch between the left and right tanks. The gauge now shows plenty, so we continue, with a mental note made to replenish the left-hand tank later. With some more bends to be enjoyed Michael remarks, 'The Jag really is begging to be driven, and that's how I like it. You should always think all the time when steering a car, and this car makes you think. With moderns a lot is done for you, which is clever but boring; with this you have to do it all and that's better for me.'

'I'm a big F1 fan but wouldn't want to drive one of the current era cars - they're too biased towards the technology and electronics side of things. Some of those old cigar-shaped cars though, now you're talking. They're all about feel and driving by the seat of your pants.'

Back on a main road and cruising at a comfortable clip, Michael relaxes and reflects, 'It's not really about specifics, it's the car's whole aura that's special. And it's so much better than my expectations. That's the bonus. Having thought for most of my life that I'd only ever look at them would have been enough for me. But driving one today is brilliant; I'm on cloud nine, which is fitting what with it being a MkIX!'

'It is so engaging in every aspect - it has no problem keeping up with all modern day traffic, and when kickdown is brought into play it even manages to leave some modern day cars far behind.' That ability is ably assisted by the Intermediate Speed Hold that Bill had keenly pointed out earlier - a switch on the dash you use to prevent the Borg Warner DG gearbox shifting into top too soon, which they are prone to do. It makes for safer overtaking manoeuvres, among other things.

We're nearly back at Bill's home now. 'I'm going to miss the high-pitched purring of the Jaguar engine when I get back in my daily,' Michael muses. 'It's been a terrific day; I'll certainly sleep well tonight, probably dreaming of Jaguars.'

'The only thing that could be better than driving this car would be winning the lottery and buying one. And yes, in answer to your next question, I would love to buy a MkIX Jaguar.'

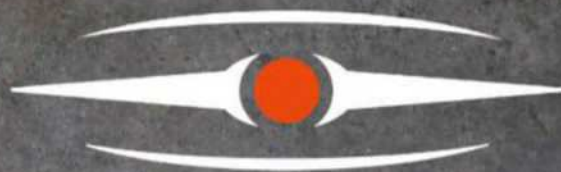
Thanks to Bill Riches and Alan Harris of the Jaguar Drivers Club, and Andrewsfield Aviation.

[Want a Drive?]

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



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Codebreaking the Ford Mustang

Certain engine codes are sought after and some are rarer than the Shelby variants

Not many people have heard of a Mustang X-Code - hardly surprising because it was a one-year-only 1968 model with just 733 ever built. But tiny-volume US muscle cars have a growing following in both the States and Europe, and eagled-eyed collectors know that a single letter in an engine code can add tens, sometimes hundreds, of thousands to values. K-Code Hi-Po and R-Code 428 Mustangs, big-block Corvettes and R/T Dodge Chargers have all performed strongly over the last few years as big demand shores up values.

Back in 1968 the US auto industry, faced with petrol prices that had risen to a terrifying 35 cents a gallon, was struggling to offer performance iron that delivered credible fuel economy numbers. Ford took its 6.4-litre 390 Mustang V8, substituted a two-barrel carburettor instead of a

four-barrel, lowered the compression ratio, fiddled with the valve springs and camshaft and deleted the manual transmission option. As an experiment for the '68 model year to test customer reaction to a new culture of fuel economy the timing wasn't ideal because just after the X-Code appeared in brochures the *Bullitt* movie premiered in US cinemas with Steve McQueen frantically sliding that full-fat Highland Green '68 fastback around San Francisco. Suddenly, nobody gave a stuff about gas mileage.

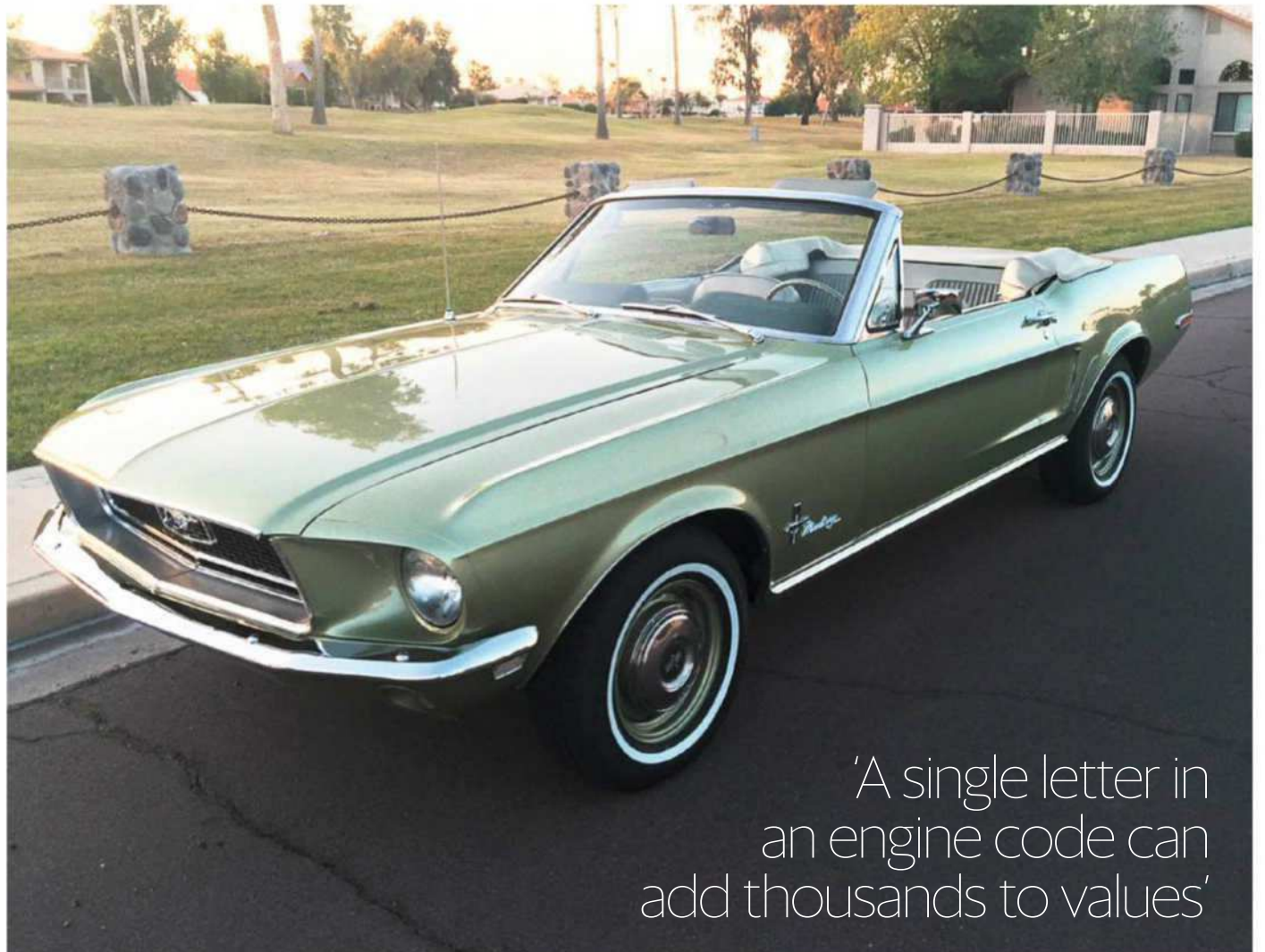
With just 477 coupés and 187 fastbacks produced, the rarest X-Code Mustang is the convertible, with just 67 built. A fine specimen is on Los Angeles Craigslist at £39k. Matching numbers and well-restored with 74,000 miles and original ID tags,

panels, glass and interior, it's the only X Code ever built in Lime Gold with Ivy Gold trim and a Parchment power top. Surprisingly there's another on the market:

Geevers Classic Cars in Astén, Holland is offering an X-Code convertible in Night Mist Blue, also in fine condition with matching numbers, for £46k. And while the X-Code may develop slightly less power than the stock 390-4V, these two convertibles currently for sale are numerically even rarer than the hallowed '69

Shelby GT350 and GT500 convertibles or the legendary '71 429 Cobra Jet. This is an unusual moment in time when two of some the world's rarest Mustangs are being offered in the same month, both at reasonable money. This may not happen again for a while. Find another, if you can.

VALUE 2010
£24k
VALUE NOW
£35k



'A single letter in an engine code can add thousands to values'



Time to hunt for one of the last affordable Series 1s

Early Fifties Land Rovers are hot right now. JLR's Classic division is selling all the Reborn specimens it can rebuild at around £100k a pop and the London trade is now offering minters at £70k plus. I've even seen rusty low-chassis-number 80-inch projects up at £45k. But while the general market catches up with this explosion in values you can still come across S1s at pre-hype money.

A private seller in Hamilton, Scotland, has a nice mellowed 1955 86-inch older rebuild that's driving well, with tax and test, for £10,995, while a Glasgow seller has a worn but reliable 1956 daily driver with full history, 12 years' previous ownership and matching numbers for £10,500. A couple of months of DIY fettling and detailing could easily double the potential values of these two.

VALUE 2012
£9500
VALUE NOW
£26k

And that's the great thing about the S1s – as long as you start with a solid survivor you can do so much at home to smarten things up. Home-market cars are the most desirable and matching numbers (now very rare) add lots of value. The pre-1954 80-inchers with their 1595cc engines are the Holy Grail but most will have the later 1995cc engine. Diesels are scarce but impossibly slow and really only for die-hard collectors. Anything built in 1949, 1950 or 1951 is really special and highly prized. You'll need to check there's an original build plate fitted on the driver's side bulkhead near the high/low lever and check the number against the V5C and heritage records. With Land Rover's 70th birthday celebrations in full swing I can't see nice Series 1s going down in value any time soon.



Keep a close watch on launch-year Aston Martin DB9s

With prices of modern high performance stuff falling, you can now buy an early Aston Martin DB9 for the price of a DB7.

The graphs of appreciation and depreciation have crossed and £32k gets a fine example of either.

But while Ian Callum's DB7 is a card-carrying classic, the V12 DB9 is in a different league. With 186mph and 60mph in 4.9 seconds the DB9 is quicker, more refined and infinitely more desirable than a DB7 and – if you can find one of the rare six-speed Graziano manuals – it's becoming collectable.

Designed by Henrik Fisker with an alloy body and the 5.9-litre V12 from the Vanquish, the DB9 was launched at the 2003 Frankfurt show. Modern, cool and sexy, it took Aston into a new era and was a significant shift away from its long heritage of building dated and unprofitable supercars. Find

VALUE 2012
£40k
VALUE NOW
£32k

a 2004 DB9 and you'll own just one of 468 built for the European market. Its these launch year cars we should be looking at while prices tumble.

As *Classic Cars* went to press, Silverstone Auctions was offering a 2004 auto in Silver with 53k and full history for an estimated £26,000. Runnymede Motor Co in Windsor has another 2004, a rare manual in blue, with 51,000 miles and 14 stamps in the book, for £32,950.

While the market is going wobbly it's possible we'll see reasonable-mileage DB9s with history fall below £30k. The sat nav may be hopeless, the rear seats useless and the instruments hard to read, but the DB9 has enormous desirability. Watch that Silverstone auction car carefully – if it sells for less than £30k it's a new benchmark which will make all early DB9s tantalisingly affordable.

CLASSIC ON THE CUSP



BMW 760Li (E66)

BMW's long-wheelbase V12 7 Series was born in a pre-recession world. Back then excess was a badge of rank and the superlatives piled up – plush, fast, huge, silent, smooth, rare and, above all, selfish. The 21st century equivalent of a long-wheelbase Rolls-Royce Silver Cloud (ironically it shares engine architecture with the current RR Ghost), the lengthened 760 was the ultimate luxu-limo for CEOs of PLCs.

Like almost all limousines early depreciation had the downward momentum of a falling Steinway. Back in 2003 you could spec up a 760Li and shell out nearly £100k. That same car with a modest mileage 15 years later is now worth ten grand. Cragairn Cars in Kirkcaldy, Scotland, has a mint Orient Blue 2003 with 64,000 miles and £12,800 of factory extras for just £9995. And it comes with a full BMW dealer history plus a titled owner in the V5. What's not to love?

Don't get me wrong, a ten-grand 760 won't be an investment, but as something utterly wonderful for discreet weekend wafting it's worth losing £5k for a couple of years of feeling like Bill Gates. It might not even cost you that much because there are only 117 examples registered on the DVLA database so they're rare enough to develop desirability.

As well as the extra length, you also get soft-close doors, heated, cooled and massaging front and rear power seats, rear-window blinds and side curtains, TV, dynamic damping and your very own iDrive control in the rear compartment to override the chauffeur's one up front.

A private seller in Solihull has a 2007 in Burgundy with 57k, full history and a nice private reg for £13,000. And if you really want a keeper how about this one? Advertised in Manchester is a 2003 in silver with just 7000 miles from new and described as 'totally perfect' for £19,300. And yes, I hear you say that any big bills could easily contain four figures, but apart from high-pressure fuel pumps and the need for a gearbox service at 50,000 miles, the trade says 760s aren't that bad. But this is one used super-saloon that categorically needs a full BMW dealer history complete with a sheaf of receipts.

Therefore, shop with great care and only go for sensible-mileage cars and you should be OK. The 760Li was a neo-classic from the day it was born, but having withered down to as little as £10,000 they've become a compelling opportunity.

COST NEW
£90k
VALUE NOW
£10k

MORE
QUENTIN
WILLSON
p 45

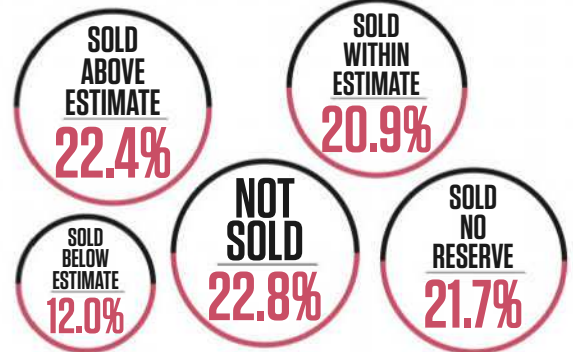


Affordable cars sell strongly

Forget the fancy stuff – it's the market for everyday classics that's rocking

Bucking the early-year trend just mentioned by Quentin, Anglia Car Auctions managed an impressive 77.1% sale rate from a bullish offering of 258 vehicles on 14 April. This end of the market – affordable classics for enthusiasts – is still going strong. Less than two weeks later, rival SWVA did even better with an amazing sale rate of 94.7%, though admittedly it was for a rather smaller catalogue of 76 cars.

Some of ACA's success came from offering 22% of the cars with no reserve, but that's not unusual these days and seems to encourage sales without noticeably denting the prices achieved. Perhaps even more significant was that 22.5% of the cars sold for above top estimate, and the repetition of that keeps pushing up values of good everyman classics. That's a situation they can only dream of at the six- and seven-figure end of things, where sales and prices remain depressed.



The year's biggest classic car auction so far (by far) produced a strong result across the board for ACA at its April 14 sale.



While the market for high-end classics is depressed, affordable cars are selling well

Market indicators *Some trendsetting results for relatively modest metal foreshadow a slew of similar offerings*



▲ 1969 Morris 1000 Traveller £23,520

Brightwells, Bicester, April 11

This amazing price was completely out of the (Trafalgar?) blue and the kind of result that brings the likelihood of a glut of Travellers at future sales. No matter how good this car was – try a very or two – one wouldn't normally venture far north of the £9700-£11,500 estimate, so why in this case? Instant gratification, I believe. This is still less than you'd pay to have one professionally restored to a similar standard.



▲ 1962 Lotus Seven SII £33,920

Anglia Car Auctions, King's Lynn, April 14

Some cars take your breath away, and the restoration of this Seven was period correct and absolutely flawless. I'm sure they never looked this sharp in 1962. Issued with a Lotus Classic Provenance Certificate, it has covered just a few hundred miles since that resto. The car's only flaw is that it has become almost too good to use for fear of tarnishing it. That might explain why it didn't beat its £30k top estimate by more.



▲ 1972 Triumph TR6 £28,325

Barons Auctions, Sandown Park, April 21

The TR6 has always been the cheaper entry-level way into TR motoring, held back by weight of numbers and less classic styling than earlier models. Since the rise of interest in Seventies' styling that has been changing, and the gap from these to TR4s is now slim to none – for the right car. Like this – a 150bhp CP-code TR6 in Sapphire Blue with 4000 miles since a body-off resto. £10k above top estimate, this is the new reality.

Prices fall for evolutionary Testarossa

Ferrari's 512TR has always been considered a cut above the Testarossa that it evolved from. In the number-sensitive world of Ferrari fans, not only were there just 2261 built – significantly fewer than the 7177 Testarossas – but the 'evo' packed an extra 38bhp along with other dynamic improvements and visual updates.

All that has meant that in the past there was around a 30 per cent premium to pay for the 512TR, but that gap has roughly halved in

the last year. We've already reported on falling Testarossa values, but the 512TR has been even harder hit.

At the top end perhaps £15k has been wiped off their prices (selling, if not asking). Where we're at now was highlighted by a result at the last Artcurial sale where a smart and well-historied 512TR with 60,000km (37,000 miles) just scraped past its low estimate to sell for £92,411. Not long ago you would have expected nearer £120k.



MGB GTs are now challenging roadsters

There's been a subtle shift in the MGB market. Along with most things British and affordable (see main story) the B roadster continues to sell well – in fact a little better than in the last few years – but the real demand is for GTs, all models of which have consistently performed well at auction this year.

Brightwells recently offered an older-restoration 1970 model with a reasonable £6000-£7000 estimate and saw it sell for a heady £10,192.

A few days later a rubber-bumper 1977 GT in black went to £4664 against a £3500 top estimate, despite only having a short MoT. Even more significantly,

a stunningly good and original two-owner 1973 GT at the same sale was offered at no reserve and made £20,140. That's very much the kind of price you'd expect a roadster with similar credentials to achieve.



▲ 1992 Jaguar XJS 4.0 £18,020

Anglia Car Auctions, King's Lynn, April 14
The long-predicted and awaited rise in XJS fortunes is really in full swing now, led as ever by those cars with a bit special going for them. This six-cylinder 62,000-miler was sharp as you like and had the history to back it. ACA's estimate of £11,000-£14,000 would probably have been spot-on last year, but demand has picked up and plenty of keen bidders pushed this to a new level.



▲ 1987 Volvo 240 GL auto £8384

South West Vehicle Auctions, Poole, April 27
SWVA said in the catalogue that it expected this to exceed its £1000 top estimate, but probably not by this distance. It was a one-owner car that had picked up a 'Best in Class' at a regional Volvo event, but we're still flummoxed. The mileage was an unexceptional 83,600, and it had the less popular auto 'box'. There has been a steady rise in all 'big box' Volvo estate values in the last year.

PRICE GUIDE MOVERS

▲ On the up

The empirical data confirms that everyman enthusiast favourites are in vogue – look at the Lotus Carlton, Porsche 924 and Ford Consul Capri GT go

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo Giulia GTA 1300/1600	65-71	250,000	200,000	150,000	100,000	+14%
Aston Martin V8 Vantage	93-00	160,000	130,000	85,000	50,000	+6.6%
Aston Martin Vantage V600	98-00	200,000	160,000	105,000	65,000	+6.6%
BMW 503 coupé	56-59	140,000	105,000	75,000	52,500	+7.6%
BMW 507	56-59	1.75m	1.4m	1.25m	1m	+17%
BMW 2002/Touring	68-75	12,500	8000	4000	2000	+4.1%
BMW M1	79-80	325,000	250,000	175,000	140,000	+8.3%
Citroën GS/GSA	70-85	4000	2650	1100	550	+6.6%
Daimler Majestic Major	60-68	20,000	15,000	7500	3000	+90%
Daimler Sovereign (420)	66-69	16,500	12,500	5750	2500	+18%
Daimler Double-Six (XJ6) SI	72-73	15,000	10,250	4750	2000	+25%
Daimler Sovereign SII/III	73-86	9000	6000	1850	750	+29%
Daimler Double-Six SII/III	74-86	11,000	8000	3500	1300	+10%
Ferrari 250 Cal' Spider lwb	58-62	9m	7m	5.5m	4.8m	+5.8%
Ferrari 500 Superfast	64-67	2.1m	1.8m	1.4m	1.2m	+5.0%
Ferrari Mondial cabrio	84-94	39,500	28,500	18,250	12,000	+2.5%
Ford Consul Capri GT	63-64	21,000	14,000	8000	3500	+40%
Jaguar E-type 4.2 SI roadster	64-67	175,000	130,000	90,000	60,000	+6.0%
Jaguar E-type S1.5/S2 roadster	67-70	120,000	80,000	45,000	28,500	+20%
Jaguar XJ-S V12 con	88-91	16,000	11,000	5000	2400	+6.6%
Jaguar XJS V12	91-96	9000	6000	3200	1600	+5.8%
Jaguar XJS V12 con	91-96	15,000	10,500	5000	2500	+7.1%
Jaguar XJS 4.0	91-96	9000	6000	3000	1500	+9.0%
Jaguar XJS 4.0 con	92-96	14,000	10,000	6250	3750	+3.7%
Lancia Fulvia coupé	65-76	14,000	11,000	5000	2400	+3.7%
Lancia Beta saloon	73-84	3600	2250	1000	450	+31%
Lancia Beta Coupé	73-84	5000	3250	1400	700	+8.3%
Lancia Rally 037 Stradale	82-83	275,000	225,000	175,000	140,000	+10%
Lotus Carlton/Omega	90-92	39,000	26,500	17,500	10,000	+6.6%
Maserati 3500GT coupé	58-64	265,000	185,000	130,000	105,000	+6.0%
Mercedes-Benz 300SE-500SE sal	80-91	6500	4250	1600	500	+2.4%
Mercedes-Benz 500/560SEL sal	80-91	7500	5000	2000	800	+25%
Mercedes-Benz 230/300CE	87-93	5750	3750	1400	400	+15%
Opel Monza coupé	78-87	4400	3000	1400	600	+10%
Peugeot 504 cabrio	69-83	22,000	15,000	8250	4500	+4.7%
Peugeot 309 GTi	87-93	5750	3750	1850	900	+4.5%
Porsche 356B roadster	60-61	160,000	117,500	72,000	48,500	+19%
Porsche 911 2.7	73-77	38,000	29,000	17,500	11,000	+15%
Porsche 911S 2.7	73-77	46,000	37,500	24,000	16,000	+4.5%
Porsche Carrera 2.7 MFI	73-77	175,000	130,000	80,000	55,000	+9.3%
Porsche 924	76-85	6000	3500	1250	500	+8.5%
Porsche 924 Carrera GT	80-81	72,500	55,000	36,000	24,000	+3.5%
Riley Elf	61-69	8000	5650	2750	1300	+6.6%
Rover P5 coupé	63-67	13,500	10,250	5000	2250	+8.0%
Rover P6 2000/TC	63-69	8000	4500	2000	900	+23%
Rover P6 2000/2200/TC	70-77	7250	3500	1500	650	+3.2%
Rover SD1 Vitesse	82-86	7500	5000	2400	1200	+20%
Rover SD1 Vitesse TP	85-86	10,000	7500	4500	2500	+33%
Simca 1000 Bertone coupé	62-67	15,000	10,000	4500	2000	+50%
Simca 1200S coupé	67-71	17,500	12,000	5500	2500	+4.6%
Sunbeam Imp Sport	66-76	6000	4000	2000	950	+7.1%
Sunbeam Stiletto	67-72	6500	4500	2200	1100	+4.0%
Triumph TR6 'CP'	69-73	25,000	17,500	10,000	5500	+11%
Triumph TR6 'CR'	73-76	22,000	16,000	9000	5000	+10%
Triumph GT6 MkIII	70-74	14,000	9500	4250	1850	+3.7%
Volvo 144/164 sal/est	67-74	4750	3250	1500	850	+8.3%
Volvo 244/264 sal est	74-79	3500	2500	1000	500	+17%

▼ On the slide

More uncertainty at the blue-chip end of the market means another slump for collector-grade Ferraris; a 14% hit on a 166MM must smart at least a little...

Make and Model	Year	Concours	Mint	Good	Rough	%dwn
Audi Quattro Sport	84-85	290,000	220,000	180,000	n/a	-3.3%
Cistalia 202 coupé	47-54	235,000	175,000	140,000	120,000	-6.0%
Ferrari 166MM Barchetta	48-50	6m	4.5m	3.5m	2.85m	-1.4%
Ferrari 250 Europa SI/SII	53-55	1.8m	1.3m	900,000	725,000	-2.7%
Ferrari 250GTE 2+2	60-63	385,000	300,000	200,000	145,000	-3.7%
Ferrari 250GTO	62-64	36m	33m	n/a	n/a	-2.7%
Ferrari 250GT Lusso	62-64	1.3m	1.15m	1m	850,000	-7.1%
Ferrari 330GT 2+2	64-67	225,000	180,000	130,000	90,000	-6.2%
Ferrari 330GTC	66-68	450,000	375,000	325,000	290,000	-10%
Ferrari 365GTC	68-70	600,000	525,000	450,000	360,000	-4.0%
Ferrari 365GTB/4 Daytona	68-74	575,000	475,000	400,000	320,000	-2.5%
Ferrari 512TR	91-94	115,000	92,500	64,000	50,000	-4.1%
Ford Capri II/III 3.0	74-82	18,000	12,000	6500	3000	-2.7%
Jaguar XK8 4.0 fhc	96-02	7500	5250	2750	1500	-6.7%
Maserati 3500GT Spider	58-64	600,000	500,000	425,000	290,000	-4.0%
Maserati Bora	71-79	150,000	125,000	90,000	65,000	-6.2%



Confusion reigns over MoT exemptions

We clarify the new rules on how, when and if your classic car qualifies

On May 20 the UK's new exemption from periodic MoT testing came into force for most vehicles over 40 years of age under a Vehicles of Historic Interest (VHI) regulation. Note the use of 'most' – we'll come back to that later. There has been much debate and confusion over the new system, which the Federation of British Historic Vehicle Clubs (FBHVC) has been involved in sorting out. Careful study of the rules clears up the most common misconceptions.

The first thing to emphasise is that claiming VHI exemption for your car is entirely voluntary and you are free to continue getting your classic tested annually in the usual way.

Unlike road tax exemption, VHI applies at 40 years from date of first registration, and this will be picked up by DVLA records, though you can only apply for VHI testing exemption when your tax comes up for renewal. However, if your next MoT falls before that date, you don't have to get it tested. The DVLA computer will show the car as exempt. This gap-filler doesn't yet appear

on any official site, but the FBHVC has received clarification on the point and told us, 'The Department for Transport has to date said it does not intend to publicise the existence of this procedure, but there seems no reason why the FBHVC should not make our members aware that the keeper of a qualifying vehicle over 40 years old

You are free to get your classic voluntarily tested

is not at risk from prosecution for failure to take an MoT until the next relicensing date.

'The DVLA record is and will continue to be updated bi-monthly to the police. The police will therefore treat every vehicle over 40 years old as MoT exempt unless and until its record shows it is not exempt.'

The requirement to register a classic as a VHI to claim MoT exemption is also being applied to pre-1960 vehicles, which have not needed to be

tested since November 2012. They must now be registered as a VHI – at tax renewal – to continue to claim the exemption.

Now the sting – for some. VHI test exemption cannot be claimed for any vehicles (even pre-1960 ones that are currently enjoying freedom from testing) that have been 'substantially changed'. There is guidance on this on the *gov.uk* website, but it basically applies to any car that, in the last 30 years, has been fitted with a body, engine, chassis, subframes or suspension that is not of the original type. Classic replicas and street rods particularly spring to mind. These will need to be submitted for an annual MoT.

Another question has been what will happen to vehicles that have been off the road for some length of time – restoration projects, garage queens and barn finds, for example. As long as their existence is logged on the DVLA computer you should simply have to fill out a V112 VHI Declaration Form and take it to a Post Office with the car's registration document.

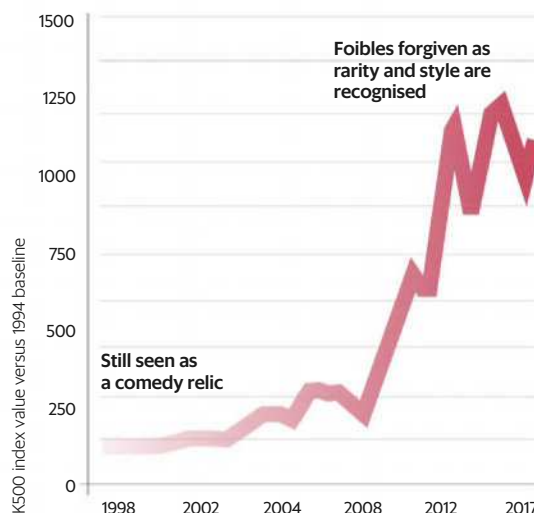
There's more info at classiccarsmagazine.co.uk.

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

De Tomaso Mangusta



K500's Simon Kidston says, 'Unkindly called the "Flexible Friend" thanks to its crude and undeveloped chassis, the Mangusta is an interesting curio from the late Sixties. Giugiaro's adventurous styling was a knockout, but a cramped interior made any journey in one more feat of endurance than adventure. A theoretical maximum of 155mph was really one for the birds – or angels, as some owners were to discover. Rarer and always having more class than the Pantera, at least the Mangusta had the good grace to retire when it knew its time was up.'



IN THE TRADE



MINOR TYRE REVOLUTION

Classic specialists Longstone Tyres has worked with Pirelli to develop a period-style 145R14 Cinturato CA67 whose design is optimised for use on Morris Minors. The tyres use the optimum combination of tread compound and sidewall flex and have been tweaked within allowed size tolerances to be a little taller to aid the car's gearing. A set of four is £399.60 fitted. See longstonetyres.co.uk for more details.



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One world champion from new

John Surtees' modified BMW 507 could make £2m at Goodwood Festival sale

The 'one owner from new' tag adds appeal and value to any classic car. When that owner happens to be a world champion on both two and four wheels, it could elevate a Talbot Horizon to collector status, never mind a BMW 507. But that's what Bonhams is offering at its Goodwood Festival of Speed sale on 13 July - the 507 that John Surtees was given half of by Count Domenico Agusta (he paid for the other half himself) as a thank you for winning the 1956 500cc Motorcycle World Championship for the MV Agusta team. He kept it for 60 years, until his death in March 2017. The car is being sold by his estate.

Along the way this 507 was tweaked to suit Surtees. He felt its 150bhp wasn't quick enough, so BMW breathed on the 3.2-litre V8 engine for him. It was then used by Dunlop to test brake discs and was fitted with a set to replace the standard drums.

We asked BMW specialist Dan Norris from Munich Legends for his opinion on the car and what it might fetch - Bonhams has coyly listed it as 'refer to department'.

'It's not the nicest of colours but I can't think that will be relevant in this case,' says Norris. 'Nor will the fact that the car has been modified to his personal specification - Surtees was simply a legend in his own trousers.'



Bike and car racing legend John Surtees with the BMW 507 he was half gifted by Domenico Agusta. He decided it wasn't quick enough so had the engine tweaked

'We nearly had this car in for comparison purposes when working on BMW's own 507 for its centenary - I believe there are only two in the UK because nearly all of those made went to America - but the Surtees car's modifications made it unsuitable.'

'Despite the fact that most of the 252 built will have had owners who were famous in some way - they were the only people who could afford a car built to rival the Mercedes-Benz 300SL Gullwing in the first place - this is a bit special. I will be fascinated to see what it does fetch but I wouldn't be at all surprised to see it make somewhere in the region of £2 million.'

More FoS sale information at [bonhams.com/auctions/24876](https://www.bonhams.com/auctions/24876)





V8 bite to match the bark

▲ 1940 Ford Deluxe Station Wagon

For sale at RM Sotheby's' Dingman sale, June 23, rmsothebys.com

Why buy it? It's one way to give a Minor Traveller an inferiority complex. The 1940 year is arguably the best looking of all Ford's 'woodies' and this specialist-restored one is made even more desirable by its optional 95bhp Mercury V8. You can practically hear the Beach Boys playing in the background.

Price estimate \$100,000-\$140,000



▲ 1969 Daimler 250 V8

For sale at Barons Auctions, Sandown Park, 5 June barons-auctions.com

Why buy it? This looks a good driver-quality classic for family touring. A mellowed older restoration from long-term ownership, it has recently had £2500 spent on a complete brake overhaul and service. There's plenty of history with the car and a few easy jobs to get you involved in it. **Estimate** £9000-£12,000



▲ 1954 Citroën 2V

For sale at Classic Car Auctions, Leamington Spa, 2 June, classiccarauctions.co.uk **Why buy it?** While declaring an interest because this car was restored by our sister title *Practical Classics*, this rare early Deux Cheveux really does have a lot going for it, not least the strong focus on keeping it period-correct. To that end it still has its 375cc engine and not-too-glossy paint. **Estimate** £10,000-£12,000



▲ 1990 ERA Mini Turbo

For sale at Anglia Car Auctions, King's Lynn, 16 June, angliacarauctions.co.uk **Why buy it?** If the name isn't enough, this car has covered just 63 miles. One of 438 built by Engineering Research & Application from 1989 to 1991, it uses the MG Metro Turbo's 94bhp engine – entertaining in a Mini. Normal-mileage examples can fetch £15k so the estimate looks right. **Estimate** £29,000-£35,000

UPCOMING SALES

JUNE

Sat 2 Bonhams' Aston Martin sale, Englefield House, Pangbourne, nr. Reading, Berkshire.

bonhams.com/cars

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

classiccarauctions.co.uk

Sun 3 Bonhams' Greenwich Concours D'Elegance Auction, Connecticut, USA.

bonhams.com/cars

Mon 4 H&H Classics and Motor Sport Hall of Fame sale, RAC Club, Woodcote Park, Epsom, Surrey.

handh.co.uk

Tue 5 Barons Auctions' British Heritage sale, Sandown Park, Esher, Surrey.

barons-auctions.com

Thu 7 Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester, Dorset.

dvca.co.uk

Sat 9 Morris Leslie Classic Auctions, Errol Airfield, Perth.

morrisleslie.com

Sat 16 Anglia Car Auctions' classic sale, King's Lynn, Norfolk.

angliacarauctions.co.uk

Sun 17 Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet, Somerset.

charterhouse-auction.com

Thu 21 Brightwells Modern Classics, Easters Court, Leominster, Herefordshire.

brightwells.com

Sat 23 Den Hartogh Ford Museum sale, Hillegom, Holland.

bonhams.com/cars

Sat 23-Sun 24 The RM Sotheby's Dingman Collection sale, Hampton, New Hampshire, USA.

rmsothebys.com

Sat 24 Brightwells Flywheel Classic & Vintage, Bicester Heritage, Bicester, Oxfordshire.

brightwells.com

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It was Lotuses galore at Duns, including this Elite, a model Clark raced in his formative racing years

Jim Clark's legacy grows greater

Fiftieth anniversary of his death commemorated at expanded **Jim Clark Room, Duns**

A mixture of Classic Team Lotus competition cars, road cars of great significance and dozens of privately owned classics arrived in the Borders town of Duns for a special event to mark the 50th Anniversary of Jim Clark's passing in 1968. The focus of the gathering on April 7 and 8 was the Jim Clark Room, the small museum that has served as a memorial to the double world champion since 1969.

At 11am on Saturday 7 a ceremony took place to close the old museum and begin work on a much larger space. This expansion of the site will allow the inclusion of a couple of Clark's racing cars as well as all his trophies and other memorabilia. Clark's sister Isobel waved a chequered flag followed by a green starter's flag to mark the end of the old phase and the beginning of the new.

Jim Clark's cousin Doug Niven reflected on the half-century since the shocking events at Hockenheim, 'It's hard to believe it's 50 years to the day since we were all thrown into a blur... it was like a dark cloud that hung over us all for weeks and weeks,' he said.

'But as someone said to me, Jimmy won't grow old like the rest of us and we can remember him just as he was - a great driver, fearless... and no-one can take his mantle.'

Niven gave details of the plans for the new building, 'It'll be great to get some cars into the museum because they're the stars - many owners of Jimmy's cars have said we can exhibit them, so we plan to swap the exhibits every few months so there's always something new to see. This is just phase one; phase two should give us room for up to six cars, so we've got more funds to raise...'

Work on phase one should be complete in the first half of 2019. Later, when reflecting on the turnout of thousands of Clark's fans from all over the world, Niven remembered how his involvement began, 'When Jim's parents asked me to be a family trustee in 1969, they had all these trophies and didn't know what to do with them. I remember seeing them heaped up on the dining room table at Edington Mains. Then Duns Town Council said they'd house them for us and it started from there. Jim's legacy just seems to grow and grow.'

Lotus Elite

Doug Niven owns this car, representative of an important model in Jim Clark's formative years as a racing driver. 'I got the car eight years ago after a lady called me up from Fife,' says Niven. 'Her husband had passed away and she wanted his car to go to a good home. There's Jim's connection to Fife - he was born there - and the car's first owner

was the Chequered Flag Garage's competition department, so it was interesting to me.'

It was a model that long ago marked a turning point for Clark, and perhaps for Niven too, as he explains, 'I remember Jimmy racing an Elite on Boxing Day in 1959 at Brands Hatch. That was the first time I saw him racing at that level - to see him on television was something else. That was really the start of Jim being noticed by Colin Chapman and hitting the big time.'

Lotus 43

This famously complex BRM H-16-engined F1 car was designed by Colin Chapman for the 1966 Grand Prix season, but it only completed one race - the US GP at Watkins Glen, which it won with Clark at the wheel. Chapman's son, Clive, brought the car to Duns with other ex-Clark competition machines looked after by Classic Team Lotus.

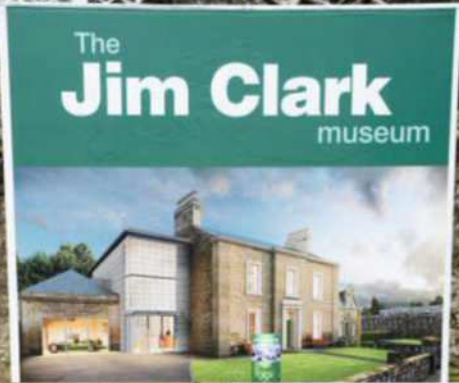
Owner Andy Middlehurst tells the car's story, 'This is chassis 1. It was sold off by Lotus in 1967 without its engine, after which it was turned into an F5000 car. It crashed quite heavily at Brands Hatch in 1969 and the tub was repaired, but it then went into storage for 30-odd years. I acquired it and started hunting for all the bits to return it to original specification. It took about nine years to rebuild it, and a lot of luck to find the components.'



Naturally, the streets were awash with Lotuses



Enthusiasts turned up in cars of all shapes and sizes



restored. Grant is particularly pleased with the work to correct the shape of the doors. 'They were too far out at the bottom,' he says. 'They were a bad moulding from the factory, but a GRP specialist in Bromsgrove, Option 1, managed to cut and re-shape them to fit really well.'

The engine is non-standard, using a Kent block to raise capacity to nearly 1700cc. It was built by JS Motorsport who look after the engine for Grant's other Elan, a racing car - he competes in the HSCC's Historic Road Sports Championship.

So did Jim Clark have an influence on Grant's choice of car? 'Yes. Because Clark had only driven for the Lotus Formula One team, I had that association. I'm sad that I never got to see him race a Formula 1 car, though. I was a poor apprentice at the time and couldn't afford such things.'

Grant did however witness one of Clark's less well-known drives. 'It was a Milk Marketing Board-sponsored event at Ingliston circuit, outside Edinburgh, and he was driving an electric milk float. And he didn't win!'

Westfield 11

For dedication to the Clark cause, Alan Dyson's efforts took some beating. 'I left at 3am from Oxfordshire and used the motorway as far as Newcastle, then went cross-country from there,' he said. 'I couldn't miss it - I'm a great Jim Clark fan and have been ever since I was a schoolboy in 1962. That led to an interest in motor sport and cars in general, so Jim left a big mark on my life.'

Dyson's choice of long-distance touring car is unusual - it's a Westfield 11, a very smart and convincing recreation of the Lotus sports-racer made between 1956 and 1960.

'It was built by a lady called Mel Walker, who spent a lot on it. I took delivery of it on my birthday in June last year and I've been continually improving it since. It has a bored-out A-Series engine of 1293cc and a Ford five-speed gearbox with a limited-slip differential. It's a bit of fun.'

The engine came from a display car and had no internals but Middlehurst found what he needed from Tom Wheatcroft, who bought the entire BRM spares stock when the firm closed.

'I also got to know Geoff Johnson,' says Middlehurst. 'He was the main man for the H-16 and remembers it all like it was yesterday - he gave me all the old dyno sheets and information. We overcame original problems and it runs perfectly now... though before it catches, fuel drips out of the intake trumpets onto the exhaust so you need to stand by with a fire extinguisher!'

Jim Clark's Lotus Elans

Two of the three Elans used by Clark as his private transport were present at Duns. The yellow car

was new in March 1967 and lived at the Paris flat of Clark's friend, the journalist Gerard 'Jabby' Crombac. Clark drove to many European races in the car that year and later surprised Crombac by gifting him the Elan as they said goodbye at the airport in April 1968, as Clark departed on his fateful journey to Hockenheim. Crombac kept the car until 2005, when he passed it on to Formula One journalist Peter Windsor.

The red Elan would be special enough without the Clark association - it's the first production Elan, chassis 26001. Jim Clark used it for just over a year before another Series 1 Elan replaced it. Brian Buckland, author of the definitive 700-page book on Elan restoration, has looked after this one for its current owner since 2008.

'It was recovered from a scrapyard and somewhat restored, so I've been going through it and sorting out some of the "Fred the mechanic" repairs from the past. I've done something like 600 miles in it over the last two days and it's going well. It was terrific driving up to the event on these Borders roads this morning - I think only Jimmy would have caught me!'

Lotus Elan Sprint

Jim Grant brought his immaculate 1971 Lotus Elan Sprint down from Stenhousemuir, outside Falkirk. It's been his for many years but has recently been



Andy Middlehurst with the Lotus 43



A famous pair of Clark's personal Lotus Elans

Flying Alta wins Flying Scotsman

Unlikely racer defies the odds on one of Britain's toughest vintage car challenges



Owner John Ruston, navigating, didn't expect the Alta to finish

The 10th anniversary edition of the Flying Scotsman – the London-to-Edinburgh rally always intended by its late creator Philip Young to be the toughest vintage-car challenge in Britain – was always going to attract some special cars, but the results were spectacular.

Alta Sports

The car that won the rally, the 1939 Alta Sports, had just been restored and was never even expected to finish, as owner John Ruston, navigating for driver Gareth Burnett, explained on the startline. 'This is the very first time anyone has rallied an Alta,' he said. 'They were racing

cars first and foremost, and so stiffly sprung and hard-riding that most don't even get driven on smooth roads, let alone a variety of surfaces like this. We're just doing it to give it a go. It's all-original, there's been no specific rally preparation, and to be frank it probably still won't be in the running by Sunday.'

The car was the very last Alta made before the war, in July 1939, one of just six 2.0-litre cars and the only normally-aspirated example – all the others were supercharged. They're rare because they took so long to make. 'It wasn't in a bad state but everything needed rebuilding. I know what I'm doing though – I've owned four of that run of six,' said Ruston.



Godia, a man considered to be the first Spanish "gentleman racer".

'Although the Grand Luxe coachwork by Chapron is intended for luxury touring, Godia would remove things like wings, headlights and bumpers and enter it in early post-war Spanish street races in Barcelona. Photographs from the time show it competing against works Alfa Romeo 8Cs, and it was successful, winning at Montjuich Park. Competition is half this car's history, and the MS135 was a race-bred car.'

Lagonda Rapide

'This is the first time I've rallied this Lagonda – it's only recently been restored,' said owner Chris Ballard of his 1937 Lagonda Rapide. 'It was the penultimate example made, sold to its first owner, a Mr S Baker, by dealer Keevil & March, co-owned by the father of the current Lord March.'

'It went to the US in 1984, where it was painted red with a beige retrim and shown in concours. The owner before me, Tim Summers, brought it back and had it restored by Thornley Kelham. I love it – I even drive it to work when the weather's good!'



Delahaye MS135

Jorge Diamantopolos brought this Delahaye – more suited to concours d'elegance than endurance rallying – from Madrid to compete, but there's more to it than stunning styling.

Explained Diamantopolos, 'It's a 1937 car, but the most significant part of its history comes after the war, when it was brought to Spain by Paco

PHILLIP ISLAND CLASSIC JUST IN TIME FOR VHRR FESTIVAL

Australia's biggest historic race weekend saw the Antipodean track debut of Ernest Nagamatsu's Old Yeller II Buick Special, the home-built racer Max and Ina Bachowski pitted against works Ferraris, Maseratis, Jaguars and Porsches. But it very nearly didn't happen.

1959 Old Yeller II

'We nipped a crankshaft bearing in Thursday practice, which broke the crankshaft and a connecting rod, which in turn hit the camshaft and broke the engine block,' explains



Phil Simmie's Giulia Sprint punching above its weight

crew manager John Chalmers. 'Without a spare Buick Nailhead V8 engine it looked like Old Yeller II might be out. We posted on Facebook seeking an engine, and to our surprise we were offered ten different engines. We selected one from Melbourne, two hours away.'

'When Saturday morning came, we found out that a piston had hit one of our cylinder heads and cracked it during the blow-up, so we swapped one of the donated heads on and everything went well after that.'

1962 Alfa Romeo Giulia

It was also the first outing for a very long-travelled Alfa Romeo Giulia Sprint. 'I already had a 105 series Alfa but I wanted something a bit more historic,' says Phil Simmie. 'I was attracted to the Giulias by reading about how much these little cars punched above their weight in period, so I went looking for one.'

'I bought this car in the UK in 2013. I have only just finished installing a new race engine. It's great to drive and less tail happy than my old 105.'

CIRCUIT BRESSURAIS DVA French regularity run

The inaugural Circuit Bressurais de Voitures Anciennes was devised following the success of last year's Vendéens informal regularity rally. More than 40 classic sports and saloon cars navigated a 110km route through the Deux-Sèvres region.

Renault Dauphine Gordini

The event gave Jean-Pierre and Liliane Violleau the chance to test their newly-pristine 1966 1095cc Gordini-engined Renault Dauphine. 'This rally hasn't stretched the Dauphine's legs,' said Jean-Pierre. 'It's no slouch but it's only ever been a road car and I keep it that way.'





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The BT62 picks up where the BT61, drawn but never built, left off

Brabham heads back on track

New hypercar debuts alongside marque heroes at [Australia House, London](#)

Several historic Brabhams were assembled for the London launch of the reborn marque's new track-only hypercar, bracketing 70 years of Anglo-Australian racing heritage between them.

BT62

The new Brabham revealed at the High Commission was no clay model or styling buck, but a fully functioning pre-production car. 'It's a GT car free of restrictions,' says founder and 2009 Le Mans winner David Brabham. 'After retiring from racing, I spent seven years in legal wrangling over rights to the Brabham name.'

'That was concluded two-and-a-half years ago and since then we've been quietly developing this car. I've driven a lot of racing cars over the years so I knew where I wanted it to be in terms of performance.'

With a 972kg dry weight and an in-house 5.4-litre quad-cam V8 making 700bhp, the BT62 boasts a power-to-weight ratio of 720bhp per tonne; by comparison, the McLaren Senna produces 660bhp per tonne. Only 70 examples will be built at Brabham's Adelaide facility at £1m apiece.

The first 35 BT62s will each wear a

unique livery that pays tribute to one of the 35 Brabhams to win a Formula One race. The green-and-gold launch car, chassis BT19, pays homage to the Formula One car of the same name that Black Jack used to take the team's first win at Reims in 1966.



1948 Midget

This Midget racer special, the first car Jack Brabham built and raced, was in the UK for the first time after spending its life in Brabham's homeland of Australia. 'This is where it all started,' says David Brabham. 'My father was in his late twenties and had left the Royal Australian Air Force, where he was a mechanic. An American chap named Johnny Schonberg came to him and asked him to build him a Midget racer.'

'The American then went off and did some races with it, but he had a few accidents and his wife barred him from driving it, so Jack entered a race with it at the Parramatta Speedway, which he won. It was on these dirt tracks that he learnt his racing skills.'

'I first drove it 30 years ago at the opening of the Wagga Wagga Speedway, and it's still with the same owner today. It's a bit weird to drive – it took some time for me to get it tilted and sliding with the right momentum because I wasn't sure whether it would drift or roll! There are some great pictures of my father drifting this car, and when he came to Europe he became known for that same sideways driving style.'

On display next to the Midget was a fitting reminder of how far that driving style took him – the 1959 Monaco Grand Prix winner's trophy, awarded to Jack by Princess Grace on the occasion of his first GP victory. It was one of several rarely-seen Brabham artefacts on display; another was the 1966 Dutch Grand Prix trophy. In advance of winning the latter, Jack had hobbled onto the grid sporting a false moustache and a cane in mockery of those who said at 40 he was too old to compete.

1976 BT45

One of two Gordon Murray-designed Brabhams on loan from the Rossi family – the other being a BT42 with original BT44B-spec bodywork – this Alfa flat-12-engined BT45 made a rare UK public appearance after some extensive work by historic F1 specialist Kendle Adams, including a repaint in its striking original red Martini livery. One of the three known to remain, chassis 45/2 was a pure works car used by Carlos Reutemann in the 1976 season.

Says David Brabham of the BT42 and BT45, 'Comparing them to the BT24 you can really see how quickly the cars evolved during that era. The difference in performance was unbelievable – they must have been shattering lap records every year.'



Bodo Buschmann, 1955-2018

Bodo Buschmann, founder of German tuning firm Brabus, has died aged 62.

Launching his company in 1977 when he was still a law and business management student, Buschmann focused on adding both high performance and greater levels of luxury to Mercedes-Benz cars. Early commissions were straightforward customisations, and Brabus soon picked up a following in the Middle East.

In 1983 he opened a showroom in Bottrop, Ruhr, and within a year made his own bespoke model, the 190E V8.

As well as work in Formula One and development of the Bugatti EB110, increasingly extreme engine-transplanted 190s followed, culminating in Brabus' own 6.9-litre V12 installed in the W124 E-class. This was to be the first of a breed culminating in the S-class-based Rocket, which in 2006 claimed a world speed record for production saloons, clocking 227mph at Nardo.

While rival Mercedes tuner AMG was brought in-house, Brabus remained independent – the largest such tuning firm in the world.



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Classic Cars' Guide to Free Events

Where to go all year round to enjoy classics without having to open your wallet



There'll be a free classic event somewhere near you

from May to August from 6pm on the third Thursday of each month. hinckleybid.co.uk

July

• East Durham Round Table Classic & Performance Car Show, County Durham, early July

Overlooking the harbour at Seaham, this Facebook-organised event attracts classic car clubs from all over the north-east. Search *Seaham Classic and Performance Car Show* on Facebook for full details.

• Harborough Classic Car Show, Leicestershire, July 8

Held in the centre of town, this free show is in its second year. Last year an inland beach was created to conjure up images of summer holiday trips in pre-1990 cars. goleicestershire.com

August

• Classics on the Green, Croxley Green, Rickmansworth, Hertfordshire, August 1

Billed as 'The largest midweek car show in the UK', this 2pm-onwards event has much to be proud of, with 1800 cars attracted last year. watfordclassics.co.uk

• Norton Radstock Classic Vehicles, Camerton, Somerset, August 12

An informal drop-in event: 'Stay for 10 minutes or all day,' say the organisers. One of the few free events to also include an autojumble. It's big too – 600 vehicles, typically. nrcvvehicleclub.co.uk

September

• Peterborough Classic & Vintage Vehicle Show, Cambs, Sept 1-2

A two-day, free-to-enter classic show on the banks of the River Nene. It's also *Classic Cars*' local show, so you'll find at least one of us there, plus writers from *Practical Classics* and *Classic Car Weekly* in attendance. peterborough.gov.uk

• Melton Vintage & Classic Vehicle Fun Day, Leicestershire, Sept 2

Yet another town centre freebie. This 9am-noon event has a best-in-show prizegiving feature. meltonvehiclefestival.org.uk

Inspired by this year's Drive-It Day, here's a guide to the British classic car events which cost nothing to attend, and can make a great destination for a classic drive out. Cars-and-coffee mornings, evening car-park meets, village-green shows and – miraculously – one of the UK's biggest and fastest-growing motor sport festivals, they're all here, and they're all free of charge.

We haven't listed meets hosted by owners' clubs or regional car clubs but if you're organising a free event we've missed here, get in touch with us at the address on page 43 to share it. To check dates and times of any event visit the websites shown.

January and June

• Stony Stratford Classic Car Festivals, Buckinghamshire

This small town just North of Milton Keynes holds two free shows – vintage cars on New Year's Day, classic cars on the first Sunday in June, this year with a Lancaster bomber flypast.

vintagestonycars.co.uk classicstonycars.co.uk

• Royal Oak New Years' Day meet, Much Marcle, Herefordshire

A picturesque New Year drive out to

rural Herefordshire – ideal if you're based in the West Midlands – and a pub well-known for its steaks. Probably best to book a table well in advance if you want one. royal-oak-inn.com

• New Years' Day Classic Car Meet, Phoenix Inn, Hartley Witney, Hampshire

Brave the cold and bring your classic out for a mid-winter shakedown run to this award-winning rural Hampshire gastropub. phoenixinn.co.uk

February

• Cars & Coffee Liverpool – Chung Ku restaurant, Liverpool waterfront

City-centre coffee-morning event in a restaurant car park with an enviable reputation for attracting supercars. Professional presentation, with Lavazza sponsorship. Recent date change from July to late February – see the website for details. carsandcoffeeliverpool.co.uk

March

• Classics at the Sharnbrook, Bedfordshire, mid-March

A midday-centred meet followed by a driveout from the Sharnbrook

Hotel, North Bedfordshire thesharnbrookhotel.com

April

• Classic Car Sunday & Hampshire Italian Car Meet, The Departure Lounge Café, Alton, Hampshire, early April

Originally intended for Italian classics, this meeting is now open to all pre-1990 cars and is massively popular with 220-plus arrivals, often in convoys. thedepartureloungecafe.co.uk

May

• Magnificent Motors Eastbourne, Sussex, early May

A seafront location, its own bar, 500 classic cars in a wander-up-and-enjoy format. It's magnificent! magnificentmotors.co.uk

• Stratford Festival of Motoring, Warwickshire, early May

Village-green concept upscaled for Stratford-upon-Avon, with static displays and navigation runs. theopenroad.co.uk

• Hinckley Classic Motorshow, Leicestershire, early May

Another free town-centre classic car show, this time in the home of Triumph motorcycles. Evening meets

June

• Coventry Motofest, West Midlands, June 2-3

Probably the greatest free classic car event in the country, it's sometimes hard to believe that the Coventry Motofest doesn't cost visitors a penny to attend. While the city centre is taken over by classic car clubs and major vehicle manufacturers on seemingly every street corner – many of which are curated to reflect the city's contribution to the British motor industry – the ring-road becomes a spectacular racetrack. Previous years have involved high-speed demonstrations, but with the Road Racing Bill passed through Parliament, this year it hosts the first timed street racing since the Birmingham Superprix, and with the 60th anniversary of the BTCC, big names are expected to attend. Parking can be tricky, but it's well worth it for the closest no-cost events get to a Goodwood-style bonanza. coventrymotofest.com



There'll be timed laps of Coventry ring road at this year's Motofest

• **Isle of Wight Classic Car Extravaganza, September 15-16**
This free show has a unique two-location format, filling both Ryde seafront and Newport town centre with classics.
[facebook.com/iowclassiccarshow](https://www.facebook.com/iowclassiccarshow)

October

• **Pendle Powerfest Buffers And Bumpers, Lancs, October 13**
So well supported you won't believe it's free – backers include Mercedes BTCC team Ciceley Motorsport and BMW – this cars-and-coffee event takes place at the Embস্য & Bolton Steam Railway, with classics alongside working steam locos.
pendlepowerfest.com



November

Regent Street Motor Show
What began as an impromptu event prior to the start of the London-Brighton Veteran Car Run has ballooned into one of the country's biggest and most vibrant free classic car events.
On the Saturday before the Run – it's on 3 November this year – London's Regent Street is closed to through-traffic and the competitors line up to be judged for the concours and admired by the public alike.
It's also picked up a hefty roll-call of sponsors bringing special displays beyond the traditional Veteran assortment – last year brought a significant cohort of classic Talbots, and F1 and endurance-racing teams are a regular sight. The fact it manages to coincide with most people's Christmas shopping makes it the perfect family outing.
regentstreetmotorshow.com

December

• **Benington Classics Boxing Day Special, Benington, Hertfordshire, December 26**
An informal festive drop-in at the Lordship Arms, a CAMRA listed and traditionally English watering hole in the rural heart of the county.
lordshiparms.com



Regular and monthly free events



Goodwood Breakfast Clubs

Yes, you can get yourself into a proper Goodwood Road Racing Company event free of charge – provided you have the right car. The Goodwood Breakfast Club meetings take place on the first Sundays of the month between May and November, and welcome any car which meets the criteria for its chosen theme. It's not all about expensive cars either – although Supercar Sunday is a now-traditional fixture for June, regular, popular themes include Soft-Top, Japanese, and pre-1978 Classic. You'll need to register in advance and popularity means getting a place is a bit of a lottery, but it's one of the most prestigious free events on the calendar. Go to goodwood.com to check forthcoming themes and register your car.

• **Cars & Coffee Cheshire**

An impromptu gathering of classic and enthusiast cars, open to all. Cheshire locations and dates revealed on website – carsandcoffeeshire.co.uk

• **Great Escape Classics & Coffee Mornings, Worcestershire**

Run monthly on Sundays between March and October, the classic car hire firm invites owners and enthusiasts to admire its collection and raise money for local charities. Great Escape's experts will also be on-hand to discuss restoration and maintenance.

greatescapecars.co.uk

• **Cars & Coffee Breakfast Club, Coventry Transport Museum**

Held in the crescent-shaped car park in front of the museum, this morning meet is on the second Saturday of each month from April to October excluding August. Pre-registration is essential.
coventry2021.co.uk

• **Cars & Coffee on the Prom, North Wales**

Held on the promenade of Rhos-on-Sea from 9am to 2pm, this meeting is on the third Sunday of the month from April to September.
visitllandudno.org.uk

• **Classics & Cake, Brentford**

Held at restoration firm Duke of London's premises in Brentford, this monthly morning meet draws in classic cars, motorcycles and supercars. There's the chance to see work in progress in the workshops.
dukeoflondon.co.uk

• **The Goat Classic Car Meet, Hertford Heath, Hertfordshire**

One of the best-known meets, held on the first Sunday of the month. Dominates the village green in the summer; 'The Goat' refers as much to the meeting itself as the pub.
thegoathertfordheath.co.uk

• **Classic Cars at the Manor, Quorn, Leicestershire**

Another Leicestershire free event, this Quorndon meet takes place on

the first Tuesday evening of each month between April and October.
themanorhouseatquorn.co.uk

• **Stanmer House Classic Cars, Brighton, Sussex**

Held on the first Sunday of every month in the grounds of Stanmer House, in the hills overlooking Brighton, this popular 10am-1pm show fills up quickly and offers 25% off food and drink for all exhibiting classic car owners.

stanmerhouse.co.uk

• **Classic Car & Bike Breakfast Meet, The Black Swan, Ockham, Surrey**

This early-morning pub meet – 8.30am – serves breakfast to a gathering of classic cars and motorcycles often convoying in from the local area. It's on the second Sunday of each month.
blackswanockham.com

• **Haynes Sunday Breakfast Meet, Haynes International Motor Museum, Sparkford, Somerset**

You'll still have to pay to get into the museum, but there will be plenty of cars on show in the car park, and entry to the café is free for those breakfast bacon rolls. First Sunday of each month except October (second Sunday).

haynesmotormuseum.com

• **Hub Classics Breakfast Meet, The Hub Quarry Farm, Bodiam, East Sussex**

An enthusiasts' breakfast held club

on the second Sunday of each month, this farm-based meeting place and restaurant welcomes every classic. No need to book.
classicsshows.life

• **Coffee & Classics, The Classic Motor Hub, Bibury, Gloucestershire**

This takes place at the Classic Motor Hub dealership in Bibury. Dates on the website. Pre-registration.
classicmotorhub.com

• **The Kedleston Classic Car Meets, Derbyshire**

Turn up in a classic car on the second Sunday of each month May-September and you'll get a free burger from the outdoor barbecue of this country house restaurant.
thekedleston.co.uk

• **Midlands Breakfast Club, British Ironworks Centre, Aston, Oswestry, Shropshire**

Meeting of performance-minded classic and sports car enthusiasts, 9am-noon, last Sunday of month
oswestry.life

• **White Lion Antiques Classic Car Breakfast, Hartfordbridge, Hants**

Old cars and antiques, combined with breakfast. Last Sunday in the month, March-November
badccc.co.uk

• **Woldinghamring Classic Botley Hill Farmhouse, Warlingham, Surrey**
Gathering for pre-1990 cars every third Sunday from 9-11am. Details via xkeidp@gmail.com.



Ace Café

This favoured bikers' haunt just off London's North Circular is a major hub of free classic car events. There's a night for all classic cars on the second Tuesday of each month. As with all the Ace's events, arrive between 6pm and 7pm to ensure a parking spot in the car park. Also hosts more focused meets for German, French, American and Italian cars plus marque-specific nights. london.acecafe.com

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ENTRIES INVITED

June-July highlights

June

2 Harewood Classic and Vintage Hillclimb. Harewood, Leeds, Yorkshire harewoodhill.co.uk

2 Hughes Historic Rally Blackpalfrey, Kent hughesrally.blackpalfrey.co.uk

2-3 Thruxton 50th Anniversary Celebration. Thruxton, Andover, Hampshire thruxtonracing.co.uk

2-3 VSCC Scottish Autosolo & Tour. St Boswells, Melrose, Scotland vsc.co.uk

2-3 Coventry Motofest. Coventry, Warwickshire coventrymotofest.com

3 London to Brighton Classic Car Run. London to Brighton, Sussex classicmotorevents.co.uk

5-9 Modena Ore. Modena, Italy modenacentooreclassic.it

7-8 London Concours. Honourable Artillery Company, London londonconcoours.co.uk

9-10 XK70 Jaguar Festival. Shelsley Walsh Hill Climb, Worcestershire xk70.co.uk

10-16 Classic Marathon. Athens-Kalamata, Greece heroevents.eu

14-16 Coupe des Alpes. Evian-Cannes, France rallystory.com

16-17 Brooklands Double Twelve. Brooklands, Surrey brooklandsmuseum.com

16-17 Silverstone International Trophy. Silverstone, Northamptonshire silverstone.co.uk

16-17 Bristol Classic Car Show. Royal Bath & West Showground, Somerset bccs.bristolclassiccarshow.com

17-23 Paris-Amsterdam Rally. Paris, France to Amsterdam, Netherlands rallyround.co.uk

22-24 Most Historic Grand Prix. Most Autodrom, Czech Republic mastershistoricracing.com

22-24 70 Year Tribute to the 1948 Earls Court Motor Show. Burleigh House, Stamford, Lincolnshire evensi.uk

23-July 3 The Great Race. Buffalo, New York to Halifax, Nova Scotia, USA/Canada greatrace.com



A grand backdrop at the Heveningham Hall Concours, 30 June - 1 July

29-July 1 Concours d'Elegance Palais Het Loo. Apeldoorn, Netherlands concourselegance.com

30-July 1 Stars and Stripes American Car Show. Tatton Park, Cheshire events.tattonpark.org.uk

30-July 1 Heveningham Hall Aviation & Motorsport Concours d'Elegance. Heveningham, Suffolk heveninghamconcoours.com

July

6-8 Le Mans Classic. Le Mans, France lemansclassic.com

7-8 Scottish Transport Extravaganza. Glamis Castle, Angus, Scotland glamis-castle.co.uk

7-8 Lydden Hill Classic. Lydden Hill, Kent lyddenhill.co.uk

7-8 Chateau Impney Hill Climb. Chateau Impney Hotel, Droitwich Spa, Warwickshire chateauimpneyhillclimb.com

8 Rally of the Giants. Blenheim Palace, Oxfordshire blenheimpalace.com

8 Aquae Sulis Tour. Bath, Somerset bathmotorclub.co.uk

8-13 1000 Mile Trial. Epsom, Surrey to Llandrindod Wells, Wales heroevents.eu

11-22 Liège-Brescia-Liège Rally. Belgium to Italy classicrallypress.co.uk

12-15 Goodwood Festival of Speed. Goodwood House, Sussex goodwood.com

13-15 Dragstalgia. Santa Pod Raceway, Northamptonshire santapod.co.uk

14 Prescott 80th Anniversary & Bugatti Festival. Prescott, Gloucestershire prescott-hillclimb.com

14 Festival of the Unexceptional. Stowe House, Buckinghamshire unexceptionalcars.co.uk

15 VSCC Oxford Concours d'Etat. Mansfield College, Oxford vsc.co.uk

18-21 Ennstal Classic. Ennstal, Austria ennstal-classic.at

19-21 Eifel Rallye Festival. Daun, Germany eifel-rallye-festival.de

20-22 Silverstone Classic. Silverstone, Northamptonshire silverstoneclassic.com



5 THINGS YOU NEED TO KNOW ABOUT XK70 SHELSLEY WALSH, 9-10 JUNE

Celebrating one of history's greatest engines

A festival dedicated to an engine seems like an odd choice, but not when it's the Jaguar XK, which turns 70 in 2018. It will be celebrated in all its forms, in saloons, sports cars and racers. Some 700 XK-engined cars are expected.

Very special guests

XK70 isn't just about the cars. Curated by author Philip Porter, there will also be live interviews with special guests including former Jaguar chairman Sir John Egan, racing driver Richard Attwood, Jaguar aerodynamicist Dr Samir Klat, and restorer and TV favourite Edd China.

Party like it's 1948

Marking the first year of XK production and a significant year for the British motor industry in general, a party in the evening of June 9th will seek to recreate the era, with a period dress code, big-band music and an RAF Battle of Britain Memorial flypast.

Flat-out

It may be about celebrating the XK engine, but the event is based at Shelsley Walsh and hill climb racing is a central part. A Xj220C and three Group C Jaguars will be joined by other hopefuls aiming to set the fastest time in their Jaguars.

Interested in going?

Tickets cost £20 in advance, £25 on the gate, and admission to the 1948 Party is £75 and includes supper. Go to xk70.co.uk to book yours.



Thruxton 50th Anniversary, 2-3 June
Events like this can only come around every few years, and the track known by all racing drivers to be the fastest in Britain will put on an incredible show. The circuit's sheer speed will be demonstrated by something rarely seen at Thruxton before – Formula One cars of the turbo era. A packed race programme includes the Historic Formula Ford cars of the type Ayrton Senna campaigned around here, and the Super Touring cars that created some of the circuit's most memorable tussles. Day tickets start from just £12. Go to thruxtonracing.co.uk for more info.

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Barn Finds

Rumours say that Brigitte Bardot may have owned this...



Unique XK140 emerges in Ghent

Jaguar with trend-setting Michelotti body that pre-empted Sixties GT style

This Michelotti-bodied Jaguar was recently removed from a garage in Ghent with ten other classics. Its late owner took it off the road around 2005 and started a restoration that soon stalled, but it's the car's creation and early history and that hold the most interest.

When sold new in Paris in 1955 it was a left-hand-drive XK140 SE coupé, but in 1957 was severely damaged in an accident. The owner handed the project to stylist

Giovanni Michelotti, who had already built a reputation for his work on Ferrari, Lancia and Maserati chassis for Vignale.

Michelotti's fastback shape anticipated the great GTs of the Sixties and with its quad headlamps behind oval lenses, must have looked very advanced in 1957. The car later passed through owners in England and France - one of whom was rumoured to be Brigitte Bardot - before finding its way to Belgium and eventual acquisition by the Ghent-based owner in 1999.

The engine came from C-type XKC016, which was retired from racing about the time this car had its rebuild.

Now partially stripped for a repaint, it's likely a more comprehensive restoration will be necessary - and certainly worthwhile. The car's estimate is a wide but surely pessimistic £18k-44k and it will be sold at Bonhams' Les Grandes Marques à Monaco sale on May 11. The other cars in the collection will appear in the Beaulieu sale in September.



Bentley S3 has new home

This attractive 1963 Bentley S3 Continental is ready for care and attention after resting for 25 years in an Irish garage. The car was apparently due for restoration work that never commenced, though the nature of what kind of work it required a quarter of a century ago is not known. The current condition is difficult to judge beneath the aluminium Mulliner Park Ward body, but significant bubbling in the offside rear wing suggests a few challenges for the next owner.

This example was supplied new to HR Owen in 1963 and spent eight years with its first London-based owner before export to Ireland, where it passed through a couple more owners before eventually settling in Dublin. With an original toolkit and in apparently complete and undamaged (if somewhat musty) condition, it sold at Coys Spring Classics sale in late April for £55,200 plus premium against an estimate of £25k-£40k.



Little need for paint stripping – the sun has done most of that

Sun-dried Australian Aston

If you've ever wondered what 40 years in the Outback would do to an Aston Martin, wonder no longer. This 1955 DB2/4 has been parked up on a rural property in Queensland, Australia since the mid-Seventies. With temperatures cycling between a cool winter's night (say 10°C) and upwards of 50°C on the hottest summer days, the original coat of Sea Green paint has largely dried up and dropped off. Indeed, the bonnet appears to have been stripped, suggesting the beginnings of a repaint that never happened. All the wood and leather has degraded to the point where little will be re-useable. Rick Nijland of S2 Classic Cars in Hengelo, the Netherlands, heard about the car and brought it back to Europe.

'The car was delivered new in July 1955 to Hobart, Tasmania and went to its second owner in Sydney in the mid-Sixties. It passed to another Sydney owner in 1969 and then the fourth owner moved from Brisbane to outback Queensland where the car was parked in a paddock. I've rarely seen a DB2/4 with such straight body lines and good panel gaps. It will make a great subject for restoration.'



Despite its state, the body is straight and the panel gaps good

Former daily-driver DB is a watershed convertible for Newport Pagnell factory



DB2/4 dhc freed after 40 years

This 1957 Aston Martin DB2/4 MkII drophead coupé is one of only six built in left-hand drive, and the first production Aston Martin convertible built at Newport Pagnell and fitted with Tickford coachwork.

'The owner used the car into the Seventies,' says Rupert Banner of Bonhams. 'In the latter part of that decade he moved to a home without a garage and so it resided in a series of lockups from 1977 until this year, when he decided he'd rather own a new Aston than an old one.'

It was delivered new in April 1957 to a Mr Robert Torrence of Mount Kisco, New York. He eventually traded it in to a dealer in Woodside, New York, where its second (and so far only other) owner bought it in January 1962. Marvin Biren of Brookline, Massachusetts paid \$2400 for the car and used it as his only transport from then until 1977, taking the mileage from 22,000 to 84,000, including a family holiday to Alaska. Mr Biren added MGB indicators, a Blaupunkt radio and side mirrors, among other tweaks.

While the car's story has much charm, years of daily use followed by even longer in storage have seen it pass beyond patination. The parking nudges, cracks and corrosion plus interior trim decay mean a full restoration is mandatory. It crosses the block at Bonhams' Aston Martin sale at Englefield House, Pangbourne, near Reading on June 2 with an estimate of £200,000-£250,000.



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Don't blame the DVLA

LETTER OF THE MONTH I couldn't disagree more with Quentin Willson's view (*The Insiders*, April 2018) that it was unfair that the DVLA did not owe a duty of care to buyers. This followed a recent High Court case decision regarding a Cobra. As a lawyer specialising in this field I have been consulted several times on this very issue - that mistakes in an engine/chassis number/description in the V5 have misled a buyer into a purchase. But no court is ever going to burden the DVLA with a responsibility it could not possibly discharge. How can the DVLA, when it receives a notification that a car's description is false or incorrect, have any way of verifying such a statement? My files are awash with people making false allegations against cars.

If people employed someone to inspect the car before buying, and it then turns out to be a wrong 'un, they would have some redress.

Michael Grenfell, Wilmots Litigation



E-type 503 BBO rescue

I owned the ex-Le Mans Jaguar E-type, 503 BBO (*Month in Cars*, June 218), in the late Seventies, having rescued it here in Guernsey. In my ignorance of its provenance I used a lot of the running gear to assemble a Lynx D-type replica.

The E-type didn't have the alloy body panels fitted when I bought it and it was only on reading Paul Skilleter's book *Jaguar Sports Cars* that its original UK registration 503 BBO rang a bell. So I contacted DVLA and arranged to retain it. Amazingly I found the alloy panels in Guernsey and, having confirmed the bodyshell was 503 BBO, I sold the parts on.

I've no idea how car and panels ended up in Guernsey because I understand that the car was converted from racer to road car by Maurice Charles before he sold it.

David Beresford

Parts quality not all bad

I have some sympathy for Gordon Wright's comments (*Letters*, May 2018) concerning the quality of car parts. I have owned a Lotus Elan, MGA and Austin-Healeys over the years and we all increasingly have to rely on re-manufactured parts, usually made in China and generally a good fit. Where would classic car owners be without this source of supply? When MGAs were made, the production line would pick and choose from a stock of parts to find the best fit! *Tony Woods*

True drama, slightly less horror

I need to challenge a point made about the DVD *Ferrari: Race to Immortality (Books and Models*, April 2018) where you state

that during 1955-1959 all of Ferrari's works Grand Prix drivers were killed.

The very great and very not late Tony Brooks was a works Ferrari driver in 1959 who drove for Enzo in the Monaco, Dutch, French, German, Portuguese, Italian and USA Grand Prix races. Tony remains one of the least famous and least appreciated great drivers of that, in many ways, dreadful but glorious era of motor racing.

AW Fawkes



XJ6 beats Cessna point to point

When Andrew Noakes observed it was 'easy to make good progress on give-and-take roads' in an early XJ6 (*Three Lyons*, January 2018), it reminded me of the night we beat two light aircraft over 100 miles of rough Australian road in a Series 1. It was 1979 and we'd flown from the regional city of Tamworth to a small town airshow.

Five of us decided belatedly to attend the airshow dance that night, so we had to fly home before last light to get changed, then drive back in time for the dance. It took a neat hour to fly the 100 miles in a Cessna 152 and a Piper Warrior. Reconvening at the airport an hour later, we hopped in the XJ6 4.2 auto and drove back in exactly the same time it took to fly. Allowing for curves, we packed 110 miles into that hour, in the dark.

It made quite an impression on me since my own Rover P6B would have struggled to average 100mph. These days, our 100-110 speeds are measured in km/h instead of mph, but we can thank cars like that XJ6 for some wonderful memories.

Greg Shoemark

Classic Cars

JULY ISSUE
MAY 23-JUN 19

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Quentin Willson



For every cloud there's a silver lining. The perfect storm of Brexit, rising oil prices and lousy weather chucked down a few bargains, says Quentin

Ardent market watchers will have noticed a slowdown in the last quarter. Dealer asking prices have softened and auction sale rates have hovered around the 60% mark. January was the strongest month so far this year as we saw a temporary release of pent-up post-winter demand but activity weakened as snow and bitter temperatures hit auction attendances and splashing roads kept classics locked away.

The first three months felt like it had been raining since 1974. Our market has become notoriously weather-sensitive and we shouldn't be surprised that the Beast from the East hit old car sales like every other form of retail spending. But there are other reasons why things have gone soft.

UK GDP in Q1 has been a barely measurable 0.1%, the slowest rate for five years, wrong-footing predictions from the Bank of England and economic pundits. Corporate and personal insolvencies are running at the highest level for four years and there are clear signs from the high

street that cash and confidence are in short supply. New car sales tumbled for the third month in a row and construction, retail, manufacturing and services are looking ill. What we're seeing is a perfect storm of Brexit, consumer uncertainty, flat wage growth, rising energy and oil prices... plus lousy weather. But set against such a shaky backdrop things could be a lot worse.

Anglia Car Auctions' April sale drew a decent £31k for a restored 1970 Alfa Spider, £83k for a fine Jaguar E-type V12 roadster and a solid £12k for a '65 Land Rover Series IIA. In March Historics sold a 1978 Bentley T2 for £22k, a '91 Range Rover CSK for £39k and pulled an impressive £85k for a '69 Jensen FF. These numbers aren't far away from last year's retail prices.

But the old-car business is definitely having an extended wobble so if you've got some spare loot and fancy taking advantage of a market that's pausing for breath you might save 30% by buying while there are still some damp patches. With the yellow orb reappearing we'll see the usual flowering of classics on the roads and buyers will be much more motivated.

Right now it's the average mid-market stuff that looks weakest but this throws up lots of affordable opportunities. At SWVA's end of April sale you could have bought a very decent early 1967 BRG MGB GT with ten-year previous ownership for £4250 plus premium, a shiny 55,000-mile '84 Capri 2.8i for £6250 and a straight dark-blue three-owner 1990 Mercedes 500SL R129 with 99k for £5700. These weren't tatty projects but daily driver, pretty cars with MoTs and partial histories that just needed a good service and scrub up.

For bargain-hunters with umbrellas the weather is good news but the rest of us will have to wait for more shafts of sunlight to illuminate the bigger picture. We'd need two more quarters of stagnant growth to be back on the edge of recession and that's pretty unlikely. The classic car carousel rotates at the speed of the wider economy so there's a window now for some cheap mid-market cars. As long as we don't see too many distressed sales from private owners desperate to raise funds, the market should warm up in the summer. Timing is everything so take advantage of the gloom.

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.



Rising from the gloom, this tidy Mercedes 500SL R129 sold for £5700 at SWVA



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Gordon Murray



Alongside the Frogeye Sprite, Honda's S800 screamer tops Gordon's affordable Sixties sports car list. It's taken him a while to get one though

Sometimes a classic car on my 'need to find' list is a one I've lusted after from as far back as when I started driving as a teenager. One such is the Honda S800, launched in 1967. At the time I was driving a 1956 Hillman Minx which ran out of puff at around 5000rpm, so when I read about the S800 producing its maximum power at 8000rpm and revving to 10,000, I made a mental note to one day own one of these exotic little cars.

I found a good coupé example about a year ago. The car was from Holland where it was being used as a daily driver. I brought it back to the UK and did some tidying up of the mechanicals and the electrics and conducted my usual 'how to fit a 6ft 4in driver into a small car' exercise. In the case of the S800 this entailed fitting a smaller steering wheel, removing the seat rails and dispensing with the pedal rubbers. I finally got to drive it this month and what a revelation that was.

The little car feels tight, with very precise primary controls. The steering is

light and communicative, the gearchange has a delightfully short mechanical throw and the engine is so full of character.

Altogether a very good effort for Honda's first family of sports cars. When the S-series was introduced in the UK I was still in South Africa, but driving it made me wonder about what sort of reception they had when they were introduced in Britain. The high-volume affordable sports cars for sale here then were the Triumph Spitfire, the MG Midget, Austin-Healey Sprite and the Sunbeam Alpine.

While these cars have a great place in automotive history and Britain was leading the world at that time in the low-cost sports car sector, the Honda S800 was in a different league from a technical specification point of view. The British cars were all based on saloon mechanicals and, of course, that's what kept costs down, but the Honda was essentially a ground-up design.

The Japanese company's first vehicle was the T360 small truck which used a 360cc twin-cam Kei-class engine. Soon after this was introduced Honda

announced the S360 which was essentially the beginning of the S-series family of sports cars. The S360 never made it to production and it was eventually launched as the S500 in 1963 with a 531cc four-cylinder twin-cam engine. The S600 followed in 1964 and ultimately the S800 in 1966. The fact that the little Honda never cracked the USA market, where many British sports cars were finding homes, meant that production stopped in 1970 and there would be a gap of nearly 30 years before Honda would re-introduce its sports series with the S2000.

The heart of the S800 is its engine. It was very technically advanced for the time with twin camshafts and a roller bearing crank. Most impressive is the carburetion and the way the engine delivers its power. The specific power output of my Austin-Healey Sprite is about 45hp per litre: the S800 is 87hp per litre which places it firmly in the exotic sports car engine class.

My two favourite affordable sports cars from this era are the Frogeye Sprite and the S800. Both deliver a driving experience that's sky high on the fun factor scale.

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.

Twin cams, 10,000rpm – the only problem was how to fit 6ft 4in Murray in one





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John Fitzpatrick



John expresses his enthusiasm for the Porsche 928 – and remembers how they attracted money-making schemes with varying degrees of morality

Staying on the Porsche theme from last month, the 928 has always been one of my favourite cars. It was the first real front-engined Porsche. The 924, introduced in 1975, was designed by Porsche but was built mainly using VW parts and assembled at the Audi factory in Neckarsulm. Porsche needed an entry-level model to replace the ageing 914, but until the 924 Carrera GT version was introduced the basic 924 was never really deserving of a Porsche badge.

When the 928 was first delivered in Germany, I was very impressed and imported one into the UK. The early models were 4.5 litres developing around 250bhp and were capable of 150mph. They handled well and were very comfortable 2+2s. There was a lot of interest in the 928 from friends and neighbours, but the right-hand-drive version was at least another year coming, so I developed a nice little

business importing and selling the German-spec cars. My great friend, David Prewitt, who later became my Team manager at John Fitzpatrick Racing, was an active motor trader and helped me to sell them.

David's wife Valerie was running an agency for promotional girls and had a contract with Porsche to supply girls for the 1978 Motor Show at the NEC. Porsche was showing the new 928 on its stand but delivery of right-hand-drive models was 12 months away. Valerie's girls were directing interested buyers to David, offering left-hand-drive versions for early delivery. Porsche was unaware of this until the Porsche sales manager dropped by David and Valerie's house after the show to pick up the invoice for the girls. He pulled into their driveway to be confronted by a number of new 928s sporting German Zoll plates and the penny dropped. Needless to say, Valerie lost the contract.

My next contact with the 928 came in 1982 when I was living in San Diego, having

started my own Porsche Racing Team. Local San Diego Porsche enthusiast Jerry Dominelli sponsored the team to promote his Financial Investment Company. He had a number of very exotic cars in his garage, including a metallic black 928 automatic. He told me he very rarely drove it and I should take it as my everyday road car.

I loved it - I used it around town and on out-of-state trips to Nevada where I could take advantage of the effortless 140mph-plus top speed. It was very docile around town and my wife often used it as a shopping car. In late 1983 it was discovered that Dominelli was not such a brilliant investment manager after all - the federal authorities were taking a hard look at his business. This resulted in him going to jail for 15 years for fraud and the Feds rounded up all his assets including his cars, so my 928 disappeared into the sunset.

The 928 has not yet reached collector status but I am sure it will. I was at the Wheels Across the Pond classic car show in Florida over the weekend and saw a fully restored 928S on offer at \$120,000.

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.



A couple of unofficially imported 928s got John's friends into trouble in 1978

TARGA TIME

With their appeal growing by the minute,
we take five of the best targa buys for
a tour of the North York Moors

Words SAM DAWSON Photography JONATHAN JACOB



Best of both worlds: Porsche 911 Carrera 3.2 Targa leads TR4A Surrey Top, Ferrari 348ts, TVR Tuscan and Toyota MR2 Mk1 T-bar on our Big Test



Designed as a convertible with a hardtop added, rather than the other way round, the TR4A's excellent handling is uncorrupted



Targa. It's Italian for 'shield' and conjures up thoughts of Sicilian and Tasmanian road races. Thanks to Porsche's use of the term, it's also become the de facto name for a solid removable roof. It's a neat piece of design that means - in theory - you can enjoy both hardtop and roofless motoring on a whim. The dramatic microsystems of weather found in the undulations of the North York Moors should test this idea to its limits as we pit five different takes on the targa - front-, mid- and rear-engined - against this wind-chilled, often-unforgiving landscape.

Targas are also a form of engineering fairly recently lost to time. Once Mercedes and Peugeot perfected electric folding hardtops, new-car buyers didn't want to fiddle with a lift-off panel any more. It leaves targa-topped classics with uniquely period appeal, so as time passes, they'll look more classic than their conventional tin- or soft-top stablemates. Buy one now and you'll be ahead of a market that's seeing these cars as increasingly desirable.

Our group of five spans prices from sub-£5k to £50k and applies the concept to everything from the traditional Sixties British roadster to the Eighties Italian supercar. But how will they fare?

Triumph TR4A

Coachbuilt pre-war sedanca coupés aside, it was this Triumph with its so-called Surrey Top, and not the Porsche 911 Targa, that first popularised the lift-off roof. The name rather quaintly echoes a type of Victorian horsedrawn carriage first made in that English Home County and later widely adopted in the USA. Although it was sold as a factory model, the cars would be delivered as roadsters to dealers along with a Hardtop Kit to convert them.

Maybe it's the way the glass curves behind my head as I slide straight-legged into the driver's seat; maybe it's the bonnet's offset teardrop power bulge directly in line with the steering column and the slabby dashboard carrying big white-on-black Smiths instruments, but the TR4A puts me in mind of a Supermarine Spitfire's cockpit. It's a sense heightened when you turn the ignition key and feel the engine's torque potential shudder through the cabin with a throbbing, tappety chatter.

Second in our convoy behind the Porsche, I pull away onto the moors on a burbling wellspring of torque rather than yowling revs, punctuated by satisfyingly firm, well-defined changes on the overdriven four-speed gearbox when things start to get harsh above 3500rpm. The weighty yet similarly smooth steering conveys a sense of a car that's heavier than, say, a Lotus Elan or an MG Midget, but still beautifully balanced. There's no sense of

Triumph beat Porsche to the Targa-top by a full five years, although Porsche made the style its own



wallow in the more challenging bends that snake between the craggy outcrops of rocks up here, the 165/80 R15 tyres providing a surprisingly soft ride while the independent rear suspension keeps the tail tidily in check as I chase the 911's sloping rump.

Despite the aged aesthetics compared with the rest of our fivesome, the TR4A is a far more convincing sports car, as opposed to traditional open tourer, than I was expecting. There's a lovely economy of movement to its gearing, pedals and steering - you direct it with your wrists rather than with elbows-full of lock. There's also something quite modern about its overdrive - get it up to third, and the torquey long-stroke engine means it's all you usually need when accelerating or climbing slight inclines to keep up with the Porsche, yet flicking the column stalk to switch on the overdrive is like shifting into fourth. It's slightly jerky in

operation, but the effect is like a modern paddleshift. Actually, it's better than that. Overdrive off, hurling the TR4A into hairpins on the appropriately-named Knott Road, you don't have the gear-hunting anxieties that plague those seven-plus-speed modern shifters. It does exactly what you want it to. Even the brakes are commandingly progressive.

However, there is one major issue that undermines the TR4A Surrey Top as a true targa in the Porsche sense. Although this car can be configured as a coupé, the solid centre roof section won't actually fit in the boot or behind the seats. You have to choose to leave it at home and be prepared to erect a Lotus Elise-style combination of vinyl, poppers and tensioning rods if it rains.

Tellingly, owner Jim Howie is wearing a big overcoat and a hat. At least unlike a conventional lift-off hardtop you could prop the roof section up in your hall rather than needing another garage space to leave a fixed-windowed hardtop on the floor. Unlike those hardtops, the roof section can be removed by one person too.

Elsewhere the design actually works well, largely because the car beneath the Surrey Top was designed as a convertible, rather than a destabilised coupé. There's no scuttle-shake to interfere with the steering's communication, and although the roof structure creaks and rattles like an old canvas-bodied

'The TR4A design works well, because the car beneath the Surrey Top was designed as a convertible rather than a coupé'



Triumph's punchy four-cylinder delivers plenty of torque to ride on



Traditionalist, dial-packed interior has overtones of Spitfire



Owning a Triumph TR4A



'I bought it in 1986, and I drove it all over Europe,' says Jim Howie of his long-termer TR4A. 'Surrey Tops are rare now – if you find an unused new-old stock kit, even if it's not in great condition, it can still be sold for £2000, especially because they're popular with people wanting to use TR4s in competition.'

'When I got it, there was no synchromesh, but it was soon rebuilt with overdrive – once you're up into the top gears you can use that stalk like a gearbox in itself.'

'It's essentially been a rolling restoration and I do all the work on it myself. It's needed some lower-body rust repairs and a respray, but it's been reliable and easy to live with.'

1966 Triumph TR4A

Engine 2138cc in-line four-cylinder, ohv, two SU HS6 carburettors

Power and torque 104bhp @ 4700rpm; 132.5lb ft @ 3000rpm

Transmission Four-speed manual with overdrive, rear-wheel drive

Suspension Front: independent, wishbones, coil springs, telescopic dampers. Rear: independent, semi-trailing arms, fixed-length halfshafts, coil springs, lever-arm dampers

Brakes Discs front, drums rear **Steering** Rack and pinion

Weight 1071kg **Performance** Top speed: 111mph; 0-60mph: 11.4sec

Fuel consumption 25mpg **Price new** £968 **Classic Cars Price**

Guide £12,000-£30,000

'Originality is important. But modifications like wider wheels and MX-5 seats are a matter of taste and won't affect saleability'

glider on landing, it doesn't cause buffeting, possibly because the glass-encased part of the roof with the potential to act like an air scoop is set sufficiently far back as to clear my head.

It was a bold experiment for 1961, and a rare one now too. The Surrey Top commands a £2-4k premium over the standard TR4A in the current market, depending on its condition, and is more robust than the traditional fabric hood. However, with the emergency vinyl section in place it's no less leak-prone, so before parting with at least £25,000, check for rust in the chassis, boot floor, lower body sections, inner wings, sills and door bottoms – make sure you lift the carpets to check the state of the floorpans. Most of the typical rust on a TR4A can be superficial, but rot at the right-angled junctures of the chassis beside the rear wheels is a safety-critical MoT-test failing problem.



The Supersport option's wider track and tyres adds stability to the traditional 911 handling traits

Thankfully the TR3-derived 2138cc four-cylinder engines are robust and simple units which respond well to uncomplicated servicing schedules. They are prone to minor oil leaks, so a few drips on the driveway are to be expected, but idling oil pressure below 60-70psi when cold and sub-30psi when up to temperature suggests a more serious leak, associated crankshaft wear, and an engine rebuild costing at least £3000.

That said, restoring a TR4A with a Surrey Top - or at least getting a scruffy one up to condition one - is a worthwhile exercise. They're outnumbered nearly ten-to-one by vinyl-hooded roadster versions in the classified adverts, and most dealer-sold examples - for which £36,000 is the going rate - have attracted high-quality restorations. We found one, apparently in very good condition, for sale privately in Wales for £27,000 - comparable roadsters seem to be offered at about £20,000.

Originality is important. As the Hardtop Kit was a separately-issued option, it is possible to retro-fit them, and this is popular among rallyists looking to pit their TR4As against the rough stuff, but British Motor Industry Heritage Trust (BMIT) certificates will confirm whether or not the car was supplied with one when new.

Further modifications like wider wheels, and changing the original seats for more comfortable and supportive Mazda MX-5 items won't necessarily affect saleability, but they will detract from ultimate value.

This is the zenith of roadgoing four-cylinder TR desirability. The combination of TR5-bettering handling, Michelotti design and all-rounder configurability plus motor sport potential will only continue to climb in value.

Porsche 911 Carrera 3.2 Targa

Pulling into the tiny village of Rosedale Abbey for a breather, I switch over into the car that invented the Targa top as we know it - the Porsche 911. For decades, this was the cheapest way into this iconic car - the 911's image as a hardcore driving machine meant rigid hardtops were always favoured over open-air variants, plus the Targa did away with those sensuously curved rear three-quarter windows which have been a 911 trademark since day one.

But as the sun glints off that vast expanse of glass, I'm put in mind of similarly transparent cars of the era lauded for their glazing, like the Jensen Interceptor, Mazda RX-7 and Citroën SM. A few years ago, pulled up by soaring prices for early 911 coupés, early Targas started attracting decent restorations. Perhaps it was the sight of those brushed stainless-steel roll hoops, but Targas have since closed the price gap to their fixed-roof brethren. Porsche has even brought the styling back with the 911's latest generation.

Owner Ian 'Mac' McLeod smiles as I negotiate the 911's odd ergonomics. The combination of larger than expected steering

The 911's party trick is its stunning traction out of bends. The Targa suffers some scuttle-shake, although it's easily ignored



wheel and odd floor-hinged pedals mean I have to slide the seat back so my knees can negotiate the wheelrim as I settle in, then slide it forward again in order to press the pedals down fully. The wheel can't be adjusted, and partially obscures the speedometer.

That said, once ensconced it feels right. The driving position is excellent, the seat's embrace reassuring, and unlike crunchy 911 shifters of old this 1987 Carrera 3.2 features the G50 five-speed gearbox, which is as slick-moving as a Seventies Ford's.

This is one of just 12 Supersport special editions, largely a Turbo with a normally-aspirated Carrera 3.2 engine. Pulling away up the hill from Rosedale, they add a great sense of rock-solid stable roadholding to the familiar 911 recipe, as though the huge tyres are reassuring extensions of the bucket seat's back-bolsters. Climbing out of the village on New Road, the narrow road framed by the big headlight nacelles, the 911 seems to have lost the scary breakaway-threat of its old rear-engined physics even when decelerating, the tyres gripping the tarmac as the route gets twisty again. Obviously you have to respect it, especially keeping pre-corner high-speed braking in a straight line and accelerating only once you're past the apex.

But the 911 makes this easy. Unburdened by engine weight, driveshafts or servos, the front wheels - even when shod with wide 205/55 ZR16s - deliver

an uninterrupted stream of communication to a wheel that, although big, is firm and tactile. It's also refreshing to sample this configuration of 911 with the smooth power delivery that only a normally-aspirated flat-six can provide. Rather than an explosive burst of mid-range torque, the urge pours slickly-oiled from the crankshaft, released with precision via the stiff throttle pedal.

After years of never being entirely satisfied with 911s, I find myself in a state of repentance behind the wheel of the Carrera 3.2, and then quite unexpectedly, past 60mph as we surge across the Moors north of Thorgill as I head the convoy, something shudders through the steering column to spoil it: scuttle shake.

Unlike the Triumph, the Porsche was designed as a coupé and was effectively destabilised. The Targa's roof itself is a brilliant piece of design - there are little extractor vents cut into the

'Although the Porsche 911 Targa may not be as pure a driving machine as its hardtop sister, it's still very much a Carrera 3.2'



Classic 911 interior has chaotically-placed instruments

Minus turbo, the Porsche flat-six delivers its power smoothly



B-pillars which dissipate the onrushing air, preventing buffeting at high speeds. However, with nothing to brace the windscreen header rail and the roll hoop against each other, the chassis flexes. Putting on the Targa panel doesn't help matters either - being vinyl on a tensioned frame, it bends with the structure.

Although the Targa may not be quite as pure a driving machine as its hardtop sister, it's still very much a Carrera 3.2. Bodyshells were galvanised, but the coating began to breach after 20 years, leading to localised rust often in inner wheelarches, sills, headlamp bowls and the inner oval-shaped kidney panels behind the B-pillars. If you're inspecting an earlier Turbo-look or Supersport edition - wide-bodied versions through Porsche's *Sonderwunsch* special-order programme - check the top of the rear wheelarches for rust bubbles too, a sign that stones and dirt have led to the arches corroding almost all the way through.

You're best off spending upwards of £25k on a corrosion-free 911 3.2 Targa because rectifying a cheaper one will gobble up half that amount and a neglected example will likely be suffering worn valve guides and snapped cylinder head studs.

Check for excessive smoke once the engine's warm to avoid an £8000 rebuild. Make sure you can get your hand between the top of the rear wheel and the arch as well - the torsion bars are difficult to set up following suspension or engine-out work, and a car sitting too low is a sign of inexpert fettling.

Owning a Porsche 911 Carrera 3.2 Targa



'I bought it in 2001 - I was actually looking for a Boxster,' says Mac. 'My wife Sue and I went to Specialist Cars of Malton and the Boxsters were about £28k. But this caught my eye - just 201 UK right-hand drive Super Sports Targas were made - and it was £20k. These days you'd pay £55k and Boxsters are about £5k.'

'It hasn't had any restoration work yet. It needed a new passenger-side door latch - a £100 scrapyards job - but on the day that was fixed the clutch went! It cost £2000 all-in.

'It had 42,000 miles on the clock when I bought it, and it now has 97,000. The engine's never given any trouble at all. It also returns 27-30mpg, and I don't exactly hold back.'

1987 Porsche 911 Carrera 3.2 Targa

Engine 3164cc horizontally-opposed six-cylinder, ohc per bank, Bosch L-Jetronic fuel injection **Power and torque** 231bhp @ 5900rpm; 209lb ft @ 4800rpm **Transmission** Five-speed manual, rear-wheel drive **Suspension** Front: independent, wishbones, MacPherson struts, torsion bars, telescopic dampers, anti-roll bar. Rear: independent, semi-trailing arms, torsion bars, lever-arm dampers, anti-roll bar **Brakes** Discs front and rear **Steering** Rack and pinion **Weight** 1260kg **Performance** Top speed: 149mph; 0-60mph: 6.3sec **Fuel consumption** 27mpg **Price new** £21,464 **Classic Cars Price Guide** £30,000-£65,000

The wedgy Toyota MR2 Mk1 looks as low as an Esprit – in fact, Lotus engineers played a significant role in its development



Although the price difference between coupés and Targas has closed, the market for all Carrera 3.2s is highly mileage- and condition-dependent. Well-sorted, these are dependable classics that many owners used to commute in when they were new, and they often remained in daily use for longer than other sports cars of their era. Couple this to the near-20 years Porsche Targas spent as the floppier, leak-prone poor relations to their hardtop cousins, and a recipe for potential neglect once in the ownership of third-hand shoestrings enthusiasts emerges.

There are still surprising bargains out there, and condition and presentation make all the difference. Esoteric Auto in Bedford has a 1989 Carrera 3.2 Targa – admittedly plastered in cosmetic modifications to make it look newer – for £29,995 with just 55,000 miles on its odometer. A private seller in Surrey has an all-original example with the same mileage up at £59,950 – the same price dealer Graeme Hunt is asking for the ex-Roger Clark 130,000-mile example. Whichever way you look at it, a good 911 Carrera 3.2 Targa is a very safe place for your money.

Toyota MR2

One solution to the 911's scuttle-shake is, of course, a T-top. It's a feature so American it made it into the lyrics of *Darlington County* by Bruce Springsteen. But it took the Japanese, thinking

internationally, to take this proposed-legislation-dodging design and make it sell globally. Throughout the Eighties and Nineties, nearly all Japanese sports cars seemed to have a T-top option. The Mazda MX-5 was the exception which proved the rule.

Pulled over in a layby near the River Seven, I swap the Porsche for Nik Milford's decade-owned, much-loved, 200,000-mile Toyota MR2 and feel immediately at home. I've owned two MR2s and the sight and smell of its angular, self-consciously futuristic, delightfully plasticky interior is instantly familiar, but the fresh air above my head isn't.

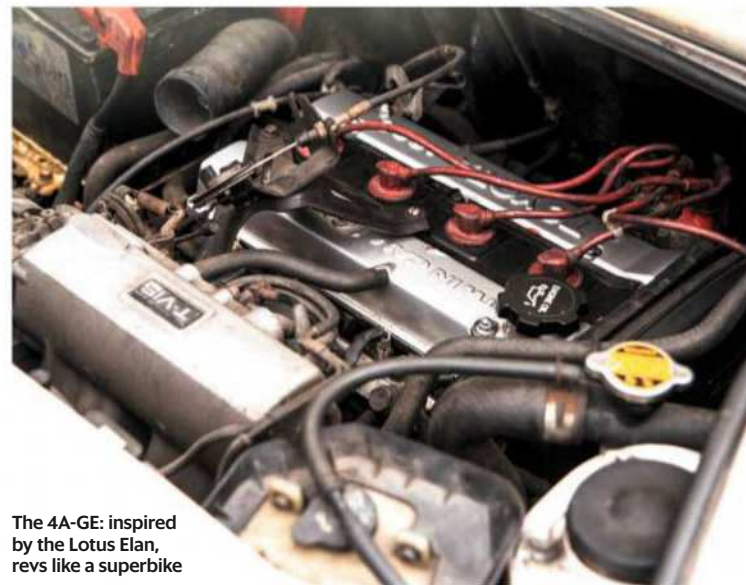
Unlike the Triumph and Porsche, the driving position is almost saloon-height. It's a clever illusion actually – look at the MR2 side-on and despite its pop-up headlights it's more oblong than wedge, its mid-body loftiness slimmed with black-painted pillars and frameless windows to the point where it looks as low and wide as a Lotus Esprit. The driving position is even better than the Porsche's – arms and legs are straight-out again, but the wheel and gear lever are sited like a GT racer's, with short, quick movements in mind. Look in the rear-view mirror and the view is dominated by a Sierra Cosworth-sized wing.

Through the open roof, you can hear the twin-cam engine fizzing viscerally, responding immediately to the throttle with an urgent Formula 3 rasp. Pull away and the unassisted steering lightens immediately to fingertip-guided friendliness, yet its feel

The 348 should look worried - the MR2 was considered capable of outhandling its predecessor on track



Driving position and control movement is hard to improve on



The 4A-GE: inspired by the Lotus Elan, revs like a superbike

and sheer directness actually compares well with the Porsche's. Expectations may have been absent in 1984 when Toyota unleashed its 'Midships Runabout 2-seater' on the world, but behind the doors of the Sagami-hara factory, Lotus engineers led by Roger Becker were working with their Japanese technical partners to ensure the new sports car drove like something from Hethel.

As a result, the MR2 rides better than any other car in our convoy. With MacPherson struts all round, its attitude and body control on the rutted, camber-switching lanes out of the Seven valley is more supple even than the Porsche's, and it doesn't squirm under braking either. Everything about the MR2 is thrillingly informative and precise. And then there's the engine.

That 4A-GE twin-cam revs close to 7000rpm, screaming like a superbike inches behind my head. It's a very elastic performer, both peak torque and power arriving very high up that free-running rev range - 110lb ft at 5200rpm, 130bhp at 6600rpm - and it's a joy to wring, partly thanks to an extremely light gearchange.

And as promised by that central roof spar, there's no scuttle shake. Each of the curved glass roof panels fits into a neat little bag and stows behind the driver and passenger seats rather than taking up what little boot space there is behind the engine.

However, if you're going to drive it with these panels off, you're best off winding the windows down too. When they're up, the close proximity of header rail, roll hoop, T-bar and glass forming

Owning an MR2: Nik Milford



'I bought it ten years ago from a neighbour - I'd wanted one for quite some time,' says Nik. 'It's been one of the most reliable cars I've owned - when it passed 150,000 miles I applied to Toyota for a recognition badge, and again when it passed 200,000. The next stop is 300,000 but it's no longer a daily driver. It still works hard though - I've even made a bike rack for it.'

'It has needed quite a few rust repairs, mainly to the underside, but it's fairly simple to patch up. The engine has a slight oil leak but that'll be another relatively straightforward job - I just need to keep topping it up until I get round to it, but the engine can cope in the meantime.'

1987 Toyota MR2

Engine 1587cc transverse four-cylinder, dohc, Bosch D-Jetronic fuel injection **Power and torque** 130bhp @ 6600rpm; 110lb ft @ 5200rpm **Transmission** Five-speed manual, rear-wheel drive **Suspension** Front: independent, MacPherson struts, lateral links, coil springs, telescopic dampers, anti-roll bar. Rear: independent, Chapman struts, lateral links, trailing arms, toe links, coil springs, telescopic dampers **Brakes** Servo-assisted discs front and rear **Steering** Rack-and-pinion **Weight** 950kg **Performance** Top speed: 121mph; 0-60mph: 8.9sec **Fuel consumption** 25mpg **Price new** £9000 **Classic Cars price guide** £1250-£4500

The roads of the North York Moors, both secluded and exposed, tested our targas to the limit



a square above your head gives the wind plenty to bounce off, creating a vortex effect. Drop the windows down and the oncoming wind rushes past your shoulder, as it would in a traditional roadster. But no front-engined British ragtop ever drove as well as this.

With the explosion in values of many iconic Eighties cars, it's only a matter of time before the scarcity of remaining Toyota MR2s Mk1s means demand seriously outstrips supply. Unfortunately they suffer badly from corrosion - they were never treated to proper protection at the factory and rot hides behind the plastic aero-kit that clads the edge of almost every steel panel and the car's substructure. By the time it's visible it's usually too late and it's still uneconomical to do a full-body restoration.

The 4A-GE non-interference engine is unbreakable so long as it's serviced regularly, but the gearbox strips its synchromesh if abused - if it pops out of fifth it's a sign of an impending £500 replacement and installation.

Surprisingly for a car that once seemed fairly common, Mk1s are now incredibly hard to find in T-bar form. Roof seals had a tendency to perish and leak rainwater into its unprotected sills, so they suffered corrosion-related attrition to a far greater degree than their coupé stablemates. That said, it seems MR2 owners are a remarkably honest bunch. All the private adverts we found

'The scarcity of MR2s means demand will soon seriously outstrip supply - Mk1 T-bars are already incredibly hard to find'

selling Mk1s detailed a litany of rust repairs and bodywork protection measures taken, and this straightforwardness plus the car's ability to rack up massive mileages generates some real bargains provided you're prepared to accept a car that isn't mint.

There's currently a white 94,000-mile T-bar - just run-in by Toyota standards - for sale in Cheshire for £2000. The A-posts and sills have been welded and it's described as 'scruffy but sound'. Coupés have survived in bigger numbers and are attracting high-quality home restorations and price tags of £6000. The rarity of a T-bar finished to this quality should push that figure even higher.

Even then, it's still the best-value targa-topped classic here. Corrosion might have demolished the bangers, but £2000 will get you a nice MR2 runner and £5000 nets a show winner. This situation simply can't last much longer.

Side radiators with slatted gills and red-on-black design language mean the Ferrari 348 is often mistaken for a Testarossa. But there's a lot of 288 GTO in there too



Ferrari 348ts

As I pull in to the bumpy car park of the Lion Inn at the wind-blasted top of Blakey Ridge, the MR2's windscreen frames the wide, gridded, red-glowing afterburner rump of its unlikely nemesis: the Ferrari 348ts. Odd though it may sound, Eighties road-testers found the Toyota's handling so commendable, its engine so tractable, that the £9000 Toyota often unexpectedly worried the 348's predecessor, the £32,000 328, in racetrack handling tests. Come 1989, both MR2 MkI and 328 were replaced with cars considered ill-handling by comparison, but in reality they were very different cars - the 348ts was £79k for starters. Was it just misunderstood? Owner Ian Christie is keen to see the 348's reputation rehabilitated, and he should know - it shares garage space with a 550 Maranello and a 360 Modena, both considered among the finest-driving Ferraris of recent decades.

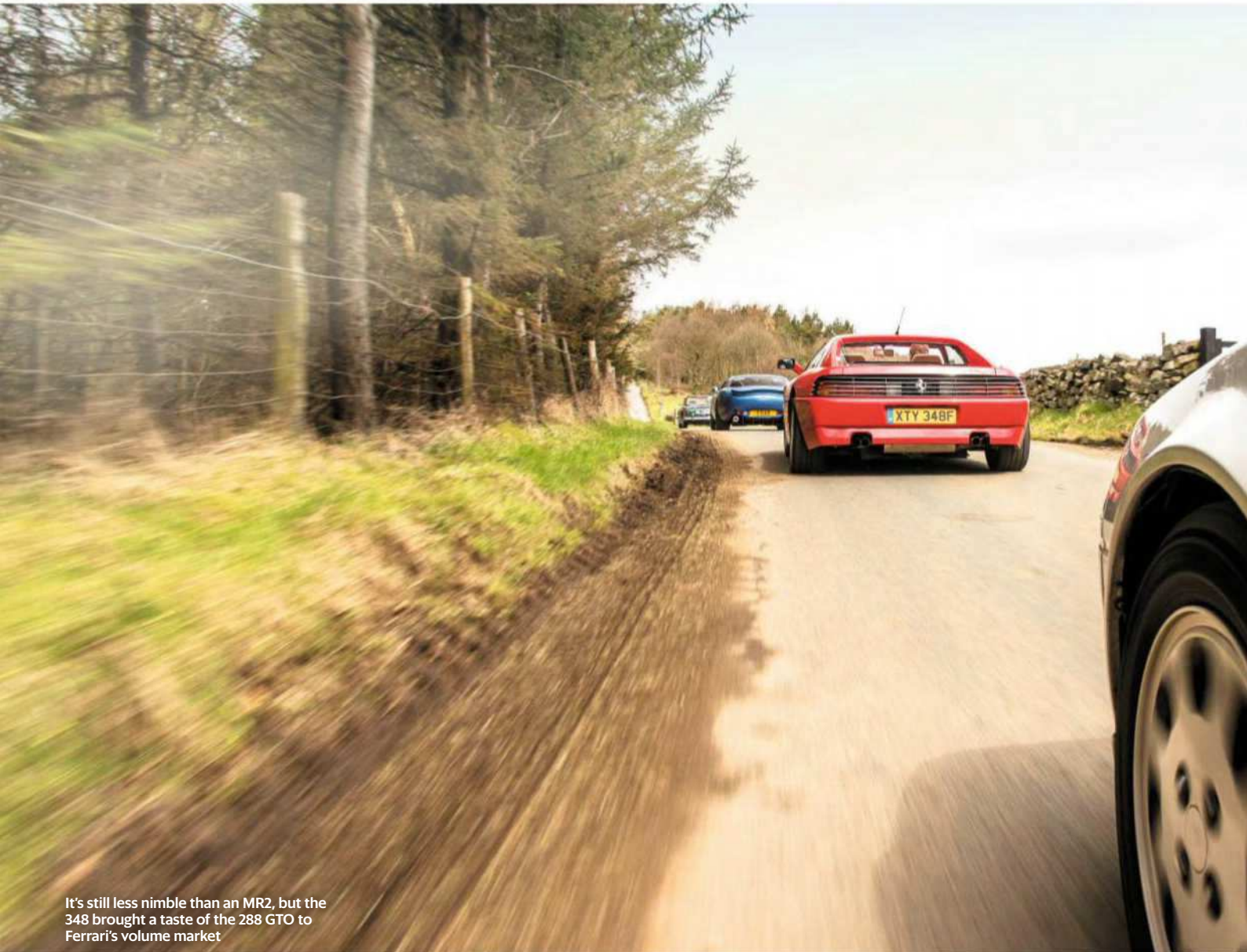
The 'ts' stands for *Trasversale Spider*, referring to the transverse gearbox, but then Ferrari complicated matters by releasing a canvas-hooded model simply called the Spider. Ergonomically it's the most awkward car here. With the roof panel stowed in a Cavallino-branded bag behind the seats, there's no scope for adjustment, forcing my legs into a knees-splayed posture to clear the lovely thin-rimmed Momo wheel. Pedals, as ever with mid-engined Ferraris, are offset by the wheelwell.

But there's something about the 348 that seems completely removed from the 328 lineage. Its side radiators with their slatted gills and the angular red-on-black design language of its interior are clearly derived from the Testarossa. And yet despite its broad-shouldered stance it avoids that car's mid-engined GT softness. There's a potential clue to the 348's character in the big, square face-level door mirrors: with its longitudinal V8, could it be a mass-produced take on the 288 GTO recipe?

Fire the engine and GTO comparisons strengthen. The V8 snorts with the same deep, bassy yet crisp-edged blare. As I turn out of the car park and head south down the Ridge towards Ryedale, the steering feels heavy thanks to a lack of assistance, coupled with 215/50 ZR17 front tyres. But it's responsive and tactile through that soft Italian leather wheelrim.

The road starts to open up ahead, and I can't resist - I reach a straight, clack the notchy but satisfyingly precise gearchange down a ratio, pull out, and leave the others far behind. On a road like this, a Ferrari simply can't be potted along at 40mph.

Unlike an F40, on which this F129 V8 engine is based, the 348 is normally aspirated. While you don't get the sudden 3000rpm-plus mid-range shunt of Cape Canaveral acceleration you find in Ferrari's turbocharged supercars, there is a wonderfully crisp and linear power delivery, solid with torque throughout the rev range, screaming its 300bhp through the air en route to a 7200rpm peak



It's still less nimble than an MR2, but the 348 brought a taste of the 288 GTO to Ferrari's volume market

Owning a Ferrari 348ts



'My wife and I actually went looking for a Testarossa before we bought the 348,' says Ian. 'She wanted something with that side-straked Eighties styling and a 12-cylinder engine, but it only took a test drive and we were hooked on the 348. It's a very different

beast to a Testarossa, much sharper. It's also easier to live with, more compact and better for exploring local roads.

'I haven't had any problems with it, although I did adjust the rear suspension geometry for more rear grip, a common fix most 348 owners will have done by now. Without that, they're a bit twitchy but it's a set-up rather than a design issue. The biggest issue I have is explaining to people who watched *Miami Vice* 30 years ago that it's not a Testarossa!'

1992 Ferrari 348ts

Engine 3405cc V8, dohc per bank, Bosch Motronic 2.7 fuel injection

Power and torque 300bhp @ 7000rpm; 229lb ft @ 4000rpm

Transmission Five-speed manual, rear-wheel drive, limited-slip differential **Suspension** Front and rear: independent, unequal-length double-wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Servo-assisted discs front and rear, antilock braking system **Steering** Rack and pinion **Weight** 1493kg **Performance**

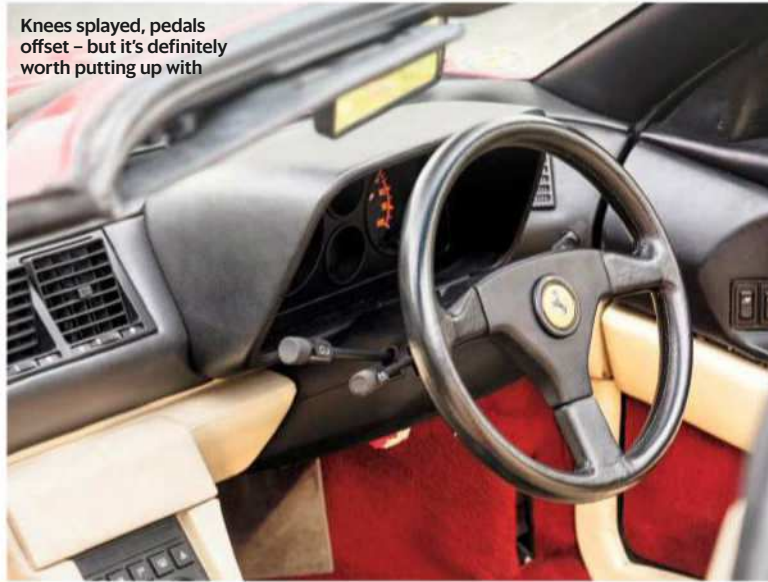
Top speed: 170mph; 0-60mph: 5.5sec **Fuel consumption** 21mpg

Price new £79,000 **Classic Cars Price Guide** £35,000-£60,000

and 170mph potential. And of course Ferrari never lopped the roof off its Group B-derived monsters. The howl of the V8, with nothing substantial between its exhaust pipes and your ears, coupled with the sheer speed at which the air soaring off the steeply-raked windscreen hits your scalp before being channelled down the cockpit's extractor-vents, lends the 348ts a naturalistic intensity even its blue-chip predecessors couldn't manage. It all adds to a sense of ferocious rawness.

But the 348 always had a problem, supposedly. That rawness extended to its chassis, and a propensity for alarming rear-end wander. The problem, however, wasn't solely with unforgiving suspension geometry, but yet another Japanese nemesis, this time from Takanezawa: the Honda NSX.

The Honda was just as fast, but was as reliable as a Civic, and designed to be so user-friendly as to be exploited by rank novices, and emerged at the same time Porsche's 959-derived four-wheel drive system found its way into the new 964 to take the risk out of piloting a 911. The slightly light-feeling rear end, created by the strongly-centred weight distribution of the 348, a lack of rear downforce and the sense that the entire car is pivoting around the driver's seat with alert immediacy when you turn the wheel, will be familiar to anyone who's driven a Lancia Stratos or a Lamborghini Countach. But those cars were never built in any great numbers, whereas with 8844 made the 348 traded blows



Knees splayed, pedals offset – but it's definitely worth putting up with



The exhaust note is harsh, but power delivery is crisp

in a semi-volume market where user-friendliness was increasingly important if the car was to avoid garnering a reputation for being dangerous.

What the 348 is, then, is the last of a unique breed of Italian supercars. The sort collected in person from the factory by passionate enthusiasts willing to forgive departing chunks of trim and disparate service networks. In the company of things like Miuras and Berlinetta Boxers, its targa roof is almost unique, but as with those glorious dinosaurs you have to concentrate on every last millimetre of the intense, exhilarating drive or it'll bite. There's no button to press to find a friendlier mode or a low, lazy cushion of torque to cruise on. In a world where everything seems to have an electronic menu to navigate, the 348 is as shocking to the system as a pint of espresso.

The world is slowly waking up to the 348's charms, but starting at less than £50k it's still one of the cheapest ways into a Ferrari. Provided the 6000-mile services have been adhered to the engine is very reliable, although its heat cracks the rustproofing on the rear subframe, causing it to rot. The design means this subframe can actually be unbolted and replaced or treated away from the car, but it's an engine-out job that's going to cost at least £1200.

The galvanising breaks down around wheelarches and sills too, causing rust to bubble out around the lower body, threatening

'The 348 is the last of a unique breed of Italian supercars. In the company of others, its targa roof is almost unique'

a £15,000 bill if it's extensive. The clutches are the weak link, sometimes prone to oil seal breakdown between clutch and flywheel - a rattling sound is a sign of an impending £1200 job.

That said, while they'll never be cheap to run, 348s aren't expensive to live with by Ferrari standards. Compared with the newer cars with their sequential paddleshift gearboxes and electronic drive modes, they're relatively simple mechanically and many former Ferrari apprentices have set themselves up as independent specialists who know all the simple fixes Ferrari once charged huge amounts for. Those clutches, for example, used to cost in the region of £5000 to replace. These days £5000 is basic engine-rebuild territory at an independent.

Regardless of whether running costs are gradually deflating, insulating yourself against sudden mechanical shocks carries a

The Tuscan was the first TVR to sport truly otherworldly styling inside and out, courtesy of Damian McTaggart



hefty premium when it comes to buying. Privately-sold examples in genuinely very good condition command almost a blanket £45,000 - including this one, which, coincidentally, has just arrived in the classifieds ads - whereas a dealer selling with a warranty will want at least £10,000 more.

Any mileage this side of 50,000 is considered moderate - 348s were never daily-drivers the way 456s were - and mileage exerts a strong influence on value even today. Castle Classic Cars in Sussex is looking for £65,000 for its 24,000-mile 348ts, whereas the going rate for dealer-sold cars is typified by the 40,000-mile Giallo Fly example at Mather Collectables for £56,000.

Despite spending a brief spell in £25,000 territory, the 348 is far from the cheapest Ferrari - it is massively undercut by the Mondial if you fancy a V8, and by the V12 456. However, as a car with a direct bloodline to the 288 GTO and F40, plus a reputation as the last of its kind before the F355 took a new user-friendly direction to counter the NSX, it's a deeply compelling way to spend £45k.

TVR Tuscan

Having left the rest of the pack behind, I pull into the village of Ryedale, lined with stone walls and bisected by little streams bubbling beneath the roads. Coaches disgorge European tourists into the nearby Folk Museum, but before getting their fill of rural

rusticana they divert to the other side of the car park to get a better look at this row of striking classic sports cars.

The *Rosso Corsa* Ferrari crackles like a disturbed hornets' nest, but the visitors' attention is drawn strongest by Stuart Gadd's lustrous blue TVR Tuscan Speed Six. Hardly any were sold outside of the British Isles, but its sheer pull is due to more than that - it really is the most striking-looking car here, attracting the kind of attention only Lamborghinis usually muster.

Absolutely nothing about it is conventional. Stylist Damien McTaggart allowed his creativity to run unhindered by the focus-group approach of volume manufacturers. Headlights are vertically stacked in a nose as low as the Ferrari's at the end of a two-piece bonnet with deep coves leading to near-horizontal radiator fans. Indicator units hang from the roll bar like a rallycrosser's brake lights, and of course being a 2000s TVR, there's an electric release button hidden underneath the door mirror instead of a door handle.

It's no less anarchic within its caramel leather innards. There's a stylishly industrial approach taken to its controls, with knurled bespoke gold-anodised aluminium and a semi-exposed pedalbox with, unexpectedly, floor-hinged Porsche-style pedals.

Problem is, not all of it works. While the straight-legged driving position seems superb, the pedals descend at an odd angle that strains your ankles. The bonnet takes ages to unfasten, half the



Turn-in is so sharp it can be disarming, but the supple, well-damped TVR was developed on and for roads like these

cockpit switchgear is unlabelled and the column stalks are made of unrolled sheet metal with an edge sharp enough to lacerate your fingers if you press them at the wrong angle. Stuart laughs out loud as I spend five minutes looking for the internal door releases too - they're in the middle of the dashboard and look like they've got something to do with the stereo.

All this is forgotten the moment the ignition key is turned and that Al Melling-designed four-litre TVR strikes up a symphony of savagery. I briefly touch 3000rpm as I scoot into the centre of Ryedale, and the exhausts crackle and bang on the overrun as I slow down.

Past a lazy S-bend flanked with waterfalls, the limit lifts as the road climbs out of the village towards Kirkbymoorside. The Tuscan accumulates speed in a similar manner to the 348 - urgently, without concession to lesser-reflexed mortals, yet with a normally-aspirated linear smoothness, even more so thanks to the straight-six layout beneath that two-piece bonnet. Well, it's only revealed when you flip up the rearmost section - in the name of chassis balance it's set far back in a front-mid configuration, and sends a pleasing amount of heatsoak into the footwells.

The flat nervousness with which it turns into bends is also reminiscent of the Ferrari, but similarities end there. It's very clearly a car designed for British roads, and these North York

'The TVR is compact and fluid. Thanks to its separate chassis there's no scuttle shake, as the roof section isn't load-bearing'

Moorland runs are very similar in their topography to those of the Lancastrian Trough of Bowland where the Tuscan's race-derived chassis was honed for the road. You can feel it in the progressive damping that makes the Ferrari and Porsche feel jiggly by comparison, and that solid-feeling yet independently-sprung rear suspension that makes the TVR compact and fluid. And thanks to its separate-chassis construction there's no scuttle shake either as the roof structure isn't load-bearing.

With 400 thoroughbred racehorses to control, there's not much scope for throttle adjustment in high-speed corners - you have to commit and hold your line or risk a swift exit in a cloud of tyre smoke - but the TVR works with you, especially with the optional Gurney flap helping to tie the rear end down in high-speed corners. There is one aspect that isn't quite so co-operative,

Driving a TVR always raises a smile, but whacky instruments can be hard to read in a hurry



though. The instrument cluster looks like a pressure gauge from a steampunk airship - its backlit green-on-gold numbers are barely legible and the ancillary gauges may as well not show anything at all. The speedo needle moves in disconcertingly jerky increments, and the two-digit LCD tachometer is an incomprehensible blur under acceleration. You really have to concentrate on the road when you're driving a TVR, but when a speed camera hoves into view the dashboard is positively panic-inducing at times.

Being built up to 2006, the Tuscan was one of the last targas. The roof improved upon the old TVR semi-targa arrangement (which combined a solid roof section braced by a canvas-clad hinged roll hoop) in that the removed roof panel sits on top of, rather than underneath, the luggage in the boot. While the Tuscan's fixed rear window improves massively on its Griffith predecessor's rear visibility, it also puts your head the wrong side of something that acts as a windbreak. High-speed buffeting, especially on the exposed tops of Yan Brow, is pronounced, and my ears ring for ages after a sustained blast.

However, TVRs always have and always will place excitement above perfection. The fact you can get one for £25k - and draw attention in car parks - makes a compelling ownership case too. You'll have to look for breached powdercoating on the chassis and

'If you're looking for a private-sale bargain, buy with caution. Something that's well used and regularly serviced makes sense'

associated rust, because this can be a sign of accident damage as well as ageing. Panel fit is a giveaway too - prepare to reject a car you suspect of having been crashed, even if it is temptingly priced.

Thankfully, parts for the bespoke TVR Speed Six engines aren't as hard to come by as you might think, thanks to a dedicated community of specialists, but they can be troublesome. Cam lobes and followers are prone to wear, so listen out for a harsh tapping sound. Heavy coolant use indicates head gasket failure - to the point where some specialists have re-engineered the Tuscan and its relatives to take a simpler Chevrolet V8 instead.

Rebuilding the Speed Six runs to £5500. However, with interest in TVR increasing and prices of these wild 2000s cars potentially rising to match, originality will be crucial to value in future. Perhaps the trickiest issue facing the potential buyer is figuring



A long blast in a Tuscan will make your ears ring – there's a lot of buffeting



Bespoke engines were a brave step for TVR, but shouldn't put you off



Go on, guess which one of those buttons opens the driver's door...

out which version you want. The Rover V8 was axed in favour of bespoke power units for this replacement for the Griffith, and the states of tune available were bewildering. From 1999 it only came with four-litre, 360bhp engines with the optional in-house Red Rose tuning knocking this up to 380. The range was refreshed two years later with the Red Rose tuning normalised with the 390, then the 400bhp R variant and a new entry-level 350bhp 3.6.

In 2004, with TVR under Nikolai Smolensky's ownership, the basic Tuscan, now a 4.3, was softened, with electric power steering and Red Rose tuning down at 380bhp, intended as an entry to a range of extreme road-racers which never quite happened.

This, coupled with the choice of aftermarket rebuilt engines claiming better reliability, makes buying a TVR Tuscan a confusing task. Original-specification early four-litres command £28,000-£30,000. Schmoo Automotive in Leicester has a range of warranted examples to choose from at this level, whereas newer 4.3-litre Tuscan 2s like the striking Cascade Chrome example at Hertfordshire's Bespoke Performance will go for up to £44,000.

If you're looking for a private-sale bargain buy with caution. Everything we found for less than £20,000 came with descriptions admitting to things like 'light glassfibre damage' (translation: 'someone crashed it') or long periods spent off the road despite temptingly low mileage. Something well used, regularly serviced and lovingly enjoyed will make far better sense.

Owning a Tuscan Speed Six



'All my cars get driven hard on track, including this one,' says Stuart Gadd of his Tuscan. 'It had got a bit tired, so it's been fully renovated with a complete respray in its original colour – TVR actually used BMW Estoril Blue. It's had a full retrim, period-optional Jade R alloy wheels and a Nitron three-way adjustable damper upgrade. It's also got the optional Gurney flap and race-derived front splitter to increase high-speed downforce.'

'The engine's been fine – they're actually simple compared with modern electronically-controlled performance engines. The cabin electronics have been OK so far but if they do go wrong they can lead to big bills – replacements simply aren't available so they have to be repaired by a skilled electrician.'

2001 TVR Tuscan Speed Six Red Rose

Engine 3996cc in-line six-cylinder, dohc, MBE Systems sequential multi-point fuel injection **Power and torque** 400bhp @ 7000rpm; 315lb ft @ 5000rpm **Transmission** Five-speed manual, rear-wheel drive **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs front and rear **Steering** Power-assisted rack and pinion **Weight** 1090kg **Performance** Top speed: 180mph; 0-60mph: 3.9sec **Fuel consumption** 20mpg **Price new** £48,800 **Classic Cars Price Guide** £20,000-£27,500

Conclusion

It may not be immediately obvious, but now really is the time to buy a classic targa. The practical benefits are obvious. Highlighted by the changeable British weather, especially during the first half of this year, the ability to convert your sports car from raw roadster to snug coupé in a quick visit to a layby, with a solid roof and fixed clear glass rather than a flapping hood, fiddly press-studs, complicated framework and milky Perspex screen genuinely broadens its appeal and usability.

But there's more. As we can see in the new-car market, the targa is a design feature that's fast disappearing in favour of automation. Even the new Porsche 911 Targa is just another electric folding-hardtop car nowadays. Only the concertedly lightweight Lotus Elise and Exige and Alfa Romeo 4C Spider keep the faith, and even then they're Triumph-style Surreys unless you buy an accessory hardtop from an options list.

This means that, like pop-up headlights and vinyl roof coverings, Surrey Tops, Targas and T-bars are going to help to date a car's design, lending it greater classic appeal. For decades they've been the poor relations, with a foot in both coupé and roadster camps. But with the aircooled Porsche 911 Targa's astonishing reversal in fortunes, the tide is turning. A Targa is no longer merely a cheap way to own a 911.

It's happening with the other cars in our quintet too. We can see how rarity and rallying usefulness already puts a price premium on Triumph TR4A Surrey Tops. Leak-led rusty attrition means an MR2 T-bar is a rare thing and a restored one has the potential to outstrip coupé prices. Despite the desirability of the GTS Ferrari stretching back to the days of the Dino 246, it became a memory in 2000 with the advent of the soft-top-only 360 Spider and was well and truly confined to history with the folding-hardtop 458, making the 348 and F355 the last of their breed - and that's always a selling point for classic Ferraris. It doesn't look like the new TVR Griffith, revealed at the 2017 Goodwood Revival, will feature an optional lift-off roof panel either.

Choose your targa well, and you'll beat the market.

'Like pop-up headlights and vinyl roof coverings, targa tops help date a car's design, lending it greater classic appeal'



Five takes on a design theme lost to time - which would you pick?



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[Epic Restoration]

‘The amount of damage I found just grew and grew’

To rescue this multi-million-pound thoroughbred from neglect and desert exposure needed a unique skillset that had restorers pioneering new parts, re-making others by hand and even reaching for a razor blade

Words NIGEL BOOTHMAN Photography JONATHAN FLEETWOOD



It made the papers in the spring of 2015 - quite possibly Britain's largest-ever private sale of a car collection, estimated at £20 million by the *Daily Mail* and involving 27 exotic classics and modern supercars. John Collins of Talacrest Ltd, one of the world's best-known classic Ferrari dealers, bought them as one lot... and this 288GTO was a star attraction.

'The collector owned Nottingham Forest football club back then,' says Collins. 'He would often go home to Kuwait and would bring certain cars with him, so although I bought the collection in the UK, this 288GTO had been in Kuwait for some time prior to that.'

The 288 was dispatched to GTO Engineering in Berkshire in the summer of 2015. First impressions were deceptive, because it looked perfectly OK - someone had cleaned and polished it. But no attempt had been made to get it running, and Collins issued instructions to change the timing belts and prepare the car so it could at least be driven safely.

'There wasn't any history with it at that point,' says Paul Baile. He's the service manager at GTO Engineering and took on the 288 as his personal responsibility, performing all the mechanical work, stripdown and reassembly himself.

'We knew the car had been standing for some time, so we expected to replace all the fluids and perform a full service, but... well, it soon grew legs.'

A restoration with shifting sands

The first thing Baile discovered was the sand damage. 'The whole of the underside of the car and lots of components in the engine bay and suspension were stained this unpleasant yellowy-brown,' says Baile. 'In some places it looked pebble-dashed, in others just discoloured, but it seemed to affect all kinds of different surfaces.'

In the extreme heat of Kuwait, where temperatures of 50°C are not unknown, the underseal and even the paint on some parts had clearly softened enough to bond with the fine sand, leaving a concretion that could not be wiped clean. On a multi-million pound supercar it was something that needed addressing, even if it wouldn't stop the car running. But Baile quickly found plenty of other faults that would.

'There were a few warning signs, like the wiring to the fuel pump, where the positive feed had been stripped, twisted together by hand and covered in tape. That had the potential to cause a big fire and it made me wonder what else I'd find. But the worst bit was dismantling the cooling system.'

A pressure test produced results akin to pouring water through a colander. Trickle from pipes and

hose joints and even a hole in the header tank itself convinced Baile to investigate more deeply.

'The cooling system was a cesspit of rust and one pipe was absolutely blocked. The main transfer pipe had holed itself and the thermostat was so full of gunge that it seemed seized shut. There was nothing in the radiator but rusty brown water - it looked like the car hadn't seen any corrosion inhibitor for years.'

Time to make a big decision

After a month or two of careful investigation and successive bits of bad news, it was time to make a plan.

'The amount of damage I found just grew and grew,' says Baile. 'Most things in the engine bay gave cause for concern, like the wastegate, which had a broken spring and a perished diaphragm. Also, someone had fitted a lambda sensor and Scotchlocked a couple of lambda ECUs into the loom. I've got no idea why, but all in all I was glad we didn't try to start it.'

In addition to this, the nature of long-term exposure to sand or dust is that some particles will find a way around any filter, so Baile was expecting to find internal engine damage. Mechanical woes, peculiar

bodges and the widespread sand-damage and general untidiness led to the obvious decision - a proper stripdown and restoration was in order. At this point, a client of John Collins, Graham Clempson, was keen to purchase a low-mileage GTO, and Collins had found one in the USA with just 1000 miles on the clock.

'Graham wanted to drive the car, not just keep it stored.'

I suggested paying a premium for a super-low-miles car, then adding to that mileage might not make as much sense as buying this other example, restoring it and then having a great car to drive and enjoy,' he says.

With the decision taken, work on the GTO began in earnest and Baile changed his approach from inspection to careful but complete dismantling. Or as complete as you can on a 288GTO.

'This car has a steel tubular chassis with the body bonded and riveted on. The panels are mainly GRP but there's some Kevlar as well and the doors are aluminium,' explains Baile. 'It would be pointless to take the bonded panels off if they're undamaged, because you'd have such a hard time getting them back where they should be. Likewise, if you take the windscreen out of a 288, it's coming out in pieces.'

Small V8, big dismantling job

The 288 shares little with the similar-looking 308 GTB, but has the same mixture of aluminium cylinder block and heads with steel head studs. This, together with years of inactivity and no anti-corrosive additives in the cooling water, gave a warning of what was to come.

'Getting the heads off was a nightmare,' says Baile. 'I had to fabricate a set of head removal tools that allowed me to exert enough force to shift them without doing any damage to the alloy castings.'

Baile created something that took advantage of threaded holes in ends of the cylinder head and block, meaning he could fix on sturdy pieces of flat steel bar with nuts welded on. When wound through the nuts,

Low point

'The issue with the injectors. I thought we were on the home stretch and suddenly I was wondering where we'd go next. What was actually wrong? It was baffling at first'



There were few signs of the 288's bodgery repertoire on arrival



Sand-damaged paint was painstakingly scraped off panels



Even the tubular steel chassis was sand-tainted



The suspension dampers needed a complete rebuild



Separating cylinder heads from block required ingenuity



Panels are bonded to the chassis, so were left in situ



Paul Baile (left) describes the myriad problems involved in this intricate restoration



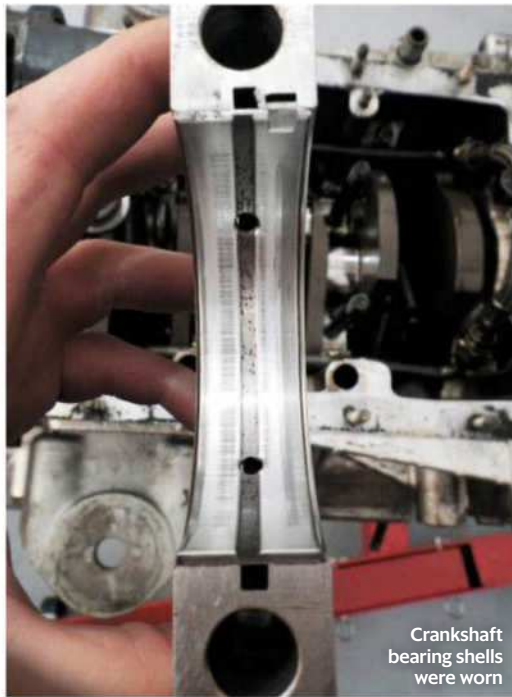
Despite sand ingress, the engine was in surprisingly good condition



So that's how you change the timing belts...



Sludge in the bottom of the engine hadn't done any serious damage



Crankshaft bearing shells were worn



Whole cooling system was a 'cesspit of rust'



The refurbished engine and transmission in its cradle, ready to re-install





long bolts acted on another piece bolted to the block. Baile moved them one by one, gradually forcing the head and block apart.

'I was worried at what I might find, but for the first time in the job we got a pleasant surprise. There was some nasty sludge in the bottom of the engine, but once everything was apart there was no serious damage or wear. If the sand had found a way in, the car thankfully hadn't done enough miles to hurt itself.'

Somehow the internal oil pick-up pipe had frayed and needed to be replaced, which involved having one specially made. Baile cleaned everything very thoroughly and the exposed surfaces went for vapour blasting to get rid of the lingering discolouration from the sand. He then began a rebuild with new bearing shells and piston rings, plus gaskets and seals.

The immense ribbed transaxle case was also pressure cleaned and checked, but every bearing was sound - no rebuild required. By August 2016 the engine and transaxle were back together in their cradle, with the stripdown of the 288's body and chassis almost complete. But to get it to that state gave some hint of the headaches that would follow during reassembly.

A question of elbow grease and razors

'Some of it is ridiculously easy,' says Baile, 'and some of it isn't. The seats, doors and dashboard are straightforward to remove. But the arrangement in the nose of the car has some parts like the fresh-air fans and the air-conditioning radiator, plus the complicated linkages to operate the headlamp dipping, all tucked in very tight. I was going to have fun re-fitting it.'

The heater boxes, one each side, are secreted behind the dash - true to form for this car, they were blocked and had started to rot. Stripping away the front suspension was somewhat easier but required special tools to dismantle fully (see My Favourite Tool below). Soon, Baile had reduced the car to a stripped-out shell mounted on a wheeled dolly. With the hinged panels off but accompanying the car, it went to Matt Manderson at First Place Finish near Banbury.

'The best way to get the paint off a mixed GRP, Kevlar and aluminium substrate is to use no stripping chemicals, just scrape it with razor blades and scalpels,' says Manderson. 'You can expose the primer - it would take one skilled man about two weeks.'

Manderson's experience with painting F1 cars has helped him develop a system of putting just enough temperature into porous GRP and Kevlar surfaces to open the pores, which then draw in a substance that gives a stable substrate. 'It's much better than just encapsulating the car in filler,' he says. Some filler was used to correct gaps and edges, after which Manderson used spray filler, hand-blocked back before

High point

'The first public showing at the Windsor Concours was special - the car got a great deal of attention and praise'

another clever technique was used. 'We sprayed on a highlighting fluid and checked all the surfaces of the car in a light tunnel,' says Manderson. 'The reflections show up any issues, however minor.'

From then the process of priming, flattening and painting the car is conventional enough, though to an incredibly high standard - and done, of course, with the glass and body panels bonded in place. 'We managed to pull the sealer out of each seam before painting, which gave us enough of a gap,' says Manderson. 'Then you just need to replace it neatly.'

Determination and resourcefulness

Only 271 288GTOs were built and most parts are unique to the model. 'We called Maranello and asked "what have you got for a 288?"', says Baile. 'The answer was "not much", but we did manage to find a new steering rack and new brake and clutch master cylinders,' he says.

In most cases, then, it was up to Baile to find someone willing to refurbish anything that needed attention. And the list was long. 'The pistons were seized in both dump valves, those heater boxes needed re-coring, the calipers had to be stripped and re-coated, the Koni dampers also needed a rebuild and the two small IHI turbochargers went away to Turbo Developments in Brentford,' he says.

Adding to the workload were the pieces that were safe to refit, but would drop the standard below that which GTO Engineering set. 'Aluminium trim pieces on the sides of the quarter windows were damaged,' says Baile. 'You'd think they would be the same as a 308, but they're not - though they are similar. I asked our metal fabrication guys to replicate the 308 version and then modified it with a linisher and had it anodised.'

Baile had the doors on and off many times, because of the packing and spacing in the hinges. 'We got it a bit better than factory standard, but these cars will never have the shut-lines you'd get on a 458,' he says.

Before re-installing the dashboard Baile had to make extensive repairs to the wiring loom to remove the lash-ups associated with the fuel pump, those mysterious ECUs and the large aftermarket stereo system. The interior trim needed remarkably little work because the leather had survived the heat surprisingly well and responded to feeding and re-colouring. One exception was the hide over the centre console.

'The leather shrank just enough for it to be irreparable,' he says. 'When we tried to re-fix it back around each hole in the console it just peeled again. So that's the only new piece of leather in the car. Re-assembling the console was an awful job though.'

Each slider control connects to a Bowden cable via tiny nuts and bolts. Every cable was sticky and corroded, and once they were



Most parts had to be restored or remade



Finally it was 1984 all over again



MY FAVOURITE TOOL



Bush presses & head stud spanner

'Hill Engineering are a firm that saw a demand for some properly made versions of the kind of thing mechanics had been creating for themselves,' says Baile. 'There are quite a lot of bush fittings on a 288 and other Ferraris of this era that need specific presses to remove or replace them, and you can't get near the cylinder head stud nuts without a tool like this because they're buried beneath the camshafts.'



renewed, Baile had to re-attach each slider by feel alone, because you have to make the connection under the panel with the cable outers fixed in their brackets.

The headlamps were one of the final tests of his mental endurance. They operate via an electric motor acting in concert with various stops and levers. 'There are spacers under the stops to set height and resting position,' he says, 'but also side-to-side adjustment. The main actuator that moves each lamp is a double-ended threaded rod. You have to be 100 per cent sure the headlamp and its cover panel are going to end up in the right place before you power it up, or the lamp will flip over and crash into the wing's fresh paint.'

One last heart-in-mouth moment...

The final step was a dyno session to check that every refurbished or renewed component behaved as it should. During the engine rebuild, Baile had sent the injectors to be tested - six of the eight were OK, but one was permanently open and one wasn't opening at all. If they'd failed, so could the others, so a new set was the only safe option. But you can't buy injectors for a 288. 'We worked with a company to create the first aftermarket set of 288 injectors,' says Baile. 'They're modern Bosch inserts in pieces that fit the 288's plenum.'

The dyno team commenced the testing sequence, but it soon became clear all was

not well. The air/fuel ratio was all over the place - too rich at the bottom of the rev range and too lean at the top. A lean mixture is not what you want in a highly boosted Ferrari engine set to produce 140bhp per litre, so before any pistons melted, the test was aborted.

The setback seemed baffling at the time, but Baile soon worked through the possibilities and realised it had to be the new injectors. 'It was a bit of teething trouble with a brand-new product,' he says. 'We had a second set of injectors built and with those, the engine ran perfectly straight away.'

The climax of the restoration for owner Graham Clempson should have been a glorious summer of use on the road, but he had an unforeseen opportunity to work in New York and relocated just as the car was making its debut appearance at the Windsor Castle Concours d'Elegance. 'I oversaw the restoration from beginning to end on Graham's behalf,' says Collins. 'I gave it to GTO because I trust them for all my work.'

Amazingly, it's the second 288 Collins has seen through a restoration - he did another for Chris Evans - but the older the cars get, the greater the resourcefulness required to bring these hand-built, highly strung supercars up to standard. And with so many 288GTOs having lived pampered lives, this rare occurrence of a full restoration has seen a whole round of modern-day precedences set.

The leather interior had survived the Kuwaiti heat remarkably well, with the hide over the centre console being the only piece that needed to be replaced





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SEDANIC



The 560SEL (left) was first owned by Mick Jagger and then bought from him by fellow Rolling Stone Bill Wyman, who also owns the 500SEL on the right

MAJESTIES



'I love them but they're wasting their time in my garage.' Former Rolling Stone Bill Wyman has decided to sell his two Mercedes SELs, and we drive them

Words RICHARD MASON Photography ALEX TAPLEY





Finding and testing two Mercedes once the daily drivers of Bill Wyman and Mick Jagger is a challenge I relish. The internet grapevine tells me a fuel tank is needed for a Mercedes belonging to one of The Rolling Stones. In the last two years I've found Ayrton Senna's and George Harrison's Mercedes, so maybe it's third time lucky - I know where to find a tank. Sure enough this tenuous thread leads me to Bill Wyman. Maybe it helps that I am the custodian of the ex-Harrison Mercedes 500SEL AMG, and Bill knew George.

With trust established, the deal is for me to drive to a farm in Suffolk and await instructions. Arriving beside a range of barns, all of 500 years old, a curly-haired chap beckons me. I follow his silver Volvo Bertone 262C along narrow lanes at a fair old clip, all the while thinking, didn't David

Bowie have one of those? We turn through a small entrance as an automatic gate glides open. A neat tarmac road leads us past a 13th century fortified manor house, Wyman's UK home, complete with moat, to a long low garage with three sets of green double doors.

The cars I've come to see are both Mercedes V126 models, a 500 and a 560. The V code denotes the SEL, which has a 140mm longer wheelbase than the W126 SE version. Bill now owns both cars, although the 560 was bought new by Mick Jagger. By way of reciprocity I have turned up in George Harrison's car. The V126 was clearly the rock stars' car of choice - Paul McCartney, Michael Jackson and Rod Stewart were also known to have owned them.

My curly-haired guide turns out to be car restorer Tony Davey. He's known Wyman for decades and worked on many of his cars, including a Citroën-Maserati SM.

Wyman will forever be known as being a key member of The Rolling Stones, although he left 25 years ago after 31 years with the band. Since then he's expanded into some intriguing areas, including archeology and metal detecting. Now 81, he's not only written a book on the subject, but also designed his own metal detector. Another of Wyman's ventures is Sticky Fingers, an upmarket restaurant in Kensington. The list goes on - film scores, photography; he's also authored seven books and kept a lifelong diary. And then there's his own band, The Rhythm Kings.

Davey opens the garage doors. My gaze takes in cars dating back to 1970. Dust sheets galore attest to the fact that none has moved in a while, except for a silver 500SEL and a blue 560SEL. Even so it's 25 years since the 500 was regularly used and eight years for the 560. Davey has been busy recommissioning both cars, hence the need for the tank. Despite my arriving in George's SEL, Davey decides it's safer for him to manouvre each car out of the garage.

In the daylight the cars look superficially similar because they share the same body style. But there's no hiding the eight-year age difference evidenced by each car's characteristic stance reflecting different wheel dimensions, suspension set-up, and period body mouldings and bumpers. I know I'm going to have fun in the 560. It looks purposeful, poised with a perfect ride height on 15-inch, 15-hole alloys. Blacked-out windows add allure, complemented by pearl blue paintwork. Just two things are letting the side down - the tyres aren't a premium brand, and the offside front wing and bumper colour doesn't quite match the rest of the car. It must have been pranged, as indeed I will discover later.

By contrast the 500 is from an earlier generation, known as a 'Gen 1'. It's the first S-class to have plastic bumpers, albeit with chrome inserts, blending with corrugated side body mouldings, reminiscent of a Citroën H-van. Sitting on 14-inch Mexican



Bill Wyman used both SELs for regular 900-mile journeys from London to his French home – and back again

'My 500 was delivered in November 1982. I used it from that day to drive to my home à la South of France'

Hat-style alloys diminishes its presence - for me they're too small for a car of this size, especially one in a light colour. Not surprisingly these features never made it to 'Gen 2' cars. The 500's paint is more faded than the 560 but these old Mercs have a wonderful ability to 'come back' with the correct treatment. Several AA badges add a certain domesticity.

My visit is much more than a critique of classic cars but instead to empathise with the owner about their sentimental value, and their place in rock history. I get to meet the former Stones bassist.

Starting at the beginning I ask Wyman why he chose a 500SEL. 'In March 1982 Mick Jagger's right-hand man and purchasing supremo, Alan Dunn, suggested I buy a new or secondhand Mercedes 280SE. This was while I was in a studio in Ayers Rock, Australia working with the Stray Cats.'

Alan's suggestion is not surprising - the 280SE had a great reputation. Performance is respectable, 0-60mph in ten seconds and a top speed of 130mph from 179bhp. But it's not a rock star's car. Only a 500SEL can provide that kind of presence and pace, its 5.0-litre V8 producing 228bhp, taking 1.63 tonnes to 60mph in eight seconds. Wyman's 500 was delivered on Friday 12 November 1982. 'I was over the moon,' he says. 'It was a wonderful car to drive, and almost drove itself. I would use it from that day on, to drive from London to my home in Vence, à la south of France.'

Bill has just one photo of himself taken on delivery of the car, but I have another photo with a chap beside him. 'He's the guy from the Mercedes dealer who delivered the car,' says Wyman. 'We are outside the garage at my house at the time, at 1a Mulberry Walk, Chelsea.'

Actually the car was being delivered by a close friend of Alan Dunn's, Bill Fryer of WF Fryer Cars, an independent dealer based in London's West End. SELs were always in short supply, so Bill's car had come from Swindon and Mick's from Southend. George Harrison's was from Glasgow.

Wyman immortalised the 500SEL in his autobiographical film *Digital Dreams*. It's seen with headlights blazing near the old London docks, registration RMR 542Y. His 500 has one feature almost unique on any Mercedes. I didn't see it at first, but the three-pointed star on the radiator has a thicker, wider base and looks as if it retracts. In the film it's standard, so clearly something happened along the way. Wyman explains, 'While parked in London, fans would steal the Mercedes star from the bonnet. I was continually replacing it.' The vacuum-operated replacement is designed to retract into the safety of the radiator housing.

Bill continues, 'It was my car for all occasions, including recording sessions in Paris and London.' But the triple-digit odometer shows just 14,800 miles which doesn't tie in with Bill's description of extensive use. Then again, the leather interior is hardly worn so the mileage could be true. Bill provides documents revealing a speedo replacement and after some quick maths this suggests a realistic mileage of about 116,000.

The SEL's top speed of 137mph came to Bill's rescue on at least one occasion. 'I had a crazy chase with the paparazzi from Vence,

[Bill Wyman's Mercedes SELs]

and lost them on the motorway to Monte Carlo,' he recalls. Later, sitting in the amply sprung driver's seat, it's difficult for me to imagine a high-speed car chase. The interior oozes old-school charm. Zebrano wood veneer, still bright, complements the navy blue leather. The driver's bolster has light wear, the carpets are still dark and even the carpeted rear foot rests are intact. Cargo nets on the seat backs complete the late Seventies feel.

Beside the rear electric window switch on the door is a second switch. I press it down, there's a whirring sound in the boot and the rear bench seat reclines - a real party trick. Air conditioning, rear air vents and a sunroof complete the luxury package as judged by the standards of the day, although there are no airbags. Later a phone was added - no longer functioning being analogue. Imagine the conversations it transmitted.

All the while, Mick Jagger was strutting his stuff in an even more option-laden 560SEL, mechanically in a different league. 'I bought it from Mick in 1993,' Wyman recalls vividly - that was the year he left the Stones. 'He must have liked it - he had it three years before he sold it to me, and he had a phone and TV installed. There are no photos of either of us with the car, unfortunately.'

Jumping from the 500 into the 560 it's clear why Bill traded up. The seats are supportive and opulent, the cream leather gives visual comfort that the navy blue of the 500 can't match. The burr walnut veneer on the dashboard and door caps is a rich tone that works well with the leather. Orthopaedic front seats are another comfort although I'm finding it challenging mastering the controls of the vacuum system. Eventually I find a supportive setting. The seats are electrically adjustable with a two-position memory. Incorporating the 'Gen 2' extra sound-deadening, the silence and stillness is like a library. Dark-blue tinted windows complete your seclusion from the outside world.

Front and rear seats are heated. The rear seats also recline but the seat belts aren't reassuring in that position. The squab goes



Bill Fryer of WF Fryer Cars sourced and delivered Bill Wyman's first S-class

This is the delivery note for the other SEL - Mick Jagger's Nautic Blue 560SEL Auto

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Vehicle type	Date of initial registration
1260392A506194	
Vehicle identification number	
NAUTIC BLUE 929	
Paintwork	
MICHAEL PHILIP JAGGER	
Owner	
2 MURDO TERRACE	
Street	Street
LONDON.	
Town	Town
SW10-00L	

forward and the angle of backrest changes, making it more like a sofa. Just the right position to watch the TV from.

'We had to remove the TV because it was constantly overheating,' says Bill. 'But the roof aerial is still fitted.' A possibly superfluous accessory was the snow chain switch. Its function is to moderate the traction control when snow chains are fitted. When you add in the map reading lights and fire extinguisher - useful for the telly - this car really has everything. Well, not quite; the 500 has an AA Home Start sticker on the rear window.

The car's documents show Mick put about 40,000 miles on the clock and Bill's added another 120,000. It too has had a speedo replacement. In the last seven years the car has done 35 miles. Why has it fallen out of favour? Bill's entirely logical response, 'I found it easier to travel in our four-door Mercedes ML320 with luggage and the new family. So I just garaged it. I now travel by train everywhere - I'm too old to drive everywhere now.'

So, why hadn't he sold the 500 when he replaced it? 'The prices offered for used cars in those days were pretty much an insult and so I kept it garaged, as I did with all of my Mercedes cars and my Citroën Maserati.' This reminded me that Fryers had unsuccessfully tried to sell Mick's 6.3 for £12,500 in 1986.

'I bought the 560 from Mick Jagger in 1993, just before I left the Stones. He'd had it for three years'



As Bill Wyman's silver 500SEL racked up the miles he bought Mick Jagger's newer 560 for long-distance duties

Eventually Mick took that car to the USA although it's now back in the UK still sporting its original Hampshire registration, CAA 839K, and with 89,700 miles to its credit.

The retirement of the 560 was gradual. Even after Bill got the ML the 560 continued its transcontinental routine on the 900-mile run from London to Venice. As Bill says, 'I was forever thankful for my decision to buy it as it was a dream to drive for 14 to 15 hours.'

In fact he travelled all over Britain, Europe and Scandinavia in it, on holidays, for weekend trips with the family, and to and from shows with the Rhythm Kings.

Two special memories stand out. The first, 'It was this car I drove with Suzanne to the South of France to be married in April 1993.' The ill-matching colour on the offside wing is the clue to the other memory, 'It was on my way back from France to London - I drove most of the way. My security guy took over for me to have a nap and he fell asleep at the wheel. The car crashed sideways into a motorway barrier on the right. The doors and side of the car were damaged, but it was still possible to drive.'

Bill agrees I can drive each car, so I head out from the confines of his estate and find a disused airfield nearby for some high-speed runs. Driving them is a revelation. The easiest to live with is Mick's 560, with its ASR traction control, 10mm smaller steering wheel, and powerful ABS progressive brakes. The potholed runway is all but dismissed by the 560SEL's all-round hydraulic suspension. Dampers are adjustable via a switch above the aircon dial. The default setting is soft, but with a more sporty driving style this automatically stiffens. Pressing the switch also takes things into sports mode, and if the ride quality doesn't remind you, a red indicator light in the switch surely will. Talking of reminders, there is an economy gauge in the main instrument cluster - a bit out of place in a car like this.

Looking after Bill's SELs



Tony Davey has worked on Bill Wyman's cars for many years. But his restoration CV also includes one of *The Saint* Volvos which he accompanied on *The Jay Leno Show*. Tony also restored a P1800 with more than three million miles on the clock. In 1997 Tony recommissioned a Mercedes 250S that Bill had bought new in 1966, sold in 1970, and bought back again in 1991. Bonhams auctioned the car in 2015. Tony says, 'It was the first Mercedes ever to have blacked-out windows, but when I restored it I took them out. I still have them somewhere.'

Tony recommission both of the SELs featured here, 'The ex-Mick Jagger 560SEL was run a few times a year and Bill still used it for his trips to France. Before the journey I always had to check the air-conditioning and re-gas it if necessary.'

'For this photoshoot and test drive I didn't have to do much, just check it over and replace filters. The battery was fine, and it started all right.'

So what about the 500 - after all it needed a replacement tank? Tony lists all the items, 'Apart from the tank it needed fuel pipes, a new fuel pump and filters. The brakes needed reconditioned calipers, new discs, pads and hoses. I fitted a new bottom ball joint to the offside front but other than that the suspension is OK. The engine needed new injectors and after an "Italian tune-up" it went much better.'

Neither cars had the tyres replaced since they were last used. We're not sure whether to be impressed or alarmed.

On the deserted runway at 75mph I try to sense if the suspension is lowering the car 24mm as claimed in the handbook. What is unmistakable is that the tyres are having a hard time. Meanwhile, the 560 engine delivers turbine-like push right through the rev range, making this car effortless to drive and wonderfully quiet on normal surfaces. Gearshifts are perceptible but that's to be expected on these bullet-proof four-speed hydraulic 'boxes.

On a fast run through the lanes I keep reminding myself I have more behind me than in front. Such is the poise of the 560 it feels like a smaller car, but if the back end breaks away it will act like a massive pendulum that will take some catching. The car's length and commensurately long wheelbase need accommodating on tight corners - it needs space, you'll clout the kerb if you go in too tight.

The suspension and ASR make this an easy car to hustle along, with responsive enough steering for a recirculating ball system. There's little in the way of shock or vibration coming through the steering, but it feels a little remote.

Bill Wyman's Mercedes SELs



After being tucked away at Wyman's Suffolk mansion, both SELs are on display at Brooklands



I could get used to this. There's no doubt this is still one of the finest saloons to come out of Sindelfingen, even 27 years later and with a six-digit mileage. It's simply lovely.

If I had driven Bill's 500SEL on 9 November 1982, when first registered, I would have been bowled over by its looks, its size and the aroma of its rich blue leather interior. It's a tribute to Mercedes that a car launched in 1979 can still impress, even with those small wheels. The seats are large, springy and lacking lateral support, and the steering wheel is bigger than the 560's. The cockpit feels so different from the car I've just exited. Starting the 5.0-litre V8 is a protracted affair, no doubt thanks to lack of use. Nevertheless it's almost silent at tickover, with no hint of vibration or unevenness, which cannot be said of the 560.

Heading off down the muddy lanes the car feels lighter and less well planted on the road. The balance is similar, again with the feeling that there's an awful lot behind me. Steering is light although it seems a little less connected than the 560's, but we know recirculating ball systems lack feel.

The 500 engine doesn't have as much torque but it's adequate for brisk progress. Floor the accelerator and the nose rises in response to a 228bhp shove. It may lack the driver aids and creature comforts of the 560, and crucially the all-round hydraulic suspension, but the 500 glides along, and by the standards of the day it was among the best. I recall Bill saying he felt the car could drive itself, and I'm having the same experience. Of course comfort compromises handling, so it's not surprising that when I start to press on the body rolls heavily, and the reserve fuel warning light is flickering as if to say 'back off'. Damping feels stiffer although given this car's lack of use the suspension won't be at its best. Adequate brakes lack the reassurance of the 560's which instinctively makes me cautious.

Comparing unfavourably a car that is eight years back down the road in terms of development cycle, and one that's been standing for the best part of a quarter of a century, is not fair play. It's simply a different car to drive. I know it will whisk me to the South of France given 160 litres of fuel and no paparazzi.

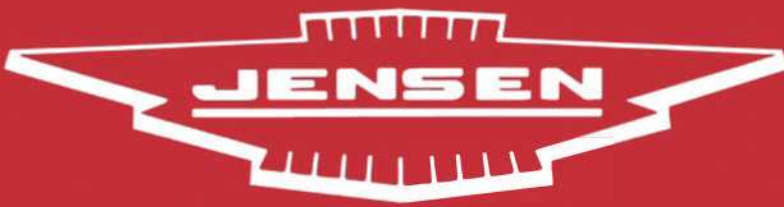
If you want to cross continents, the 560 will get you there in supreme comfort. If you want a retractable three-pointed star and the provenance bestowed by a rock star's video then Bill's 500 is the one. And both cars have spent many years in a warm garage away from the damp, resulting in robust bodywork.

The accident history on the 560 is apparent but it's better not to change it because it's all part of the provenance - which is especially important because Bill is selling both cars. But before they go to auction at the Omega Auctions sale in September, Bill is allowing them to be exhibited at Mercedes-Benz World in Weybridge, Surrey. It's a free exhibition, just don't pinch the star.

I ask why Bill's selling them now. 'They are wasting their time in my garage after some great times,' he says. 'We've been to wonderful places together.' What do you say to the new owners? 'Take care of them just as I have - with love and affection.'

Mercedes-Benz V126 5.0/5.6-litre

Engine 4973cc/5547cc sohc, mechanical and electronic fuel injection **Power** 228bhp @ 4750rpm/295bhp @ 5200rpm **Torque** 229 lb ft @ 3000rpm/317lb ft @ 3750rpm **Transmission** Four-speed auto, rear-wheel drive **Steering** Power-assisted recirculating ball **Suspension** Coil springs all round, gas-filled dampers. Front - twin control arms. Rear - diagonal trailing arms/additional fully adjustable front and rear hydraulic system **Brakes** Servo-assisted discs all round with ABS **Weight** 1655kg/1810kg **Performance** 0-62mph: 8.1 sec; Top Speed: 137mph/0-62mph: 7.2 sec; Top Speed: 149mph **Fuel consumption** 23mpg/22mpg **Cost new** £28,150/£59,000 **Classic Cars Price Guide** £2000-£7500



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After being upgraded from new to SR1600 works spec with support from Toyota Denmark, this Corolla took on the Monte Carlo Rally

THE FAST SAMURAI.

In 1977 this Danish-entered Toyota Corolla SR1600 contested the Monte Carlo Rally. Today we drive it

Words IVAN OSTROFF Photography MIKKEL THOMSAGER

In 1977, one of the legs of the Monte Carlo Rally started from Radhuspladsen (The Town Hall Square) in Copenhagen. It was a big event in Denmark in those days because several Danish teams took part. Bent Egede Olsen and Soren Terp were entered in their Group 2 Toyota Corolla SR1600 Levin, which finished second in class. Standing there watching, wishing he could drive that Corolla, was 18-year-old enthusiast Kenneth Saust. Today, Kenneth is general manager at Yokohama Denmark and owns that very car.

Today, the restored Corolla is impeccably turned out in its original colours and sports its 1976 registration. The original period rollover bar is still in place but strengthened to comply with current regulations. I lower myself into the Cobra seat and secure the OMP full harness. Inside it looks much like any other stripped-out competition saloon of the time. The original brown vinyl Toyota seats are long gone - they'd be deemed quite unacceptable by rally scrutineers today.

I twist the master switch next to the fuse bank, flick on the fuel pump and press the round rubber starter button. The Corolla's double overhead camshaft four-cylinder fires instantly and I become immediately aware of the rorty intake noise from the twin Dell'Orto DHLA40 carburettors.

The basic instrumentation is standard Toyota Corolla SR largely as it was from the factory. There's an oil pressure gauge where the clock would be in a standard car, while the radio has been replaced by an aluminium panel with exposed fuses for easy access. The doors have period-correct aluminium pockets for road maps. There is a brake cut-off lever to the right of the gearstick - intended to make service work easier - while a knurled knob to the left of the handbrake adjusts the strength of the rear brakes, effectively providing a legal brake balance system. A later addition is the digital speedometer, accurate whatever the gearing.

Additional fittings include a fuel pump switch, extra light switches for the four powerful Hella units fitted for night rallies, and a flexible interior map-reading light that clips onto the roll cage. Hammers and knives are attached to the door panels for smashing the windows and cutting through seat belts in emergencies - classic rallying is still a dangerous game.

In front of the passenger seat is a rather unusual prototype trip computer. It was created in Denmark by John Haderstal who persuaded Olsen and Terp to let him use this car as a test platform and was installed for the 1977 Monte Carlo Rally. The Danish police subsequently used this car to create the prototype for a mobile speed-checking device - at the time it was the first such electronic system and was subsequently developed into the first commercially available electronic rallymeter.

I depress the surprisingly light clutch, engage first and pull away. Without any sound insulation there is a lot of noise from the gearbox and drivetrain; first gear is especially long. The gearbox is not a straight-cut device but a synchromeshed H-pattern unit that is nice and easy to use. However the clutch, while surprisingly light, is switch-like in its operation and I have to remember to keep the revs up in second gear to stop the engine fluffing. Kenneth tells me he uses 7000-7500rpm when driving the car in anger. 'I'm still my own main sponsor so I change up 500rpm before the limiter in

deference to my pocket!' he says.

I decide to change up at 6500rpm just to be safe and that's plenty to keep it up on cam, where it pulls brilliantly in any gear.

Grip through fast corners is astonishing. The Corolla is easy to

control on the throttle and is very predictable, but it can become rather tail-happy if you're not concentrating because it's extremely light at the rear. I need focus with commitment when setting it up for a corner, because the border between understeer and oversteer is rather narrow. Kenneth has prepared the car with neutral to understeer tendencies at the limit; he's more familiar with front-wheel drive cars, so that feels more natural to him. On a normal road you might think that the quickest way through a bend would be to set the Corolla up sideways before entry, but no. The neatest way through a corner is to brake in a straight line, then slam the car round and drift through the corner on opposite lock. This is not a point-and-squirt car, but a serious competition machine that handles exceptionally well on all surfaces, although Kenneth prefers tarmac because it's not so punishing on the car.

The exhaust growls angrily through the two-inch bore of its straight-through exhaust, but it's the intake noise that is most impressive; a stripped-out Group 2 rally car is like a sounding

'I need focus and commitment,
because the border between
understeer and oversteer is narrow'

board. Charging along at around 6000rpm in top, about 90mph, the roar of the air being sucked through the trumpets of the Dell'Orto 40s is soul-stirring. The racket; the vibrations; the smell of petrol all the while - you don't get that in a GT86.

Whatever the nature of the road surface I can feel every element of it through the recirculating ball steering, which is light and pleasingly accurate. The front brakes on the Toyota Corolla 1600SR rally cars were the same as the rear brakes that Ford's competition department fitted to the Ford Escort BDA. The competition-spec Ferodo pads need time to get hot so at first I exercise reasonable caution, but now they are up to temperature they are particularly effective. The handbrake is actuated by hydraulics, so there are no cables below the car and it is very effective when you want to pivot the car for a hairpin, even on asphalt.

Acceleration out of a corner with the current axle ratio is impressive with 60mph coming up in 7.4 seconds; the car tops out at just 104mph but mid-range torque is terrific. Going up through the gears it's not a case of waiting for the limiter to cut in, not in a classic Seventies rally car. I have to keep an eye on the rev counter, sense where the torque is and know where it is best to change up. It really comes alive after 4500rpm and then from 5000 onwards it's like a rocket, with upgraded valves and springs that facilitate extra power and lift the rev limit to 8000rpm. I feel the engine reaching its peak output before then and don't press it any further, just grab the next gear. As a result, the driving experience of the Corolla SR1600 is just compulsive.

Interestingly this car actually left the factory in 1976 as a 1.2-litre SR1200. Bent Egede Olsen was the son of the Danish Toyota dealer at Jaegerspris and wanted a car to campaign in the 1600cc Danish Rally Championship. The 1600cc Corolla SR model wasn't available in left-hand drive, so Toyota Denmark imported a left-hand-drive Corolla SR1200 that was immediately stripped and rebuilt for rallying on arrival, with parts cannibalised from a brand-new Corolla 1600. A genuine TE37 homologation model built with factory support, the left-hand-drive Corolla SR1600 was very successful in Scandinavia and achieved fourth place in the 1600cc Gp2 category of the Danish championship.

Apart from the Monte, Olsen ran the Corolla in the Danish Rally Championship in 1976 and 1977 which, in those days, included long cross-border events such as the Baltic Rally and the Nordland Rally with stages in Sweden and Germany. Around 1978 Olsen sold the Corolla and it then changed hands several times until the engine blew up in 1988 when in joint ownership. After an attempt to rebuild the car stalled, its owners left it standing dismantled outside for 12 years. 'In 2000 a family friend told me that the ex-Olsen Corolla was rotting away in a garden in Amager, south Copenhagen,' recalls Kenneth. 'As soon as I saw it I knew it was the original Danish Monte Carlo Rally car. There was loads of rust to deal with but it was love at first sight.'

When Kenneth got the car home, his first job was to deal with all the obvious corrosion so he started by getting the bodyshell sandblasted. However, when the body came back from blasting it was clear that a lot more work would be required, because most panels were either extremely thin or riddled with holes. Finding original replacement body parts for a Corolla SR was difficult. Many of the replacements had to be hand-made by Kenneth's friends and retired father, but the wheelwells posed a particular problem; a resourceful Kenneth found a donor in the form of an old Toyota post van left in a scrapyard.

He also sourced original parts from as far afield as California and Australia, with many coming from Toyota Racing Developments

(TRD) in Japan. His co-driver Lars Mollerup looked after the work on the engine, gearbox and rear axle. Says Kenneth, 'He's a flight mechanic and I figured that if he can make an Airbus fly then he could probably make the Toyota do the same!'

Once the bodyshell was painted, Kenneth did every nut and bolt of the re-assembly himself over a period of two years, with help from several friends. After finishing the restoration in 2003, he entered the car into the Danish Historic Rally Series. 'It was just amazing - after starting with nothing more than a box of bits, to complete our first rally successfully was a fantastic experience.'

After 12 accident-free years competing in various historic rally events, Kenneth hit a boulder sliding through a left-hand hairpin during the Yokohama Rally Sprint Championship in Easter 2015, severely damaging the right front corner. Immediately after the accident, Kenneth was contacted by a chap who he had met a couple of years earlier and had learned of the accident on Facebook. 'He called and said, "Remember me? I have an old Corolla standing in the garden, you can cut off whatever you need to repair your car." It was like he was sent from heaven.'

Repairs completed, Kenneth then took the opportunity to have the car repainted in the correct original Toyota colour



'Straight away I knew it was the Danish Monte Carlo Rally car - it was love at first sight'



Straight-four engine boasts plenty of TRD goodies

of 023 White. He also managed to get the original registration DZ54 867 back on the car. 'Since the car has re-assumed its original appearance, there's been a huge response from people who knew the car in the past,' says Kenneth. 'Now it can clearly be seen that it's the genuine car from 1977, people keep coming forward with souvenirs that they've been keeping since the Monte Carlo Rally.'

After finishing the Monte in 1977, Olsen and Terp were presented with a plaque by Prince Rainier and Princess Grace. Just a few weeks ago Olsen gave that original plaque to Kenneth, who has mounted on the dashboard. 'Bent said he was delighted that I had restored and was still rallying his ex-Monte Carlo SR1600,' beams Kenneth. 'For me that was the icing on the cake.'

1976 Toyota Corolla SR1600 Levin rally car

Engine Toyota 2T-G 1589cc in line four cylinder, dohc, two valves per cylinder, twin Dell'Orto DHLA40 carburettors with 34mm Venturis **Power** 146bhp @ 7500rpm **Torque** 118lb ft @ 5100rpm **Transmission** TRD close-ratio five-speed H-pattern manual, rear-wheel drive **Steering** Recirculating ball **Brakes** Front: homologated AP 266mm ventilated discs with twin pot callipers. Rear: drums **Suspension** Front: TRD MacPherson struts, lower wishbone, anti-roll bar. Rear: leaf springs located with two trailing arms, adjustable TRD dampers **Weight** 950kg **Performance** Top Speed: 105mph; 0-60mph: 7.4sec **Price new** approx. £8000 including local Danish taxes for standard road car **Classic Cars Price Guide** £30,000



The Corolla looks just as it did in period, down to the period-correct Japanese Tea sticker on the rear window



Gearbox is a H-pattern, handbrake is hydraulic



Owning a Corolla SR1600 Levin



'Even when I'm driving this car on a public road and not in competition, I cannot stop grinning,' says owner Kenneth Saust. 'I see the people in their forties and fifties smiling – it's a car from an era they remember. So many people come up and tell me that their dad had the standard version of the car.'

Kenneth is always on the lookout for spares, 'You never know when you may need something. I was lucky to get all the repair manuals from the previous owner who fortunately had kept them stored safely for over 25 years. He'd also removed the now-rare chrome Levin badge to keep as a souvenir, but gave it to me when I finished the restoration.'

'You have to be one step ahead all the time. After almost 20 years of ownership, I've built up a good network for help and support. The internet is a good source for certain parts because the standard version of the car is still popular in Asia and America. Some mechanical parts are identical to those on later models, but it is getting more and more difficult to find certain items. On the other hand, that makes running it all the more rewarding.'

'I like to finish in the top half of the field but just participating in some of the major events, soaking up the atmosphere, makes me happy. If I had to do it all over again there is absolutely nothing I would change.'



Olsen and Terp press on in 1977



Saust dances the Corolla on the throttle



Gary, his wife Carolyn and their sons Daniel and James are known for their love of the little Brit across the Aussie island and beyond

[The Collector]

'It's a family obsession – racing, restoring and treasuring Minis'

Mini specialist Gary Willson has been at the heart of Tasmanian motor sport for more than 40 years, and his wife and sons share his compulsion for buying the pint-sized icons

Words JOHN DEAN Photography MAX CLINGO



Just look at those adorable faces. It's the Minis we're referring to here, rather than the Willson family, who collectively care for this enviable treasure trove of Britain's tiniest of motoring icons.

Patriarch Gary Willson has been involved with building and racing Minis in Tasmania for more than four decades - he holds multiple state motor sport titles from speedway through to circuit racing. His wife Carolyn learnt to drive in a Mini at 17, going on to compete in the island's most challenging of road races, the Targa Tasmania.

The couple's twin boys cut their teeth on Minis from a very early age. With 13 Targas already under his belt, Daniel is now a world-class rally driver, whose personal career highlight was winning an Asia-Pacific Rally Championship. Brother James has also had his fair share of success, having won Baskerville's Chris Ellis Memorial Race three years on the trot. When not on the track, James manages Willson Automotive, one of Australia's most highly respected Mini restoration workshops.

The Willson family has gathered today to take us on a very special tour of some of their favourite Mini motors.

1969 Mini K Van

Bought for AU\$50 (£25), this Mini commercial was an improvised kennel for someone's German Shepherd before Daniel and James saw it as the basis for a shared metalwork assignment at school.

'It's quite rare to find a Morris Mini van without side windows,' Daniel notes. 'There's a recess in the panel, which usually gets cut out for the glass. It didn't have an engine or gearbox; we did all the brakes, steering, suspension, bodywork, welded new metal into the lower panels, then tidied up the interior with trim taken from another car.'

James remembers their supportive teacher at the time, 'He was very encouraging, but not knowing anything at all about cars, he just left us to it.' Achieving top marks, the 14-year-olds tackled everything except for the spray-painting - an elderly panel beater was wrenched out of retirement to handle that task.

So what does the K stand for? Why, Kangaroo, of course - and just like the native hopping marsupial, this economical Australian model was said to go all day without needing much of a drink. The indigenous theme continues with a plastic steering wheel boss cover moulded into the shape of a boomerang.

1972 Clubman Willson 96

'The last owner of this Clubman had experimented with the suspension - it had a hydrolastic set-up at the front end and rubber cones at the rear. Realising it was never going to work, he probably just wanted to be rid of it,' says Gary. 'So I bought it for AU\$150 (£75) in 1994 to turn into a racing car. The 850cc engine didn't run at all, but the body was remarkably good. At the time we operated a BP service station, hence the green and white livery. I raced it in a class known here as Mini 11, not being more than 1100cc, and I won the State Championship with it three years in a row.'

'Soon after that, the boys began using this and a sister car we also built, so that the twins could have a car each for open race meetings for when they turned 16. They had quite a bit of success. It's a very well-known car across Tasmania that's always been totally reliable, properly prepared and well presented.'

1966 Australian Cooper S

This genuine Australian Cooper S, despite appearances, isn't actually the Mini that Bob Holden and BMC's Finnish works driver, Rauno Aaltonen, drove to victory at Bathurst in 1966. That celebrated giant-killer was subsequently cast off by the factory and bought by a young guitar-playing musician as a cheap runabout, before it was stolen one night from outside of a Sydney pub - never to be seen again.

'We know Bob quite well,' Gary says. 'So we dressed this car up to resemble his original Cooper S - it's the closest replica he's seen. We found this vehicle in original condition, although the previous owner thought the upholstery needed replacing. In the end I resprayed it all with cans of colour-matched vinyl paint. Seeing it again recently, Bob commented on how good it looked.'

Daniel can no longer contain the ripping Bathurst yarn he's been dying to share, 'Bob Holden wasn't rated at all, he was never going to win the race in 1966 - Paddy Hopkirk was meant to win it. But Bob heard from his insiders at BMC that he was to be given the team's slowest car, with the fastest going to Paddy. With a team of helpers, Bob snuck the slowest car out of BMC, just for one night, took it back to a mate's workshop, pulled it down, blue-printed and balanced the engine, brake drums, hubs and everything else they could to make it the quickest. At practice the following day, they held back on their lap times, received the 'slowest' car as planned, and went on to win Bathurst.'

1972 Clubman Estate

Built in England and oozing Seventies style, it's easy to imagine this Clubman's first young lady owner clocking off at the end of her nursing shift and planting a cork platform shoe onto the accelerator to catch dreamy Richard Sullivan in *Robin's Nest* on the telly. She eventually moved to Rhodesia, taking the car with her, before relocating to Tasmania some years later.

'We bought it in run-down condition and have undertaken repairs as necessary,' says Gary. 'They're quite scarce in England - even rarer in Australia. The imitation wood trim is actually veneer stuck on to a separate metal strip - it usually only lasted a year or two; other examples have a contrasting colour instead. The car's been resprayed, matched from paint found under the seats. We've replaced the carpets, but the upholstery is mostly original.'

Gary Willson's Australian Mini Cooper S is a replica of the example Bob Holden and Rauno Aaltonen drove to victory at Bathurst in 1966, beating Paddy Hopkirk's 'faster' car



1972 Mini Clubman Estate arrived in a sorry state. It's now Gary's favourite





This is the tip of the Willson Mini ownership iceberg – Gary has been racing, building and collecting them since the Seventies



The Willsons ran a BP service station back when Gary raced this '72 Clubman



Finding a Mini Van with intact rear panels is rare. This is a 1969 K Van

And what about those far-out wheel trims? 'They were missing, but we sourced some purely by accident from a chap in Sydney who didn't realise what they were. This car is useful in terms of rear load space, and being so different it's probably my favourite.'

1979 South African Clubman

The previous owners had moved from South Africa to Tasmania to open a jewellery shop. The Clubman made the voyage too, but after a garage incorrectly diagnosed major mechanical problems, advising it was beyond economical repair, they decided to sell it.

They were told their Mini needed a new steering rack, but it didn't. Bellville washers for taking up the slack were later found to be completely broken. The brakes were also apparently going to cost a fortune to fix. 'Mini brakes are cheap as chips to repair,' says Gary. 'After getting it home we found the real problem was actually a leaking master cylinder, so we just fitted a secondhand unit that's still working well 19 years later.'

The Clubman's metallic blue body has few blemishes, just minor rust bubbles on the bonnet's leading edge. 'We've had those repaired previously, but they've come back to haunt us. It seems that sound-deadening material soaks up moisture, and then causes rot.' This Leyland-built Clubman boasts a plush interior compared with some of its siblings, and is thoughtfully finished throughout. 'This was my everyday transport when I was a schoolteacher,' Carolyn recalls. 'My students called me Mrs Bean.'

1963 Cooper S Leyland Facelift

Buried somewhere beneath flared glassfibre panels lurks the remains of a 970cc-equipped, 1963 Cooper S. Only 963 were ever built, so they're worth a fair amount nowadays, although this example - altered beyond all recognition - would certainly struggle to get any discerning collector frothing with excitement.

Raced from new in Britain, it was worked on by 1959 British Rally Champion and BMC tuning guru John Sprinzel in the early Sixties. Following a string of UK track successes, this Cooper S continued to compete in South Africa until transported to Tasmania, where it was further developed and race-sponsored by a local BMC dealer. When the new square-fronted Clubman arrived, management insisted that if they were to continue with their sponsorship, the old Cooper S needed to look like the newer model Leyland, so it was carved up even further.

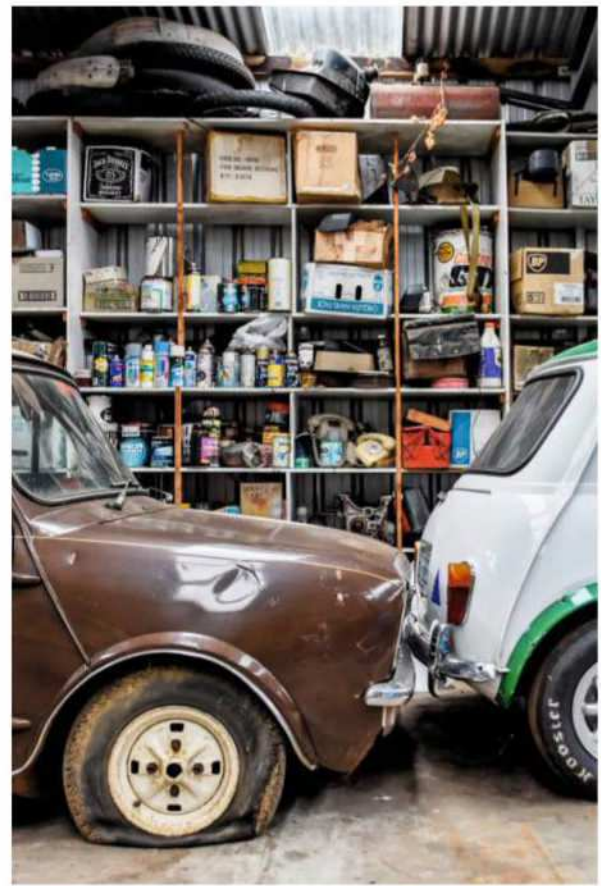
'I bought this Mini 15 years ago and have since restored it to how it would have looked in 1972,' says James. 'Currently, there's a 1430cc stroker engine with a good crankshaft, high-performance Omega pistons, and a Weber 45DCOE with twin ram tubes.'

1962 Morris 850 Cooper S replica

From modest beginnings as a standard MkI, this Mini was rebuilt and reworked to Cooper S specification for historic Group N competition. 'It was campaigned by a friend of mine in the Eighties,' Gary says. 'At one meeting, it was involved in a catastrophic crash. The throttle cable had come adrift, leaving the car stranded and vulnerable on a blind corner. A Holden EH slammed into the back of it at high speed. The crushed rear section was later cut off and replaced with one from another car.'

Not that you'd notice any signs of this dramatic reconstructive surgery - it's a seamless job. Presenting much as it did in its heyday, this former track terrier retains a full set of rare Sixties magnesium Minilite wheels, suitably set off by some Dunlop Formula R rubber.

'The racing tyres are probably a bit worse for wear,' Gary admits. 'But they're period correct and certainly look the business.' A more potent power plant than the former factory 850 four-pot now blesses the engine bay - a larger 1310cc unit.



Another Clubman awaiting the Willson touch in the family-run restoration business

1968 Jaguar E-type

An Opalescent Dark Blue E-type hovers above our heads on a hoist. This US-sourced, left-hand-drive car was bought sight unseen from a 79-year-old seller who felt he no longer needed it, having driven 120 miles in nine years. It was a long process getting it from Kansas to Tasmania - the seller's grandson acted as internet middleman.

'American cars have with them something called a title, which is similar to our land title here,' Gary explains. 'I was advised to be absolutely sure to get this, so the moment I paid for the car, I asked for this document to be sent to me by registered mail. When the E-type eventually turned up at the wharf in Los Angeles, the shipping company contacted me to say it couldn't leave the US without this title. So I had to post it back.' Patience prevailed. 'It was a better car than I'd expected,' Gary admits with relief.

1960 Jaguar Mk2 3.8

Only last year, while on holiday in mainland Australia, Gary spotted an elderly gentleman parking a Jaguar, and wandered over for a chat. Can anyone else see a pattern developing here?

'He invited us into the house, and parked in his garage was this Mk2. It belonged to his son who wanted to sell it. After coffee and some biscuits, Carolyn drove it home. We used a Mk2 as our everyday car when we were first married. People often complain about their reliability, but I've never had any issues. It's all down to maintenance. Neglect any classic and you're bound to have problems.'

The keeper(s)

Gary selects the 1972 Willson Clubman as the car he'd keep if he had to downsize to a single garage, but there's a complication - the sister car survives in another shed, albeit stripped of mechanicals. 'They both mean more to me than any of the vehicles here and will never be sold. It's my strong desire to see it resurrected so that James and Daniel will be able to enjoy both of these Minis once more.'

Well, technically they'd only take up one parking space between them so we'll give him that one.

THE COLLECTION

1960 Jaguar Mk2 3.8
1962 Morris 850 Cooper S
1963 Cooper S Leyland
1966 Australian Cooper S
1968 Jaguar E-type
1969 Mini K Van
1972 Clubman Willson 96
1972 Clubman Estate
1979 Clubman (S. Africa)

NEXT
MONTH
BRIT CLASSICS,
OAK BARN



This 1979 South African Clubman was Carolyn's daily when she was a schoolteacher



US-sourced Jaguar E-type was bought sight unseen...



Don't blame the twins. It started life as 1963 970cc Cooper S...



The rescued 1962 Cooper S 850 replica now boasts a 1310cc engine



1960 Jaguar Mk2 3.8 below the hoisted E-type was found in mainland Australia last year



The Fiat Dino possesses credentials to snatch attention from its Maranelese cousins. We take a drive in the Spider example that Sergio Pininfarina kept for himself

Words IVAN OSTROFF Photography GLENN LINDBERG

What was it about this sports car with a humble Fiat badge on its nose that prompted its stylist Sergio Pininfarina - who would no doubt have had a fleet of Ferraris at his disposal - to keep it for himself? It's a question that swirls around in my head as I contemplate taking it for a drive.

Well, there's the obvious appeal - to my eyes it's one of the most elegant designs of all time. Maybe it's odd to describe a car as sexy, but this Pininfarina sculpture oozes curvaceous allure.

Just look at the nose, that pouting grille, the way that the thin chrome bumpers blend in, the sweep of the curves over the front wings, the feline rear haunches and the circular Ferrari-style tail lights, all finished off by the delightful Cromadora Elektron magnesium alloy wheels. Not a bad start.

After a few more moments spent swooning, I open the driver's door and slide into the driver's seat. The interior is trimmed in vinyl - this is a Fiat not a Ferrari after all, and leather wasn't an





The Fiat Dino's front end shares styling with the Ferrari Berlinetta Speciale prototype, unlike the production Dino 206GT



The Dino Spider has a drag co-efficient of 0.43 top-up and 0.50 top-down, which goes some way to explain the performance difference to the 'Ferrari' Dino

option even for Sergio - but it's cosy and comfortable. I'm drawn to the unusual yet attractive woodrim steering wheel; it's gently dished with rounded aluminium spokes that are slotted for lightness, not drilled. The instrumentation is clustered in a pod in front of me and all the dials are easy to see through the wheel.

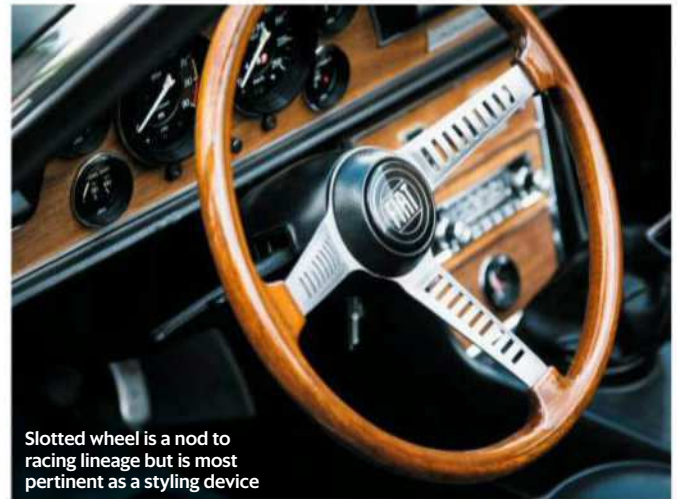
I twist the key, the V6 fires up instantly and settles into a steady 800rpm tick-over. It's a true race-bred unit - its origins lie in a project that used Fiat's mass-production muscle to homologate the Ferrari 2.0-litre V6 engine for Formula 2, which required a minimum run of 500 production units per year. After a warmly received introduction at the 1966 Turin show, the Fiat Dino was substantially revised in 1969 with cylinder block material changed from aluminium to iron and capacity enlarged to 2418cc. Today, this late-1970 Spider is enticing me with a smooth, high-pitched whine from its double overhead camshafts per bank, rather than goading me with an overly rorty exhaust snarl.

Noticing how light the clutch is I pull the short gearstick across towards me and back into a dog-leg first position, then accelerate away steadily. Thoroughbred the V6 may be, but its Dinoplex electronic ignition unit - a world-first application in the 2.0-litre - tames any baulking primadonnery. After testing the bespoke Magneti Marelli system's smoothness within first gear's rev range I move the lever, clack, clack, clack, into second. On Hertfordshire's empty country roads the Spider picks up speed purposefully and before long I'm cruising along effortlessly in fifth.

The refinement, ride quality and high-speed stability don't take long to impress me. Although the 2.0-litre Dinos had a leaf-sprung live rear axle, the 2.4-litre cars had an independent rear end with coil springs, two heavy-duty dampers to replace the previous four, and a Fiat 130-sourced anti-roll bar. As a result, the Dino's supple ride is more like a Jaguar XJ-S than an MGB or Triumph TR6. And there's a total lack of scuttle shake compared to, say, an Alfa Spider. Structural solidity feels more like that of a coupé than a roadster, and triple-digit speeds are less frantic than they are in any convertible contemporary. Where permitted this car will cruise comfortably at 130mph all day long.

But while the Spider is quite appropriate for long trips it was primarily designed as a bonafide sports car, and I feel intimately connected to the road; it's softly sprung but firmly damped. The stopping power of the ventilated disc brakes is one of the Dino's best attributes - it shares the same two-pot Girling calipers as the much heavier Maserati Ghibli. Under hard braking the Dino stays settled, turns in precisely and remains completely planted as I accelerate away. Turning in early reveals a remarkable tenacity until I deliberately provoke the rear tyres to break away. There's plenty of fun to be had below licence-losing speeds.

Yet Pininfarina only kept chassis 1239 for six months before lending it to Bernard Cahier. The former Porsche works driver turned motor sport photojournalist was on first-name terms with the greats of the time, and got on so well with Pininfarina that



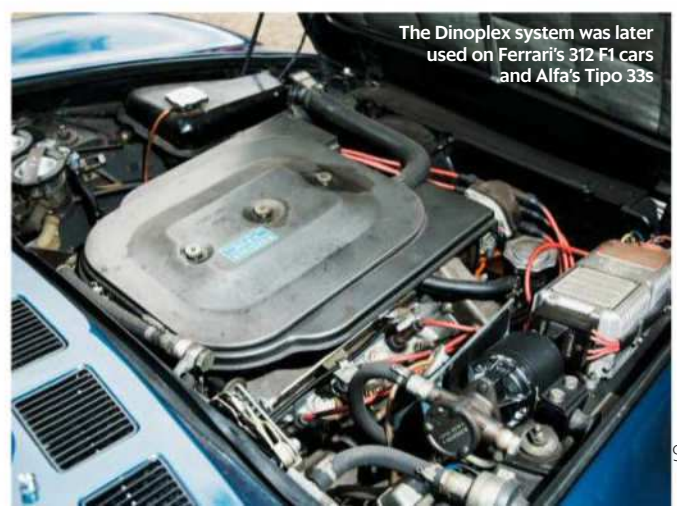
Slotted wheel is a nod to racing lineage but is most pertinent as a styling device



Leather wasn't available but headrests could be specified as an option



Original and now-rare Blaupunkt Auto Search radio is still in its place and works perfectly



The Dinoplex system was later used on Ferrari's 312 F1 cars and Alfa's Tipo 33s

'The Spider is enticing me with a smooth, high-pitched whine from its double overhead camshafts per bank'

Owning a Fiat Dino Spider



'My first Fiat Dino was a 2.4-litre coupé that I bought in 1988 in from a chap called Alfonso in Naples,' says owner Nigel Knight. 'I wanted a Ferrari 330GTC but couldn't afford it. Alfonso said it was 'perfetto', but it wasn't. In fact it was simply lousy mechanically; I spent £30k on it and sold it for £5k in 2006. I've owned many Ferraris since, but I bought

this Fiat Spider in 2007 and it has given me by far the most satisfaction. I've done very little to it apart from preventative maintenance.

'The only thing that has gone wrong over the years is the voltage regulator soon after I bought it, and the clutch cable about three years ago. Otherwise it always starts and has been trouble free. I have fitted a higher-ratio fifth gear but it's still a tad to low-geared for my liking so I'm in the throes of having a high-ratio crown wheel and pinion made up for the differential in order to drop the engine speed a little more.

'I do all the basic stuff myself, like changing the oil, brake fluid etc. I've spent about £3000 on maintenance in 11 years. It makes me smile all the time. The noise is amazing. The Ferrari Dino V6 is such an intoxicating sound; even if I am having a bad day, I go out, start the thing up, drive it and it makes me smile. It is just incredible.

'People love it and think it is such a pretty car although most folk I encounter don't know what it is. Those who do say that they wish they had bought one ten years ago.'



when he revealed how much he liked the car, Pininfarina gifted it to him.

In Mike Morris's book *Fiat Dino, Ferrari By Another Name* it is suggested that Cahier and the Dino lived in California where it was registered, but this car always resided at his home in Evian, France. According to Cahier's son Paul-Henri, it was through a friendship with Carroll Shelby that his father was able to obtain the Californian registration 'PININ'.

When current owner Nigel Knight spoke to Paolo Pininfarina he recalled that Cahier didn't use the car much, reserving it for long drives on sunny days. He also remembers that the Dino was silver which surprised Knight, who had assumed the car had been Sera Blue from new. Indeed, when he took the car to have wax injected into the box sections the original silver was found beneath. The repaint must have taken place early in the Dino's life because Paul-Henri only ever remembers it being blue.

In 1995 Cahier sold the Dino to his racing driver friend Grahame Bryant, who also used it almost exclusively for high days and holidays. From Bryant it went through several UK-based owners before one gave way to Knight's badgering to let him buy it in March 2007. Today, it's easy to see why he was so keen - the Dino is proving to be a real marvel worthy of its exalted associations.

There's absolutely no play in the steering, which is worm and roller with a Gemmer steering box. It's heavy but that is only bothersome at slow speeds. Accelerating out of a junction with verve, the Borg-Warner limited-slip differential shares out the grip between the two rear 205/70x14 Pirellis. The ZF S5-18/3 gearbox is a delight and the pedals are well placed for heel-and-toe work. Going back up through the gearbox and standing on the throttle between gear changes rewards you with a gruff wail that manages to be more sophisticated than a straight four-cylinder screamer, yet more aggressive than any road-silenced small-block V8.

When they were new the 'Ferrari' Dino 246GT was quoted at 195bhp and the Fiat Dino 180bhp, yet the engines were identical bar a slight difference in cam profiles - and even then the overlap remained the same. Indeed, Fiat later confirmed that the Ferrari's

'To dismiss the Fiat as an inferior relation is to do it a grand disservice'

figures had been reached via the more generous SAE method and the Fiat's by DIN - when adjusted the Spider would have a healthier 188bhp. Any remaining discrepancy not accounted for by the cam profiles probably stems from the exhaust layout as dictated by the engine positioning, with top speed differences attributed to body shape rather than core muscle.

Also suggestive of an attempt to avoid Maranelese moccasins being trodden on is the wastefully low fifth gear, which was quoted to give less than 10mph more than fourth at the top end. As a result, Knight decided to have the optional lower-ratio cog fitted. Now the car is less busy at high speeds; when I'm doing 70mph on the motorway the engine is pulling 300-400rpm less than Knight says it used to. 'Originally, it was pulling around 7450rpm at 132mph, while maximum power is developed at 6600rpm,' says Knight. 'Now it will do around 140mph. This certainly points to the possibility that the manufacturers were intent on maintaining a gap between the Ferrari and the Fiat.'

But to dismiss the Dino Spider as an inferior relation - whether honestly or artificially - is to do it a grand disservice. That stands up empirically too - ten years ago, a 2.4 Spider was worth 36% of a 246GTS; today that figure is 46%. But values and rarity aren't even in your peripheral when you're revelling in its roadholding and embracing the cammy howl of its V6. The late LJK Setright once signed off an ode to the Fiat with three words - his being 'thank you Dino' - and I shall do the same.

'Other' isn't enough.

1970 Fiat Dino Spider 2400

Engine 2418cc iron-block V6, dohc per bank, triple Weber 40DCNF carburettors
Power and torque 188bhp (SAE) @ 6600rpm; 164lb ft @ 4600rpm
Transmission ZF five-speed manual, rear-wheel drive, limited-slip differential
Steering Worm and roller **Suspension** Front: independent, control arms, coil springs, hydraulic dampers, anti-roll bar. Rear: independent, coil springs, hydraulic dampers **Brakes** Ventilated discs all round, servo-assisted **Weight** 1480kg (3260lb)
Performance Top speed: 130mph; 0-60mph: 7.7sec **Price new** Approx £3500 (special order) **Classic Cars Price Guide** £45,000-£135,000

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[Life Cycle]

The life story of a Lancia Fulvia 1.3 Coupé HF

Abandoned on an African river bed by Lancia's works team, this Fulvia was rescued by an enthusiast – not for the last time in its punishingly eventful life

Words MARTYN MORGAN JONES Photography ADAM SHORROCK

The Fulvia HF joins HF Squadra Corse in 1967

One of only 29 'Officiali' (works) 1.3 Coupé HF's that were assembled in batches over a two-year period, this Fulvia – known by its original Italian registration TO 900048 – was campaigned by HF Squadra Corse from 1967 through to early 1969. Sandro Munari drove it to victory on the inaugural 999 Minuti Rally in 1967, and used it to great effect on a number of other events. It was also driven by Munari, Enrico Pinto and Rosadella Facetetti, amongst others, in the 1968 European Touring Car Championship.

Says Munari, 'The Fulvia HF was quite good, even if the power was not so much. I won races, rallies, endurance events and hill climbs for Lancia, many in a Fulvia, some in this car. But the Fulvia was the most difficult car to drive and I had to struggle to tame it, but gave me the greatest satisfaction, especially downhill, where it was absolutely the fastest car!'

However, for the most part, this particular Fulvia served its time as a rally car. And, bearing in mind the oft-pugilistic nature of rallying, where cars frequently trade blows with the scenery, the rate of attrition is high. Many works Fulvias were written off; several were end-of-life scrapped. However, a handful that were judged to be past their prime, yet still useful, became 'Mulettos' – test or practice/recce cars.

TO 900048 was one of them, given its new role early in 1969 for the forthcoming East African Safari Rally, an event Lancia was contesting for the first time. In the hands of Pat Moss, Tony Fall and Rauno Aaltonen, it covered some 15,000 gruelling kilometres.

'I never learnt the difference between practice cars and rally cars,' confesses Aaltonen. 'The were usually former rally cars, so I drove them just as hard. In fact, on an event such as the Safari, it was imperative to use them as test beds for the rally cars. Driving the recce



Sandro Munari and Luciano Lombardini setting off on the first 999 Minuti rally in 1967, which they won

'The Fulvia was the most difficult car to drive and I had to struggle to tame it'
Sandro Munari



After life as a works race and rally car, this Fulvia HF has been abandoned and rebuilt several times

car, I soon realised that we need to raise the front suspension on the rally cars. The mechanics said that they couldn't get taller transverse springs or dampers in time for the Safari. I suggested that they fitted a spacer between the transverse spring and bodywork, which they did. This improved things. On the 1969 Safari recess we didn't have a support vehicle, so we had to fix the Fulvia ourselves if anything went wrong. I remember we had to keep tightening the subframe bolts. Fortunately, I'm a very good "bush mechanic"!

'With its light V4 engine and good handling, the Fulvia was nice to drive,' continues Aaltonen. I drove as fast as practical, so that Lofty Drews could make the pacenotes as relevant as possible. In those days, the Safari was incredibly hard, really fast and really long. A real rally! Good pacenotes were essential.

Drews was not only in charge of pacenotes, he was Fall's co-driver for the event and even gave over his house and gardens for Lancia to use a rally HQ. 'The team set up camp at my home in School Grove, Nairobi,' he reminisces. 'It looked like a campsite because we'd erected canvas canopies to protect the mechanics from the sun while they were working on this car and the three works Fulvias.

Moss and Fall did three complete circuits of the route in TO 900048. Judy, my wife, also drove it for around 4000 kilometres while I made "danger notes", highlighting the most difficult parts of the route. For example, in Uganda they had the habit of putting a post in the middle of the road, on a bend! I'd note these as "PIM" - post in middle - and add whether we need to go right or left of it.

'The car was very reliable but it consumed several driveshafts; we'd raised the front to improve ground clearance, so they were running at more acute angles and hitting the subframe. When one let go as we were crossing a dry river bed towards the end of our final recce, we had to leave the car where it had ground to a halt.' At the time it was simply a tool of the trade, and with its recovery deemed too expensive, TO 900048 was abandoned.

Tony Fall rescues the stricken Lancia in 1969

Hearing of its fate, Fall offered HF Squadra Corse boss Cesare Fiorio a token sum for the stricken Fulvia. Fiorio accepted, albeit with the proviso that Fall accepted responsibility for the car's extraction and subsequent export. With the help of Lofty Drews, the Fulvia was not only rescued but soon put to good use too. Not so the three rally Fulvias.

'Because of the prohibitive cost of transporting them back to Italy the team asked me to dispose of them, which I duly did,' says a regretful Drews. 'They also left behind an arsenal of spares, so I used some to recommission TO 900048. With Fall's permission, I used it to compete in the 1969 East African Hillclimb Championship, along with my 1275cc Mini Moke.

'The championship was incredibly hard on the cars because the events were held on dirt roads with lots of sharp bends and plenty of potholes and ruts. Depending on the event, I would swap between the

Moke and the Fulvia. The Fulvia, being front-wheel drive, had similar handling to the Moke... it climbed hills like a hooligan and was very nimble - I ended up winning the championship.' Drews then filled TO 900048 with assorted spares and set about getting it shipped from Mombasa to Hull.

'Getting the Fulvia back to the UK was quite a time-consuming and expensive process,' Drews remembers. 'In the end, I hired a truck and a local driver, and had the Fulvia taken the 800km from Nairobi to Mombasa where it was loaded onto the Chakdara cargo liner.' Scarred, pummelled, and caked in East African dust, the shabby Lancia arrived in Hull on an overcast March day in 1970. Fall trailered it home to start the rebuild.

He intended to give it to his wife so to render it more user-friendly he swapped the peaky rally camshafts for road items, although the high-ratio Safari gearbox was curiously retained. The bodysheet, sound but Safari-scarred, was in need of some rehabilitation, and the work, including a respray in Lotus Yellow, was

Cesare Fiorio, HF Squadra Corse patriarch



'Having completed my military service I joined a Lancia dealership and, soon after, in 1963, founded HF Squadra Corse,' reminisces Fiorio. 'HF Squadra Corse was a racing and rally team of mainly successful private owners, with a little factory support. At the time, Lancia didn't want to be involved in motor sport, but it was my intention to change its mind. Which I did.

'From mid-1965 HF Squadra Corse became the factory team. We'd had some success with the Flavia Sport Zagato, but I suggested we started focusing on the Fulvia. The plan was to develop it with a bigger engine but this took much longer than anticipated. Rallying with the smaller engine was difficult, because we were competing against the Alpine A110 and Porsche 911. The A110 was a proper competition machine and the 911 was perfect for motor sport; the Fulvia had been created for the road.'

As Squadra Corse blossomed, the team looked towards the creation of a car that would win at World Championship level - the Stratos. Nevertheless, in the interim, the Fulvia served Lancia well.

'The Fulvia was steadily improved, employing 1.4-litre engines on the Tour de Corse in 1967, then switching to 1.6-litre in 1968. Importantly, events were chosen that suited a low power output and good chassis. Fulvias went very well in the snow, rain and mud. We had great drivers too, such as Sandro Munari, Leo Cella and Harry Kärllström.

'I thoroughly enjoyed working with the Lancia Team. I was Sporting Director for 25 years, from the team's beginning to its end in 1992. It was a wonderful experience. One that began, properly, with the Fulvia.'

undertaken by the Appleyards BMC dealership where Fall worked. Lancia Alperton had a written-off Fulvia that Tony was allowed to pillage for parts. Even so, Tony's hectic schedule meant the Fulvia wasn't on the road until July 1972 - hence the registration RWT 5K - but he would go on to own the car for another 12 years before selling to Paul Howcroft in October 1984.

A new lease of life with Paul Howcroft in 1984

Howcroft went on to vigorously campaign it in UK historic rallies. Ade Rudler, his navigator at the time, remembers these Fulvia forays well, 'I was working for Paul's company, Rohan Designs. He stored it in a lock-up behind a chip shop. Anyhow, Paul bought the Fulvia, I agreed to navigate, and he set about preparing the car and having it repainted in the works colours.

'In the early days we were ill-prepared and never had enough spares. But we steadily got ourselves sorted and our results improved. Although we were aware of the works history, we were never precious about the car. We just used it... hard. Paul subsequently fitted a 1.6-litre engine. Then he bought a first-series Fulvia 1.6HF, which we used for a time.'



Rosadella Facetti driving it at Monza in 1968; it was entered by Jolly Club in partnership with the works team to 'spread the load'



Susan Seigle-Morris changes a wheel on a 1969 Safari Rally recce while Pat Moss looks on



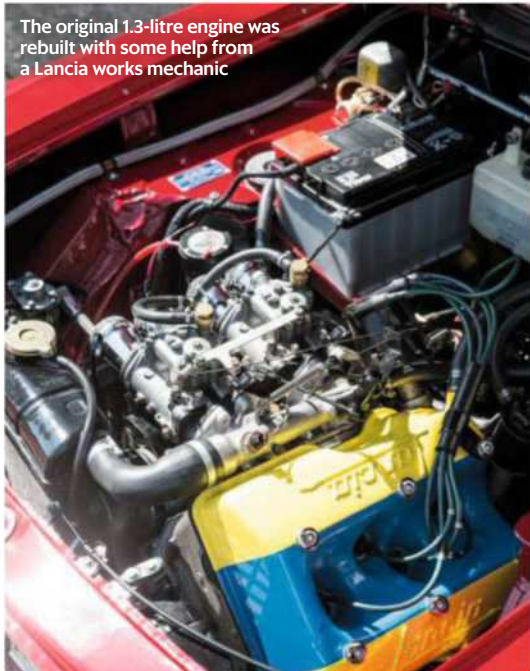
Tim's ex-Munari/Moss/Fall/Aaltonen HF now enjoys a gentler life



Howcroft and Rudler in action on the 1985 Coronation Rally



Posts were a hazard during a recce for the 1969 Safari Rally



The original 1.3-litre engine was rebuilt with some help from a Lancia works mechanic



Howcroft and Rudler pre-flight on the 1985 Twyford Forest Stages Rally



Fulvia wore yellow door roundels in period



Current owner Tim Heath is almost as proud of his t-shirt





Sold to Ken Cleave in 1986

Having reinstated the original 1300 engine, Howcroft - who would twice become European Historic Rally Champion - sold RWT 5K to Clacton baker Ken Cleave in April 1986. Cleave detuned the engine slightly and kept the Fulvia for around 18 months, during which time it was mainly used by his student son. In December 1987, Cleave sold it to long-time Lancia enthusiasts Dr David Leech and Dr Tony Laite.

From a baker to a doctor duo in late 1987

Remembers Leech, 'We spotted the advert for RWT 5K and seeing that it was an ex-works car, it was of great interest to us as Lancia enthusiasts. For a rally car of this vintage, it was surprisingly sound and remarkably original considering how hostile its working environment was. We bought it with the intention of getting it restored to its original works specification.'

The work was undertaken by Peter Wright, an experienced panel beater and welder. He salvaged as much of the original bodyshell as practicable, but where items had to be renewed, the doctors made the decision to use new-old stock wherever possible.

'Finding parts became something of a global exercise,' continues Leech. 'For example, the nearside rear wing, specific to the works cars, had to be obtained from a Queensland-based Lancia specialist. When original parts couldn't be sourced, reproductions were made to the original specification.'

'Although labour-intensive, the restoration was, for the most part, routine. Even so, there were some surprises along the way. Having discovered dents in the front floorpan, Wright knocked them out, reasoning them to be a legacy of the Safari sojourns.'

'However, when the front suspension was reinstated, the steering arms fouled the newly smoothed floor. Subsequent investigations revealed that to quicken steering response, rally Fulvias were fitted with larger Flavia steering arms. To provide clearance, works mechanics had relieved the floorpan. So the dents were replaced, so to speak, and originality and full steering control was restored!'

Other dents were evident too. In Europe, Fulvias typically inhaled via open trumpets topped off with simple gauze covers, which was the setup opted for during the restoration. Had such a system been adopted for Africa it would have resulted in an almost instant rebore. 'To cope with the dust, Safari cars used an industrial-sized filtration system,' reveals Leech. 'But squeezing this into the congested engine bay proved problematical. The hard-pressed mechanics needed to create a bit more breathing space. Which they did... on the inner wing, with a hammer!'

The original works colour scheme of *Amaranto Montebello* was applied, with the period-correct yellow door roundels and blue-and-yellow striping providing perfect counterpoints.

'Getting the bodyshell correct was extremely important,' mentions David. 'But we wanted the interior to be right too. Apart from the Halda, Heuer Monte Carlo, and Master-Time, which are period items but bought in the early Nineties, all of the instrumentation is original.'

The original engine also required some parts sourcing. 'The rare Solex 40mm sidedraught carburettors were missing,' says David. 'But a chance conversation revealed that Paul Howcroft still had them, and he would be happy to donate them free of charge. Many crucial components were still missing though. Fortunately, on a trip to Rome we tracked down ex-Lancia Team mechanic Renato Girardi and he fabricated the oil catchment tank; his associate Angelo Capurso supplied many other items. Another specialist, in Brindisi, turned up many vital parts, including a much-prized pair of rally camshafts.'

After its rebuild the engine was taken to Swindon Racing Engines to have it run in on a dyno. Says Leech, 'Interestingly, it registered 113bhp at 7000rpm - exactly what the factory claimed back in 1967! To make the car more driveable, we sourced a standard gearbox which was fitted in place of the Safari gearbox which had an impossibly tall first gear.'

'The restoration was quite a process, but we were thrilled at how it turned out. We feel privileged to have owned RWT for so long, and are grateful that it's now gone to someone who truly appreciates it.'

Fulvia finds current owner Tim Heath in 2016

'It was serendipity I suppose,' admits Tim Heath, the Lancia Motor Club's press officer. 'I was in France in July 2016. In an idle moment, I sent my good friend and Fulvia historian, Ernst Marquart, an email asking

'Cleave detuned the Fulvia's engine slightly, and it was then mainly used by his student son'

if he knew of any good Fulvia 1.3 HF's for sale. I had a modest inheritance from my mother burning a hole in my pocket, and reasoned that this model would fit nicely into my small Fessia-based Lancia collection. Ernst replied, saying that he knew of a nice ex-works Fulvia 1.3HF. I immediately made contact with Dr Leech and travelled to the Cotswolds to view the car.

'One look at RWT and I decided that if the price was within my estimate of worth I'd buy it. It was, and after a little bit of movement on the amount, a deal was done including the sundry spares such as the Safari gearbox and alloy boot, bonnet and doors.'

'Owning an ex-works car, especially one that has survived against the odds, is very special. Nonetheless, having been relatively unused for quite a time, a few problems needed remedying. I changed a front spring (twice), front suspension rubber linkages, inlet and exhaust valves, rejettied the carburettors, retimed the camshafts, replaced a faulty dynamo regulator, and reset the rear suspension. Everything now functions as it should, and the Fulvia performs, and drives, as well as it would have done in period. It's an absolute joy, a thoroughbred, albeit a bit feisty thanks to its oversized carburettors and peaky VAR 1016 camshafts!'

'It's my plan to lightly use it, on a fairly regular basis, and perhaps take it to the occasional show. But because I want to preserve this car it won't be taken abroad, or used for long-distance events. I'm fortunate to own other Lancias that fulfil these roles.'



It's now used regularly but much more sympathetically



VAR 1016 cams give the Fulvia a 'fiesty, peaky' persona



Eight steps
to buying a

Maserati Quattroporte V

How to avoid costly complacency and buy a solid example of this stylish saloon

Words MALCOLM MCKAY Photography TOM WOOD

It may feel nearly new, but this Maserati seems to be the default modern saloon for classic car enthusiasts who love the looks, the badge, the performance, the handling and the luxury. Ten-year-old examples are available for under £15k, many with very low mileage and full history, but there are choices and pitfalls. Prices and availability of parts from Maserati are scary, so keep a few thousand pounds in hand for unexpected repairs. It's well into top UK road tax bracket territory too - £535 per annum, or £305 if registered before March 23, 2006.

There are two engines and two transmissions - both V8s are great, but the transmissions are chalk and cheese - a paddle-shift electro-manual with crude auto functionality or a super-smooth ZF auto that some say takes all the fun out of the car, while others claim it's far better suited, especially with optional paddle-shift. Check options, because these were plentiful.

Helping with the choice are Dave Smith from the Maserati Club, Andy Heywood, MD of McGrath Maserati, who has been steeped in Maserati for 30 years and runs his own pre-facelift ZF QV, and Myles

[What to pay]

- ▶ Higher mileage (75k+ - few QPs have passed 100k yet) early cars can be found for **£10k** and even sub-50,000 mile early cars can be found for less than **£15k**; shop around and that might get you a low-mileage Sport GT or a higher-mileage full auto.
- ▶ Facelift 4.2s start at **£17,500**, though we've seen low-miles cars for a little more.
- ▶ Prices are higher for 4.7s, with sub-50k cars starting at **£25k**.
- ▶ A low-mileage Sport GT S can be found from around **£28k**, with up to **£35k** being asked for the best examples.

Aldous, Director, Maserati Technical at Emblem Sports Cars who's worked on Maseratis for 25 years.

Which one to choose?

- ▶ **QP V 4.2** On sale in 2004 with the 395bhp 4244cc Ferrari-derived V8 and DuoSelect automated six-speed manual gearbox. It hit 60mph in 5.5sec and topped 170mph, returning 10-20mpg. The chrome grille had horizontal bars and 18in alloy wheels were standard. The six-speed ZF auto offered from the start of 2007 gave little-changed acceleration and a slightly lower top speed. The range was facelifted in spring 2008 with a revised grille, new headlights and a more prominent swage line; the DuoSelect 'box and Skyhook suspension system were discontinued. QP V production ceased at the end of 2012 with 25,256 built.
- ▶ **Executive GT** Added in September 2005 with wood-rim wheel and Alcantara headlining, and in the rear, folding tables, curtain shades and massaging seats in ventilated leather. External features included chrome mesh grilles and 19in eight-spoke wheels.
- ▶ **Sport GT** Also added in Sept 2005, electronic tweaks gave a 35-per-cent quicker gearshift and firmed up the

'Classic car enthusiasts love the looks, the badge, the performance, the handling and the luxury'



dampers in the Skyhook suspension. A sports exhaust, cross-drilled brakes, seven-spoke 20in alloys added to the impact, along with a special steering wheel, alloy drilled pedals and carbon-fibre trim. From April 2008 the Sport GT became the Quattroporte S, with 424bhp 4691cc engine giving 5.3sec 0-60mph and 174mph.

► **Sport GT S** Added in Sept 2007 with Brembo brakes, lower/stiffer suspension, Alcantara/leather trim, plus dark-chrome 20in alloys and exhausts. April 2008 brought 4.7 litres, 434bhp, 177mph and 60mph in 5.1sec, along with electronic exhaust bypass valves, adding to the engine's great soundtrack.

► **Special Editions** The UK market saw the 4.2 and 4.7 Centurion Edition in March 2009, in black with Centurion logos on headrests and dash. April 2010 saw the GT S Awards Edition in black or gold with dark chrome trim, satin grey wheels and polished brake calipers; 126 were built. Four five-door Bellagio estates were also built by Carrozzeria Touring.

Structure Bodies are mainly steel, with aluminium bonnet and bootlid skins which suffer electrolytic corrosion against the steel frame inside when

condensation forms. Boots can get wet inside because of poor wheelarch sealing. Check that the bonnet safety catch functions. Underneath, corrosion attacks front and rear subframes, with holes right through the front subframe even at six years old, especially the crossmember between the top wishbones. Replacing the whole subframe is £5000-plus if you can find one, so specialists usually weld in a new section for £500.

Engines The all-aluminium V8 has four valves per cylinder and generates 333-361lb ft of torque. On all, but especially ZF-equipped pre-2010 cars, listen for rattles from the timing variators on cold start and overrun - there was a factory fix for the early ZF cars but not all had it; it would cost £3000 to do now. On others it will need new variators - budget £1800 per side. Cam covers can leak oil onto the exhausts, and rubber pipes deteriorate. On DuoSelect cars check the low-mounted water pump for any green weeping from the hole in the front, indicating impending failure. Pre-facelift the service interval was annual (minor service £625), post-facelift every two years (minor service £1150), though specialists recommend

The Quattroporte has a lot going for it. It can transport four adults in sumptuous comfort and is powered by glorious-sounding V8s with Ferrari input. There's also a lot that can go wrong, so enthusiast-run cars are your best bets



The F136 V8 engine was a joint Maserati/Ferrari project, built by the latter. Quattroporte V is powered by 4244cc or 4691cc versions, with 395-434bhp

'Low-mileage cars may have more electronic malfunctions than cars that have been regularly used'



an annual check. The major four-year services are £1700/2200 for pre/post-facelift cars.

Transmission and suspension Driven hard or primarily in auto, the DuoSelect has quite an appetite for clutches, which generally require changing by 40,000 miles; it can be as low as 25k with a lot of town driving, or 65k-plus with sensitive changing (the driver lifting the accelerator as it selects). Maserati diagnostics give a wear indication - they'll need doing soon if 65-70 per cent worn; or immediately if it jumps out of reverse. Replacement costs £2000. If the gearbox is noisy or slow to change, the hydraulic gear selectors may be failing, resulting in a £2500 bill.

The twin-wishbone suspension on most cars featured Maserati's Skyhook dampers, enabling the driver to select Normal or Sport from the dashboard. This was abandoned in favour of permanently firm damping on Sport and GT S models. If Skyhook is fitted, check it works because shocks are costly (£1800 a pair - Maserati won't sell them singly) and listen for creaking that may indicate worn or seized bushes. Check for broken springs and leaking dampers; clonks may be from failed dampers, failed bushes (including anti-roll bar drop links) or broken springs.

Brakes These get a hard time because the QP weighs almost two tonnes, so pads last 20-25k miles and discs not much longer. Check the inside of the discs, which will be in far worse condition than the outside. On most models, quality aftermarket parts are much cheaper than factory, but there are at least eight different specs, and on some like the GT S you're stuck with costly factory discs and pads. The electronic handbrake on ZF-equipped cars can stick, especially if put away wet - the bill for getting new shoes and cables fitted will be around £1100.

Electronics They're complex and the battery will go flat if inactive for two weeks and not kept on charge. If the car has been sitting around too long - especially in damp, non-temperature-controlled conditions - the electronics will suffer, so low-mileage cars may have more malfunctions than regularly-used cars. Check that it has a recent 800-amp-plus battery. Ensure that door mirrors fold in and out promptly, check the bootlid soft-close action, tyre pressure monitoring (£600 a set for new ones) and rear parking sensors (£150 each, plus fitting - a bumper-off job on post-facelift cars). With warning lights for many items an MoT failure, don't accept a vendor's assurance that



Complex electronics and luxurious trim all need to be in good order, including the refrigerated arm-rest cubby



it's 'nothing to worry about'. A frequent ABS warning light can mean wheel speed sensor corrosion - they're integral with wheel bearings and cost £800 each fitted.

Cooling system and air conditioning The coolant expansion tank can split and slowly leak, with catastrophic effect if it's ignored (there is no warning light for low coolant level). At £30 new, it's worth changing if it hasn't been done already.

Listen for a rattling from the aircon compressor. Look down in the engine bay and you may see the pulley wobbling; or with the car running, push the ECO button - if the rattling noise stops, the compressor is on the way out. A new one is £1500 plus fitting, but specialists like Emblem can fit a recon unit for £1100.

Interior trim Check the leather/part-Alcantara trim, especially the parcel shelf leather - it can shrink in the sun. The reclining rear seats should work, as should the electric, heated front seats and electric windows. Window regulators fail - only a small piece of plastic breaks, but you have to replace the entire unit (£600). The plastic membranes behind the door trim panels can fail and allow water into the footwells - replacements are £23 each with £100 labour to fit.

Although the QP V hasn't been around all that long and the bodywork may look pristine, you need to check for corrosion underneath. The front subframe can rot through within six years, so a car with a properly rust-protected underside is a real find

[Owning a Maserati Quattroporte]



Peter Cockle, Surrey

'My first Maserati was a two-year-old 222SE in 1995,' says Peter Cockle. 'I loved it to bits, but sold it on after two years over ownership to avoid suffering excessive depreciation. Then I had a Morgan 4/4 for 10 years, but my wife didn't like it and suggested another Maserati.'

'I found this car in Middlesbrough in February 2015 - it was in superb condition. It's a 2008 4.2 Executive and had just 30,000 miles on the clock. My son, who's better at negotiating than I am, struck a good deal. The two previous owners had suffered serious depreciation - this was a £100k car new with all the fancy extras.'

'It's up to 39,000 miles now and I've had no problems - except that electronics are the new rust. I keep getting ABS fault messages, but turning the car off and on again clears them. Living on the outskirts of London I go to town by train, so use the Maserati for longer runs.'

'There are some nice cars in my neighbourhood, but my neighbours love the Quattroporte - it's got grunt, it's got sex appeal, it's got design flair and it puts a smile on your face. That's why people like Maseratis so much.'



Andy Stokes, Staffordshire

'I bought my dark blue 2006 Executive GT four years ago,' says Andy Stokes. 'I'd wanted a Maserati since I was a young lad, and I've loved every minute of it - it's my unsensible family car!'

'I've had two Citroën DSs, a Jaguar Mk2 and a VW Type 2 pick-up in the past, but this is a two-ton car that drives like a Mini - a four-door Ferrari that you can go on holiday in with the family and all their luggage.'

'The power is unbelievable - it goes like stink and the V8 sounds fantastic, better than in its Ferrari incarnations. I bought a car that had a fanatical previous owner and it gave no trouble for two years. The biggest cost I've had was the aircon pump which is a Ferrari part that costs £1500; fortunately many parts can be found from other applications, like the parking sensors - I found that Alfa 159 items fit, and they cost just £11.99!'

'Warning lights can scare the life out of you if the battery's run down - but get it charged up properly and they will reset. You do need a specialist with a Ferrari SD3 code reader to look after it; I've taken mine up from 45k to 64k miles and it's cost around £2000 a year to run.'

'I love the driving experience with the DuoSelect - it needs more driver input, like lifting as you change gear.'



Chris Green, Berkshire

'I've had two Quattroporte Vs from new,' says Chris Green. 'The first was a 2006 Duoselect Sport GT. I actually loved the slight eccentricity of the automated manual gearbox and its tendency to 'lurch' when changing down.'

'The Sport GT was a much stiffer car and more fun to drive than the standard 4.2. I had no problems over five years apart from the seal membranes going on the front doors, an easily solved and inexpensive issue. Whether an early Duoselect or a later, more refined Quattroporte V with a full automatic gearbox, long-distance motoring is comfortable, enjoyable and relaxing.'

'I have many fond memories of the Duoselect, but traded it in early 2011 after 36,000 miles for the best Quattroporte of all time - the Sport GT S, which I will keep. In my opinion it was never surpassed, including by the current model which I personally would never own.'

'The car's balance under loading in corners is excellent, with little body roll or weight transfer. The ride is harder, but not uncomfortable. The gearchange time was improved and the slight increase in power is noticeable when driven hard.'

'The car has been very reliable over the last seven years and 38,000 miles apart from - yes - the same door membranes, which were replaced after they failed in three of the doors. I now keep spares at home for the future. As servicing is every two years, it works out at £900-£1000 per year on an annualised basis.'

'I think it is a great car - a reliable luxury driving machine with a definite soul of a Maserati.'

Next Month

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

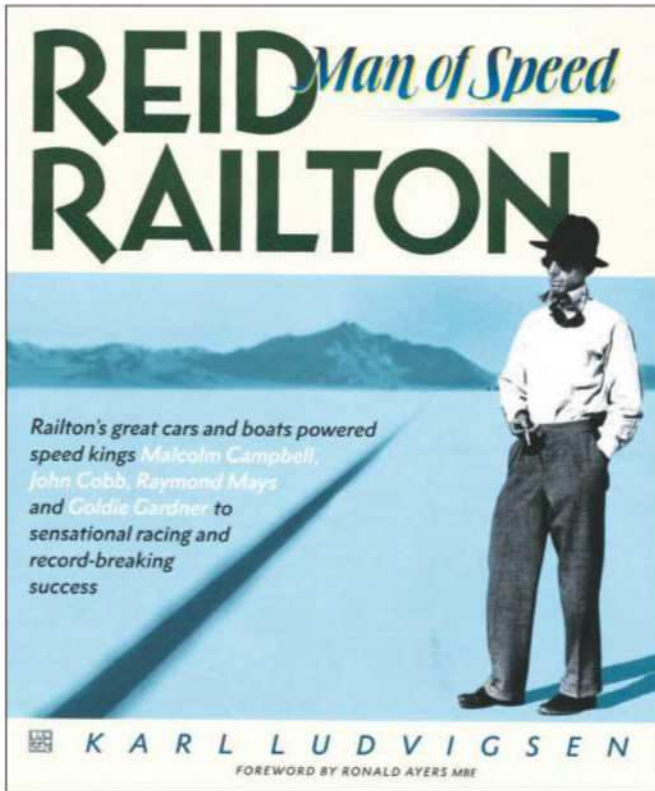
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Reid Railton: Man of Speed

By Karl Ludvigsen, £150, evropublishing.com, ISBN 978 1 910505 25 0
The fact that Karl Ludvigsen's landmark work on the engineer Reid Railton begins with a chapter running through the man's most successful work says a lot about how little even most ardent petrolheads know about him. *Man of Speed* is a fairly conventional biography of a thoroughly unconventional man.

This 848-page book, contained within two slipcased volumes, traces Railton's life from aero-engine design understudy to Godfrey Parry Thomas, through his unrivalled contribution to speed-record breaking with Malcolm Campbell and John Cobb, to his later life designing road cars in America.

Through a combination of period accounts, documents and family memories, it quickly becomes clear that this often-overlooked engineer created the racing car as we know it. It demonstrates his development of cars as a complete package of engine, weight-saving and streamlining, setting a template for drag racing and Formula One. This is a long-overdue book.

Day One

By Martyn L Schorr, £30, quartoknows.com, ISBN 978 0 7603 5236 6

This is an autobiography, but one where the main subject is the cars author Martyn Schorr drove throughout his tenure as editorial director of Magnum-Royal Publications, a magazine group focused largely on performance cars. That road-tester job lasted from 1965 to 1976 and placed Schorr – co-founder of Chevrolet tuner Baldwin-Motion – at the very centre of the muscle car revolution.

He presents us with a refreshingly cliché-free version of the muscle-car story. Beginning with Ford's 1962 flouting of a 1957 ban on promoting road cars through racing, Schorr depicts an America of glorious optimism in an era of jet and space travel. This was when racetracks and dragstrips were places of development rather than mere noise

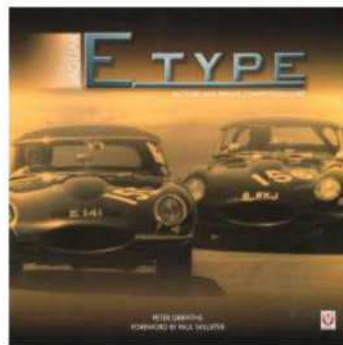
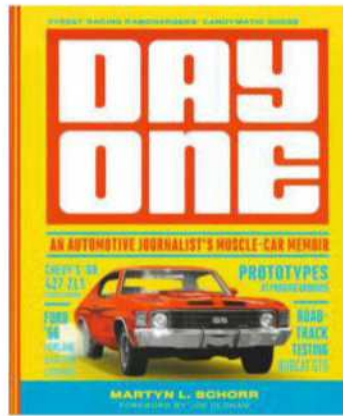
and tyre smoke. This is a deeply enjoyable book full of revelations from a unique perspective.

Jaguar E-type – Factory and Private Competition Cars

By Peter Griffiths, £40, veloce.com, ISBN 978 1 787111 86 8

Jaguar historians will love this, because outside of its glossy, photo-heavy hardback format, it's essentially a series of records detailing the fate of every single racing Jaguar E-type. The sheer number of cars involved means a densely-presented amount of data, but it's fascinating nonetheless.

For such an iconic car, the story of the racing E-types in general – rather than individual cars such as CUT 7 and the Lindner-Nocker low-drag racer – hasn't enjoyed a dedicated book. Griffiths addresses this in his chronicle of British club racing – one that will be of significant use to the historic racing scene.



MORE TO ENJOY Tyrrell/Lotus/BRM In Practice 1973-1979

By Frans van de Camp, £39.95 each, camp_archives.com
Three volumes of Seventies F1 teams caught off-guard by the great Dutch motor sport photographer van de Camp. Extremely evocative.

The Complete Book of Classic Volkswagens

By John Gunnell, £31.50, quartoknows.com
The history of the air-cooled VW and its US success has rarely been presented with so much style.

Setting Up a Home Car Workshop

By Julian Edgar, £19.99, veloce.com
Go on, you know you want to – a guide to how to turn wherever you keep your car into a place to repair, renovate and restore.

Scenes from an Automotive Wonderland

By Gregory A Cagle, £38.50, mcfarlandpub.com
Car-spotting in post-war Europe – the results of an American photographer's travels, snapping bubble-cars and supercars alike, Great fun.

All these titles are available from Chater's, many with discounts. See chatters.co.uk

MODELS



1:43-scale BMW 320 Turbo Group 5

Spark, £53.99
Spark's superb resin model of BMW's 1978 Silverstone 6 Hours Group 5 entrant strikes a balance of flamboyance and intricacy. Vents are properly recessed into the wide-arched panelwork and there's a knife-edged fineness to its aluminium aerodynamic trim.



1:43-scale Saab 95 GL

Neo, £72.99
Praise to Neo for choosing to model the runout, plastic-bumpered 95, especially in a very Seventies shade of brown. You can virtually smell the hot vinyl. Pity, then about the oversized light clusters, mirrors and rear chrome trim. And it's expensive.



1:43-scale McLaren M28

Minichamps, £79.99
This model of John Watson's 1979 F1 car looks simple but there's a fully modelled gearbox under the rear apron, wafer-thin ground-effect skirts and complete suspension and dashboard detail. The Marlboro logos come in an illicit-looking pack...



1:43-scale Alpine-Renault A110

Norev, £39.99
Everything is in proportion on Norev's Alpine and no detail is skimmed on. The metallic blue paint plus shiny quilted vinyl interior cast light everywhere, giving a beautiful dazzle effect. This bargain-priced little jewel is one to put under a spotlight.

A GUIDE TO...

INDOOR PROTECTION

A car cover you can use in your garage won't cost you a fortune – but how do you choose what's best for your needs? We asked the experts what to look for

Keeping a classic car in top condition can demand more care than just locking the garage door. There are several options for enhanced protection indoors, offering various advantages at affordable prices – and we can divide these products into two.

First are fabric covers in contact with the car to ward off settling dust, accidental contact with passing people or objects and even drips or droppings from the roof above. Second are enclosed bubble-type products offering physical protection plus a localised environment within which moisture levels can be controlled. The two should not be regarded as direct alternatives, though each has valuable merits, as our car cover experts point out.

Fabric covers

Soft, indoor dust covers start at less than £40 for small sports cars, rising to £55-60 for the largest classics. Glenn Kitchen of Metex Car Covers describes what you can expect. 'They're not contoured to the shape of the car, but they are thick enough to protect against scrapes and dings caused by other objects in the garage,' he says. 'It's a soft, breathable cotton-viscose fabric that won't trap condensation against the paintwork.'

For those willing to spend a little more, fitted covers grip the car and hug the shape more closely. This means the nature of the fabric becomes more important still, according to Louise Burnell of Specialised Covers.

'A tight weave catches more dust particles on the surface of a fabric and prevents the dust getting through to the vehicle,' she says. 'You also need a soft fleecy inner to prevent the cover rubbing and marking the paintwork of the car.'

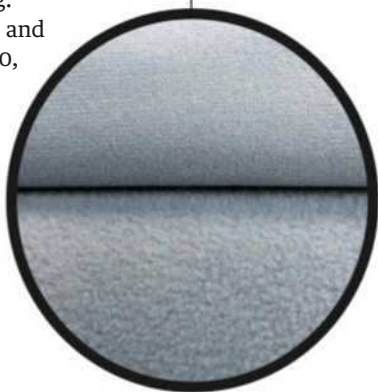
Some covers have extra protection on the outside to cope with spills or leaks onto the fabric. Burnell recommends those with a Telfon coating.

Soft indoor car covers with a shape and an elasticated hem begin at about £80, with stretch fabrics available from £125 and the tailor-made items of the kind Specialised Covers offers starting at less than £200 and rising to £399 and upwards for bi-laminate polyester covers with showerproof coatings.

Andrew Parker of Classic Additions says it's vital any cover is breathable but says that a tailored fit is more



'Fabric or bubble-type covers? Each has valuable merits'



about aesthetics than performance. 'If you need a bit of occasional protection from a leaky roof or periods parked outside, consider a lightweight breathable outdoor car cover for use inside the garage,' he says. 'They're about £100, depending on size.'

For the ultimate in soft, paint-friendly covers with perfect breathability, Jos Stanley of JF Stanley & Co says you should look for 100% cotton products.

'Cotton absorbs and releases moisture quickest of all,' he says. 'Think of the difference between a poly-cotton shirt and a pure cotton shirt on a hot day.'

Protective bubbles

However breathable a car cover is, it can't control the environment in which the car is stored. If the garage is damp and your classic suffers from corroded brake discs or a sticking clutch after a period of storage, consider an enclosing bubble-type solution. At between £365 and £900, depending on model and size, they overlap in price with some custom-made dust covers.

One option is the Carcoon, developed by George Page in the Nineties to protect cars when he ran a restoration business in an old Manchester mill building. 'It's a fabric and PVC bubble that zips



The cover or system that works best for your classic will depend on the environment it's kept in

together around the car and inflates with fans that circulate air through carbon filters,' he says.

The fans run constantly, so you'll need a garage with electricity. This feature is designed to eliminate condensation during temperature changes and can dry off a damp car if the bubble runs with a vent open for a few hours. Versions with an internal frame allowing for quick car replacement are also available.

JF Stanley & Co created the PermaBag in 1996 to remove moisture from the air surrounding the car using cylinders with a desiccant substance inside. A digital hygrometer gives a reading for the moisture content so you can be sure conditions are ideal. The bag uses no fans so doesn't require a power supply.

'The larger the car, the larger the bag we can supply and the more cylinders it will take,' says Jos Stanley. 'They will maintain low humidity in the bag for three months, then can be recharged in a household oven.'

George Page offers a word of warning for anyone who thinks their car already has perfect storage. 'Don't think that just having a heated garage protects the car - unless you keep the temperature constant,' he says. 'Warm air holds more moisture, so if the heating goes off and the temperature drops below the dew point, you'll have condensation everywhere.'



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STOP THE ROT!

Most classic cars are being stored in conditions unsuitable for their preservation

If that seems like a dramatic claim, consider this – humidity is 100% of the driving factor in how well any car lasts in storage. It affects more than just the corrosion of steel, because leather, rubber seals, chrome, carpets and cloth are all harmed by high humidity. Excessive moisture in the air is a fact of life in the UK, even in a heated garage or storage unit.

Mark Rhodes of dehumidification specialists Dehum explains what can be done.

'The design for the best storage conditions starts with understanding the materials used in the construction of a car and how these are affected by the humidity in the air around them. Knowing this allows us to create the ideal environment with our equipment.

'Refrigerant dehumidifiers of the kind you'd buy at a DIY store rely on cooling the air – in reality, they cease being effective at 15°C or below and will never achieve the right conditions for

the car, so corrosion, mould and mildew will still occur.

'Dehum's machines are complete dehumidification units. They use a finely perforated internal rotor constructed from silica gel. Air from the storage area is blown through the rotor and the gel absorbs moisture. As the rotor slowly rotates in the machine, a second stream, taken from outside, is treated and passes through the rotor, removing the moisture and exhausting through the wall of the garage to the outside environment. It's all done within the air stream, so there is no condensation created, meaning you don't even need a drain.

'Any storage device with no

dehumidifying equipment will do little more than keep the dust off. You need technology that works continuously to keep the air in your garage dry.

'Our expertise comes from 20 years of creating controlled environments in the food, pharmaceutical, aviation and even nuclear industries, as well as car storage. For valuable vehicles, a small investment in a tailor-made solution that will preserve cars in perfect condition – indefinitely – seems vital.'



Contact Dehum on 01926 882624 to discuss both domestic and commercial car-storage needs. Purchase and installation starts at less than you think – from £2500 for a home garage.

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Russ' Spider gets to meet a noisier GT cousin at Bicester

Finally at the wheel of the Austin A105

Warming up at last

1972 Alfa Romeo Spider S2

Owned by Russ Smith
(russ.smith@gmx.com)

Time owned Seven years

Miles this month 12

Costs this month £0

Previously Rebuilt heater just in time for the end of winter, took first drive of the year

For once I got the Drive-It Day timing right, as in actually having the Alfa on the road when it was happening. The Spider completed its post-heater rebuild test run with only one issue - a high idle speed - to deal with. And there was somewhere I was committed to be on the day - the Bicester Heritage Sunday Scramble, what turned out to be one of DID's busier destinations.

I wasn't, however, there to enjoy the cars but to value them as one of the trio that forms Hagerty Insurance's Live Valuations team. And the Alfa simply had to be there if only to wind up fellow valuer and Spider S2 owner John Mayhead, who hadn't been able to get his similar car ready in time.

Because of the winter's work this was my first proper trip of the year in the

Spider, always cause for great anticipation - even after seven years' ownership the sheer unadulterated joy of driving the Alfa hasn't dimmed at all. In some ways it has grown as the car has been steadily improved along the way.

There was the added element of this being the first long drive I'd taken the car on since I removed the twin servos (only one of which as it turned out was working) and fitted Alfaholics' brake master cylinder conversion late last year. And the more I use that the more I like it. You have to push the pedal harder, of course, but the broader modulation of braking force makes the car feel easier to balance for corners and less likely to lock a wheel on damp surfaces. By chance, one of the cars we valued - an Alfa GTV 2000 - also uses the same system and its owner had drawn pretty much the same conclusions about it.

I didn't get round to fixing the previously mentioned high idle speed before setting out, lack of urgency bolstered by the lack of idle needed on the cross-country blat from Cambridge. I needn't have worried - my Alfa once again proved self-healing. When I pulled up at our stand the idle



speed was down to the usual 900rpm. The car just needed a good blast.

I also had what seemed like a serious offer for the Spider - from Barrie 'Whizzo' Williams of all people. He said he was looking for an S2 Spider and wanted to offer a Mini LE in exchange. In a way it would be nice to see my car in the hands of one of my racing heroes. But I confess to quite a dislike for Minis, based on past ownership experiences, so it was easy to say no. However, if Barrie had offered his Lancia Fulvia Coupé it might have been another matter entirely...

My final Drive-It treat was a spin round the Heritage site behind the wheel of Rob George's super-rare automatic Austin Westminster A105 estate, the restoration of which has been covered in our sister title *Practical Classics* for the last seven years. I wrote the first ten instalments, so it was great to see what had often seemed like an impossible job finally completed.



Sam's 405 joins an unlikely band of brothers at Wroxton

405 back to its Rootes

1991 Peugeot 405 SRI

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

Time owned One year

Miles this month 251

Costs this month £0

Previously Replaced a rusty wheelarch

Throughout my first year of 405 SRI ownership, it seems the universe has been conspiring against me driving it. Through circumstances no fault of its own, it had to be taken off the road for six months. Then the first quarter of 2018 saw dreadful weather so prolonged you'd think the reign of the White Witch had begun. Perhaps predictably, when I returned to the Peugeot once the snow had finally thawed, the battery was flat.

Thankfully, after a session on Phil's CTEK battery conditioner brought it back to health (although sadly the period Clarion stereo seems to have died a death), the 405 was back on the road in time for Drive-It Day. Aslan had clearly returned from exile by this point too - sleet gave way to height-of-summer blue skies and sun.

I decided to take the 405 on its very own pilgrimage. You see, despite its badge and the French wording on all the components under the bonnet, it's about as Gallic as a pork pie, built as it was at Ryton-on-Dunsmore just outside Coventry. The Association of Rootes Vehicle Clubs was holding a grand opening ceremony for its new archive building in Wroxton in Oxfordshire, and I set off on a cross-country route. I used to live around there, so I could just enjoy the drive.

And what a drive. The combination of the day and the weather brought classics out all over the country. The biggest highlight was the yellow Ferrari F40 spotted near Rockingham, but every road seemed to have a classic on it somewhere, with enthusiastic drivers flashing headlights and giving thumbs-up gestures.

Although the Peugeots were exiled to the far end of the car park, I was welcomed by the Rootes crowd. The star of the display was the ex-Stirling Moss 1953 Alpine in which he won three of his consecutive Coupes des Alpes plus the Gold Cup for zero penalty points. Incredibly, according to owner Leon Gibbs, it was stripped of much of its rally equipment and sold on



The ex-Stirling Moss 1953 Alpine

the open market afterwards - I can only wonder what first owner David Dixon thought of the side-exit exhaust and passenger-side horn button.

After threading my way through Banbury, the next stop was Ryton. The A423's bounding cross-country route into Warwickshire is even more enjoyable when you find yourself sharing it with a BMW 3.0CSi and a 1964 Cadillac Eldorado.

The site of the Ryton plant where the Peugeot was born is now Jaguar's Special Vehicle Operations HQ. Pulling up and finding it deserted, I was just framing a photo in front of the main entrance when a Land Rover marked 'Business Protection Unit' rolled up behind me. The occupants looked more exasperated than concerned. No doubt they were hoping to apprehend an industrial espionage agent from Munich, but instead they clocked the car, and no doubt for the umpteenth time that day thought to themselves, 'Oh no, not another one.'

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Phil tries to press on with his winter job list. The E-type fights back

Water-pump puzzler

1962 Jaguar E-type FHC 3.8

Owned by Phil Bell (phil.bell@bauermedia.co.uk)

Time owned Eight years

Miles this month 0 Costs this month £120

Previously Freed the stubborn crankshaft damper

The Jaguar manual talked breezily of undoing the bolts securing the drivebelt pulley and water pump and extracting it all from the engine. My E-type had other ideas. Like most jobs in the engine bay, the spaceframe tubes that carry everything forward of the bulkhead allow tantalising glimpses of components but make access for hands and tools awkward at best.

The job started well enough, with all of the bolts reasonably easy to spanner. But the pulley prevents withdrawal of two of them, so there's insufficient clearance to the upper chassis crossmember to fully extract them from the engine.

I tried every possible orientation of the pulley but nothing worked. Muttering 'most vexing', or words of similar meaning, to myself I downed tools and wandered down the garden in search of fresh inspiration.

It occurred to me that if I couldn't come up with a better idea I might have to resort to lifting the engine until the water pump cleared the crossmember. Which, as it turns out, is exactly what several fellow E-type sufferers have done.

Undoing things like the engine mounts and throttle linkage was easy enough. The only fiddly job was the engine stabiliser because there's not much room between the cylinder block and the bulkhead. And with a block of wood to protect the sump I could slowly jack the engine just far enough for the water pump to come away.

The pump seemed in remarkably good condition - the fresh, uncorroded appearance of the impellor and smooth, play-free rotation of the bearing all



Leaking water pump had been rebuilt before

suggested it was fully rebuilt when the car was restored ten years ago. Which makes having it reconditioned just to cure a water leak from the pulley shaft seal galling.

Overhaul kits are available but owners have reported mixed results so I boxed up my pump and sent it to Jaguar specialist Ken Jenkins, who offers a reconditioning service. My enthusiasm for tackling jobs is balanced by a willingness to bring in the experts if I think it will achieve a better repair. I certainly don't want to have to remove that pump again any time soon.

While that was away I moved my attention to the steering rack, which had to come out so that I could fit uprated mounts to cure the alarming amount of movement allowed by the standard rubber ones. Hopefully this will be nice and easy.

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1 CLB900	9 Dr chest	660x305x475	£99.98	£119.98
CLB200	2 Dr step up	672x310x195	£47.98	£57.58
CLB1005	5 Dr cabinet	685x465x795	£164.99	£197.99
2 CLB1007	7 Dr cabinet	685x465x955	£189.98	£227.98

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CTC900B	9 Dr chest	610x255x380	£59.98	£71.98
CTC500B	5 Dr cabinet	675x335x770	£109.98	£131.98
CTC800B	8 Dr chest/cab set	610x330x1070	£94.99	£113.99
2 CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£139.98	£167.98
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3 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
CTC109	9 Dr chest	662x305x421	£69.98	£83.98
4 CTC105	5 Dr cabinet	685x465x790	£159.98	£191.98
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CBB315	36"	5 Dr Cabinet	927x416x985	£279.98	£335.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£389.00	£466.80
1 CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£311.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£449.00	£538.80
CBB231B	56"	9 Dr chest	1460x615x490	£399.00	£478.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£599.00	£718.80

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

Clarke

BLACK GOLD LINE

MODEL	DESCRIPTION	DIMS LxWxD (mm)	EXC. VAT	INC. VAT
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	£81.58
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

TOOL CHESTS/CABINETS

Heavy duty/industrial build quality with lockable front covers for added security and protection

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

EXTRA LARGE DRAWER PULLS

LARGE 37" CABINET

MODEL	DESCRIPTION	DIMS LxWxD (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

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

SAVE 10% EXTRA WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £38.39 INC.VAT

ONLY **£79.98** EXC.VAT
£95.98 INC.VAT

BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH

CORNER UNIT

265 KG PER SHELF

WIDE 48" / 1220mm

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% EXTRA WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £23.99 INC.VAT

CHOICE OF 5 COLOURS

RED, BLUE, GREY, SILVER & GALVANISED STEEL

150 KG (evenly distributed) Strong 9mm fibreboard shelves PER SHELF

350 KG (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

ALL SIZES/SPECIFICATIONS ARE APPROXIMATE

SEE NEXT PAGE FOR MORE!

Clarke MIG WELDERS

Quality machines from Britain's leading supplier. See online for included accessories.

GAS TIPS, SHROUDS & WIRE IN STOCK

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PR090	24-90	£189.98	£227.98
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£279.98	£335.98
175TECM Turbo	30-170	£449.00	£538.80
205TE Turbo	30-185	£489.00	£586.80

FROM ONLY £189.98 EXC.VAT
£227.98 INC.VAT

135TE

Clarke NO GAS/GAS MIG WELDERS

Professional type torch with on/off control. Thermal overload protection. Turbo fan cooled. Easy conversion to gas with optional accessories.

FROM ONLY £119.98 EXC.VAT
£143.98 INC.VAT

MIG145

*no gas only

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£119.98	£143.98
MIG 145	35/135	£169.98	£203.98
MIG 196	40/180	£219.98	£263.98

Clarke ARC WELDERS

For home user, automotive and industrial applications.

SEE THE FULL RANGE ONLINE & IN-STORE

Turbo fan cooled

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£57.99	£69.59
EA165	65-160	£69.98	£83.98
115N	30-110	£69.98	£83.98
EA200	60-200	£96.99	£116.39
160N	40-150	£74.99	£89.99
190N	50-185	£99.98	£119.98
190TEN#	35-180	£147.99	£177.59
235TEN#	40-210	£156.99	£188.39

FROM ONLY £57.99 EXC.VAT
£69.59 INC.VAT

Clarke CAR RAMPS

Lift cars safely and quickly. Tough angled steel construction.

FROM ONLY £27.99 EXC.VAT
£33.59 INC.VAT PER PAIR

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000kg	£27.99	£33.59
CRW25	2500kg	£36.99	£44.39

UK MADE

Clarke AXLE STANDS

Ratchet action for quick height adjustment. Sold in pairs. # per single stand. *Aluminium.

FROM ONLY £12.99 EXC.VAT
£15.99 INC.VAT

MODEL	TONS	HEIGHT	EXC.VAT	INC.VAT
CAX2TF	2	235-360mm	£12.99	£15.59
CAX3TBC	3	300-430mm	£23.99	£28.79
CAX6TP	6	333-500mm	£28.99	£34.79
CAX6TBC	6	400-615mm	£34.99	£41.99
CAX3TA	3	295-395mm	£49.98	£59.98
CAX10TP#	10	450-750mm	£86.99	£104.39

Clarke 2/3 TONNE TROLLEY JACKS

JACKS ALSO IN STOCK UP TO 5 TONNE

FROM ONLY £39.98 EXC.VAT
£47.98 INC.VAT

CTJ3000G

MODEL	TYPE	TONNE	EXC.VAT	INC.VAT
CTJ2250LP	Low Profile	2	£39.98	£47.98
CTJ3000GB	Pro Garage	3	£79.98	£95.98
CTJ3000QLB	Quick Lift	3	£84.99	£101.99
CTJ30LQ	Pro Instant Lift	3	£86.99	£104.39
CTJ3000G	Pro Garage	3	£99.98	£119.98
CTJ2JLQ	Low Quick Lift	2	£114.99	£137.99
CTJ1500QLP	Ultra Low Quick Lift	1.5	£156.99	£188.39

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke ALUMINIUM RACING JACKS

Quick lift. Non-marking nylon wheels. Rubber contact pad - helps protect vehicle undersides.

CTJ1250AB

LOW ENTRY ONLY 85MM

MODEL	LIFTING CAP.	EXC.VAT	INC.VAT
CTJ1250AB	1.25T	£94.99	£113.99
CTJ1800A	1.8T	£159.98	£191.98
CTJ2500QLG*	2.5T	£149.98	£179.98

FROM ONLY £94.99 EXC.VAT
£113.99 INC.VAT

*steel chassis

Machin Mart

66 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

Clarke NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns.

FROM ONLY £194.98 EXC.VAT
£233.99 INC.VAT

151EN

MODEL	AMPS	EXC.VAT	INC.VAT
105EN	30-100	£194.99	£233.99
151EN	30-150	£219.98	£263.98
130EN	30-130	£234.99	£281.99
160EN	30-150	£274.99	£329.99

Clarke AC80 12V BATTERY CHARGERS

For lead acid batteries. Automatic charger. maintains optimal charging condition.

BEST SELLER

FROM ONLY £17.99 EXC.VAT
£21.59 INC.VAT

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
LA4	4	£17.99	£21.59
LA6	6	£19.98	£23.98
AC80*	8	£39.99	£49.79

Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

Keep batteries in top condition over a long period.

FROM ONLY £24.99 EXC.VAT
£29.99 INC.VAT

C809-12

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
C803-12	3	6Ah-40Ah 12V lead acid	£24.99	£29.99
C809-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
C809-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

Clarke HIGH FREQUENCY BATTERY CHARGERS

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

FROM ONLY £44.99 EXC.VAT
£53.98 INC.VAT

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

Clarke INDUSTRIAL AIR COMPRESSORS

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

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

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/250	2HP	7.5	24ltr	£99.98	£107.98
7/250	2HP	7	24ltr	£94.99	£111.98
11/250	2.5HP	9.5	24ltr	£109.98	£131.98
8/510	2HP	7.5	50ltr	£119.98	£143.98
11/510	2.5HP	9.5	50ltr	£139.98	£167.98
16/510*	3HP	14.5	50ltr	£209.00	£250.80
16/1010*	3HP	14.5	100ltr	£259.98	£311.98

*V Twin Pump

Clarke GW44 ARC ACTIVATED HEADSHIELDS

Activates instantly when Arc is struck. Protects to EN379 - Suitable for arc, MIG, TIG & gas welding.

FROM ONLY £39.98 EXC.VAT
£47.98 INC.VAT

SEE FULL RANGE IN-STORE/ONLINE

Clarke BC520N BATTERY CHARGERS / ENGINE STARTERS

Ammeter. Multi-position charge regulator. Overload protection on charging cycle.

FROM ONLY £64.99 EXC.VAT
£77.99 INC.VAT

MODEL	MAX AMPS	EXC.VAT	INC.VAT
BC130C	15/120	£64.99	£77.99
BC190	38/180	£94.99	£113.99
BC210C	25/200	£109.00	£130.80
BC410E	35/400	£129.98	£155.98
WBC180	35/180	£139.98	£167.98
BC205N	30/200	£179.98	£215.98
WBC240	45/240	£159.98	£191.98
BC520N	50/100	£179.98	£215.98
WBC400	60/350	£199.00	£238.80

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE / ONLINE

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

MODEL	DESC.	EXC.VAT	INC.VAT
PRO12C	1.2mm	£22.99	£27.59
14C/18C	1.4mm, 1.8mm		
PGF14/18	Pro, Gravity	£26.99	£32.39
AP15	H.V.P., 2.2mm	£26.99	£32.39
SP14/18C	1.4mm/1.8mm	£27.99	£33.59

Clarke ARC / TIG INVERTER WELDERS

Efficient inverter technology. Variable output current.

FROM ONLY £129.98 EXC.VAT
£155.98 INC.VAT

Clarke GRINDERS & STANDS

Stands come complete with bolt mountings and feet anchor holes.

FROM ONLY £32.99 EXC.VAT
£39.99 INC.VAT

6" & 8" AVAILABLE WITH LIGHT

STANDS FROM ONLY £47.98 INC.VAT

Clarke WORKSHOP AIR TOOLS

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

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

Clarke ELECTRIC BELT DRIVEN AIR COMPRESSORS

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

FROM ONLY £289.00 EXC.VAT
£346.80 INC.VAT

MODEL	AIR DISP. cfm	MOTOR (HP)	AIR RECEIVER	EXC.VAT	INC.VAT
XEV11/100(OL)*	9	2	100ltr	£248.80	£301.80
XEV16/100L	14	3	100ltr	£318.00	£393.80
XEV16/150L	14	3	150ltr	£349.00	£432.80
XEV16/200(OL)*	14	3	200ltr	£519.00	£632.80
XEV16/150/400(OL)*	14	3	150ltr	£529.00	£654.80
XEV18/200(OL)*	18	4	200ltr	£579.00	£694.80
XEV19/200(OL)*	18	4	200ltr	£619.00	£742.80
XEV26/200L	23	5.5	200ltr	£719.00	£862.80
XEV3/270(OL)*	36	2x 4	270ltr	£1149.00	£1378.80

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £8.99 EXC.VAT
£10.79 INC.VAT

*Telescopic Range

MODEL	MIN/MAX OUTPUT CURRENT	ELECTRODE DIA. (MM)	EXC.VAT	INC.VAT
AT133	10A-130A	2.5/3.2	£129.98	£155.98
AT135	10A-130A	2.5/3.2	£169.98	£203.98
AT162	10A-160A	2.5/3.2/4.0	£149.98	£179.98
AT165	10A-160A	2.5/3.2/4.0	£199.98	£239.98

Clarke FUEL TRANSFER PUMPS

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

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

MODEL	MOTOR	MAX FLOW	EXC.VAT	INC.VAT
DFP12	12V	40l/min	£149.98	£179.98
DFP24	24V	40l/min	£149.98	£179.98
DFP230	230V	56l/min	£189.98	£227.98

Clarke ENGINE STANDS

Rotates through 360°. Fully tested to proof load.

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

CES680F

MODEL	CAPACITY	EXC.VAT	INC.VAT
CES340	340kg	£44.99	£53.99
CES450	450kg	£64.99	£77.98
CES560*	560kg	£74.99	£89.99
CES680F	680kg	£99.98	£119.98

*Was £95.98 inc. VAT

Clarke AUTOMOTIVE WHEEL DOLLY SET AWD1

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

FROM ONLY £44.99 EXC.VAT
£53.99 INC.VAT PER PAIR

BIG 3" CASTORS

Clarke LCD INSPECTION CAMERA WITH 9mm LENS

4 LEDs and 5 brightness settings. 1m long, flexible camera probe. Inc mirror, magnetic pick up and hook attachments.

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

CIC2410

Clarke TOOL CHEST AND TOOLS

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

329 HAND CHT624 TOOLS

*This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet. Includes the most popular sockets, spanners, pliers, drivers, wrenches etc.

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

FULL RANGE OF ACCESSORIES IN STOCK

FROM ONLY £995.00 EXC.VAT
£1194.00 INC.VAT

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

Floor Stand including Sids Tray £179.00 Exc. VAT/£214.80 Inc. VAT

Clarke CRANES

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

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

Folding and fixed frames available. Robust, rugged construction. Overload safety valve.

FAST, EASY FINANCE

- Over 12, 24 or 36 Months
- Purchases over £300
- 12.9% APR, 10% Deposit*

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Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195

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

CAN DRAW OWN WATER

Honda and Diesel engine models in stock

MODEL	BAR/PSI	HP	EXC. VAT	INC. VAT
Tiger1800 110/1595	2.6	2.6	£219.99	£262.80
Tiger2600 170/2465	4	4.2	£289.99	£346.80
Tiger3000 200/2900	6.5	6.5	£349.99	£418.80
PLS195	186/2698	6.5	£439.99	£526.80
PLS265	260/3770	13	£669.99	£802.80

Clarke JETSTAR PRESSURE WASHERS

Makes easy work for washing vehicles, patios, stonework, etc.

• JET17500, 8500 & JET9500 include hose reel

210 Bar
3045 psi

JET9500

FROM ONLY £59.98 EX.VAT
£71.98 INC.VAT

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JS1850	1400W	1523psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet17500	1600W	2030psi	£124.99	£149.99
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

Clarke HIGH VELOCITY FANS

CFF18C100

18" BLACK FLOOR FAN

18" CHROME FLOOR FAN

FROM ONLY £36.99 EX.VAT
£44.99 INC.VAT

MODEL	SIZE/TYPE	EXC. VAT	INC. VAT
CFF18C100	20" Box Fan	£36.99	£44.99
CFF18C100*	NEW 18" Floor Fan	£39.98	£47.98
CFF18B100*	NEW 18" Floor Fan	£39.98	£47.98

Clarke PARTS WASHERS

PARTS WASHER FLUID FROM £5.99 INC. VAT

FROM ONLY £39.98 EX.VAT
£47.98 INC.VAT

MODEL	TANK CAP.	TYPE	EXC. VAT	INC. VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CW120	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke PRESSURISED SANDBLASTERS

Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc. CP5B100

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

FROM ONLY £139.98 EX.VAT
£167.98 INC.VAT

MODEL	TANK VOLUME	FLOW RATE	EX. VAT	INC. VAT
CP5B100	32 litre	6-19 cfm	£139.98	£167.98
CP5B200	63 litre	12-20 cfm	£169.98	£203.98

Clarke JUMP STARTS

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

STARTING PEAK BOOST AMPS

MODEL	STARTING PEAK BOOST AMPS	EXC. VAT	INC. VAT
900	400	£59.98	£71.98
JS1100	500	£62.99	£75.99
910	400	£69.98	£83.98
JS1100C	500	£110.00	£134.00
4000	700	£150.00	£182.00
JS12/24	1000	£200.00	£248.00

Clarke INSTANT GARAGES

From ONLY £229.00 EX.VAT
£274.80 INC.VAT

IDEAL ALL-WEATHER PROTECTION

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

LENGTH UP TO 24'

ZIP CLOSE DOOR

Clarke GIANT FANS

CAM5002

BEST SELLER

FROM ONLY £119.00 EX.VAT
£142.80 INC.VAT

MODEL	SIZE	EXC. VAT	INC. VAT
CAM24	24"	£119.00	£142.80
CAM30	30"	£149.98	£179.98
CAM36	36"	£199.00	£238.80
CAM5002	24"	£199.00	£238.80
CAM6000	30"	£199.00	£238.80
CAM110	30"	£209.00	£250.80

Clarke TAP & DIE SETS

High quality tungsten steel

Supplied in metal storage case (except 16pc)

FROM ONLY £15.99 EX.VAT
£19.98 INC.VAT

TYPE	EXC. VAT	INC. VAT
CHT203 16pc Metric	£15.99	£19.10
CHT302 24pc UNC/NPT	£19.98	£23.98
CHT303 28pc Metric	£23.99	£28.79
CHT304 32pc Metric/UNF/BSP	£32.99	£39.59
CHT774 37pc Metric	£38.99	£46.79
CHT527 32pc Metric	£46.99	£56.39
CHT776 76pc Metric	£64.99	£77.99

Clarke ANGLE GRINDERS

FROM ONLY £24.99 EX.VAT
£29.98 INC.VAT

CAG800B

INC. DISC & HANDLE

MODEL	DISC (MM)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800W	£24.99	£29.99
CON1050B	115	1050W	£29.98	£35.98
CON115	115	1010W	£36.99	£44.39
CAG2350C	230	2350W	£52.99	£63.59

Clarke CAR CREEPERS

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

FROM ONLY £22.99 EX.VAT
£27.59 INC.VAT

BEST SELLER EXTRA LONG 1m LEADS

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CMC36	Car creeper	£22.99	£27.59
CMC40	With tool storage	£36.99	£44.39
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

Clarke DRILL PRESSES

Range of precision bench & floor presses for enthusiast, engineering & industrial applications

CDP152B

B = Bench mounted
F = Floor standing

MODEL	SPEDS	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£66.99	£80.39
CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£149.98	£179.98
CDP202B	450 / 16	£189.00	£226.80
CDP452B	550 / 16	£229.00	£274.80
CDP10B	370 / 12	£198.98	£238.79
CDP352F	550 / 16	£229.00	£274.80
CDP502F	1100 / 12	£499.00	£598.80

Clarke ABRASIVE CUT OFF SAWS

Fast accurate cutting of ferrous metals • Tough steel guard & base

Adjusts 0-45° for angled cutting

CC014C

FROM ONLY £109.98 EX.VAT
£131.98 INC.VAT

INCLUDES ABRASIVE METAL CUTTING DISC

MODEL	ROUND PROFILE	EXC. VAT	INC. VAT
CC014C	NEW 115mm	£109.98	£131.98
CC014B	100mm	£139.98	£167.98

Clarke BLAST CABINETS

Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium

Min. air flow 10cfm

Bench & floor standing models

ALUMINIUM OXIDE POWDER FROM ONLY £9.98 EX.VAT
£11.98 INC.VAT

FROM ONLY £109.98 EX.VAT
£131.98 INC.VAT

was £358.80 inc. VAT

CSB20B

MODEL	DESC.	TYPE	EXC. VAT	INC. VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30*	Large Cabinet	Floor	£279.00	£334.80

Clarke DIAGNOSTICS

FROM ONLY £37.99 EX.VAT
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JAGUAR XJ8 3.2Ltr (X-308) 1998: Maderia Pearl with Cashmere hide 'Classic' interior. Figured walnut veneers. '20 Spoke' alloy wheels. 33,000 miles only from new. Air conditioning, electric seats, retractable door mirrors, wood & leather steering wheel, headlamp wash/wipe, cup holders and other usual refinements.....£8,995

JAGUAR XJ8 4Ltr (X-308) 2000: Pacific Blue with Ivory hide interior. 16" 'Starburst' alloy wheels. Jaguar Cars plus two private owners. 28,000 miles only from new. Full service history. Wood & leather steering wheel. Figured Walnut trim. Stainless steel window surrounds£9,995

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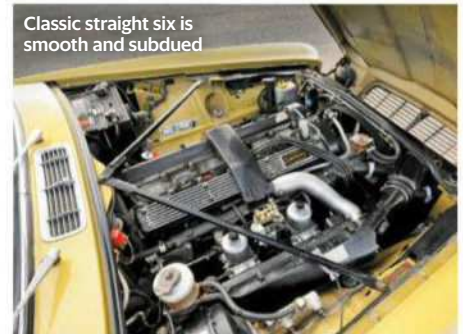
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Green Sand paintwork and a tan vinyl roof are pure Seventies



Tan leather was replaced in 2010



Classic straight six is smooth and subdued

1976 Jaguar XJ6C £18,850

If you've never driven a good XJC, the silence and smoothness of this coupé will be an education, **Nigel Boothman** reports

This Jaguar's yellowish colour is actually called Green Sand and refers to the casting sand used in foundries; it's green in the sense of being used damp, like green wood, rather than its colour. That slice of trivia may help you to accept what is undoubtedly a period look; the tan vinyl roof and tan leather interior combine with paint, chrome and wood to give an effect that could only be found on an expensive British car of the Seventies.

The large chrome wheelarch trims are not original and were apparently installed as recently as 2010, after the car underwent a light body restoration with two new front wings. More recently, in 2012, it was also given a partial respray. The paint is holding up very well with only minor bubbling to the very front of the sills and the lip of the front valance. Underneath, all looks sound bar some flaking underseal on the front chassis legs; these haven't yet had a chance to rust so it's a good time to catch it.

There are small bumps in the vinyl roof on the nearside C-pillar but not enough to suggest corrosion. The wheels have also been painted and the fronts are starting

to blister very slightly. The front tyres are good Bridgestone Duellers, 205/70 R15, while the Avon Turbospeeds at the rear have plenty of tread but are elderly and need replacing - they were an MoT advisory point. The chrome is all in very good condition.

Inside, the leather in the front was apparently renewed in 2010 along with the headlining and has since mellowed gently, suffering only a bit of wear to some piping on the entry side of the driver's seat. The door cards and especially dashboard are impressively smart and every gauge works, as do the fans and the original radio.

The engine bay is slightly less well turned-out than the rest of the car but wouldn't take much to present very well indeed. Fluid levels are correct and brake fluid was renewed at the last MoT in December along with a front brake pipe.

The car's smoothness in use exceeds expectations. With only five owners and 41,000 miles from new it ought to be good, but the effortless way it travels reminds you what an impact the XJ6 made when new - the ride is soft but controlled and the engine so well subdued that you think it's stalled the first time you halt at

a junction. The Borg-Warner three-speed automatic is unobtrusive and there is satisfying power for overtaking. There's also a bit of body roll, rather over-assisted steering and brakes that are sound if not super-powerful. The engine shows a good 35-40psi at idle when warm. XJCs are known for sub-optimal sealing that results in wind noise and rain leaks; the former was in evidence at higher speeds but the car has been kept garaged and is bone dry.

This is a very good example of a less obvious luxury classic. It's no sports car, but has mile-eating performance and a cossetting feel. The arch trims aren't to everyone's taste but they can be removed, and this is probably a far better car than the XJ12C you'd get for the same price.

CHOOSE YOUR XJ COUPÉ

- ▶ The two-door coupé version of the XJ6 announced in 1973 but not put on sale until spring 1975 because of body sealing and shell stiffness issues. All are fitted with a vinyl roof.
- ▶ Although contemporary with the Series 2 XJ6, the coupés are actually built on standard-length Series 1 floorplans. There are two engine choices and two badges. In Jaguar form 6505 six-cylinder 4.2 versions are made along with 1873 5.3-litre V12s; with the Daimler badge it is 1677 4.2s and 407 5.3s.
- ▶ Vast majority have three-speed Borg Warner automatic gearboxes but there are some six-cylinder cars with manual/overdrive transmission, more sought after by enthusiasts.
- ▶ Production ends after just two years in 1977.

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1976 Jaguar XJ6C

Price £18,850 Contact A1 Classic Cars, East Lothian (a1classiccars.co.uk, 07730 921769) Engine 4235cc dohc in-line six-cylinder Power 182bhp @ 4500rpm Torque 227lb ft @ 3000rpm Performance Top speed: 126mph; 0-60mph: 8.8sec Fuel consumption 20mpg Length 4844mm Width 1770mm Weight 1689kg



Body and paint are generally very good



Interior presentable, but seats a little saggy



Pre-smog 1972 GTO engine livens things up

1978 Pontiac Firebird Trans-Am £19,900

A wolf in wolf's clothing, this Trans-Am may be a bit over the top for English tastes, but it has an endearing asset, says **Rob Scora**

We're more used to seeing - or at least thinking of - the Firebird Trans-Am in Anniversary black and gold, but this white car on offer in South Yorkshire shows us other colour combinations can be striking too. This 1978 model also bucks the trend by not having the (often leaky) T-bar roof. Apart from that it retains all the Trans-Am must-haves - shaker bonnet scoop, spoilers on all four wheels and the Phoenix on the bonnet, albeit a slightly later, more conservative version that the white ones tended to wear.

The Pontiac is largely sound, though that white does show up blemishes. The metal and joins behind the door-top chrome and between seals looks untidy, as do places around the lower edge of the rear window rubber. One or two underside edges and the panel above the bootlid show very small areas of discolouration. There is also a small crack and a patch of rust at the very bottom of the offside B-pillar.

Overall, paint finish is good. Plastic and metal components meet smoothly and

colour consistency is good across both. The brightwork is all clean if not gleaming.

Panel fit is generally good. The boot spoiler sits a little proud of its wing-mounted 'bookends', though boot and bonnet shut lines are consistent. Unlike so many of these, those big doors don't drop when you open them, and the areas around the big roller hinges are corrosion-free. The underside of the car looks sound and this 'Bird has a rust-free boot floor.

Like the bodywork, the interior is good overall. All switches are present and correct, door furniture intact and carpets pretty clean. The seats look a little saggy but are supportive and securely mounted.

The Pontiac has a large history folder of mainly older general service bills. It has been owned by this dealer since 2014 for his personal use and has been maintained by the workshop. However, its file contains a small note that suggests this Trans-Am's motor isn't quite standard issue. It says that this engine block was cast on 7 December 1972 - a Pontiac GTO engine unfettered by 1978-spec anti-smog apparatus.

Immediately on turning over the big V8, you notice a business-like tone to the motor. It revs readily without any hydraulic

tappet chatter or smoke, and slots nicely into gear without shunt.

Handling is *de rigueur* Firebird - on straights and sweepers it feels assured and planted, performing without clunks and groans from the suspension.

What livens things up is that Class of '72 motor. A shove of the right foot brings forth a snarl and determined push from the back end, though the beast will cruise happily on sub-3000rpm too. Unlike a standard '78, this car has the shove to match the looks. A Super Duty it may not be, but it comes awfully close without putting down another ten grand or more.

CHOOSE YOUR PONTIAC FIREBIRD

- ▶ Second-generation Firebird was launched in 1970. Engines ranged from an in-line six-cylinder 3.0 to the rare 455ci (7.5-litre) Super Duty V8. Flagship models Formula and Trans-Am featured the 6.6-litre (400ci) and 7.5-litre V8s.
- ▶ Styling altered in 1975, characteristic B-pillar diminished to make room for bigger rear window. Power output emissions-limited to 185-200bhp. End of 1976, 7.5-litre big-block dropped.
- ▶ Black and gold Pontiac anniversary model released 1976, and for '77 a slant-nose look. This is the version from *Smokey and the Bandit*, though not *Smokey and the Bandit II* - that was a 1980 Turbo model.
- ▶ 10th Anniversary Firebird edition of 1979 featured silver paint and special leather interior. A 4.9-litre was added to the line-up (210bhp turbo and 135bhp non-turbo). By 1980 this was standard. In 1981, second-generation Firebird gave way to a more angular design.

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1978 Pontiac Firebird Trans-Am

Price £19,900 Contact Spurr Classic Cars, Sheffield (0114 231 5000, americancarsuk.com) Engine 6548cc V8, ohv Power 300bhp @ 4600rpm (est) Torque 400lb ft @ 3600rpm (est) Performance Top speed: 135mph; 0-60mph: 7.2sec Fuel consumption 14mpg Length 5032mm Width 1854mm



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(LHD)



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(RHD)

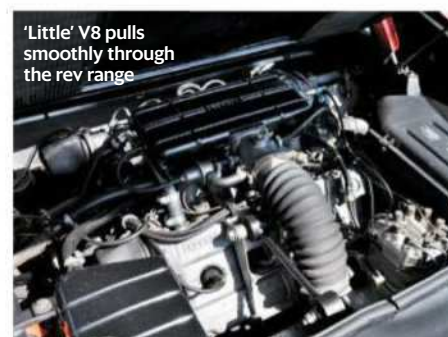




Rosso Corsa paintwork virtually blemish free following restoration



Interior also restored but no record of work in car's history file



'Little' V8 pulls smoothly through the rev range

1982 Ferrari 308GTBi £99,900

Its low mileage, service history and restored condition mark this 308GTBi from the rest, says **Rob Scorah**

Though this is traditionally the least favoured model of the 308 GTB range, when you see it - in that famous shade of red - it's hard not to want this car, whatever its dynamic abilities.

The body, the fit and finish are hard to fault. The car - a documented 46,500-miler - was restored some 12 months ago by (Phil) Bramhall's in Sheffield. Consequently, the *Rosso Corsa* paintwork is virtually blemish-free, showing no stone chips to the nose or deep (optional extra) chin spoiler. Handles are nail-scratch-free, and leading edges of panels as deeply shiny as the curvaceous wings, nose and haunches. Panel fit is much like the finish - impeccable.

The interior has also been restored and shows very little sign of use. Unfortunately, there is no restoration record for the interior in the history file, though the restoration shop is well-known to the dealership.

Pleasingly, the mechanical history - retaining all service books and the original toolkit - shows a diligent chain of owners over the years. Invoices log regular servicing as well as the all-important

cambelt changes, the last coming in 2015 at 46,160 miles. That's only 300 miles ago, but experts say four-year intervals, so budget to do that next year. However, the service history, coupled with a smart engine bay and clean fluids, should give you a deal of confidence in the machine.

Where most Ferraris are GTs, the 308 is a sports car and feels it in its proportions and handling. This example retains all the qualities you want from the little V8 model: the steering is tight and responsive, the suspension taut yet pliant at the same time, and the general responsiveness of the car is exactly as it should be.

Out on the B-roads, the bantam-weight two-seater can be hustled along smartly, snapping between third and fourth gears. The drivetrain will thank you for selecting your revs smoothly going up and down the 'box, but the gearchange is satisfyingly tactile and positive. Temperature and pressure gauges throw up no alarms.

Although full power sits relatively high in the rev range, the engine remains tractable from 2000rpm and pulls smoothly all the way up. Though not hugely fast by modern standards, it is always enjoyable. Less impressive are the brakes - their

performance was a red flag for us, but we're assured these will be worked on before the car goes out to a new owner. The only other thing that might raise an eyebrow is a slight smokiness on first start-ups. But its colour rings no alarm bells.

Pricewise, this example sits fairly high. It's the least desirable spec; not the lighter glassfibre-bodied or carburettor-engined earlier model, nor the more powerful QV. Its price relies mainly on condition. It's a very good-looking example with low miles and nice history. In real terms, they are probably the qualities which matter in real-world use more than out-and-out grunt. There are a fair few 308s out there, but this is worth a look for someone wanting a car with next to no jobs pending.

CHOOSE YOUR FERRARI 308

- ▶ 308 launched at 1975 Paris Motor Show to replace 246 Dino, glassfibre body, transversely mounted dry-sump 2926cc, 255bhp V8.
- ▶ Change to steel body with glassfibre floorpan from late 1976 after 808 cars, adding 150kg. 308 GTs with removable roof panel expands range from 1977, all with wet sump engine.
- ▶ Mid-'79 Euro cars' power drops to 225bhp. Then from 1980, GTBi and GTSi with Bosch K-Jetronic injection drop power further to 214bhp (Euro), 205bhp (Federal).
- ▶ 308 QV (32 valves) from 1982 restores power to 240bhp (232bhp for US); Euro cars go wet sump from 1981. 208 gets a turbocharger.
- ▶ Model gives way to the broadly similar 328 in 1985, after about 12,000 examples built.

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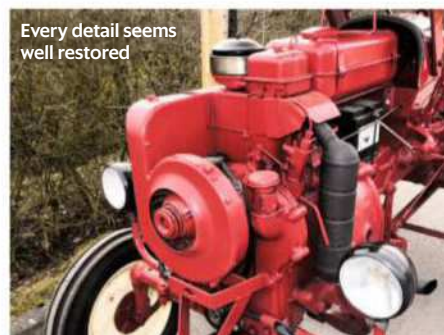
Price £99,900 Contact John Holland Cars, UK (0114 2565040, johnhollandsales.co.uk) Engine 2927cc, V8 dohc Power 214bhp @ 7000rpm Torque 179lb ft @ 4600rpm Performance Top speed: 157mph; 0-60mph: 6.7sec Fuel consumption 19mpg Length 4230mm Width 1720mm



The cheapest way into an air-cooled Porsche



Eight gears, all of them slow



Every detail seems well restored

1957 Porsche Junior P111 £16,900

You can make hay while the sun shines with this tractor because the optional grass cutter is included, says **Malcolm McKay**

In 2012-13, Porsche Italy decreed that every one of its main dealers should have a Porsche tractor in the showroom - and commissioned the restoration of at least 20 Porsche Junior tractors. The story goes that the agent in charge of the job restored one for himself - and this is it. This example is said to have a narrow track designed for vineyard use.

UK registered, tax and MoT exempt, it was imported about four years ago and has a pampered role as a show vehicle, never seeing mud or water.

The Carmine Red paint is surely far better than when it came out of the former Zeppelin factory where the tractors were built, and is expertly applied to most of the components. The wheel rims, painted Ivory, are equally pristine. The exhaust, headlights, steering wheel, power take-off and some control rods are in unmarked gloss black. There is even a matching red seat cushion, piped in ivory, which perfectly complements the bodywork.

The bonnet lifts up to reveal an air-cooled single-cylinder diesel engine in all its glorious simplicity. Cooled by an engine-driven fan on the front of the

crankshaft, it is jacketed (all in perfectly red-painted steel) to ensure adequate cooling in all conditions.

There's a smart black-painted starting handle for emergency use but this sophisticated little tractor has an electric starter. You push the ignition key fully in to switch on the ignition, and pull the black knob on the dash halfway out for five seconds to heat the glowplug. You then move the large hand-throttle lever on the left side of the dashboard to around half-throttle position and pull the black knob fully out to engage the starter.

The engine starts easily and settles to a regular rhythmic throb, controlled by the hand throttle. Push the black knob fully in and you're ready to drive. There are four forward gears and four reverse, the fore/aft option selected by a lever to the right of the gearstick. It is not necessary to change gear while driving, as the tractor will set off happily in whatever gear you choose. You select which of the gears you want according to purpose (first for ploughing a field or towing a heavy load, fourth for road use) and let up the clutch. You can then use the hand throttle or the foot throttle, which operates against a spring.

The brakes are on a split pedal on the right side of the transmission and operate on the rear wheels only - you would normally operate both together, but if one wheel is spinning in the mud, you can use that side of the pedal to lock that wheel and allow the other to drive out. All these controls work perfectly.

The tyres are almost unworn and this tractor is ready to show or use. With a large grass cutter mounted on the side and power take-off on the rear, it's a very versatile machine. They don't come on the market often in this condition, and a similar one in the USA is priced at \$45,000, making this look very keenly priced, even though dealer Steve Bull would really prefer to keep it for his own collection!

CHOOSE YOUR PORSCHE TRACTOR

- ▶ Ferdinand Porsche designs 'people's tractors' (Volkschlepper) from the Thirties. Allgaier makes 40,000 of them in the early Fifties then sets up Porsche-Diesel Motorenbau in 1956.
- ▶ Single-cylinder Junior is the best-seller, justifying production line to turn out one tractor every 6.5 minutes: c6800 111s built.
- ▶ Porsche KG improves 11bhp Allgaier engine to produce 14bhp: design is patented as Porsche POV (optimised combustion).
- ▶ Several different versions built to suit bespoke applications (such as vineyards).
- ▶ Production standardised on four models in 1957: Junior, Standard, Super and (from 1958) Master, with multiple options according to their likely use. Production ends in 1963.

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1998 Aston Martin DB7 i6 Volante "Dunhill Limited Edition" Finished in Dunhill Silver with black hide interior. The car has covered only 61,000 miles and has a comprehensive service history..... **£33,950**



2000 Aston Martin DB7 Vantage auto in Azure Blue with Pacific blue and Parchment hide interior. Beautiful throughout with just 73,000 miles and sensibly priced at..... **£26,950**



2001 Aston Martin DB7 Vantage Manual in Grigio Titanio with Black hide interior, full service history, 53,000 miles only and very realistically priced for a beautiful manual car at **£39,950**



1955 Aston Martin DB2/4 finished in Burgundy with Tan hide interior. This is a completely restored example to fast road spec and needs to be driven to be fully appreciated. Please enquire



1958 Aston Martin DB MkIII finished in original yellow with recently rebuilt fast road engine. This car is in need of a total restoration but all of the parts are available with the car to complete the task. Please enquire.



1958 Aston Martin DB MkIII finished in Aston Racing Green with grey hide interior. One owner for the last 33 years and beautifully restored. Fitted with overdrive and driving perfectly. Realistically priced for one in this condition



1997 Ferrari 550 Maranello finished in Grigio Titanio with red hide interior. 31,000 miles only with complete service history including cam belt changes. Perfect throughout and sensibly priced at..... **£125,000**



1988 Ferrari Testarossa finished in Rosso Corsa with Magnolia hide interior, 21,000 miles only and in perfect condition throughout..... **£124,950**



1997 Ferrari 355 Berlinetta finished in Tour de France Blue with light tan hide interior. 53,000 miles only with full Ferrari service history **£69,950**



1958 Austin Healey 100/6 BN4 in Colorado Red over Black, Only 2 owners in the last 40 years, absolutely beautiful throughout, Vast service history file. Fantastic Value at **£59,950**



The best possible recreation of a Ford GT 40 by CAV Cape Town. Finished in Gunmetal Grey with black hide interior in the correct style. 1,850 miles from new, All taxes paid and registered as S 40 GTO. Fitted with correct Ford V8 5.0 litre engine, fully detailed suspension, beautiful throughout, Probably the very best on offer at **£95,000**



1955 Austin Healey 100/4 BN1 race car prepared to the highest standard by Dennis Welch Motor Sport, full FIA papers and welcome internationally in numerous prestigious events. Probably the most economical entry point into International FIA racing..... **£99,500**



1978 Aston Martin V8 "S" finished in Kentucky blue with pale blue hide interior. Mechanically excellent with a really comprehensive history file, bodily unmarked and superb to drive. Very well priced at only **£89,950**



1965 Aston Martin DB5 finished in non-original Black Pearl with black hide interior and sitting on chrome wire wheels. Mechanically very good but really requiring further expenditure. This is a rare opportunity to acquire a DB5 that can be immediately driven and enjoyed and would form the basis for a concours restoration. Please enquire



1978 Aston Martin V8 Volante in Buckingham Green with cream hide interior. Recently serviced by Aston Service (London) and an excellent driving motor car. It comes with a substantial history file and was supplied by us to the present owner several years ago. Sensibly priced. Please enquire

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Jaguar E Type V12 1971 2+2 finished in unmarked gleaming signal red with black hide interior, sparkling chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs, this car is just stunning one of the best there is garaged from new£86,500



Jaguar SS100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminium, based on the 1956 SS100. 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, Handy ever for sale although we have had six of these masterpieces. Finished in gleaming (black tulip) with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels, with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking.....POA



Rolls Royce Phantom 11 Sedanca de ville 1934, coach built by the famous Window, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Shiloh 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 concourse wins in its time. Winning the Rolls Royce Owners Club concourse touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazine and videos featuring this magnificent P 2. Starts immediately and drives as if it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment£275,500



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior, and blue dash and carpets, knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/350HP, L79 V8. A super looking and breath taking Corvette..... £118,750



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a exister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and 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 VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new £250,000



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blue, headrests front and rear, magnolia hide headlining, with royal blue top roll dash, glass like finish burr walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armrest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new, this car is totally stunning.....£18,750



Mercedes Sports 350SL 1980 finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys, this car has only covered 45,000 original miles from new, with full Mercedes history, all old MOTs, and invoices Complete with all original tools, recent full service, garaged from new, this car must be one of the finest to be on offer..... £28,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear, with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect, one of the last of this handsome model, only two previous owners, fabulous history, original handbook, fantastic to drive you can hardly hear this car running and could be driven anywhere in the world, it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day.....£86,750



Mercedes 450SL Sports 1980, finished in champagne gold, with superb contrasting interior, headrests, hard and soft tops, automatic transmission, power steering, alloys, abs, expensive stereo system with modern updates, air conditioning, only 79,000 miles, with service history, original owners manual, complete with invoices, and all tools, garaged from new, drives superb. A fine investment. Hence...£19,750



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MOTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found.....£89,750



BENTLEY 1956 coachbuilt by Hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overalls to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only.....£65,750



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..... £129,500



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 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£99,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new.....£46,750



Daimler Sovereign 420 1967 finished in golden sand with cherry red hide interior, automatic, power steering, badge bar, chrome wire wheels, stereo. These Daimlers are very rare and probably never in the condition of this car, being kept in remarkable condition from new, and only 53,000 miles with a folder full of history and old MOTs, complete with original tool kit, having only three owners from new the last owned 34 years, a superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic.....£36,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this un-molested car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E Type, which has mellowed to an amazing condition. This car is just remarkable.....£165,500



Mercedes 250SL Pagoda sports 1968. Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops, with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old 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 1972 V12 Roadster, finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, over mats, stereo system, sparking chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25,000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and is totally superb condition, just stunning.....£145,500



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



Daimler 4.0 hearse 1999, coachbuilt by Eagle Wilcox, finished in gleaming black with gold pinstripe, and superb beige interior, headrests, beater seats to rear, excellent walnut veneer twin decks, with coffin stops, climate control / ac, dual air bags, power windows, remote locking, automatic, power steering, drives silky smooth, this hearse has only covered 46,000 miles from new, with only 2 owners, original handbooks and wallet, just stunning, excellent value at only.....£12,750



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's, one previous owner, drives superb, just serviced.....£4,750



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, and aeroflye, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example.....£115,500



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



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overers, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whitewall tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value....£69,750



Mercedes 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



Rolls Royce 2025 1934 Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gater. 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 chow judge for many years. This very elegant car runs and drives silent as one would expect of this superb example.....£57,750



Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning.....£169,500



Mercedes 300SL 1992, finished in astral silver with dove grey hide interior, rear seats, headrests, hard and soft tops, light up vanity mirrors, power windows, power hood, air bags, abs, alloys, stereo system, only 68,000 miles from new with full history, Superb example.....£9,750.



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, sparking chrome wire wheels, whiteband 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



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



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, sparking chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber doo 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the 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



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



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning.....£135,750. More pics on our website.



Hillman Super Minx Convertible 1963 This very rare model is finished in glacier white with superb cherry red interior with piping, and matching convertible top, original radio, personal number plate, manual transmission, original supplying dealer plaque on dashboard, complete with original tools, handbook, history folder and old MOTs, only 3 owners from new, and only 55,000 miles, excellent restoration thousands spent to bring this car to a high standard, displayed at the N.E.C. classic car show, drives superb always garaged, amazing condition and a fine investment.....£26,500



Mercedes 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



Jaguar 1967 240 MK11. Finished in Midnight Blue with superb Cherry Red veneers, with walnut veneers, original Radiomobile radio, over mats, sparking chrome wire wheels, manual transmission with overdrive. This car is in unbelievable condition and must be the best original example there is. Having had only two previous very fastidious owners from new and only 77,000 very careful miles. With handbook, invoices and old MOTs, even the original complete tool set looks like it has never been used, new stainless exhaust fitted, very smooth and quiet, drives like new, makers oil pressure. Mellowed into an absolute beauty and a fine investment. Impossible to repeat.....£36,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparking 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 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, sparking chrome wire wheels, with white band tyres, spare wheel unused, power steering manual transmission, stereo system, tinted glass, drives like new, box full of history, thousands spent to bring this car to its like new condition, if you want the very best this is it, just breath taking, more pics on our website. A fine investment....£165,750



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 sparking 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



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



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.I, probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged.....£39,750



Mercedes sports 280SL 1983 finished in totally unmarked light peppermint green metallic, with light beige interior, which is just stunning, headrests, hard and soft tops, stereo system, power windows, alloys, over mats, factory fire extinguisher, tinted glass, automatic, power steering, twin spools, twin mirrors, complete with all tools, this car is one of the best we have ever seen it is just pristine through out, and drives like new, garaged from new, only 85,000 miles, and only two very care full owners with full history, plus many invoices and many old MOTs, properly the finest this is Superb investment.....£29,750



Jaguar E Type V12 Roadster 1973/4. Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show.....£145,500



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. Just stunning.....£125,500

1968 ASTON MARTIN DBS VANTAGE



Finished in light metallic blue with navy trim. 78000 miles from new, with huge history file back to 1969 mainly with Aston Martin service dept.
Very original Vantage

£139,000



2006 ASTON MARTIN VANTAGE, in Oynx black with sandstone trim, 38000 miles with just one owner.

£38,950



2001 ASTON MARTIN DB7 VANTAGE MANUAL GEARBOX CAR! Finished in Malvern silver with black trim. 42000 miles.

£39,950



2001 ASTON MARTIN DB7 VANTAGE VOLANTE finished in silver blue with black hood and trim. 52000 miles with full history

£39,950



1979 ASTON MARTIN V8 VOLANTE finished in Winchester blue with Beige trim piped blue and blue Mohair hood. Six speed manual gearbox, Huge history file.

£199,000



1968 ASTON MARTIN DBS SIX WITH MANUAL GEARBOX. VERY RARE original left hand drive US spec car restored

£180,000



2000 ASTON MARTIN DB7 VANTAGE VOLANTE finished in Mendip Blue with parchment over blue trim and dark blue mohair hood. 60000 miles with full service history. Works service upgrades include Driving dynamics rear light and sports exhaust.

£39,950



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1978 FORD ESCORT RS2000 - GROUP 1 SPEC.

Original Ford Demonstrator in Group 1 Spec. from new. Twin Downdraught IDF Webers, Bespoke Inlet Manifold, Large Bore Exhaust, Bilstein Shocks, Single Leaf rear Springs, Anti roll Bar, Etc. Etc. One of, if not 'the' finest example in existence. Totally restored to an unbelievable standard. Additional spec. includes stage 3 Head, High Lift Cam, Lightened and Balanced, Ported and Polished, LSD, AP Racing Calipers Etc. Last sold by us three years ago to a true Ford Fanatic and now delighted to offer once again. Stunning throughout, this Magazine featured RS is presently one of the most desirable and quickly appreciating 'classics' there is. Secure now before prices get out of reach. RHD - £49,995



1990 MINI COOPER 1275 RSP.

Red with White Cap. One of only 1050 UK Rover Special Production cars produced. Last Owner fro 20 years !! Three 'lady' owners in total. Full Body and Mechanical rebuild some years ago by TR Enterprises to the highest of standards. Lovingly cared for since and stunning throughout. Engine now 1293 and beautifully detailed. Genuine Minilite Alloy Wheels. A superb example of this rare and appreciating asset. Far from just being another 'average' example. Now awaiting its next custodian. RHD - £16,995



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



1965 FORD MUSTANG 298 4 SPEED MANUAL

Poppy Red with Black Interior. Total Professional Restoration to the highest of standards, including Bare Metal Repaint, Engine rebuild, Rechrome, Totally Refurbished Interior, Stainless Steel Exhausts, Daisy Mag Alloys, New Tyres Etc. Etc. Superb example of this Iconic Ford. With values increasing this really is one to buy now while still within reach !!! LHD - £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 headlight 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



1959 AUSTIN HEALEY FROGEYE SPRITE.

Iris Blue with White Hard Top. Totally restored by us, from a bear shell, some 20 years ago ! Subsequently modified to provide the ultimate driving 'Frogeye' by BRDC member. Engine is now 1380cc by Dave wells / SH Engineering. Gearbox - 5 Speed, Suspension uprated with leafspring lowering kit and adjustable AVO Shocks, Stainless Sports Manifold and Exhaust (Re-packable) by Frontline, Bespoke Seats in Navy, also by Frontline. Not one for the purist, but once driven you would never go near a standard Sprite again !! Simply sensational !! to believe that a better example exists. RHD - £34,995



1966 MGB ROADSTER.

Heritage Shell. Finished in Tartan Red with Black Interior and Hood / White Hard Top. Specification includes Overdrive, Chrome Wire Wheels, Additional Cooling Fan, Map Light Etc. Etc. Last Owner for almost thirty years ! Total restoration some years ago to a superbly high standard and lovingly cared for since. Comprehensive history file and photographic record of rebuild. A beautiful example of the iconic MG now ready to be enjoyed once again. RHD - £17,995



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



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



1972 TRIUMPH STAG - AUTO

Yellow with Black Interior and Hood, complimented by Image Split Rim Alloys. Sold by us to fastidious owner nine years ago and lovingly cared for since regardless of cost. Continual care and attention means that the condition remains superb throughout having had a total restoration some years ago. The underside is as clean and detailed as the rest of the car. Recent works include replacement hood and frame and a totally overhauled gearbox. General spec. includes Holley Carb, Spin On Oil Filter Conversion, Lumination, and Halogen Headlights. Complete with impressive history file including bills, invoices, MoT's, Heritage Certificate Etc. etc. A true four seater 'family' Classic waiting to be enjoyed once again. RHD - £21,995



1983 PORSCHE 944 LUX.

Ocean Green Metallic with Cadbury Interior. Merlin Supplied. Just 3 Owners from new with the last custodian having the car for some 30 odd years !! With just 56,000 miles having been covered from new and with a superb history file and service documentation this Porsche remains in superb condition and far better than most of the very average examples on the road today. Now becoming much sought after, values for such models are on the increase. RHD - £12,995

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Sierra Blue with Dark Blue Connolly, this is an exceptional condition superbly maintained original car with just 33,000 miles from new and a comprehensive history



1968 DB6 Manual, excellent condition car with matching numbers and comprehensive history



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2005 BMW 630 CONVERTIBLE. Finished in beige with black leather interior. M Sports steering wheel, Schnitzer wheels. Only 95,000 miles and comes with a Full Service History **£8995**



2000 BMW Z3 3.0. Finished in titan silver with black leather sports seats. With lots of Schnitzer modifications, including Schnitzer front bumper, 17inch Schnitzer wheels, Schnitzer exhaust system, Schnitzer handbrake, Schnitzer gear knob. 98,000 miles with a Full Service History **£8995**



1991 FERRARI 348 TS 3.4 2DR Supplied by Maranello Concessionaires of Surrey to a lady on the 16th August 1991, serviced by Maranello until 1993 and then by Lancaster Ferrari Specialists. The car has been in a private collection since then and now only covered 16,379 miles. Finished in Rosso red with Crema leather interior the car comes complete with the Ferrari indoor car cover all its original paperwork, MOTs, tax discs in the original Ferrari leather wallet. The tool kit in its leather case is present and unused. Totally unmarked original condition even the wheels have never been refurbished, would satisfy the most discerning buyer. **£66,995**



1973 TRIUMPH STAG. Fully restored approximately 5 years ago and had very little use since. Subject of a 5 page feature in the Triumph World Magazine Nov 16, a copy is in the extensive history file. The car although on a H registration is a matching number 1973 car and the number on the car was a personal plate from a previous owner. STUNNING WELL SORT AFTER CAR..... **£16,995**



1972 TRIUMPH TR6. Finished in Damsen red with black trim. Was the subject of a full rebuild 15 years ago and had very little use since. UK car with Heritage Certificate, 150 HP Model and retains its original fuel injection system. Superb example and realistically priced **£19,995**



1991 BENTLEY MULSANNE S Finished in its immaculate and original Bentley white with unmarked dark blue hide piped white. With lovely dark blue wilton carpets and dark blue lambswool rugs. Only 42,000 miles from new. This car needs to be seen to be appreciated. VERY HARD TO FIND A BETTER ONE IN THIS CONDITION! **£16,995**



1971 JAGUAR E TYPE V12 COUPE AUTO. Finished in immaculate pale primrose with beige leather and chrome wire wheels. This very unique example is an original righthand drive UK car. Only two owners and only 56,000 miles from new. Comes with Jaguar Heritage Certificate, all matching numbers and large history file. Never been welded or rusty and only used in the summer months from 1989. VERY RARE OPPORTUNITY TO ACQUIRE AN ORIGINAL RHD RUST FREE UK E TYPE. AS SEEN ON THE CLASSIC CARS MAGAZINE STAND AT THE EXCEL LONDON CLASSIC MOTOR SHOW..... **£74,995**



1968 MERCEDES 250 SE AUTO Finished in immaculate Mercedes classic white with unmarked red MB TEX trim. Huge history file with this car and known to us for a number of years. The car was imported from Botswana in 1998 by a titled gentleman who we purchased the car from in 2008 and looked after the car since then. The car is in immaculate condition, rust free and original. One of the best you will ever find! **£19,995**



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 the taken to a Ferrari specialist for a major service including cam belt and tensioner replacement. LOVELY RUST FREE UNMOLESTED EXAMPLE..... **£33,995**



1981 MERCEDES 230E Only one owner and 57,000 miles. Finished in immaculate Taigu beige with tan interior. Spec includes Auto Transmission and Power Steering. Very hard to find low mileage and one owner 123 Mercedes in this condition **£12,995**



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**



1971 JAGUAR XJ6 2.8 AUTO. Finished in immaculate Old English White with its original black hide in superb condition. Only 2 owners from new the last being a British airways captain who has had the car in storage since 1982 after using it and maintaining it to a very high standard since 1975 when he purchased the car from Coombs of Guildford. The car has only covers just over 60,000 miles and is fully recommissioned fully serviced new MOT and ready for the road again. MUST BE ONE OF THE BEST SERIES ONE JAGUAR XJ6s ON THE MARKET TODAY GETTING VERY SOUGHT AFTER **£17,995**



2002 MERCEDES CL500 AUTO. Finished in stunning diamond blue with light grey perforated hide. Immaculate unmarked car with very high spec including keyless go, Mercedes command system, including TV, electric heated seats, electric glass sunroof and Xenon headlights. Only 89,000 miles with Full Service History. SUPERB LOOKING AND DRIVING CAR. EXCEPTIONAL VALUE..... **£7,995**



1998 ALFA ROMEO GTV T SPARK 16V. Finished in immaculate brilliant silver with unmarked black hide. Only 52000 miles full service history with 11 service stamps in the service book. This immaculate well looked car should not be confused with the normal Alfa GTV of this era **£4,995**



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1947 ROLLS ROYCE SILVER WRAITH SEDANCA DE VILLE BY H.J. MULLINER Finished in Black over Maroon with Black hide and Grey West of England wool cloth interior. Offered with a huge history file detailing the recent £100,000 restoration The car runs and drives beautifully. Outstanding condition. A show winner..... **£85,000**



1947 ROLLS ROYCE SILVER WRAITH FORMAL SALOON BY BARKER, with Division. Finished in Grey over Black with Grey hide interior. Good History File. Lovely condition..... **£35,000**



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1980 ROLLS ROYCE SILVER SHADOW II. Finished in Exeter Blue with Magnolia hide. Covered 78,000 Miles Full and comprehensive history file. Invoices from new. A stunning Silver Shadow. **£26,500**



1951 MG TD. Two Tone Grey 51,000 miles. Black interior. New radiator and new Red carpets. All weather equipment including hood, tonneau cover & side screens. Fantastic driving car ready to tour and show. A fantastic original example..... **£24,000**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today..... **£60,000**



1998 BENTLEY ARNAGE GREEN LABEL (RED LABEL LOOK ALIKE). Finished in Silver Pearl. Magnolia piped Blue interior. Covered 62,829 4.4 BMW Twin Turbo V8. Picnic tables. Electric rear seats. Excellent condition..... **£20,000**



1963 ROLLS-ROYCE SILVER CLOUD III finished in original Pine Green with Light tan hide interior. Genuine 102,000 Miles from new. 1 family owner from new. Father and son. A stunning example in exceptional condition. **£72,000**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition..... **£70,000**



1978 ROLLS ROYCE SILVER SHADOW 2 Caribbean Blue Dark Blue hide with matching carpets and over rugs. Just 57,000 Miles Full service history. Every MOT from new. A wonderful example..... **£28,000**



1964 ROLLS ROYCE SILVER CLOUD III finished in Shell over Tudor Grey with Tan hide interior. Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition..... **£80,000**



1970 BENTLEY T1. finished Caribbean blue with Grey hide interior Covered 98,000 miles with service history, Very well maintained. Known to ourselves. Exceptional condition **£26,000**



1965 BENTLEY S3. Finished in Bordeaux with Black hide interior 53,000 miles just 4 former keepers. One family and 3 private individuals. A stunning example. Outstanding condition cosmetically and mechanically **£50,000**



2000 BENTLEY ARNAGE. Red Label Royal Blue Magnolia piped Blue Interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition..... **£22,000**



1997 BENTLEY TURBO R LWB. Finished in Peacock Blue, Light tan hide Excellent service history. Known to us for many years. Replaced head gaskets and new pistons and liners. Many thousands spent. 2 former keepers. A fantastic late example with many factory options..... **£15,000**



1979 BENTLEY T2 Finished in Silver Mink with a Blue everflex roof. Covered 129,000 miles with full service history. Offered with an impressive history to include original handbook folder complete with stamped service book having 25 service stamps, drivers handbook and all other supplements. A very pretty example of this scarce model with only 558 having been made..... **£12,500**



1995 JAGUAR XJ12 (XJ81) Finished in Regency Red with Light tan hide interior, 56,000 miles Scarce and highly desirable 6.0 V12. Full service history. Exceptional condition **£9,000**



1909 ROLLS ROYCE SILVER GHOST 40/50HP TOURER. Finished in Black and Green. Black hide interior. Last owner for 52 years. Previously owned by Hurburt Scott-Paine of Supermarine. A highly sought example, fresh to the market after over 50 years..... **£1,300,000**



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1990 BENTLEY TURBO R finished in Midnight Blue with Magnolia hide piped Blue Just 59,000 miles from new. Known to us for many years. Always regularly serviced. Very desirable colour combination. Sold fully serviced with 1 years MOT..... **£15,000**



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 **£16,000**



1996 ('97) BENTLEY BROOKLANDS LWB LIGHT PRESSURE Turbo finished in Ocean Mica with magnolia interior piped blue. 76,000 miles. 4 former keepers. Full service history light pressure turbo 300 BHP model. long wheel base. Picnic tables and electric rear seats. **£18,000**

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Porsche Boxster 3.2 S 6 Speed Manual. 2003 ONLY 17600 MILES FROM NEW. Finished in Very Rare Speed Yellow With Full Black Leather Sports Seats. This Stunning Example was Supplied New by Lancaster Porsche Colchester on 01/03/2003 Options Included: Full Black Leather Sport Seats, Crested Headrests, Speed Yellow Seat Belts, 18" Sport Design Alloys, Roll Bars in Speed Yellow, Xenon Headlights, BOSE HiFi with 6 CD Player, Ali Door Entry Guards, Porsche PSM, Ali Gear Shift/ Handbrake, Unmarked Black Power Hood, Climate Control, Wind Deflector. Only 17600 Miles From New With a Detailed Service History and a Complete MOT History. Original Sales Invoice With All Books, 2 Full Key Sets **£15,995**



Jaguar XJ 2.7 V6 Sovereign. ONLY 31000 MILES 2007. (Face Lift Model) Finished in Rare Lunar Metallic Grey With Full Ivory Leather Electric Heated Memory Seats. This Stunning Low Mileage Example was supplied New on 24/10/2007 to its First Owner. We Purchased it in 2014 and sold it to the last Owner. Factory Options Include: Colour Touch Screen Sat Nav, Bluetooth Phone, Heated Seats, Climate Control, Xenon Headlights, Premium Alpine HiFi With Multi CD, Front/ Rear Park Distance Control, Power Folding Mirrors, 18" Jaguar Alloys. Full Service History With Full MOT History. These Jaguar X351 Models Have become so Rare With Very Low Mileage. For More Detailed Information Please Call or email..... **£14,995**



BMW 523i 2.5 SE 1998. ONLY 44,000 MILES. 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..... **£5,495**



Mercedes Benz SLK350 V6 Convertible Auto 2005. ONLY 17000 MILES FROM NEW. Finished in Beautiful Brilliant Silver With Full Charcoal Leather Electric Heated Memory Seats. Factory Options Include: Colour Sat Nav, Harmon Kardon HiFi With Multi CD, Air Scarf Seats, Heated Seats, Interior Wood Pack, Wood/Leather Steering Wheel, Front/Rear Park Distance, Xenon Headlights, Bluetooth Phone, 18" Multi Spoke Alloys. Full Main Dealer Service History With Full MOT History. A Superb Low Mileage Example **£12,995**



BMW Z4 2.0i SE 2008 Roadster ONLY 8900 MILES 6 Speed Manual. Finished in Metallic Stratus Grey with full Black Leather. This Superb example was supplied new by Trainer BMW Of Swansea to the One Lady Owner. BMW HiFi, 17" BMW Alloys, Climate Control, Black Power Hood. Serviced From new by Trainer BMW With Full MOT History. For More Detailed Information Please Call or email... **£11,995**



Jaguar XKR 5.0 V8 Supercharged 2011 Convertible (Final Production Model). Finished in Rhodium Metallic Silver With Full Charcoal Leather / Ivory Stitching, R Seats With 16 Way Electric Heated Memory Seats, Keyless Entry and Keyless Start, Rear Reversing Camera, Front/Rear Park Distance, Colour Touch Screen Sat/Nav, Bowers & Wilkens Premium HiFi Multi CD Player, DAB Radio, Bluetooth Phone, Heated Steering Wheel, 20" Jaguar Alloys, Black Power Soft Top, Quad Chrome Tailpipes, Electric Folding Mirrors. Full Jaguar Main Dealer Service History. This is one of the Final Production Model XKR 5.0 Supercharged Convertible. **£37,995**



Mercedes Benz SL350 V6 Convertible 2004. ONLY 27000 MILES FROM NEW. Finished in Metallic Brilliant Silver with full Orion Grey Leather Electric Heated Memory Seats. Option's Include: Colour Sat/Nav, Grey Maple Wood Pack, Front/Rear Park Distance, Electric Heated Memory Seats, Wind Deflector, 18" MB Alloys, Xenon Headlights. Full MB Service History with Full MOT History, 2 Keys and all Books. These SL R230 Models are becoming very sought after with Low Mileage. For More detailed information please call or email..... **£14,995**



Jaguar XKR 4.2 V8 Supercharged 2003 Convertible ONLY 34000 MILES FROM NEW. Finished in Rare Jaguar Racing Metallic Green With full Ivory Leather Electric Heated Memory Seats. This Fabulous Example Was Ordered New With Wood/Leather Steering Wheel, Rear Park Distance, Xenon Headlights, Multi CD HiFi, Memory Seat, Green Power Hood, Power Fold Mirrors, Climate Control, Cruise, 18" Jaguar Alloys. Full Service History with Full MOT History. 2 Keys, All Books. One of the Very Finest Available **£22,995**



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1928 Austin Seven Fabric
£14,995

Produced from 1922 to 1939 and nicknamed the 'Baby Austin' for its small nature following previously produced larger cars, the Austin 7 went on to be one of the most popular cars produced for the British market of its time. It sold well overseas too! This little Austin 7 Fabric TOP HAT, aka Freeda, is in a truly remarkable condition for a 90 year old car! An enjoyable classic that doesn't require too much garage space and will attract attention wherever she goes. Complete with a history file containing various bills and receipts.



1957 MGA 1500 Roadster
£37,500

A wonderful example of a 1957 MGA in Old English White, complemented by a red leather upholstery and factory extras including wire wheels, heater and safety belts. Imported from the States in 1989, the car underwent comprehensive restorative works when it arrived in the UK which included a conversion from left-hand to right-hand drive. The car comes complete with an extensive file of bills, receipts, photographic evidence of rebuild and MOT's etc. A luggage rack is already fitted to the boot lid and complete weather equipment with side screens included. A very desirable MG model with the ultimate classic appearance.



1959 Triumph TR3a
£32,995

U.S supplied, this TR3a was treated to an extensive, chassis-up, bare metal restoration by its first UK keeper, Mr B. Watson of Clifford, Wetherby, the work included conversion to right-hand drive and the installation of a more powerful TR3B/TR4 specification 2138cc four-cylinder UHV engine. Converted to run on unleaded petrol as part of an engine overhaul carried out during 2002, 'SSK 972' entered its most recent ownership a decade later. Progressively improved since then, the Triumph has benefited from attention to its fuel system, cooling system, clutch, headlights and carburetors.



1964 Lotus Elan Series 1
£47,995

Having recently undergone a full restoration, this desirable Lotus Elan Series 1 has covered just 200 miles since rebuild. Presented in its original and legendary colour, Lotus Yellow, the vibrant exterior is complimented by black textile upholstery and a new black soft top. Sitting on the correct Lotus wheels, the overall finish of this car is to a very high standard and believed to be all original. With its increasing rarity and appreciating value, this Elan is a buyer's dream with only 3 previous owners. The car is available to view at our showroom in Beaulieu.



1967 Triumph TR4a IRS
£29,995

Due to our last TR4a IRS being such a popular choice, we drove an 800 mile round trip to bring you yet another example in excellent condition. This desirable TR4a IRS finished in Red with a complementing Black trim, it sits upon restored chrome wire wheels. Offered for sale with V5C Registration Document, large history file including bills and mot certificates. History file includes an original Thoroughbred and Classic Cars write-up from October 1975. The history file alone makes for great reading!



1967 Jaguar MK II 340
£24,995

Finished in red with a complementing beige leather, walnut trim and spoke wire wheels, this car is a credit to its previous owner. After the previous owner acquired the car, an additional £17,190.45 was spent on the car to bring it up to its presented standard. A full list of works completed is available to view with the car. The speedo displays just 79,895 miles from new. A 3.4-litre model, letting passers-by know with its registration mark '340 TMM.' An appreciating classic to be enjoyed for many more years.



1991 Porsche 944 S2
£15,995

TA 1991 Porsche 944 S2 in the ever popular Guards Red with a contrasting checked sports trim, featuring all the expected extras including an electric tilt sunroof and mileage of just 84,000 from new. Car is offered for sale with V5C Registration Document, some MOT certificates and its original Porsche service book, owner's guide and driver's manual in its original branded Porsche wallet. The 944 S2 will be supplied with a new MOT upon sale.



1994 Ferrari 348 Spider
£64,995

Imported from the States in 2016, this 348 Spider is offered for sale with V5C Registration Document, import certification and MOT certificate valid until March 2019. A genuine low mileage example with less than 37,000 miles showing since new. Finished in the iconic Ferrari Rosso Red, its impeccable exterior is complemented by its Tan leather interior, the immaculate black soft top is stowed away beneath a Tan tonneau cover. This Ferrari has been well cared for, stored in a controlled humidity environment with a battery management system; stored during the winter months; regularly run-up and only ever driven in dry conditions.

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2000 Mercedes SLK320 Convertible.
Metallic Brilliant Silver with Anthracite leather. Automatic, PAS, ABS, A/C, e-roof, e-seats, stereo, alloys, only 63,000 miles and FSH. Jersey car from new.
£5,995



2001 BMW E46 330Ci Sport Coupe.
Metallic Topaz Blue with Grey leather. Switchable auto, M-Sports pack, 18" MV1 alloys, electric sports seats, PAS, A/C, DVD, Sat Nav, 75000 miles, FSH.
£4,795



2014(14) Honda CR-V 2.2 i-DTEC SE-T 5-Door.
6-speed man, White Orchid with Black trim, PAS, A/C, sat nav, multimedia bluetooth system, parking sensors, reversing camera. 35,000 miles, 1 owner with Honda FSH. As new.
£12,995



Cherished registration number 3100K
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£6,995



1998 Mercedes SL320 Convertible.
Smoke Silver with Cream leather. Hard / soft tops, climate control, rear seat, heated seats, electric seats, AMG alloys, only 47,000 miles with FSH. Pristine.
£12,995



1999 Mercedes E55 AMG Saloon.
Brilliant Silver with Black leather. Sat Nav, climate control, e-sunroof, e-memory seats, Parktronic, 18" alloys etc. Only 65,000 miles, FSH. Immaculate. Amazing value.
£8,995



2002 Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, e-roof, cruise control, alloy wheels, stereo. Genuine 37,500 miles with FSH. Superb condition.
£5,995



2001 BMW E46 330Ci Convertible Steptronic auto. Metallic Light Gold with Beige leather and Black power roof. A/C, cruise control, e-seats, 18" alloys, only 60,000 miles with FSH. Lovely car.
£5,795



2003 Mercedes CLK320 Cabriolet.
Brilliant Silver with 2-tone Alpaca and Anthracite leather with Black power roof. Sat Nav, climate control etc. Only 20,500 miles from new. As new throughout.
£9,995



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.
£4,995



2003 Mercedes CLK240 V6 Cabriolet.
Brilliant Silver with Cream interior and Black power roof. Sat Nav, A/C, electric seats etc. Only 63,000 miles with service history. Lovely condition throughout.
£6,795



2006 Audi A4 1.8T S-Line Convertible.
Avus Silver, Grey leather. 5-speed manual, electric and heated seats, power roof, climate control, 18" alloys etc. Only 50,000 miles with FSH. Pristine.
£6,795



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



2000 Audi A6 4.2 V8 Quattro Sport Tiptronic Saloon. Metallic Silver with Dark Green leather. PAS, ABS, A/C, sat nav, alloys, e-seats, e-sunroof, parking sensors, only 55,000 miles, FSH. Immaculate.
£5,795



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



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. £3,295



1999 Mazda MX5 Mk2 1.6i.
Racing Bronze, Black trim. Jersey car with 1 lady owner from new until April 2018 and only 27000 miles. Full Mazda dealer service history. 5-speed, PAS, alloys. Pristine.
£3,795



2004 BMW E46 318Ci 2.0 SE Convertible Steptronic auto. Silver Grey with Grey leather and Navy power roof. A/C, cruise control, electric seats, heated seats, parking sensors etc. Only 51,500 miles, FSH. Pristine.
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TESTAROSSA (F110 AB)**



**1962 FORD
THUNDERBIRD 390 C.I. S3**



**1965 FORD MUSTANG
289 AUTOMATIC**



**1955 JAGUAR
XK 140 FHC SE**



**1962 JAGUAR
E-TYPE 3.8 FHC**



**1970 JAGUAR
E TYPE 4.2 FHC**



**1971 JAGUAR
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**1967 INNOCENTI
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**1961 LANCIA APPIA S3
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CONV. TOURING 2.8 3C**



**1963 LANCIA FLAMINIA
GT TOURING 2.8 3C**



**1971 LANCIA FULVIA
1300 S COUPE' S2**



**1973 LANCIA FULVIA
1300 SPORT ZAGATO**



**1959 MG
A 1500 COUPE'**



**1963 MG
B SPIDER**



**1972 OPEL
GT 1900 AL «CORNERO»**



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1965 Silver Cloud 111 coupe, 79,000 miles, £140,000

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1955 MG ZA Magnette - Previous show winning car. Home market. Very interesting history. During the early 1990's the car was treated to a full bare body restoration by MG Z specialist John Shorten, has only covered 11000 miles since and in 2015 was subject of some further major expenditure..... **£19,995**



1981 Triumph TR8 Del Lines - This is a very rare car in that Del Lines only built 33 Triumph TR8's from new factory shells. From the TR register we know this car was built and completed by Del Lines in August 1981. V8 engine, 5 speed gearbox and finished, black vinyl roof and grey leather interior. Room for improvement cosmetically but a bargain at.....**£9,995**



1957 Jaguar MKVIII 3.4 Saloon - Very rare manual. Finished in Indigo Blue over Cotswold Blue with Blue leather upholstery. This is a very special, matching numbers cars with a wonderfully documented history. Major 1980's restoration. This is potentially an unrepeatable opportunity and with low survival numbers.....**£37,995**



1973 Jaguar E-Type Series III V12 FHC - Remarkably original, low mileage and matching numbers. Covered just 52,000 miles from new and comes to us with a comprehensive history dating back to when the car was four years old with 14276 miles. Webasto sunroof, beautifully patinated original leather seats. Automatic transmission. Ideal for regular use or long distance touring.....**£67,995**



1967 Ford Mustang Shelby GT350 - An exceptionally well documented car with a wonderful history covering virtually its entire life, including the all-important Marti Report confirming its authenticity. This pristine example was manufactured at the San Jose, California. Documentation within the cars impressive history file suggests the recorded mileage of 25200 is believed correct..... **£159,995**



1964 Jaguar E-Type Series I 3.8 FHC - A lovely, usable example that is a matching numbers car, retaining its original features including its four speed Moss gearbox. Incredibly sought after, this is a top class driving example that can be used and driven with confidence. Will no doubt over time prove a superb investment....**£124,995**



1936 Alvis Firebird DHC - Beautiful Cross and Ellis DHC body, we are told only 25 of the 97 manufactured with this body are said to survive. £11,300 was spent with Red Triangle between 2012 and 2013 including some engine rebuild work, starter motor re-conditioned, front suspension rebuild and various electrical work. Exceptional gleaming paintwork. Brand new hood..... **£52,995**



1927 Morris Oxford Doctors Coupe - Superb driving, very well presented. We sold it to the last owner back in 2015 and prior to this had spent some time in the Beamish Collection and is believed to be one of few Oxford Doctors Coupe survivors. Comprehensive history file. The paint work has a lovely aged look with nice older deep paint.....**£17,995**



1992 Jaguar XJS V12 Convertible - 66,700 miles covered from new. The car is beautifully presented with an exceptional paint finish, beautiful Magnolia leather upholstery and excellent Black power hood. Wheel arches are superb, bumpers are very smart and alloy wheels are in lovely condition. The car is incredibly sharp and has clearly been a garaged, well-kept car..... **£26,995**



1923 Durant Star Model C-5 Tourer - We sold this rare motor car in 2011 to a regular customer who has 50 years of experience in engineering. He has been totally meticulous, taking it to an exceptionally high standard spending £35,000 on the car during his ownership. During his ownership a 1500 mile journey to Angouleme in Bordeaux and back for the cars 90th birthday..... **£24,995**



1994 Range Rover Vogue SE A - Outstanding 'soft dash' Range Rover has arrived with us in exceptional condition having been subject of over £23,000 of refurbishment work over the past 18 months. The car also comes with an exceptional service history. Beautifully presented in a deep blue with grey leather interior. **£28,995**



1971 Triumph TR6 - Covered in the region of 19000 miles since 2002 and in early 2017 successfully toured 2000 miles driving from Hexham, Northumberland to Portsmouth, over to Northern Spain for a tour also covering Northern Portugal. Top class body, excellent panel fit and glorious paintwork having being re-finished in the early 2000's. **£24,995**



1957 MG A 1500 Coupe - On arrival back in the UK in 1992 the MGA was stripped down and the body removed from the chassis. The car was then subject of a show standard chassis up nut and bolt rebuild to the highest of standards. Since covered 9000 miles and drives superbly. The 1500 engine is excellent with superb oil pressure and it ticks over and runs perfectly. **£34,995**



1967 Fiat 500 Uprated Fast Road 650cc - SRHD. In 2007 the owner decided to restore the car with an uprated specification. Restored over two years and almost £12,000 was spent. Mechanically the car has a fantastic spec with a new 650cc engine. A delight to drive. Its quick, handles superbly and delivers lots of power. **£9,995**



1962 Triumph TR3A - Presents very well with an excellent hood, side-screens, Minilight style wheels, lovely paintwork, body panels are exceptionally straight, the underbody superb and the interior looks excellent with freshly trimmed upholstery. **£29,995**



1965 Jaguar MKII 3.8 Manual Overdrive - Comprehensive history file confirms that from 1971 to 1982 the car was in Jersey. In 1987 the car featured and co-starred with Phil Collins and Julie Walters in the film 'Buster', the Great Train Robbery feature film. The upholstery is a delight with beautifully aged Red leather seats. Superbly presented. **£46,995**



1969 Rolls Royce Mulliner Park Ward Coupe - Beautifully presented, low mileage, exceptional history. 1 of 606 MPW models made, it was professionally re-modelled to Bentley specification by Royce Engineering some 30 years ago. It therefore features the very rare Bentley grill and various badging. This is a beautiful machine, a car of real quality and certainly one for the discerning buyer. **£44,995**



1969 Austin Healey 3000 MKI - Red over Cream with wire wheels, overdrive and wonderful aged red leather upholstery. 20000-25000 miles touring from 1991-2010 and then in Sweden for a few years prior to coming back to the UK. **£74,995**



1958 Jaguar XK150 3.4 FHC - Known by us for over 15 years. Upgraded to S Specification during a mid-1980's restoration. Genuine UK supplied matching numbers car. Between 1983 and 1985 had to be completely stripped and the body professionally restored with new floors, sills and various new panels. **£79,995**



1955 Triumph TR2 - First class, fully rebuilt with less than 500 miles since completion in 2014. This is a now a show winning car that has great provenance being a genuine UK car with matching numbers, original registration mark and has been restored with photo record to original specification including interior and exterior colours. **£56,995**

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2014 BENTLEY FLYING SPUR
Hallmark with Linen interior and piping in Imperial blue. Only 11,000 miles. Full Bentley Main Dealer history. Like new throughout. **£78,500**



1997 BENTLEY AZURE JACK BARCLAY SPECIAL BY MULLINER PARK WARD – Silver with Royal blue interior. 51,000 miles. Limited edition – only 10 ever built. Burr walnut front door panels. DVD screens in headrests. F.S.H. **£67,500**



1963 BENTLEY S3
Smoke green over Sage green. Air con, front & rear seat belts. Vehicle restored to pristine condition **£54,950**



2005 BENTLEY ARNAGE T Metallic black with Beluga diamond quilted interior. 53,000 miles. Electric sunroof, Upgraded stereo system with DVD screens to rear of front headrests. F.S.H. **£36,500**



1994 BENTLEY CONTINENTAL R
Black Ebony with Black interior and seats piped in St. James red. 107,000 miles. Lots of history. Superb condition. **£34,950**



2005 BENTLEY CONTINENTAL GT Umbrian Red with Portland hide. 67,000 miles. Massage front seats, Sat Nav, Front & rear parking sensors, 19" multi-spoke alloys, F.S.H. **£26,500**



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**



1988 ROLLS-ROYCE SILVER SPUR
Ice green with Dark green interior. Only 19,000 miles. 1 owner. Picnic tables, Cocktail cabinet in rear of centre console. Immaculate condition. **£24,500**



1994 ROLLS-ROYCE FLYING SPUR
Number 5 of 50 produced. Wildberry with Sandstone hide piped in Wildberry. 90,000 miles. A very rare car in superb condition. **£24,500**



1995 BENTLEY TURBO S No 39 of only 75 produced. Brooklands Green with Parchment hide. 49,000 miles. Just been serviced. Outstanding condition throughout. **£22,500**



1979 BENTLEY TII Walnut brown with Beige interior. 124,000 miles. Bentley suspension handling kit & Halogen headlamps. Lots of history. We have known vehicle for last 22 years. **£14,950**

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2014/14 Bentley Flying Spur W12 LHD. Finished in Dark Sapphire with electric sunroof and factory light smoked glass with Linen interior, with Comfort spec. and two tone 3 spoke steering wheel. Picnic tables and Naim premium audio system. One owner, only 25,000 miles with Full Service History. Immaculate throughout **£98,950**



2008/58 Bentley Aragne T Mulliner Level II. Finished in Beluga with diamond cut alloys. Soft Black interior with contrasting stitching in White. Piano Black veneers with turned alloy dash and waist rails. Only 41,000 miles with Full Service History. Immaculate condition throughout. Outstanding value **£57,950**



2008/08 Bentley Continental GTC. Finished in Silverlake with a French Navy mohair hood and 20 inch multispoke alloys. Unmarked Magnolia interior with French Navy as secondary hide, with birds eye maple veneers and door inlays. Only 42,000 miles with FSH. Known to ourselves for last 6 years. Immaculate throughout **£49,995**



2008 model/57 Bentley Continental GTC Mulliner. Finished in unmarked Beluga with a Black hood and all the Mulliner features, with Black and polished alloy wheels. Beluga interior with Linen stitching, embossed Flying B's and Piano Black veneers. Only 55,000 miles with FSH. Totally immaculate throughout **£49,750**



2007 Model/56 Bentley Flying Spur. Finished in Glacier White with Portland interior, Nautic secondary hide and Nautic carpets. With seat ventilation front and rear, powered boot, Sports gear lever and drilled pedals. 53,000 miles with FSH. Known to us since 2013 and immaculate throughout **£32,950**



2006/56 Bentley Continental GTC. Finished in Dark Sapphire with a French Navy Blue roof and 20 inch alloys, with Magnolia interior and only 6,700 miles, with full history. One family owner. This car is just like a new car and fantastic value at only **£59,950**



2005/55 Bentley Aragne R LWB. Was Bentley Motors' own car and is a 2007 model. Finished in Black Sapphire with Cotswold interior, complemented by French Navy carpeting. This extremely rare car is in outstanding condition throughout with low mileage and FSH. This car is value at **£45,950**



2005/05 Bentley Continental GT. Finished in Moonbeam Silver with Portland hide interior and Beluga carpets. With Dark Burr Walnut veneers including door and rear quarter inlays. Fitted with massage option to the front seats. Only 66,000 miles with Full Service History. Immaculate throughout **£27,750**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Magnolia interior, Beluga secondary hide and Walnut veneers. Only 63,000 miles with Full Service History. Immaculate condition throughout. Value at only **£29,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Autumn interior, Beluga secondary hide and Walnut veneers. Fitted with Bluetooth. Full Service History. Known to ourselves for last 4 years. Immaculate condition throughout **£27,750**



2005 Model/54 Bentley Continental GT. Finished in Silver Tempest with 19 inch split rim alloys. Soft Black interior with Walnut veneers and door inlays. Only 47,000 miles with Full Service History. Known to ourselves for last 5 years. Immaculate condition throughout **£27,999**



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**



2001 Model X Rolls Royce Silver Seraph. Finished in Royal Blue with whitewall tyres and privacy glass. Cotswold interior with French Navy piping and Walnut veneers including door inlays, with picnic tables. French Navy carpets piped in French Navy. Only 23,000 miles from new with FSH, known to ourselves **£59,995**



2001 X Bentley Aragne Red Label. Finished in Silver Pearl with Le Mans Limited Edition alloys and an electric sunroof, with Beluga interior, Walnut veneers and Beluga carpets with matching piping. Known to ourselves for last 12 years. Full Service History, only 88,000 miles. Must be seen **£22,950**



1999 T Bentley Aragne Red Label Look Alike. Finished in Peacock Blue with colour coded bumpers and limited edition Le Mans style wheels. Soft Tan interior with French Navy carpets piped in Soft Tan. Known to ourselves for a number of years and maintained regardless of cost. Only 71,000 miles. Immaculate and amazing value **£19,999**



1999 T Bentley Aragne Red Label Look Alike. Finished in Masons Black with limited edition Le Mans alloy wheels and colour coded bumpers. Magnolia interior with Black piping and Black carpets piped in Magnolia. Only 84,000 miles with history. Immaculate condition **£19,999**



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**



1998 R Rolls Royce Silver Seraph. Finished in Royal Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. Rear vanity mirrors, fully electric rear seats and rear screens fitted. 76,000 miles with Full Service History. Immaculate condition throughout **£39,750**



1996 N Bentley Brooklands. Finished in Peacock Blue with Magnolia interior piped in French Navy and with French Navy carpets piped in Magnolia. Fitted with front and rear parking sensors. We have supplied and serviced this car for the last 10 years, always maintained regardless of cost. Offered at only **£17,550**



1992 K Rolls Royce Corniche Convertible Series III. Finished in Vermillion with a Magnolia hood and Magnolia interior piped in St James, with St James carpets piped in Magnolia and Walnut veneers. Only 14,000 miles with full history. Just amazing condition and will only go up in value. Only **£132,950**



1991 J Rolls Royce Silver Spur MK II Active Ride. Finished in Midnight Blue with whitewall tyres and Cream interior piped in French Navy, with Cream carpets. Electric rear seats and only 31,000 miles with FSH. Known to ourselves for last 10 years and maintained regardless of cost. An excellent investment **£23,950**



1981 W Rolls Royce Silver Shadow Series II. Finished in traditional Georgian Silver with St James Red interior. This car has to be seen to be believed, with only 42,000 miles, over 30 services and a full MOT history. Also many invoices noting how the car was maintained regardless of cost. Unrepeatable at **£36,950**



1980 V Rolls Royce Silver Shadow II. Finished in Cardinal Red with whitewall tyres. The bodywork is completely unmarked throughout. Interior in Cream with St James carpets piped in Cream and Walnut veneers. Known to us for last 20 years and has a Full Service History. Immaculate throughout **£24,950**



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only **£75,950**

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Collection of these superb handling cars! Several nice colours, all perfectly drivable!



1981 Panther Deville £85,000.00

Finished in Black unmarked with unmarked scarlet leather. Black Everflex roof, electric sunroof. Left hand drive. One of approximately only 61 hand built. P100 headlights. Rear trunk, stainless steel running boards. Rear mounted spare wheel. Twin stainless steel exhaust. Red hand lined coach line. 12 Cylinder Jaguar engine. Automatic gear box. Power assist steering. Air conditioning. Black head lining. Electric windows and central locking. Map lights front and back. More expensive than a new Rolls Royce at the time. We believe this is the only one for sale in the country. Unbelievable condition.



1965 Rolls Royce Silver Cloud III - £125,000.00

1965 Rolls Royce Silver Cloud III Chinese Eye Coupe by Park Ward. Believed to be one of only 65 RHD's built. Chassis No: SH5317C. Restoration as follows: Body stripped down to bare shell & painted in midnight Blue, re-chromed. Completely re-trimmed by ex Rolls Royce trimmers with Bridge and Weir hides in St James Maroon. New windscreen fitted, woodwork re-polished, reconditioned gearbox. Boot completely re-trimmed and new headlining installed. The car has a very distinctive private plate. In their day these cars were bought by royalty, popstars and movie stars - and remain one of the most iconic post-war Rolls Royces. What a fabulous car to own & just watch this investment grow.



1931 Cadillac 370 A Roadster - Unbelievably Rare! - £250,000.00

1931 Cadillac 370 A Roadster - an absolutely stunning and rare car! 12 Cylinder. Coachwork by Fleetwood, 2 seater with dickie seat. Finished in primrose with maroon wings, trunk and coachlines. Twin sidemounts also in maroon. Running on 18" chrome wire wheels with full whitewall tyres. Oatmeal leather trim, oatmeal carpets, oatmeal full leather equipment. This car has been completely restored to the highest standards i.e. coachwork, paintwork, mechanics, interior, chrome, weather equipment etc etc. The whole process has been captured in photos and presented in a wonderful album.



1980 Bentley T II
All extras and in way above average condition.
£17,995



1974 Citroen SM -
5 speed manual 2.7 litre V6 170 bhp carburettor engine. Beautiful Cream coachwork almost unmarked. **£39,500**



1939 Chrysler Imperial. Extremely rare in Right Hand Drive, just stunning.
£37,500



1931 Cadillac 370A Roadster.
Two door with dickie seat. Very rare 12 cylinder engine. The absolute best. **£225,000**

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£565,000

1932 AUSTIN 7 PD TOURER

This delightful Austin 7 PD tourer has an extremely detailed history, covering the ownership from the 1930's. Restored in the late 1990's with bills and receipts with recently rebuilt and tuned engine by Torque Engineering.



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1929 AUSTIN 7 SWALLOW SALOON

Built in late 1929, this saloon drives and runs well, original interior and many correct parts. 1947 records show it is a matching number Austin 7 Swallow, with chassis, engine and body numbers being easily visible.



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1935 CITROEN TRACTION 7C

This is probably one of the earliest road going Traction 7Cs for sale at present, it is fully restored using new old stock parts, with a full body restoration and the original interior. It is a transitional model launched in October 1935.



£23,750

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.



£34,950

1974 JENSEN INTERCEPTOR III

Fully restored Jensen Interceptor III. The car presents and drives extremely well, and is finished in anthracite grey with a biscuit leather interior complemented by wool carpets. An excellent RHD example.



£64,950

PEUGEOT 205 GTI 1.6. 1990

57,000 miles, silver paint with red & black interior. Consistent service & maintenance records. 2 owners. Excellent condition throughout.



£13,950

1972 JAGUAR E TYPE SERIES RDSTR

LHD V12 roadster showing 34000 miles. Worked through in our workshops. Primrose yellow with black leather, CWW, with matching hardtop, new tyres just fitted. Very good condition throughout.



£89,950

1967 MERCEDES BENZ 250SE CONVERTIBLE

111 series, 6 cylinder 2496 cc Automatic. 3 previous owners, comprehensive history file, 58,311 miles documented. Full service history, grey leather and carpets (original), new blue mohair hood. Excellent condition.



£99,950

1994 PORSCHE 968 L

Porsche 968 showing only 42280 Kms (26425 miles), in very good condition, in blue silver metallic with blue leather interior. Recommissioned with over £8000 spent. MOT'd. UK registered.



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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.



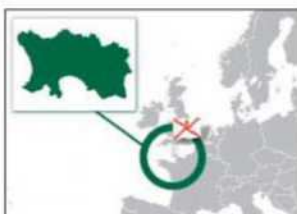
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1965 FORD MUSTANG 351 FASTBACK

1965 Ford Mustang 2+2 Fastback in Inferno Maroon, black Pony interior. Upgraded with a 351 V-8, 4 barrel Holley 600 CFM carburettor, and Hedman headers. 4 speed manual transmission, front discs.



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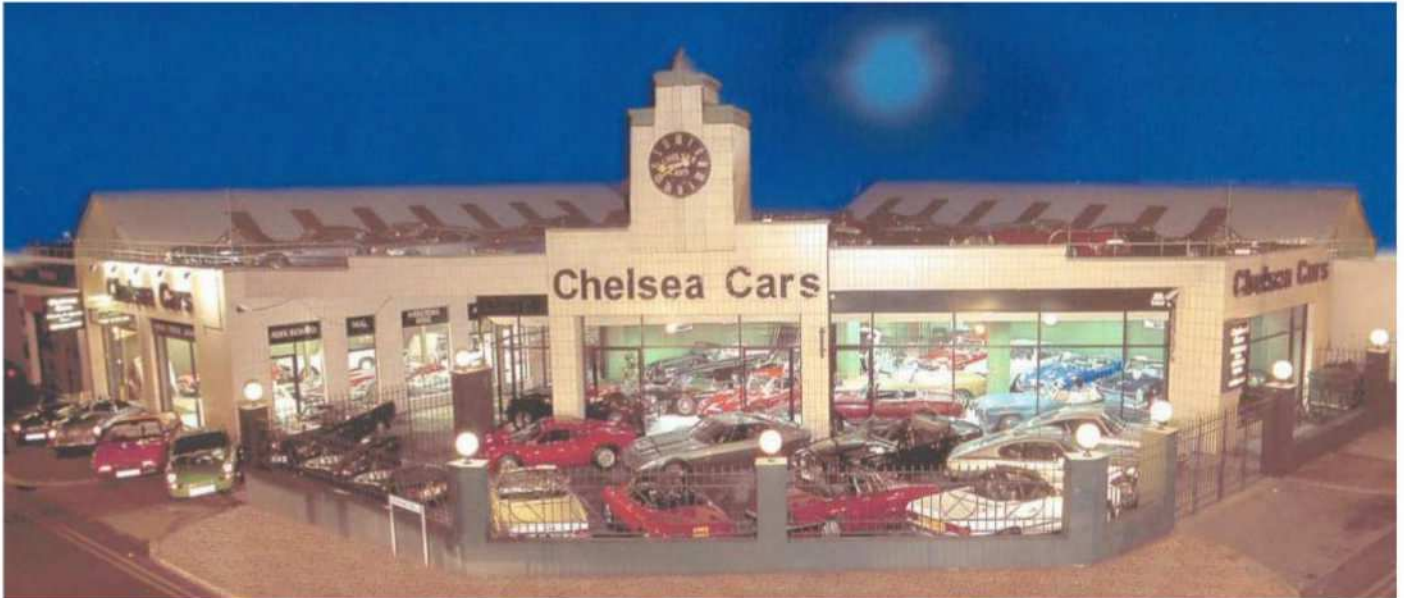
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1966 BMW 2000 CS COUPE. LHD. SILVER COACHWORK. RESTORED **£29,995**

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1937 CORD PHAETON 812 SUPERCHARGED CONVERABLE - GREY COACHWORK, DARK BLUE LEATHER. VERY RARE **£199,995**

1966 CORVETTE 427 BIG BLOCK 7.0 LITRE CONVERTIBLE - DUBONNET RED COACHWORK BLACK INTERIOR, MANUAL TRANSMISSION..... **£59,995**

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**

1966 FORD MUSTANG FASTBACK - BLACK COACHWORK. AUTO, POWER STEERING, DISC BRAKE MODEL **£39,995**

1956 JAGUAR XK 140 ROADSTER RHD - RED COACHWORK. RESTORED **£99,995**

1972 JAGUAR E TYPE ROADSTER - UK RHD, RED COACHWORK, TAN LEATHER, AUTOMATIC TRANSMISSION, WIRE WHEELS. JUST RESTORED..... **£95,000**

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..... **£POA**

1936 MERCEDES V170 - 4 DOOR LIMOSINE CABRIOLET. RED COACHWORK. FULLY RESTORED..... **£49,995**

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1965 MERCEDES 230 SL - RED COACHWORK, BLACK INTERIOR, AUTO, P/S **£65,000**

1968 MERCEDES 280 SL - DARK BLUE COACHWORK, TAN INTERIOR RHD, AUTOMATIC TRANSMISSION..... **£POA**

1969 MERCEDES 280 SL LHD - WHITE COACHWORK ,DARK BLUE INTERIOR AUTO, P/S. RESTORED, NEW INTERIOR **£79,995**

1969 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - AUTO - RECENT FULL RESTORATION **£POA**

1969 MERCEDES 280SL - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR **£POA**

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1986 MERCEDES 300 SL - RED COACHWORK ,BLACK LEATHER..... **£24,995**

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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**

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1973 PORSCHE 911 2.4 TE - GOLD METALLIC COACHWORK, MATCHING NUMBERS RHD, RESTORED..... **£79,995**

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1974 TRIUMPH TR6 RHD. DARK GREEN METALLIC, TAN INTERIOR. FULLY RESTORED **£21,995**

1978 VW BEETLE CONVERTIBLE RHD WHITE COACHWORK..... **£14,995**

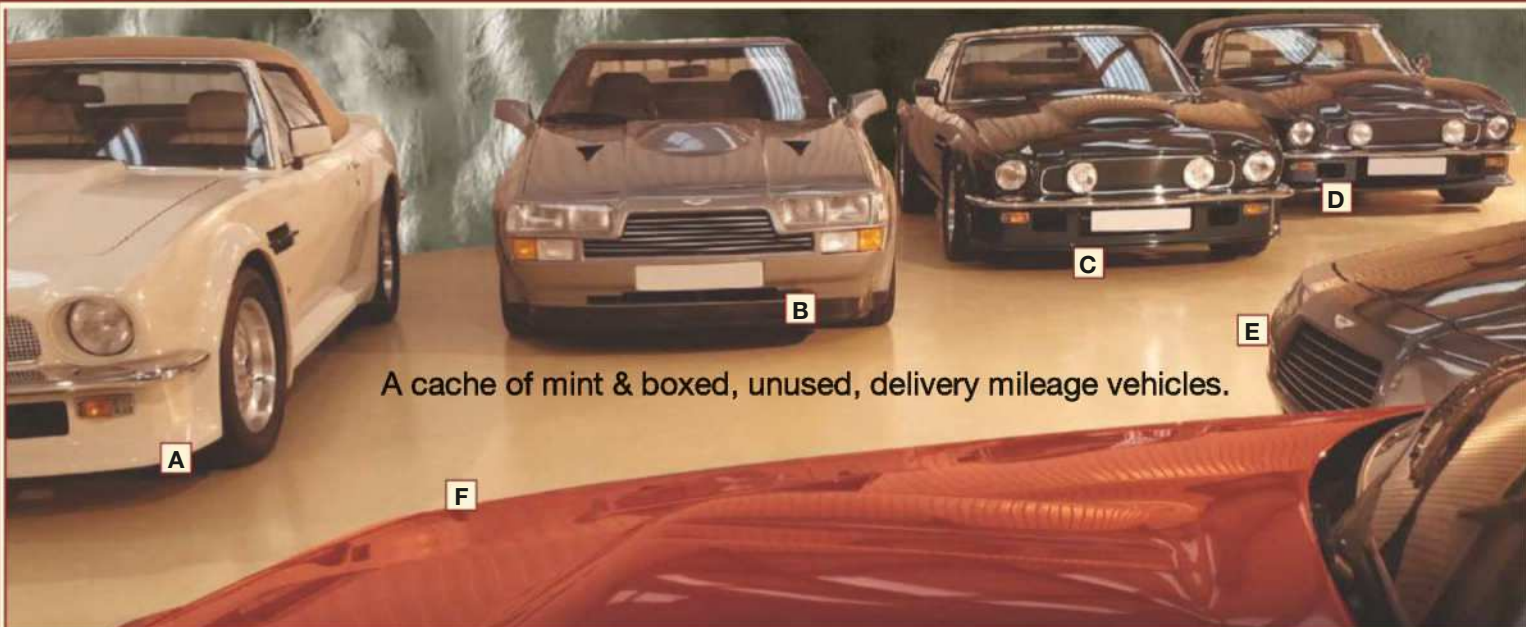
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- B** 1986 RHD 5 SPEED V8 VANTAGE ZAGATO. Lightning Silver. Navy Blue. 266 delivery miles.
- C** 1990 RHD 5 SPEED V8 VANTAGE 580X. Balmoral Green. Tan piped Green. 242 delivery miles + 256 dry exercise miles (498 miles total).
- D** 1989 RHD 5 SPEED V8 VANTAGE VOLANTE. Chichester Blue. Parchment piped Navy. 352 delivery miles. Factory fitted Navy Blue luggage.
- E** 1988 LHD 5 SPEED V8 VANTAGE ZAGATO. Javelin Grey. Black. 15,500 Kms.
- F** 1990 RHD 5 SPEED V8 VANTAGE ZAGATO VOLANTE. Factory 6.3 Litre. Gladiator Red. Parchment piped Red. 1,335 dry miles.



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A stunning flawless example of the ultimate W107. Do not confuse this with the usual offerings. This is NOT a converted US Spec example. Genuine 22,000 Kms (13,750 miles). Recent no expense spared refresh by Mercedes specialist, prior to faultless tour of Europe. Asking £89,950 for effectively a barely 'run in' new car.



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2007 FERRARI 430 F1 COUPE RHD. Rosso Corsa with Creamer leather. One previous owner 11900 miles only. With FFSH and superb specification.£104,950



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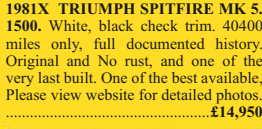
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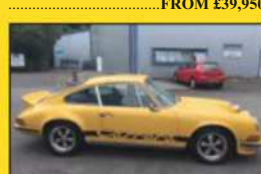
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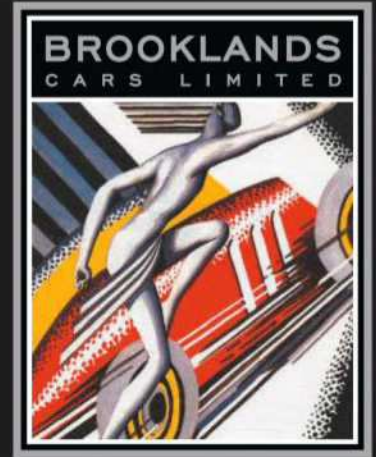
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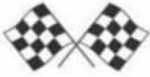
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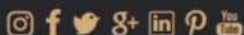
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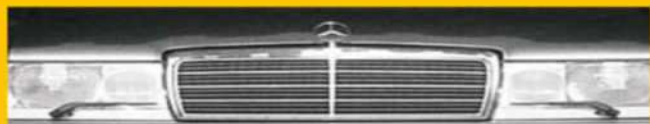
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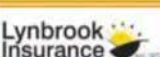
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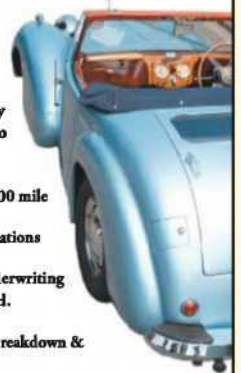
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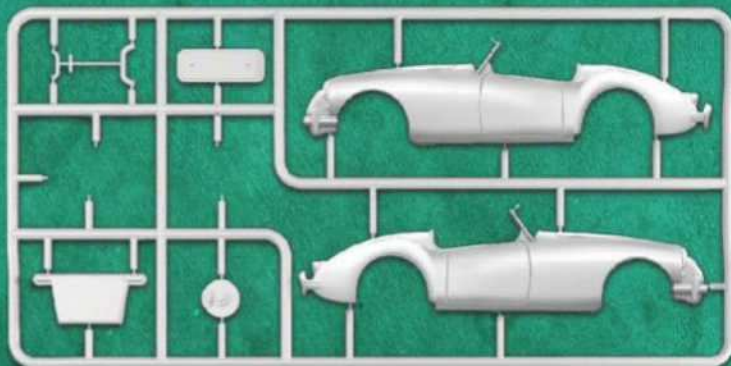
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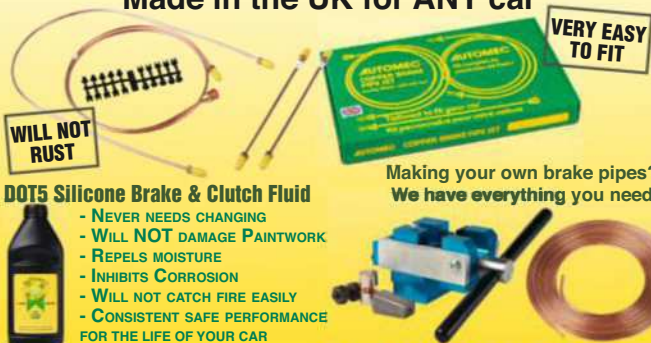
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...memories of my first years at the 24 Hours of Le Mans, by junior timekeeper turned BMC Competitions Department manager **Peter Browning**



'The 250GTO came in after ten hours with Innes saying that the only problem was a red dashboard light, adding that it was no longer a problem because he'd taken the bulb out after the first few laps!'

Like many young motor sport enthusiasts I loved my first trip overseas to the Le Mans 24 Hour race. That visit came in 1961 when I was timekeeping for the works Lotus Elite team. During the night one of the cars had to pit because of electrical troubles diagnosed as being a failing dynamo. Under race rules changing the unit was prohibited so crafty Colin Chapman told a mechanic to remove the dynamo while he disappeared returning with a fire bucket full of water.

The burning hot dynamo was immersed in the water causing some theatrical antics with steam surrounding the bucket to confuse the watching race officials while a replacement dynamo was fitted to the car. The bucket was then hastily whisked away from prying eyes with the faulty dynamo still in the bottom.

For the 1962 race I was providing my timekeeping skills to the UDT Laystall Team. It was running a light-green Ferrari 250GTO driven by Innes Ireland and Masten Gregory. The car came in after ten hours with Innes saying that the only problem was a big red light on the dashboard, adding that it was no longer a problem because he'd taken the bulb out in

the first few laps! Eventually, the car retired with a flat battery. I didn't dare suggest the Chapman solution while Innes was duly despatched to the team caravan with a flea in his ear!

Another year I worked with the works Austin-Healey Sprite team. Inevitably, boredom set in among the mechanics, which led to some high jinks. For Le Mans the French always focused on the Index of Performance Award calculated by equating distance covered against the fuel used. Usually it was won by either an Alpine-Renault or a René Bonnet. On this occasion during the early hours of the morning the mechanics decided it was time that a Sprite took the award. Each pit had its own fuel meter, which was read every hour by the officials who then calculated the results. The Sprite mechanics broke the seal, clocked the reading and re-sealed the gauge. There was pandemonium after the next hourly bulletin with the Index results showed that the Sprite was leading with a consumption figure of over 100mpg! Everyone blamed a faulty metering unit so the Sprite was disqualified from the Index classification. This hardly worried anyone and helped to pass the long night while annoying the French organisers, which was always the objective!

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Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ABARTH							
Zagato 750	57-61	98090	28000	50000	39000	747	95
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80
AC							
2-litre	47-56	15,000	11,000	6,750	4,000	1991	83
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9,000	1991	83
Ace (AC engine)	54-63	235,000	175,000	130,000	87,000	1991	102
Ace-Bristol	56-63	275,000	210,000	150,000	100,000	1971	118
Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120
Aceca-AC	54-63	140,000	99,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	155,000	115,000	75,000	52,000	1971	128
Greyhound	59-63	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
Zagato 427	65-67	900,000	700,000	525,000	450,000	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
2000 ME	79-84	15,000	11,500	7,500	5,000	2994	125
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134
Ace Brooklands	93-00	28,500	24,000	18,000	12,000	4942	140

Concours/Dealer
If you can afford it, do it. This is what to pay for a top notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

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

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ABARTH							
Zagato 750	57-61	97,500	80,000	60,000	45,000	747	95
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
AC							
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Aceca-AC	54-63	140,000	99,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	155,000	115,000	75,000	52,000	1971	128
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Zagato 427	65-67	900,000	700,000	525,000	450,000	6998	145
428	67-73	160,000	125,000	90,000	60,000	7014	143
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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
ALFA ROMEO							
6C 1750 GS Zagato	30-33	1.75m	1.3m	1.05m	925,000	1754	95
6C 2300 Touring	33-37	1.1m	900,000	750,000	625,000	2309	94
1900C Sprint	51-55	200,000	157,500	107,500	80,000	1884	112
1900C Super Sprint	55-58	220,000	165,000	120,000	85,000	1975	112
Giulietta berlina	55-62	18,500	13,500	7,000	3,500	1290	90
Giulietta ti	57-64	22,500	16,000	7,500	4,000	1290	103
Giulietta/Giulia Sprint	55-64	55,000	42,000	25,000	16,000	1290	110
Giulietta/Giulia Spider	55-65	65,000	47,500	30,000	20,000	1570	108
Giulietta, Giulia SS	57-66	105,000	75,000	50,000	32,500	1570	120
2000 Spider	58-62	95,000	65,000	32,000	19,000	1975	111
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124
2600 Sprint	62-66	47,500	35,000	17,500	8,000	2584	125
SZ-1	60-62	350,000	280,000	240,000	180,000	1290	120
TZ-1	63-65	800,000	625,000	500,000	450,000	1570	124
Giulia Ti/Super	62-74	16,000	11,000	5,500	2,750	1570	105
1750/2000 Berlina	68-76	11,000	7,000	3,000	1,400	1962	115
Giulia Sprint GI/Veloce	63-68	42,500	32,500	17,000	8,750	1570	112
Giulia GTA 1300/1600	65-71	250,000	200,000	150,000	100,000	1570	115
GT Junior	66-77	23,500	16,500	8,500	4,500	1570	115
1750/2000 GTV	67-77	30,000	22,500	12,000	6,000	1962	118
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9,750	1290	110
Duetto/1750 rtail	66-69	50,000	35,000	20,000	10,000	1570	113
Spider S2	69-82	21,000	14,500	7,000	3,000	1962	119
Spider S3	82-89	12,000	8,000	3,500	1,650	1962	114
Spider S4	89-93	14,000	9,500	4,500	2,400	1962	114
Montreal	70-77	62,500	47,500	28,500	18,500	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	1,900	900	1962	130
164 3.0 V6	88-98	5,750	4,500	2,400	1,200	2959	147
SZ	89-94	36,500	26,500	18,500	14,000	2959	153
RZ	92-94	40,000	30,000	21,000	15,500	2959	153

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALLARD							
155	92-97	4500	3000	1350	700	1970	127
155 V6	92-96	6500	4000	2100	1000	2498	140
Spider 2.0 TS	96-02	3950	2650	1200	475	1970	131
GTV 2.0 TS	96-02	3400	2000	850	300	1970	134
GTV 3.0 V6	98-02	4950	3400	1600	650	2959	148
GTV V6 Cup	01-02	10,000	8000	5000	2500	2959	148

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALLARD OWNERS' CLUB (01438 773428)							
K1	46-50	105,000	75,000	55,000	35,000	3622	100
K2	50-53	110,000	80,000	55,000	36,500	3917	102
K3	52-54	115,000	85,000	60,000	40,000	4375	96
L/M	46-53	57,500	37,500	22,000	14,000	3622	86
P	49-52	36,000	25,000	13,500	8,250	3622	90
J2/J2X	50-54	240,000	200,000	160,000	125,000	4375	130

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALPINE-RENAULT							
A110	65-77	75,000	55,000	36,000	27,500	1565	115
A310 1600	74-77	27,500	20,000	12,500	8,000	1605	130
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137
GTA	85-91	10,000	8,000	4,000	2,400	2849	139
GTA Turbo	85-91	12,500	10,000	5,500	3,000	2458	149

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALVIS							
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85
4.3 Litre Tourer	37-39	165,000	120,000	105,000	90,000	4387	100
TA14	46-50	16,000	11,000	6,000	3,250	1892	72
TA14 convertible	46-50	32,500	25,000	14,000	7,000	1892	72
TA21/TC21/100	50-55	25,000	17,500	10,000	5,000	2993	100
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95
TD1	56-63	35,000	26,000	14,000	8,000	2993	104
TD21 convertible	56-63	80,000	55,000	32,500	20,000	2993	102
TE/TF21	63-67	42,000	30,000	17,000	10,000	2993	110
TE/TF convertible	63-67	90,000	65,000	37,500	24,000	2993	107

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
AMPHICAR							
770	61-65	44,000	30,000	22,500	15,000	1147	70

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ARMSTRONG SIDDELEY							
Lancaster	46-52	12,500	9,000	5,000	2,750	1991	70
Hurricane dhc	46-53	20,000	15,000	8,500	5,500	1991	70
Typhoon coupé	46-50	16,000	11,250	7,000	4,250	1991	70
Whitley	50-53	12,000	8,500	4,500	2,500	2309	85
Sapphire 346	53-59	14,000	10,000	5,000	2,500	3435	100
Sapphire 234/236	56-58	13,500	9,500	4,250	2,200	2309	97
Star Sapphire	58-60	17,000	12,500	6,000	3,000	3990	104

Year	Concours/
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Buying Price Guide

	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
1100/1300	63-74	3000	2000	900	450	1098	85		
1300GT	69-74	8000	5500	2500	1200	1275	96		
3-litre	68-71	6750	4750	2400	1100	2912	106		
1800/2200	64-75	4000	2500	1000	500	1798	96		
Allegro 1100-1500	73-82	2100	1300	600	300	1275	87		
Allegro 1750/Sport TC	73-75	2650	1650	800	450	1748	104		
Seven/Mini Mkl	59	30,000	25,000	19,000	15,000	848	71		
Mini Mkl	60-67	12,500	10,000	6,000	3,250	848	71		
Mini MklII	67-69	6,000	4,000	1,850	1,000	998	79		
Mini MklIII-V	70-90	4,850	3,200	1,400	800	998	82		
Mini Cooper 997/998	61-69	22,500	16,000	9,000	6,000	998	90		
Mini Cooper 1071S	63-64	43,000	32,500	20,000	14,000	1071	95	▲	
Mini Cooper 970S	64-65	40,000	30,000	19,000	13,500	970	82		
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96		
Mini C1 1275S MklII/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	11,000	8,000	4,250	2,000	1275	89		
Mini Clubman	70-80	4,500	3,000	1,300	650	1098	82		

AUSTIN-HEALEY Austin-Healey Club, 4 Saxy St, Leicester LE2 0ND								
100 BNI/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	
100S	55	650,000	550,000	465,000	400,000	2660	119	
100/6 BN4/6	56-59	47,500	35,000	22,000	13,500	2639	105	
3000 Mkl	59-61	54,000	38,500	25,000	13,000	2912	112	
3000 Mkl BN7	61-62	75,000	50,000	35,000	25,000	2912	117	
3000 MklII BT, B7	62-64	57,500	42,000	27,500	15,000	2912	117	
3000 MklIII	64-68	62,500	46,500	30,000	17,500	2912	121	
'Froggyle' Sprite Mkl	58-61	21,000	15,000	7,000	4,000	948	82	
Sprite MklII/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	550,000	300,000	220,000	160,000	2996		
4.5-litre Tourer	27-31	1.2m	800,000	650,000	500,000	4398	92	
6.5 Litre Speed Six	28-30	3.25m	2.75m	1.8m	1m	6597	86	
4.5 Litre 'Blower'	29-31	11m	8m	4.5m	2.85m	4398	98	
8 Litre	29-31	2.6m	1.65m	950,000	500,000	7982	101	
Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	300,000	200,000	100,000	42,500	3669	91	
Derby 4.25 PW	36-39	125,000	87,500	52,500	35,000	4257	96	
Derby 4.25 coachbuilt	36-39	390,000	265,000	120,000	45,000	4257	96	
MkVI 4.3/4.6-litre	46-52	36,000	26,500	15,000	8,750	4566	100	
MkVI con	51-52	110,000	80,000	42,000	27,500	4566	100	
R-type saloon	52-55	42,000	30,000	17,500	9,500	4566	106	
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	
Coachbuilt con	52-55	150,000	110,000	60,000	35,000	4566	106	
R-type Continental	52-55	950,000	800,000	600,000	500,000	4566	115	
S1/52 saloon	55-62	39,000	29,000	16,500	8,000	4887	101	
S1 Continental Mulliner	55-59	500,000	360,000	180,000	140,000	4887	115	
S1 Cont PW coupé	55-59	375,000	270,000	135,000	100,000	4887	114	
S1 Cont P Ward con	55-59	750,000	540,000	275,000	200,000	4887	114	
S2 Cont Mulliner	59-62	275,000	195,000	120,000	80,000	6230	115	
S2 Park Ward con	59-62	350,000	240,000	145,000	92,000	6230	115	
S2 Flying Spur	59-62	175,000	130,000	75,000	46,500	6230	120	
S3 saloon	62-65	44,000	32,000	18,000	8,750	6230	116	
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120	
S3 MPW con	62-65	250,000	175,000	100,000	60,000	6230	116	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6,500	2,500	6750	120	
T2 saloon	77-80	15,000	12,000	6,000	2,250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	6,000	2,000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6,500	2,400	6750	135	
Turbo R/RL	85-97	18,000	12,500	6,750	2,500	6750	135	
Continental MPW conv	84-94	65,000	50,000	37,500	22,500	6750	140	
Continental R	91-02	42,500	30,000	22,500	16,500	6750	151	
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6,500	6750	140	
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	

BERKELEY Berkeley Enthusiasts' Club (01483 475330)								
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8000	6000	3600	2000	328	60	

BIZZARRINI (sobizclub.com)								
5300GT Strada	65-69	600,000	500,000	400,000	300,000	5354	165	

BMW BMW Car Club (01225 709009)								
328	36-39	700,000	575,000	475,000	400,000	1971	100	

	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
327	37-40	150,000	115,000	75,000	50,000	1971	78		
501 V8/502/2.6/3.2	55-63	44,000	28,500	17,000	11,000	2580	100		
503 coupé	56-59	140,000	105,000	75,000	52,500	3168	115	▲	
507	56-59	1.75m	1.4m	1.25m	1m	3168	135	▲	
Isetta 250/300	55-65	18,000	13,000	9000	6000	298	60		
600	58-59	30,000	24,000	16,000	9,500	585	65		
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105		
1600/1602/1502	66-77	6500	4500	2200	1000	1573	100		
2002/Touring	68-75	12,500	8000	4000	2000	1990	112	▲	
2002 cabrio/targa	71-74	20,000	15,000	7000	3000	1990	110		
2002tii	71-75	24,000	16,500	8000	4000	1990	120	▲	
2002 turbo	73-74	100,000	70,000	47,500	30,000	1990	130		
2800CS/CSA	69-71	25,000	17,500	10,000	5,000	2788	120		
2500/2800/3.0/3.3	69-77	9500	6500	3200	1650	2494	110		
3.0CS/CSi	71-75	35,000	25,000	17,500	10,000	2985	130		
3.0CSL	72-75	135,000	100,000	60,000	37,500	3003	134		
3.0CSL 'Batmobile'	72-75	250,000	200,000	150,000	100,000	3153	138		
633/628 CSi	76-87	8750	6000	3000	1500	3210	132		
635CSi	78-89	14,000	9000	4500	2400	3453	140		
M635CSi	85-89	32,000	22,500	14,000	7,500	3453	158		
M1	79-80	325,000	250,000	175,000	140,000	3453	162	▲	
323i (E2i)	77-82	7500	5200	2500	1300	2315	126		
320i/325 Baur cabrio	81-85	7500	5000	2500	1250	2495	135		
5-series (E12)	75-81	5000	3750	1850	900	2788	133		
M535i (E12)	80-81	26,000	19,000	11,000	5,500	3453	139		
5-series (E28)	81-87	4500	3500	1750	750	2788	146		
M535i (E28)	85-87	12,000	9000	4500	2000	3453	152		
M5 (E28)	85-88	30,000	23,000	13,000	7,500	3420	152		
5-series (E34)	88-95	4000	3000	1600	600	3982	149		
M5 (E34)	88-95	16,500	11,500	6000	3750	3535	155		
M5 (E39)	98-04	20,000	13,000	9000	6000	4941	155		
3-series (E30) conv	86-93	8250	5750	2500	1000	2494	130		
325i Sport (E30)	89-91	10,000	7000	3500	1750	2494	133		
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143		
M3 Evo II (E30)	88	70,000	55,000	36,500	26,500	2302	143		
Z1	86-91	30,000	24,000	15,000	9,500	2494	140		
840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155		
M3/Evo (E36)	92-99	19,000	14,000	9500	6000	3201	155		
Z3 4-cyl	96-01	4000	2650	1350	600	1895	127		
Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139		
Z3M Roadster	98-02	20,000	15,000	10,000	6750	3201	155		
Z3M Coupe	98-02	30,000	22,000	13,500	8500	3201	159		
Z8	00-03								

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	17500	12,500	6500	3750	980	80	
1000/1000s sal/cpé	58-63	10,000	6750	3400	2000	980	82	
F102 saloon	64-66	3250	1950	950	550	1175	84	

DODGE

Viper RT 10/GTS	92-02	37,500	28,500	21,000	16,000	7974	165
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ELVA Elva Owners' Club (01903 823710)

Courier sports/cpé	58-61	27,500	21,000	12,000	6750	1498	100
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7000	1798	110

FACEL VEGA Facel Vega Car Club (01621 818608)

FV 4.5/4.8/5.4/5.8	54-59	175,000	135,000	90,000	65,000	5801	125
HK500	59-61	220,000	170,000	125,000	80,000	6286	130
Facel II	62-64	340,000	275,000	190,000	150,000	6286	132
Facellia/Facel III	60-64	65,000	47,500	29,000	16,500	1647	114

FAIRTHORPE Fairthorpe Sports Car Club (01895 256799)

Electron Minor	57-73	5000	3750	2250	1250	948	80
TX-GT/SS coupé	67-73	4500	3250	1850	750	1998	112

FERRARI Ferrari Owners' Club (01485 544500)

166MM 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	1m	850,000	750,000	650,000	2562	120
340 America	51	2.9m	2.5m	2m	1.4m	4101	136
250 Europa S/Sl	53-55	1.8m	1.3m	900,000	725,000	2963	126
410 Superamerica	56-59	3.3m	2.75m	2.2m	2m	4962	165
250GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157
250GT Cabrio S1	57-59	4.25m	3.6m	3.2m	2.9m	2953	155
250GT Berlinetta TdF	57-59	5.25m	4.75m	4.25m	n/a	2953	143
250GT PF coupé	58-62	520,000	425,000	325,000	225,000	2953	145
250 Cal Spider lwb	58-62	9m	7m	5.5m	4.8m	2953	155
250 Cal Spider swb	60-63	12m	11.25m	10.5m	n/a	2953	149
250GT SWB (steel)	60-63	6.75m	6.25m	5.75m	5.25m	2953	150
250GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2953	155
250GT Cabrio Se2	60-62	1.2m	1m	850,000	700,000	2953	160
250GTE 2+2	60-63	385,000	300,000	200,000	145,000	2953	140
250GTO	62-64	36m	33m	n/a	n/a	2953	158
250LM	64-66	13.5m	11.5m	10m	n/a	2953	159
250GT Lusso	62-64	1.3m	1.15m	1m	850,000	2953	150
400 Superamerica cpé	60-64	2.4m	2.0m	1.8m	1.5m	3967	162
500 Superfast	64-67	2.1m	1.8m	1.4m	1.2m	4962	170
275GTB (steel)	64-66	1.6m	1.3m	1.1m	925,000	3286	150
275GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3286	150
275GTS	64-66	1.6m	1.3m	1.1m	900,000	3286	150
275GTB/4 (4-cam)	66-68	2.4m	2.15m	1.85m	1.65m	3286	165
330GT 2+2	64-67	225,000	180,000	130,000	90,000	3967	150
330GTC	66-68	450,000	375,000	325,000	290,000	3967	150
330GTS	66-68	1.8m	1.5m	1.1m	950,000	3967	150
Dino 206GT	68-69	430,000	395,000	300,000	240,000	1987	145
Dino 246GT	69-73	270,000	220,000	135,000	90,000	2418	150
Dino 246GTS	72-74	285,000	237,500	150,000	100,000	2418	150
365GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152
365GTC	68-70	600,000	525,000	450,000	360,000	4390	155
365GTB/4 Daytona	68-74	575,000	475,000	400,000	320,000	4390	173
365GTS/4 Spider	72-73	1.9m	1.75m	1.6m	n/a	4390	170
365GTC/4 2+2	70-72	230,000	175,000	140,000	115,000	4390	152
365GT4 2+2	72-76	62,500	48,000	29,500	18,500	4390	150
365BB	75-76	350,000	275,000	220,000	165,000	4390	163
512BB, Bbi	76-85	240,000	200,000	150,000	120,000	4942	188
308GT4 2+2	73-80	54,000	40,000	25,000	18,000	2926	156
308GTB (grp)	75-77	137,500	105,000	75,000	50,000	2926	154
308GTB/GTS	77-80	77,000	60,000	42,000	30,000	2926	155
308GTB/GTSi	80-82	60,000	42,500	29,000	20,000	2926	155
308GTB qv/GTS qv	82-85	65,000	50,000	32,000	22,500	2926	155
328GTB/GTS	85-88	70,000	54,000	37,000	26,500	3195	163
400/400i/412i manual	76-89	40,000	30,000	17,500	10,000	4823	158
400/400i/412i auto	76-89	32,000	22,000	12,000	8000	4942	158
Mondial	81-94	32,500	23,500	14,500	9,500	2926	143
Mondial cabrio	84-94	39,500	28,500	18,250	12,000	2926	146
348/Spider	89-94	60,000	50,000	35,000	27,500	3405	170
F355/GTS	94-99	80,000	67,500	50,000	40,000	3496	185
F355 Spider	95-99	82,000	70,000	52,500	42,000	3496	183
360 Modena	99-05	69,000	62,000	55,000	47,500	3586	184
Testarossa	84-90	100,000	75,000	55,000	37,500	4942	181
512 TR	91-94	115,000	92,500	64,000	50,000	4943	193
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194
456GT	92-98	52,500	37,500	25,000	17,500	5474	184
456MGT	98-03	55,000	42,000	28,500	21,000	5474	185
288GTO	84-87	1.6m	1.35m	1.2m	1m	2855	190
F40	88-92	850,000	750,000	640,000	550,000	2936	201
F50	95-97	1.85m	1.5m	1.1m	850,000	4698	202
550 Maranello	96-02	110,000	85,000	60,000	47,500	5474	199
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186
575M Maranello	02-06	95,000	80,000	67,500	n/a	5748	202

ENZO Enzo Owners' Club (01208 372 4028)

500 Topolino	48-55	14,000	10,000	5000	2500	569	60
600/600D	55-70	10,000	7000	3000	1250	633	66
600 Multipla (MPV)	55-60	30,000	22,000	12,000	6750	767	59
500/D/F/L/R	57-75	11,500	7750	3600	1750	499	61
1500S/1600S Ocsa sp	59-66	42,500	30,000	16,000	10,000	1568	105
2300S	61-68	34,000	23,000	16,500	10,000	2280	120
850 Coupé	65-73	8000	5500	2600	1250	903	96
850 Spider	65-73	15,000	9500	4500	2400	903	96
124/Special 12/14	66-73	2650	1750	850	400	1438	100
124 Coupé	66-75	8900	6500	3000	1100	1756	115
124 Spider 14/16	66-74	24,000	18,000	10,000	3500	1608	112
124 Spider 18/2.0	75-81	18,500	13,000	6,000	2500	1756	108
124 Spider Abarth	72-75	50,000	35,000	25,000	16,000	1756	118
Pininfarina Spider	82-85	20,000	15,000	7500	2750	1995	104
Dino Spider 2.0/2.4	67-73	130,000	100,000	62,500	45,000	2418	130
Dino Coupé 2.0/2.4	67-73	42,500	32,500	21,000	15,000	1987	122
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112
180 Coupé	71-76	17,500	12,500	7000	3500	3235	114
127 Sport 1300	81-83	3250	2400	1000	450	1301	102
128 3P coupé	75-78	6000	4500	2000	1000	1301	102
X1/9	77-89	4250	3000	1400	650	1290	100
Panda 4x4	84-92	4250	2500	1250	750	999	83
Coupé/Turbo	94-00	4500	2900	1250	400	1998	149
Barchetta	95-02	6500	4200	2200	1000	1747	118

FIAT Fiat Motor Club (0208 372 4028)

500 Topolino	48-55	14,000	10,000	5000	2500	569	60
600/600D	55-70	10,000	7000	3000	1250	633	66
600 Multipla (MPV)	55-60	30,000	22,000	12,000	6750	767	59
500/D/F/L/R	57-75	11,500	7750	3600	1750	499	61
1500S/1600S Ocsa sp	59-66	42,500	30,000	16,000	10,000	1568	105
2300S	61-68	34,000	23,000	16,500	10,000	2280	120
850 Coupé	65-73	8000	5500	2600	1250	903	96
850 Spider	65-73	15,000	9500	4500	2400	903	96
124/Special 12/14	66-73	2650	1750	850	400	1438	100
124 Coupé	66-75	8900	6500	3000	1100	1756	115
124 Spider 14/16	66-74	24,000	18,000	10,000	3500	1608	112
124 Spider 18/2.0	75-81	18,500	13,000	6,000	2500	1756	108
124 Spider Abarth	72-75	50,000	35,000	25,000	16,000	1756	118
Pininfarina Spider	82-85	20,000	15,000	7500	2750	1995	104
Dino Spider 2.0/2.4	67-73	130,000	100,000	62,500	45,000	2418	130
Dino Coupé 2.0/2.4	67-73	42,500	32,500	21,000	15,000	1987	122
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112
180 Coupé	71-76	17,500	12,500	7000	3500	3235	114
127 Sport 1300	81-83	3250	2400	1000	450	1301	102
128 3P coupé	75-78	6000	4500	2000	1000	1301	102
X1/9	77-89	4250	3000	1400	650	1290	100
Panda 4x4	84-92	4250	2500	1250	750	999	83
Coupé/Turbo	94-00	4500	2900	1250	400	1998	149
Barchetta	95-02	6500	4200	2200	1000	1747	

Buying Price Guide

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Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
HUMBER							
Post-Vintage Humber Car Club (01604 404363)							
Hawk MkI-III	49-50	7000	5500	2500	1200	2267	80
Hawk MkIV-VI	50-57	7000	4500	2200	1100	2267	80
Hawk SH-V	57-68	6750	4250	2000	1000	2267	86
Snipe	45-48	9000	7500	3000	1400	2731	72
Snipe/Pman MkI-IV	45-56	9750	7000	3250	1500	4139	91
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80
Super Snipe SH-A	58-67	9000	6250	2400	1200	2651	106
Imperial	64-67	9250	6250	2500	1300	2965	102
Sceptre MkI-II	63-67	5000	3500	1600	900	1725	90
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98

ISO Iso Bizzarini Club (020 8891 6663)

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140
Grifo	63-74	275,000	210,000	150,000	110,000	5359	161
Grifo 7-litre	69-74	350,000	265,000	175,000	125,000	6998	170
Lele	70-74	40,000	22,500	15,000	7500	5736	145

JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-Type Club Club (01584 781588)

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
SS90 sports	35	300,000	225,000	175,000	135,000	2663	90
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94
SS100 3½-litre	38-39	400,000	300,000	225,000	175,000	3485	104
1½-litre	45-49	32,000	21,000	12,000	6750	1176	70
2½-litre	46-51	35,000	25,000	14,000	7500	2663	87
3½-litre	46-51	47,500	32,000	18,500	10,000	3485	92
MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87
MkV 3½-litre con	49-51	92,500	68,500	40,000	20,000	3485	92
XK120 alloy rdstr	49-50	285,000	250,000	195,000	140,000	3442	132
XK120 roadster	50-54	110,000	78,000	54,000	32,500	3442	122
XK120 dhc	50-54	105,000	75,000	49,000	30,000	3442	122
XK120 fhc	51-54	87,000	60,000	38,000	25,000	3442	121
C-type	51-54	365m	3.4m	3.25m	2.9m	3442	144
XK140 roadster	54-57	110,000	82,000	55,000	32,000	3442	126
XK140 fhc	54-57	82,500	57,500	37,500	25,000	3442	125
XK140 dhc	54-57	115,000	85,000	55,000	32,000	3442	125
D-type	54-57	6m	5m	4.25m	3.75m	3442	160
XK150 roadster	58-60	95,000	67,500	40,000	26,500	3781	130
XK150 fhc	57-61	70,000	52,500	34,000	22,500	3781	128
XK150 dhc	57-61	90,000	65,000	38,000	26,000	3781	127
XK150S 3.4 roadster	58-60	165,000	125,000	75,000	52,500	3442	130
XK150S 3.4 fhc	58-60	140,000	85,000	57,500	42,000	3442	129
XK150S 3.4 dhc	58-60	109,000	110,000	70,000	50,000	3442	130
XK150S 3.8 roadster	59-60	210,000	170,000	130,000	90,000	3781	136
XK150S 3.8 fhc	59-60	140,000	100,000	65,000	50,000	3781	132
XK150S 3.8 dhc	59-60	200,000	150,000	105,000	75,000	3781	130
XK150SE 3.8 dhc	58-61	140,000	105,000	72,500	50,000	3781	141
Mk VII-MkIX	51-61	37,500	25,000	13,000	6000	3442	105
MkX/A20G	61-70	21,000	14,000	7000	3500	4235	120
Mk1 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96
Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	120
Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	114
Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121
S-type sal	63-68	24,000	16,000	7500	3250	3781	121
240	67-68	19,000	12,000	6400	3000	2483	105
340	67-68	23,000	16,000	8000	3650	3442	123
420	66-68	16,500	12,000	5500	2400	4235	123
E-type 3.8 roadster	61-64	220,000	165,000	105,000	72,500	3781	145
E-type 3.8 coupé	61-64	160,000	120,000	80,000	52,500	3781	145
E-type 4.2 S1 rdstr	64-67	175,000	130,000	90,000	60,000	4235	145
E-type 4.2 S1 coupé	64-67	130,000	100,000	65,000	45,000	4235	145
E-type S1+2	66-67	57,500	38,500	19,500	11,000	4235	136
E-type S1½/S2 rdstr	67-70	120,000	80,000	45,000	28,500	4235	145
E-type S1½/S2 fhc	67-70	75,000	50,000	27,500	17,500	4235	145
E-type S1½/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136
E-type V12 roadster	71-75	100,000	65,000	35,000	22,500	5343	150
E-type V12 fhc 2+2	71-74	50,000	33,500	18,000	9500	5343	150
XJ6 2.8 Series 1	68-73	6750	4250	2000	850	2791	117
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1100	4235	124
XJ12 Series 1	72-73	15,000	10,000	4500	2000	5343	140
XJ6 Series 2	73-79	9000	6000	2500	800	3442	117
XJ6 Series 3	79-86	7000	4500	1800	725	4235	125
XJ12 Series 2-3	75-93	10,500	7500	3200	1200	5343	146
XJ6 Coupé	75-78	21,000	13,000	7000	4500	4235	120
XJ12 Coupé	75-78	24,000	16,000	9000	5000	5343	143
XJR 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	13,000	9000	4500	2500	5343	154
XJ-S V12 auto	75-91	7000	4500	2250	750	5343	150
XJ-S 3.6	83-89	7500	4750	2000	700	3590	141
XJ-SC 3.6 cabrio	83-87	10,000	6500	3200	1400	3590	134
XJ-SC V12 cabrio	85-88	9500	6000	3000	1250	5343	150
XJ-S V12 con	88-91	16,000	11,000	5000	2400	5343	150
XJ5 V12	91-96	9000	6000	3200	1600	5994	161
XJ5 V12 con	91-96	15,000	10,500	5000	2500	5994	160

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Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
JXR-S							
JXR-S	88-93	16,000	12,500	7000	3000	5993	158
XJS 4.0	91-96	9000	6000	3000	1500	3980	138 ▲
XJS 4.0 conv	92-96	14,000	10,000	6250	3750	3980	138 ▲
XJZ20	89-92	340,000	265,000	210,000	160,000	3498	212
XK8 4.0 fhc	96-02	7500	5250	2750	1500	3996	155 ▼
XK8 4.0 con	96-02	10,500	7500	4250	2600	3996	155 ▼
XKR 4.0 fhc/con	98-02	15,000	9500	5000	3500	3996	157

JENSEN Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
541/R/S	54-63	48,000	35,000	17,500	11,000	3993	123
C-V8	62-65	47,500	33,500	16,500	10,000	6276	143
Interceptor	67-75	42,000	28,500	14,000	7500	6276	140
FF	67-71	120,000	82,500	60,000	40,000	7212	141
Interceptor SP	71-73	47,500	32,500	16,000	8000	7212	144
Interceptor con	74-76	65,000	42,500	25,000	15,000	7212	140
Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120

JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
Javelin	47-54	9000	6250	3250	1600	1486	77
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85

LAGONDA Lagonda Club (01252 845451)

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
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 S1-III	76-87	60,000	42,000	25,000	17,500	5340	140
Saloon SIV	87-90	75,000	55,000	35,000	22,500	5340	140

LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
350GT/400GT Inter	64-67	530,000	465,000	395,000	300,000	3497	147
400GT	67-68	400,000	325,000	265,000	220,000	3929	150
Miura P400	66-69	950,000	700,000	550,000	460,000	3929	170
Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172
Miura SV	71-75	2m	1.75m	1.5m	1.1m	3929	175
Islero	68-70	250,000	190,000	150,000	110,000	3929	160
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162
Espada I	68-70	150,000	107,500	60,000	35,000	3929	154
Espada II/III	71-78	120,000	80,000	50,000	27,500	3929	154
P250 Urraco	73-74	50,000	36,000	22,000	15,000	2463	148
Prado Urraco	75-76	60,000	42,500	27,000	20,000	2997	158
Silhouette	76-77	75,000	55,000	32,000	22,000	2997	160
jalpa	82-86	70,000	47,500	30,000	20,000	3485	153
Countach LP400	74-76	1.2m	900,000	700,000	525,000	3929	192
Countach LP400S	78-82	325,000	260,000	180,000	125,000	3929	164</

Table with columns: Year, Concourse/Dealer, Private sale (Mint, Good, Rough), cc, Top speed, Price change. Includes models like Mistral Spyder, Quattroporte 41/47, Mexico, etc.

MATRA Matra Enthusiasts' Club (01892 652964) Bagheera, Murena

MAZDA mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk) Cosmo 110S, RX7, RX7 S2, etc.

McLAREN F1

MERCEDES-BENZ M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922) 500K Cabrio A/B/C, 500K Tourer, etc.

Table with columns: Year, Concourse/Dealer, Private sale (Mint, Good, Rough), cc, Top speed, Price change. Includes models like 250/280E saloon, 230/280CE coupé, etc.

MESSERSCHMITT Owners' Club (01293 87417); Enthusiasts' Club (01483 769270) KR175/200, TG500 Tiger

MG Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552) SA saloon, SA Tourer/dhc, etc.

MITSUBISHI Starion Turbo, 3000GT/GTO, Evo IV-VI

MORGAN Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852) 4/4 Series I, 4/4 (Vanguard), etc.

MORRIS Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675) Minor MM lowlamp

Table with columns: Year, Concourse/Dealer, Private sale (Mint, Good, Rough), cc, Top speed, Price change. Includes models like Minor MM L-L Tourer, Oxford MO, etc.

NISSAN 300ZX Turbo, Figaro, Skyline GT-R R32, Skyline GT-R R33

NSU NSU Owners' Club (01883 744431); Ro80 Club (01274 484091) Prinz, Sport Prinz coupé, Wankel spider, etc.

OPEL Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OCA (mantaclub.org) Commodore/GS/E, Manta A coupé, etc.

PANHARD Panhard et Levassor Club GB (0161 483 8262) PL17 saloon, 24CT coupé

PANTHER Panther Car Club Ltd (0116 237 5284); Enthusiasts' Club (01252 540217) J72 3.8/4.2/5.3, De Ville 4.2/5.3, etc.

PEERLESS/WARWICK TR Register (01235 818866) GT

PEUGEOT Club Peugeot UK (020 8888 8772) 203 saloon, 403 saloon, 403 cabrio, etc.

PIPER Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk GTT/P2.16

PORSCHE Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358) 356 pre-A Gmund, 356 pre-A, 356 cabrio 1.3/1.5, etc.

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	140,000	110,000	80,000	60,000	1991	140	
912	65-69	44,000	33,500	24,000	16,500	1582	112	
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	80,000	58,000	35,000	25,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144	
914-4	69-75	16,000	12,000	6,000	3,500	1795	112	
914-6	69-72	65,000	50,000	32,000	21,000	1991	125	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	625,000	475,000	400,000	2687	149	
Carrera RST	72-73	500,000	425,000	350,000	295,000	2687	149	
911 2.7	73-77	38,000	29,000	17,500	11,000	2687	135 ▲	
911S 2.7	73-77	46,000	37,500	24,000	16,000	2687	140 ▲	
Carrera 2.7MFI	73-77	175,000	130,000	80,000	55,000	2687	148 ▲	
911 Turbo (930) 3.0	75-77	150,000	120,000	80,000	55,000	2995	156	
Carrera 3.0	76-77	72,500	50,000	36,000	24,000	2994	146	
924	76-85	6,000	3,500	1,250	500	1984	126 ▲	
924 Turbo	78-83	15,000	10,000	4,500	2,000	1984	144	
924 Carrera GT	80-81	72,500	55,000	36,000	24,000	1984	150 ▲	
924S/Le Mans	85-88	6,750	4,200	1,800	850	2479	136	
928S/S2	77-87	20,000	15,000	8,500	3,500	4664	155	
928S4	86-95	24,000	17,500	10,000	4,000	4957	161	
928GT	89-92	33,000	24,000	15,000	9,000	4957	168	
928GTS	91-95	50,000	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	87,500	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	95,000	75,000	46,500	33,000	3299	158	
911SC	77-83	37,500	27,500	18,500	12,500	2994	149	
911SC cabrio	82-83	40,000	30,000	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	39,000	29,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	38,500	28,500	18,000	12,000	3164	155	
Carrera Supersport	84-89	65,000	47,500	30,000	22,000	3164	158	
911 Speedster	88-89	112,500	90,000	67,500	48,500	3164	158	
959	87-88	700,000	625,000	525,000	450,000	2994	190	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	8,250	5,500	2,500	1,000	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	
944S2	88-92	11,500	7,500	3,750	1,750	2990	149	
944S2 Cabrio	89-92	12,500	8,500	4,250	2,300	2990	149	
944 Turbo Cabrio	91-92	30,000	23,000	12,000	7,000	2479	150	
911 (964)	89-94	44,000	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	100,000	75,000	45,000	28,500	3299	167	
911 Carrera RS (964)	92-94	190,000	165,000	140,000	110,000	3600	162	
968	92-95	15,000	11,000	7,500	4,000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7,250	2990	154	
911 Carrera (993)	94-97	57,500	45,000	30,000	20,000	3600	160	
911 Turbo 4 (993)	95-98	125,000	105,000	75,000	50,000	3600	180	
911 Turbo S (993)	97-98	285,000	230,000	195,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	220,000	200,000	170,000	130,000	3746	172	
911RS Clubsport	95-96	255,000	220,000	187,500	150,000	3746	175	
911 GT2 (993)	95-98	900,000	800,000	675,000	525,000	3600	187	
Boxster 2.5	96-99	6,750	5,000	3,500	1,750	2480	149	
Boxster 2.7	99-04	9,400	6,900	4,250	2,000	2687	156	
Boxster 3.2S	99-04	10,750	8,900	5,500	3,200	3179	164	
911 Carrera (996)	97-05	33,000	25,000	12,500	9,000	3387	170	
911 GT3 (996)	99-05	77,500	67,500	55,000	45,000	3600	188	
911 Turbo (996)	99-05	69,000	54,000	44,000	27,000	3600	189	
911 GT2 (996)	01-05	124,000	112,000	99,000	90,000	3600	198	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	10,000	8,000	5,500	2,500	2553	110	
Scimitar SE4/a/b	64-70	8,500	6,500	3,500	1,950	2994	121	
Scimitar GTE SE5/5a	68-75	7,000	4,750	2,200	950	2994	123	
Scimitar GTE SE6/6a	75-80	6,250	4,250	1,650	650	2792	120	
Scimitar GTC	80-85	10,000	7,000	3,250	1,500	2792	119	
Scimitar GTE SE6b	80-86	6,500	4,500	1,800	750	2792	122	
Middlebridge Scimr	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	3,900	2,500	1,100	450	1596	108	
Scimitar SS1 1800Ti	86-89	4,500	3,000	1,500	700	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/Caravelle con	59-68	13,000	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	33,500	28,500	17,500	12,500	1255	108	
16GL/DL/TX/TX	65-79	4,750	3,000	1,400	650	1565	105	
17TS/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			
SGT 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	50,000	35,000	17,500	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	7,250	5,000	2,500	1,250	1489	85	
4/68, 4/72	59-69	6,250	4,250	2,000	1,050	1622	88	
Elf Mk/II/ 848/998	61-69	8,000	5,650	2,750	1,300	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	8,750	6,000	3,000	1,250	1172	85	
Olympic	60-73	11,000	7,500	4,250	2,750	1489	105	

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	2.2m	1.75m	1.4m	1.2m	7428	75	
Silver Ghost	18-25	360,000	285,000	225,000	145,000	7428	78	
Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80	
Phantom II	29-35	300,000	185,000	90,000	45,000	7668	88	
Phantom III	36-39	250,000	150,000	75,000	37,500	7340	92	
Silver Wraith 4.3/4.6	47-59	40,000	30,000	16,000	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	
SCI Mulliner con	59-62	225,000	160,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	100,000	70,000	40,000	25,000	6230	107	
Silver Cloud III sal	62-66	45,000	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	62,500	45,000	28,000	18,500	6750	115	
Silver Spirit/Spur	80-89	12,750	10,000	4,500	1,500	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	

ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover 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	17,000	11,000	5,000	2,200	2103	84	
P4 60/75/80	52-62	6,500	4,500	1,900	700	2286	85	
P4 90	54-59	8,500	5,750	2,250	850	2638	90	
P4 105R	57-58	7,500	4,500	1,850	750	2638	91	
P4 105S	57-59	9,750	7,000	3,250	1,350	2638	96	
P4 95/100/110	60-64	9,000	6,250	2,500	900	2625	100	
P5 3-litre	58-67	9,000	6,500	3,250	1,250	2995	113	
P5 Coupé	63-67	13,500	10,250	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	8,000	4,500	2,000	900	1978	115 ▲	
P6 2000/2200/TC	70-77	7,250	3,500	1,500	650	2205	112 ▲	
P6 3500	68-76	10,000	5,0					

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	20,000	13,000	7000	4000	2994	120

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
	Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77
	1800/2000/Renown	46-54	8000	6000	2750	1250	2088	74
	Mayflower	50-53	4500	3000	1400	750	1247	65
	TR2	53-55	36,000	27,500	17,500	10,000	1991	107
	TR3/3A 20/22	55-61	32,000	23,500	14,000	7500	1991	106
	TR4	61-65	28,500	20,000	11,250	6250	2138	109
	TR4A	64-67	30,000	21,000	12,000	6500	2138	110
	TR5 PI	67-68	40,000	31,000	22,000	16,000	2498	121
	TR6 'CP'	69-73	25,000	17,500	10,000	5500	2498	119 ▲
	TR6 'CR'	73-76	22,000	16,000	9000	5000	2498	116 ▲
	TR7	75-81	5000	3000	1100	500	1998	110
	TR7 convertible	80-81	6000	4000	1650	650	1998	109
	TR8	78-81	8000	6000	3500	1750	3528	135
	TR8 convertible	80-81	11,500	9000	5500	2500	3528	130
	Herald/S saloon	59-64	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 Mk1i	68-71	6250	4250	1800	900	1998	102
	Vitesse Mk1i 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 Mk1/II	66-70	15,500	10,000	4750	2500	1998	109
	GT6 Mk1i	70-74	14,000	9500	4250	1850	1998	112 ▲
	2000 Mk1	63-69	6750	4650	2250	1100	1998	98
	2000/2500 Mk1i	69-77	6000	4000	1750	900	1998	98
	2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107
	2500S	75-77	7500	5500	2850	1400	2498	108
	Stag	70-77	16,500	12,000	5500	2000	2997	117
	1300/1500 fwd	65-73	3000	2000	850	400	1296	86
	1300TC fwd	65-70	3250	2250	1000	500	1296	93
	Dolomite 1850	72-81	3250	2200	1000	500	1854	100
	Dolomite Sprint	73-81	8500	5500	2750	1350	1998	117
	Acclaim	81-84	1650	1000	500	250	1335	97

TUCKER (tuckerclub.org)								
	Torpedo	48	1.25m	1.15m	1m	n/a	5474	120

TURNER Turner Register (01895 256799)								
	803/950 Sports	55-59	12,500	9000	5500	2000	948	90
	Climax	58-66	17,500	15,000	10,000	5000	1098	102
	Mark 1/II/III	59-66	16,500	12,500	7500	3500	1498	100

TVR TVR Car Club (01952 822126)								
	Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
	Griffith 200/400	63-65	65,000	52,500	40,000	30,000	4727	155
	Tuscan V6	69-71	30,000	22,500	15,000	10,000	2994	125
	Vixen S1-4	67-73	25,000	16,000	10,000	7000	1599	107
	1600M	72-77	21,000	15,000	8500	5000	1599	105
	2500M	72-77	19,500	14,000	8000	4500	2498	109
	3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121
	3000S convertible	78-79	27,500	20,000	11,000	7500	2994	119
	Tasmin/280i inc 2+2	80-87	5500	3750	2200	1100	2792	128
	Tasmin/280i con	81-87	6000	4400	2500	1500	2792	126
	Tasmin/350i inc 2+2	83-89	6000	4750	2500	1400	3528	136
	V8/350i convertible	83-89	7000	5250	3000	1750	3528	130
	390SE	85-88	7500	6000	4000	2200	3905	143
	400/420/450SEAC	86-91	15,000	12,000	8500	6000	4441	165
	400/450SE	88-91	9500	8000	6000	4000	4441	155
	S 2.8/2.9	86-92	7250	5000	3250	1600	2922	141
	V8S	91-94	15,000	11,500	7500	4750	3943	150
	Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161
	Griffith 500	93-00	19,500	16,000	12,000	8250	4988	161
	Chimera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152
	Chimera 450/500	96-03	15,500	12,500	9000	7000	4988	162
	Cerbera 4.2	96-03	21,000	15,000	10,000	7000	4280	180
	Cerbera 4.5	97-03	32,000	28,500	23,000	20,000	4441	195
	Cerbera Speed Six	00-03	22,500	20,000	15,500	12,000	3948	170
	Tuscan Speed Six	99-05	27,500	25,000	20,000	16,500	3996	184
	Tamora	02-06	22,500	19,000	16,000	12,000	3605	
	T350	02-06	32,000	26,000	21,000	15,000	3605	
	Sagaris	04-06	69,000	59,000	n/a	n/a	3996	

VANDEN PLAS 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	8000	6000	2850	1400	2912	105
	4-litre R	64-68	8500	6500	3200	1500	3909	110
	Princess 1100/1300	63-74	5000	3400	1600	750	1275	87
	1500/15/1.7	74-80	2250	1500	700	300	1748	90

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)								
	Wyvern/Velox L sal	48-51	5500	3950	1650	900	2275	75
	Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82
	Cresta E	54-57	11,500	8000	3000	1500	2262	84
	Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94
	Victor F	57-61	6000	4500	2100	1000	1507	74
	Victor FB	61-64	3650	2650	1200	600	1594	77
	VX4/90 FB	61-64	5800	3500	1600	850	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	5500	3000	1500	800	1594	89
	Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99
	Victor FD 1.6/2.0	57-62	2750	1850	850	400	1975	95
	VX4/90 FD	69-72	5000	2850	1400	750	1975	98
	Ventora FD	68-72	4400	2600	1250	650	3294	105
	Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100
	VX4/90 FE	73-76	4000	2750	1250	700	2279	104
	Ventora FE	72-76	4000	2400	1100	650	3294	106
	Viva HA	63-66	4300	2850	1250	625	1057	76
	Viva HB	66-70	4200	2750	1200	550	1159	82
	Viva Brabham HB	67-68	5250	3750	1750	750	1159	90
	Viva HB GT	68-70	6750	5000	2250	1000	1975	101
	Viva HC	70-79	4000	2500	1100	500	1256	83
	Firenza/Magnum	72-78	4750	3250	1400	650	VAR	100
	Firenza Droopsnoot	74-75	17,500	12,500	6500	3750	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

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			Mint	Good	Rough			
	Astra GTE Mk1	83-84	7500	6000	3250	2000	1796	110
	Astra GTE Mk1i	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 WS7 85B								
	Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	

