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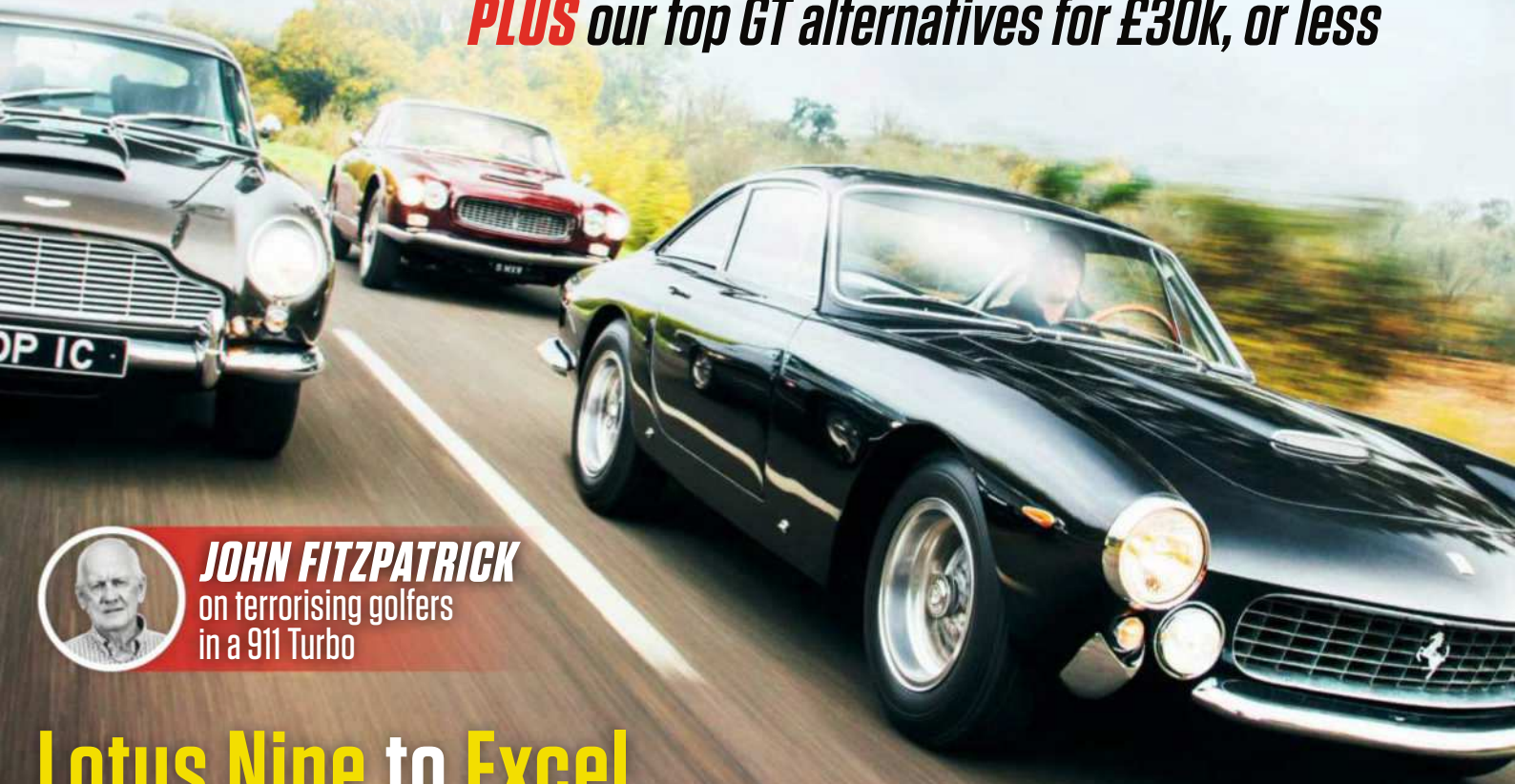


**Quattro** legend challenged

# CLASSIC **Cars**

## '60s **GT GREATS**

Do the **Aston**, **Ferrari** and **Maserati** live up to the hype?  
**PLUS** our top GT alternatives for £30k, or less



**JOHN FITZPATRICK**  
on terrorising golfers  
in a 911 Turbo

**Lotus Nine to Excel**  
Inside a 45-year collection

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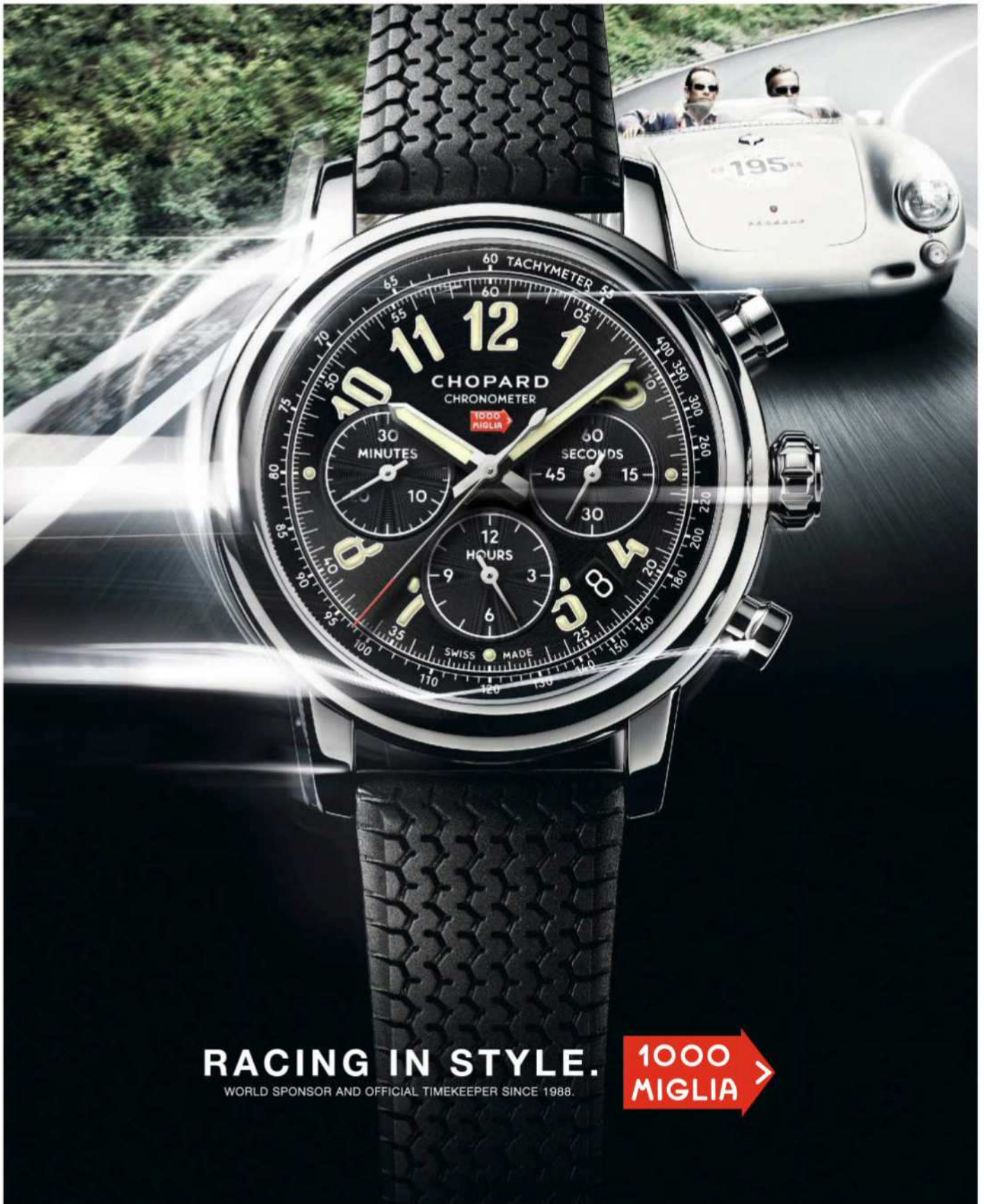
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# Welcome

June 2018 Issue 539

Preconceptions are there to be challenged, and sometimes commitment has to be tested



**A**ston DB5, Ferrari 250 GT Lusso, Maserati Sebring - words loaded with the promise of fast road adventures, destination somewhere special, journey even more so. Imagine swinging open a pair of garage doors, flicking on the light and seeing any one of these visions of luxury travel sketched out in steel, chrome and aluminium over glittering multi-cylinder engines, each topped with a brace of camshafts.

Heady stuff for the early Sixties; even more so today when aspiration for them has been burnished by decades of adulation. It made us wonder how deserved they are when tested to their limits, as their makers intended in that far-off world of the early Sixties.

It's fascinating to find out, but if our pick of the bunch leaves you a few hundred thousand short of making the dream come true you'll find our glamorous, alternative grand touring choices more accessible and no less life-enriching to own.

The rewards of classic car ownership manifest themselves in so many ways, but it might be hard to see the upside of receiving that dreaded phone call from your restorer. The one that starts, 'You'd better come and see this.' When Wayne Fitzgerald discovered that his Bentley 3½ Litre had a broken crankshaft and a horrifically-bent chassis hidden beneath convincingly lashed-together bodywork he could have given up. It would have been more cost effective to have sold up and moved on. Instead he sanctioned a detailed restoration to bring this elegant drop head

coupe up to the condition it deserved. And despite enlisting professionals, he couldn't resist getting stuck in personally. Now that's commitment.

The outcome is a stunning car and the satisfaction that such a mess has been rescued. And a story that Wayne can recount to anyone interested. We're particularly grateful for the last bit Wayne, and hope you're out there somewhere in Australia, touring grandly in Thirties style.

Enjoy the issue.

Phil Bell, editor



The Ferrari, Aston and Maserati promise the ultimate in Sixties grand touring capability. Do they really deliver?

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**P46** They all claim to be grand tourers, but which really does the business?



'Nobody can style automobiles quite like the Italians. These are the most elegant cars of the period'



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**P8** 'It looks like something Norman Foster would drive' – architect evaluates Quattro

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**P66** Australian Bentley's painstaking return to elegance after a scary discovery

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**[The List]**

*Your dream drive made real*

# 'I'd buy one before a Ferrari'

Piers Taylor has always admired the Audi Quattro from afar. Time to see how the reality stacks up, as he fires one up

Words: ROSS ALKUREISHI Photography: ALEX TAPLEY

**T**emperature in single figures, rain falling in a steady mist - *dreich*, as we Scots say - and the roads greasy, gritty and pot-holed almost beyond redemption after winter, it's not a day for driving a classic. Best keep the garage door locked and just daydream of being behind the wheel. Unless... maybe, just maybe.

Following a seemingly never-ending line of parked modern Volkswagen Group cars, I negotiate security and pull into its Milton Keynes headquarters. Amid a sea of modernity is today's car, all sharp-angles, purposeful, squat and with bodywork resplendent in *très* Eighties pearlescent white, it's the antithesis to its identikit neighbours.

*Classic Cars* reader Piers Taylor and Audi PR man Alex Fisk are already there. 'I was expecting it to be red,' states the former. Me too - blame *Life on Mars*' DCI Gene Hunt. 'I love the colour-matching alloys,' enthuses Piers. Only available on Pearl White cars - all the others had silver - they certainly add to the impact. 'You know, it has a Coupé badge on the rear, but I don't see the word Quattro anywhere,' observes architect Piers.

In last-of-the-line 20v form - complete with Torsen differential - we have perhaps the best of breed, trumped only by the limited-run short-wheelbase Sport. 'The Quattro changed everything - rallying, how we thought about cars and our perceptions of Audi. The DNA of all its modern vehicles is in this car. It was a complete game changer.'

Piers interrupts his eulogy by popping the driver's door and gives an ironic smile - the word Quattro is on every inch of seat fabric. 'I'd have thought it would be in reverse script on the front valance, *à la* BMW 2002 Turbo, not tucked away in here.'

He turns the key and fires up the Quattro. The engine settles down into an even offbeat thrum. 'It's an unusual noise,' remarks Piers. 'You can't quite tell what it is; it's not a four, it's not a six. I do like quirky engines.'

Released into Milton Keynes' playground of roundabouts, we negotiate the first and Piers nails the throttle midway through. The whistle of the turbocharger rises in tempo while our backsides attempt to exit left-right-left. No tail-happy antics here, just unbelievably purposeful progress as all four wheels grip the tarmac like a Bavarian grasping his *bier stein* during Oktoberfest.

'Now that's a bit special,' he says with a huge grin. 'The steering is so direct and the traction just fantastic. I had an E30 M3 and it would have been facing the other direction there; even the ASR on the modern M140i I travelled up in today would have lit up as its tyres scabbled. Straight off, the limits of this car feel very high.'

Heading south-west, the town's unique grid system provides Piers with the perfect opportunity to get to know our car; long



Ur-Quattro got a digital dash in 1983, though this one doesn't have Patrizia Lipp's synthesised voice



### PIERS TAYLOR'S DREAM DRIVE LIST

#### AC Cobra 427

'Is there a more muscular, excessive, brutal or beautiful car? Seven litres of madness.'

#### Lancia Stratos

'With *that* engine a few inches behind your head, it's the stuff of a middle-aged man's dreams.'

#### Saab 96 (rally prepared)

'Beautifully engineered - even the window winding mechanism is a thing of beauty.'

#### Lancia 037

'Most period performance machinery gets me salivating and this has the perfect rally pedigree.'

#### Shelby Mustang

'Perfect example of the American muscle car.'

#### Porsche 911 RS Carrera

'I'd have a white 1973 lightweight with blue decals. Want, want, want...'

#### Porsche 964 RS

'I love 964s, far more than the 993s that followed. Pure, small and elegant - and in RS form, hardcore.'

#### Iso Grifo

'I'd have one for moseying around in on a summer day, windows open, big American V8 rumbling away.'

#### McLaren F1

'Beautiful and clever, it made a mockery of other supercars.'





'It would have been so modern when it was new, just like the buildings being designed then. It's the kind of car Norman Foster would've driven'



If Piers looks familiar you've probably seen him present BBC's *The World's Most Extraordinary Homes*



Architect Piers approves of the cabin design and loves the 'functionality of the switchgear'

'You'd reach for the keys on a rainy, muddy day.  
It's a real high watermark in car design'



straights permit heavy throttle-down action, punctuated by obstacles that let him further gauge the handling.

'It feels very neutral and undemonstrative. Coming through these greasy, wet roundabouts I have total confidence. I was expecting significant turbo lag but that's not the case. Back when it was new I can imagine this leaving everything else for dead. It's not just about the power, it's the full package - four-wheel drive, looks, handling, engine. It's not as sonorous as a BMW straight-six but it's lovely and punchy.' With peak torque of 228lb ft available at just 1950rpm that's an understatement. 'I suspect that the more you live with it, the better you understand it. I like the fact that the engine isn't as dominant as I thought it would be - a bit like the car, it's not in your face.'

On the dual carriageway the Audi is an easy companion and potent overtaking weapon, but it's the composure of the whole package that fools you into thinking it's a much newer car. 'I can't believe it's almost 30 years old,' says Piers. 'It's so beautifully engineered. To think that the Quattro was initially on sale at the same time as a Montego - that's absurd.'

Do any traits betray the car's age? 'The gearbox. It's nicely spaced, if a little notchy and long of travel, but you have to work hard to find the ratios - though I don't mind that. The brakes too - they're pretty good but we're so used to over-servoed, over-grabby systems these days.'

From Towcester we head south-west towards Silverstone motor circuit and the country roads surrounding it. 'I live in a rural area and these are the kind of roads I drive on most - A-roads, B-roads and almost always in bad weather,' explains Piers. 'I've owned so many cars for ideal road conditions - smooth, dry German ones - but now I prioritise bad-weather handling. I like cars that can deal with the grit, the mud, the gravel and the crap. Cars you can use every day and are incredibly well built. I suspect you could get this, leave it as it is and it would sail through winter.'

We fall into a respectful silence as Piers continues to push harder, the chassis' fluidity allowing the Quattro to devour mile after mile of empty twisting road with contemptuous ease. 'It feels like we're on a rally stage,' he smiles.

Designed principally as a road car, Audi's technological marvel also re-wrote the rules in Group B rallying. While rivals such as Lancia's rear-engined, rear-wheel drive 037 were drifting wildly round corners, the Quattro's differential - that split drive 50:50 between front and rear - instantly consigned two-wheel drive to the dustbin of rally history. WRC titles in 1983 and '84 at the hands of Hannu Mikkola and then Stig Blomqvist, complemented by Walter Röhrl's Pikes Peak triumph in 1987, secured its legacy.

It's one that still resonates today. 'It's no wonder it was so successful, it's just so precise,' says Piers. 'Some might think that



The 20-valve, 2226cc five-pot sits almost entirely forward of the front axle

Piers is looking for a Quattro badge 'this big'

boring, but it's really engaging to drive. I like that it has such huge motor sport heritage woven seamlessly into it and the fact that it heralded the future. It was just a normal car in your garage, but at the same time a real link to that real Group B highpoint.'

He pulls into a lay-by to give us some time to ponder and pontificate. 'There are so many stories around the Quattro. Earlier cars had talking dashboards and I think there's a button here for dimming the illumination so you didn't frighten your wife.'

Piers likens the interior to a 'Bang & Olufsen stereo circa 1980s' and 'very Germanic - purist'. I can sense the underlying principles of this architect's profession coming to the fore as he casts a critical eye over every aspect of the Quattro's design. 'I love the functionality of the switchgear,' he says. 'It would have been so modern at the time, just like the buildings being designed then. It's the kind of car Norman Foster would have driven.'

What, not a Saab 900?

'Everyone thinks we should drive one of those, but they're not really driver's cars. Yes, like this, it didn't conform to what people thought a car should look like, but the Quattro was an

uncompromising vision of the future - it looked forwards rather than backwards and for an architect, that catches the eye.'

Exiting the cabin and taking in the rear three-quarter view, we agree that for almost 20 years neither of us really noticed the Quattro. We discuss what changed are our perceptions of it. 'It's got better looking with age,' says Piers. 'I never looked at one twice until recently. At launch I thought the proportions were slightly awkward but it's really come into its own now. You know, I've never looked back at my M140i; cars have changed, they're so much more generic. But this is a thing of beauty - you'd walk away just to get the best angle to look back.'

A white van brakes hard and crawls past with the driver sticking an upturned thumb from his window. 'I've never owned a classic that someone's given the thumbs up to,' says Piers. 'For a 40-something-year-old man it's probably his dream car.'

We finally find a Quattro badge on the exterior, in the heating element inside the rear screen. How cool on a frosty morning to clear all the windows except the back, engage the heater, and see the word slowly writ large behind you.

### 1989 Audi Quattro 20v

**Engine** 2226cc, in-line five-cylinder, dohc, KKK turbocharger with intercooler, Bosch Motronic engine management system **Power and torque** 220bhp @ 5900rpm; 228lb ft @ 1950rpm

**Transmission** Five-speed manual, four-wheel drive **Brakes** Discs all-round, vented at front, ABS **Suspension** Front and rear: independent, MacPherson struts, lower wishbones, telescopic dampers, anti-roll bars **Steering** Rack and pinion, power-assisted **Weight** 1380kg (3036lb)

**Performance** 0-60mph: 5.9sec; top speed: 144mph **Fuel consumption** 19.5mpg **Cost new** £32,995 **Classic Cars Price Guide** £15k-£55k



Piers liked how the Quattro backed up its macho looks with rally wins

Popping the bonnet reveals an engine located almost entirely forward of the front axle, and one that's surprisingly modern in appearance. 'This stuff could be off a new car. It all looks familiar, the language of this is the language of cars now.'

Something about Piers seems familiar and I ask if we've met before. He shakes his head, explaining he presents a series on BBC2, *The World's Most Extraordinary Homes*. 'Of course, with Caroline Quentin from *Men Behaving Badly*,' I say, explaining that it's only two days since I watched the episode in which a Porsche-mad chap designed a house around his car collection.

'She appreciates design but hates cars and is really funny about them,' says Piers. I remember - unable to identify a repurposed Porsche kitchen utensil she made a quip about 'single men in flats writing in to tell me what it is'. Sorry Caroline, here are two married men with houses who both know it was a centre-locking wheel nut that doubled as a bottle opener.

Time to bomb back to HQ so Piers can catch his 4pm flight to Paris and join a panel evaluating a new Porsche Design phone. Our journey back is a high-speed, precision experience punctuated by sound bites as he voices his thoughts. 'Everything about the whole set-up inspires confidence... 220bhp, four-wheel drive on British roads is a sweet spot... You just trust it implicitly.'

Back in the car park, Piers' enthusiasm is undiminished. 'I like design that is simple, not about flamboyant gestures, and works beautifully. There's intelligence to this car, it's not showy, flashy or ostentatious, yet it has that visceral directness. You'd reach for the keys on a rainy, muddy day. It's a real high watermark in car design - I'd buy it before a Ferrari.'

Shaking hands, I ask Piers if he can do me a favour. 'Any chance you can get me Caroline Quentin's autograph?' His smile suggests he'll let me get away with that one because we've bonded, although perhaps not quite to the extent he has with the car.

'I expected to respect and admire the Quattro,' he says. 'But I've fallen in love with it. I'd get rid of my modern and have this instead in a heartbeat. The best way of having a classic is to weave it into your life. Bye-bye BMW, hello classic Audi.'

With that he's gone, leaving me thinking that the old adage, 'You should never meet your heroes', is particularly apt in this case - because if you do, you might just want one.

Thanks to Audi UK ([audi.co.uk](http://audi.co.uk)) and the Quattro Owners Club ([quattroownersclub.com](http://quattroownersclub.com))

### PIERS TAYLOR'S CAR CV

Most of the 90 or so cars Piers has owned have been Brit or German, plus a few Scandis.

#### LAND ROVER SERIES IIA

'I've had loads and every time I sell one I regret it. Bought sight-unseen online, it's only had two owners and covered 35,000 miles. I'll hang on to this one, but my boys aren't as impressed as I am by it; they're a little embarrassed when I drop them off at school in it.'



#### BMW E30 M3

'Bought when I graduated in 1999 - they were cheap then. I had another couple of E30s - 325is- and the M3 always felt leagues ahead in terms of performance. Crazy, I sold it to buy a Caterham because I wanted something even rarer. If there's one car I regret selling, it's that.'



#### CATERHAM 7

'After the M3 it felt a bit of a come down - so badly made by comparison and just not well engineered in the way the BMW was. Everything broke regularly. But everyone has to have one at some point and now it's gone I find myself missing it very much - currently I'm scouring the classifieds for an R300.'



#### BMW Z4M ROADSTER

'I've always liked BMWs, particularly M versions, and have had this low-mileage example for a few years now. Far rarer than a Porsche Boxster, its S54 M3 engine is a masterpiece and the induction sound is like nothing else. I only did a couple of thousand miles in it last year, but when the weather is good it's brilliant.'



#### [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](mailto: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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# Jaguar XK8 is gaining a following

For around £10k Ian Callum's capable and elegant coupé is looking a great buy

see opportunities in the 1998 to 2005 X100 XKRs. The trade has been squeezing prices up over the last couple of years and there are lots of low-milers up at £25k-plus, but last month H&H hammed down two of the supercharged Jags at very reasonable money. A blue '99 convertible with 46,000 miles and three owners made £12,365 and a black 2003 coupé with 76k made just £8437. For a get-in-and-go neo classic that you could use every day this is no money at all. And we've forgotten just how good the old-shape XKR is. Top end is a limited 155mph, 60mph comes up in less than six seconds and the burble from the V8 is narcotic. I remember driving across Italy in a 4.2 R convertible and slip-streaming a Ferrari 456GT for miles on the *autostrada* at 140mph without any fuss at all.

Convertibles are the most desirable with the 2003-on 406bhp 4.2 V8 the best engine. Early launch-year 1998 4.0 cars are worth watching along with special editions including the Silverstone, XKR 100, 400 and the final edition XKR-S.

There were issues with the Nikasil bore liners on the pre-2000 4.0-litre engines but most will have been changed by Jaguar under warranty. Upper timing chain tensioners and water pump impellers were revised after 2001, so make sure these have been done too. The six-speed ZF autos are better on the 4.2s than the earlier Mercedes 'box but always chose an XKR that has a long history and try for a sub-50,000 miler. Prices are wobbling quite seriously and a

private seller in Ashington is advertising a '99 blue convertible with 75k, history and all old MoTs for only £6400. Dip into those online ads and you'll see cheap XKRs popping up regularly now.

Think of the XKR as a much faster Merc SL and you'll understand the appeal. They may feel nose heavy on B-roads but their straight-line heave is remarkable. As long as they've been serviced properly they're also refreshingly reliable and rust-resistant. The XKR may not be investment quality quite yet but their performance-for-value index is compelling and those curvy lines are maturing nicely. For less than ten grand this is a rapid classic Jag worth taking seriously.



'We've forgotten how good old-shape XKRs are – their straight-line heave is quite remarkable'







## Front and centre for the Land Rover 109 Stage 1 V8

**R**are Land Rovers are attracting strong interest and few are as rare as the 1979 to '85 Stage 1 V8. It was the first of Solihull's new wave of products in the late Seventies to counter the threat of Japanese 4x4s, and development of the Stage 1 was bankrolled by a £200m government subsidy.

With a 109in wheelbase, detuned 3.5 V8 and four-speed 'box from the Range Rover, Stage 1s came with permanent four-wheel drive, groovy Eighties BL colours such as Inca Yellow and Masai Red and bold V8 decals. Around 40,000 were built, most for export, but 12mpg and chassis rust meant that most of those that did find UK buyers have been scrapped or cannibalised.

The V8's twin SUs had speed limiters in the inlets to reduce performance to just 91bhp. Take them

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out, fit electronic ignition and the power goes up to 150bhp. In the Nineties I owned an original Java Green pick-up with 35,000 miles which would touch 110mph. I remember its massive torque and BMW-baiting acceleration with huge affection.

The Land Rover Centre in Huddersfield recently sold a restored '83 V8 Station Wagon for £22,500 and in March H&H knocked down an average 1980 pick-up for £10,406.

Only around 100 Stage 1s are known to be still on the road but cheap ones do occasionally pop up, such as a shabby '83 Hi-Cap on an online site a few months ago for £3k. Look for a V in the chassis number to check it's not a converted diesel 109. Land Rover is taking orders for rebuilt V8s for its 70th anniversary at £150k and bagging a genuine Eighties Stage 1 now seems a shrewd move.

## CLASSIC ON THE CUSP



## BMW 135i Coupé (E82)

**Y**es I know the 135i isn't a proper M Beemer and is too numerous ever to be considered an investment. But hear me out. This dementedly fast and deft 306bhp twin-turbo six runs just tenths of a second slower than the hallowed 1M Coupé and has almost the same power to weight ratio. I bet you didn't know that. Or that you can buy a 2011 example for £12k making it one of the best-value used super-quick coupés around. Think of it as a 21st Century 2002 Turbo and you'll understand the appeal. Beneath the sober exterior is a blown 3.0-litre that can hurl the 135i to 60mph in 4.8sec and punch on to a limited 155mph. The incremental acceleration is hardcore, the steering sharp and quick, and since it doesn't ride on run-flats but sticky Michelin Pilot Super Sports, it feels grippy and reasonably smooth riding. There are even six-pot Brembo brakes up front. Throw in split-fold rear seats and a decent boot and it's a projectile that can be practical.

Find a rare six-speed manual in Le Mans Blue or black and you have the favourite spec that marks you out as one who knows all about this hidden gem's charm. And there's a lot to be said for its hushed surface demeanour. Bellow round in a fat-arched 1M, M2 or M4 and you'll attract all sorts of unwanted attention but a 135i slips under everybody's radar. In standard form it can sit neck to neck with an E46 M3 and when you wind it up there's the same hard-edged BMW snarl and neck-snapping heave but delivered in a much more cultured, less lairy way. Better still it doesn't have the stiff ride of the M cars. There's no limited-slip differential, no launch control and adaptive dampers are optional, but it steers, slides and sets its rubber alight with almost the same aplomb. The 135i is a serious little sleeper.

The heavier convertible doesn't feel as pointy and the hatchback is too visually similar to a workaday 118i. My money would always be on the coupé with its squat chunkiness and stiffer body control. Evans Halshaw in Leeds has a 2011 Coupé in graphite with 48k and history for £12,821 while the Car Shop in Northampton has a black with black leather 2011 44,000-miler for £15,150.

For the long-term I'd find a modest miler with full BMW dealer history at £15k-£18k and relax in the knowledge that it will always be desirable. One day it will become a classic but in meantime see it as a stonking bargain – a pint-sized M3 for half the price.

COST NEW  
**£30k**  
VALUE NOW  
**£12k**

MORE  
QUENTIN  
WILLSON  
p 41



## Ford frenzy dragging up humblest Escort Mk1s

**E**scort Mk1s are climbing – not just Mexicos, RS1600s and Twin Cams but bone-stock 1100s and 1300s. Find one of the first UK-built '68s and, depending on condition, it can make anything from £10k to £30k. A friend has an average but very original January '68 two-door and he's been offered £50k. Ford fanciers have decided that launch year Halewood-built Escorts are now hot property and there's a big demand chasing a minuscule supply. Ironically a simple unadorned 1100 Deluxe can now make more than a 1300 GT and there's a tatty, stripped '69 1100 Super bodysell on eBay for £11k. Even '69 to '70 Escort vans can make up to £15k.

Replacing the Anglia 105E and designed to take on the BMC 1100/1300 and Vauxhall Viva, the Coke-bottle Escort was the first offering from

VALUE 2012  
**£6000**  
VALUE NOW  
**£11k**

the new Ford of Europe organisation.

Sweet steering, a slick gearchange and absorbent MacPherson strut front suspension made it an instant hit and Britain's second best seller after the Mini. But the important part of the early Escort story is that between the start of production in November 1967 and the public launch in January 1968, 11,300 two-doors were built and they're the ones everybody wants.

We remember the Escort MK1 as one of the most successful rally cars ever but the market has decided that chaste '67 to '68 Deluxe and Super models with their 12in wheels, 53bhp Kent engines and £630-£666 list prices are the next important collectable Ford. So if you see one at sensible money, don't hesitate for a second, because there are literally only a handful left in the world.

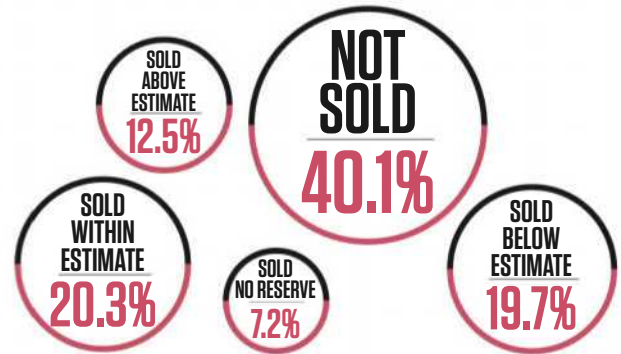


# Market enters calmer waters

Prices returning to sensible levels but buyers can't be in two places at once

**T**he much-predicted crazy bidding at Brightwells' Jaguar Land Rover Collection 'clearance' turned out to be reserved for the hundred-odd pedal cars, the top being a Blower Bentley at £9184. The 100 real cars, all sold at no reserve, largely went for realistic market prices. Things are generally a lot more sensible this year, but it had also dawned on the large crowd the sale attracted that all these cars had sat around for a while and would at least need thorough recommissioning.

Perhaps the most enticing was a Peugeot 402 project car, even if it had no paperwork. Tempting to do the mechanics and interior then use as-is. Unfortunately a date clash with H&H's Duxford sale, not too far away from Bicester, seems to have affected the result there. It kicked off earlier and did well in the first half but sales tailed off sharply to reach just under 60% overall. A shame as they had a good catalogue.



A clash of dates with Brightwells' nearby Jaguar Land Rover collection auction saw sales rate for the latter half of H&H's Duxford sale fall to 46%.



Complete but paperless Peugeot 402 project enticed at Brightwell's Bicester JLR sale

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



▲ **1984 Lancia Beta VX Coupé £9200**  
**Bonhams, Goodwood, March 18**  
Long-prized in Lancia circles, these supercharged (that's what the VX stands for) 2.0-litre coupés are starting to attract mainstream attention. Only around 150 came to the UK and that rarity is starting to stoke values. This one, from the estate of a Lancia collector, boasted a mere 37,000 miles. But that was balanced by non-use since 2005 and the need for some cosmetics. The price paid confirms their growing appeal.



▲ **1975 Jensen Interceptor SIII £56,100**  
**Classic Car Auctions, Resto Show, March 24**  
While other prices ease, the Interceptor goes on playing catch-up with the likes of Aston V8s and E-type V12s. This lovely example from long-term ownership had been little used since restoration and qualified as a top example. Our price guide largely agreed with CCA's £45k-£50k estimate but, as the above result shows, wise buyers were willing to go further – you could pay twice as much to restore one to this standard.



▲ **1952 Austin A40 Sports £15,680**  
**Brightwells, Bicester, March 21**  
It's been quite a month for rarities, and this – one of two in the JLR sale – at last gave us an accurate read on A40 Sports values. Bodied by Jensen, just over 4000 were built and, though their 1200cc B-series engine doesn't do much for the 'Sports' name, they are fun cars – a shrunken version of the Fifties Interceptor. An older resto, this isn't even the top of the market for them. The scruffy one in the sale made £6384.

## Peak value passed for Jaguar E-types

Eight months ago we scotched rumours of a drop in the E-type market. Cars were still making big prices and the evidence just wasn't there. So far this year, however, we are seeing a downward reset in values, which is no surprise because they have risen more than most in the past decade.

There's no panic, just some reality setting in. Really top examples still make good money, but expectations have been reined back for the

rest. Sellers are being realistic and not holding out for big numbers.

In the past month 11 E-types graced UK auctions, just three of them failing to sell. Of the rest, 75% were let go for at or below their low estimate. The only one to beat its estimate was a lovely S1.5 roadster that had been little used since restoration and made £95k.

If you are looking for an E-type, there are deals to be had out there.



## MG Metro Turbo – now a rare gem

Any Metro might still seem a little odd as a collectable, but that's what has happened to the turbocharged MG version. They rarely come to market, but that's because of the almost 20,000 built there are currently just 32 left on UK roads.

The temptation for Mini owners to plunder their engines was just too great when they were merely cheap and rusty old cars.

I believe the best examples will soon be worth into five figures. Already we've seen examples in need of work change hands for £5000. A white one at Brightwells' JLR sale was pretty straight but had

been unused for five years and needed brakes and thorough recommissioning. None of that put off the keen bidders and it sold for a strong £6720. There will soon be 33 on the road.



1986 Ford RS200 £132,000

H&H, Duxford, March 21

The market for roadgoing versions of Group B rally cars has slipped significantly recently and this is just the latest of a run of RS200s to fall short of expectations. It was a top example too – never rallied but used as a static display car by Ford before a succession of private owners. It's unmarked and has only covered 4122 miles. Well below its £140-£160k estimate, this must represent the new top value.



1978 Reliant Scimitar SE6A £9240

Classic Car Auctions, Resto Show, March 25

The Scimitar has long looked a car that ought to cost more, especially as the rest of the classic market rose and made it one of the few sporty bargains left. Even this one, which sailed way above its £5k-£7k estimate, remains a steal. Freshly restored, it looked as nice as they get and has to be worth more than the Capri it got V6 running gear from. The price paid barely covers the new paint and leather.

## PRICE GUIDE MOVERS

### On the up

MG Montego and Maestro Turbos are among this month's pack leaders – who would have predicted that? Jaguar's XJ-S is another strong performer.

Make and Model	Year	Concours	Mint	Good	Rough	% up
AC Ace (AC engine)	54-63	235,000	175,000	130,000	87,000	+18%
Austin A40 Sports	50-53	16,000	12,000	6500	4000	+6.6%
Austin Mini MkIII-V	70-90	4850	3200	1400	800	+7.7%
Austin-Healey 3000 Mkl	59-61	54,000	38,500	25,000	13,000	+8.0%
BMW 2002/Touring	68-75	12,000	8000	3900	1900	+4.3%
BMW 3 Series (E30) convertible	86-93	8250	5750	2500	1000	+10%
Citroën CX	74-89	5250	3500	1500	750	+5.0%
Ferrari 275 GTB (steel)	64-66	1.6m	1.3m	1.1m	925,000	+6.6%
Ford Mustang coupé	64-66	25,000	16,500	9000	5000	+11%
Ford Escort MkII Sport	75-80	12,000	8500	4000	2000	+20%
Ford Fiesta XR2 Mkl	81-83	12,000	8500	4250	2200	+9.0%
Jaguar MKX/420G	61-70	21,000	14,000	7000	3500	+5.0%
Jaguar S-type saloon	63-68	24,000	16,000	7500	3250	+9.0%
Jaguar 240 saloon	67-68	19,000	12,000	6400	3000	+15%
Jaguar 420 saloon	66-68	16,500	12,000	5500	2400	+18%
Jaguar XJ-S manual	75-80	13,000	9000	4500	2500	+8.3%
Jaguar XJ-SC 3.6 cabrio	83-87	10,000	6500	3200	1400	+18%
Jaguar XJ-SC V12 cabrio	85-88	9500	6000	3000	1250	+19%
Jaguar XJ220	89-92	340,000	265,000	210,000	160,000	+13%
Jensen Interceptor	67-75	42,000	28,500	14,000	7500	+5.0%
Lancia Beta Coupé Volumex	83-84	6750	4500	2200	1100	+13%
Lancia Integrale Evo 1	91-93	35,000	26,000	15,000	8750	+6.0%
Lotus Esprit S3	82-87	21,000	15,500	9250	5500	+5.0%
Maserati Biturbo 220-425	81-88	7500	4750	2250	1000	+7.1%
Mercedes-Benz 220S/SE cabrio	56-60	150,000	100,000	56,000	35,000	+25%
Mercedes-Benz 250/280SE cabrio	65-69	95,000	75,000	37,500	20,000	+5.5%
Mercedes-Benz 250SE 3.5 coupé	69-71	110,000	80,000	47,500	26,500	+10%
MG Montego Turbo	85-91	5000	3500	1750	850	+4.3%
MG Maestro Turbo	89-91	6000	4000	2000	1000	+5.6%
Morris Minor MM lowlamp saloon	48-51	8000	5850	3500	2000	+6.6%
Porsche 356 pre-A	51-55	265,000	200,000	150,000	100,000	+6.0%
Porsche 356 Speedster	54-58	350,000	275,000	200,000	160,000	+9.3%
Porsche 944 S2	88-92	11,500	7500	3750	1750	+15%
Porsche 911 GT2 (993)	95-98	900,000	800,000	675,000	525,000	+5.8%
Rochdale GT	57-61	8750	6000	3000	1250	+3.4%
Rochdale Olympic	60-73	11,000	7500	4250	2750	+3.8%
Saab 96/95 V4	67-79	6500	4500	2000	1000	+1.8%
Sunbeam Rapier/Alpine	67-76	5750	4000	1850	900	+1.1%
Sunbeam Rapier H120	68-76	7500	5250	2500	1250	+1.4%
Vauxhall VX4/90 FB	61-64	5000	3500	1600	850	+1.6%
Vauxhall VX4/90 FC	64-67	5500	3000	1500	800	+3.8%
Vauxhall VX4/90 FD	69-72	5000	2850	1400	750	+3.3%
Vauxhall Viva HA	63-66	4300	2850	1250	625	+3.4%
Vauxhall Viva HB	66-70	4200	2750	1200	550	+4.0%
Vauxhall Viva Brabham HB	67-68	5250	3750	1750	750	+5.0%
Vauxhall Viva HC	70-79	4000	2500	1100	500	+5.4%
Vauxhall Firenza Droopsnoot	74-75	17,500	12,500	6500	3750	+4.0%
VW Karmann-Ghia convertible	58-74	22,000	14,000	8000	4500	+1.0%
Volvo 123GT sal	67-68	20,000	13,500	6500	3000	+6.0%

### On the slide

Has the bubble burst for the diminutive BMW Isetta 250/300 and Heinkel/Trojan Cabin Cruiser/200?

Both are among recent significant price fallers.

Make and Model	Year	Concours	Mint	Good	Rough	%dwn
Alfa Romeo Montreal	70-77	62,500	47,500	28,500	18,500	-7.4%
Aston Martin DB6 Vantage	66-69	400,000	290,000	205,000	160,000	-3.3%
Aston Martin Vanquish	01-04	90,000	80,000	70,000	60,000	-9.0%
Bentley Continental MPW conv	84-94	65,000	50,000	37,500	22,500	-7.1%
BMW Isetta 250/300	55-65	18,000	13,000	9000	6000	-1.0%
BMW M3 (E46)	01-06	24,000	18,000	11,000	6000	-4.0%
BMW M3 CSL (E46)	03-05	50,000	45,000	41,000	37,000	-1.7%
Dodge Viper RT 10/GTS	92-02	37,500	28,500	21,000	16,000	-6.2%
Ferrari 250 GT PF coupé	58-62	520,000	425,000	325,000	225,000	-5.4%
Ferrari 365 GTC/4 2+2	70-72	230,000	175,000	140,000	115,000	-4.1%
Ford RS200	85-86	130,000	110,000	85,000	65,000	-3.7%
Heinkel/Trojan Cabin Cruiser/200	56-65	20,000	14,000	9750	6250	-9.0%
Honda S2000 (API)	99-03	7750	6000	4000	2500	-3.1%
Jaguar 2.5-litre	46-51	35,000	25,000	14,000	7500	-1.0%
Jaguar 3.5-litre	46-52	47,500	32,000	18,500	10,000	-1.5%
Jaguar 340 sal	67-68	23,000	16,000	8000	3750	-4.1%
Lea Francis 14hp/2.5-litre Sports	50-53	52,500	37,500	25,000	16,000	-4.5%
Maserati 3200GT	98-01	13,000	10,250	7750	5500	-6.4%
Mercedes-Benz CLK-GTR	98-99	1.8m	1.45m	n/a	n/a	-5.2%
Porsche 911 2.0	64-65	150,000	120,000	82,500	62,000	-6.2%
Porsche Carrera 3.0	76-77	72,500	50,000	36,000	24,000	-3.3%
Porsche 911 Turbo (993)	95-98	125,000	105,000	75,000	50,000	-3.8%
Porsche 911 Turbo S (993)	97-98	285,000	230,000	195,000	150,000	-5.0%
Porsche 911 Carrera (996)	97-05	33,000	25,000	12,500	8500	-1.5%



Oversubscription has meant MM organisers can be choosier with entrants

# Mille Miglia tightens entries

Certification system launched to clarify event qualification

Success brings its problems, and for the organisers of the annual Mille Miglia re-enactment it has become a case of numbers. For this reason they are creating an official register of eligible cars.

For the 2018 event alone, 725 entry applications were received from across the globe, and anyone who has picked up one of the glossier auction catalogues in the past few years will be all-too-familiar with the phrase 'Mille Miglia eligible'.

To cope with all this, and make matters clearer and fairer for everyone, the 1000 Miglia Register has been established. Paolo Mazzetti, chairman of the Register's

management committee says, 'Once the procedures detailed on the website [registro1000miglia.it](http://registro1000miglia.it) have started, in order to guarantee historical authenticity only the cars certified by the Register will be allowed to participate in the re-enactment of the Mille Miglia.'

The Register will operate on two levels of approval – cars that actually took part in one of the original races, held from 1927-57, can register as Competitor Cars; at a lower level will be Eligible Cars – examples of models that took part in one of the original races.

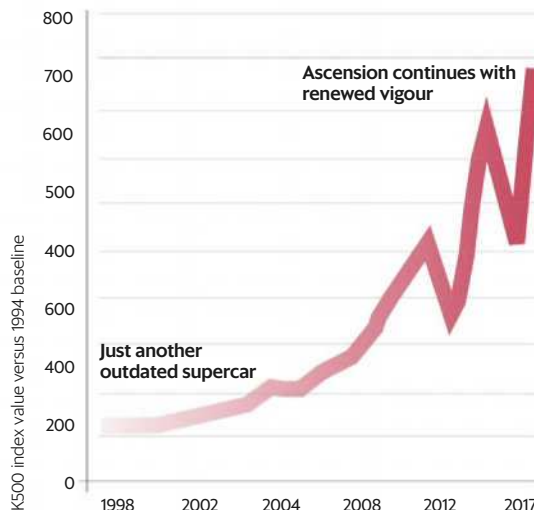
All this takes effect from May when entry applications open for the 2019 event.

## WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

### Bugatti EB110 GT



K500's Simon Kidston says, 'Two big auction results so far this year for Romano Artioli's unfulfilled dream have put the EB110 in the spotlight again. One was a regular GT but ticked all the boxes – black, one owner, just 4540km. The other was a Super Sport prototype, one of only 38 SSs. Developed at the same time as the McLaren F1, produced in similar numbers and also – though maxing out 30mph short – offering starship performance, the EB110 GT's trajectory could be set on a parallel course to Gordon Murray's finest. And for a supercar, 'Campogalliano' will always sound better than 'Woking'...



## IN THE TRADE



### TR5 AUCTION TRIUMPH

At its April Bicester Heritage sale, Brightwells attracted plenty of attention by offering the prototype TR5, chassis number CP1. This was the car that appeared in *The Motor's* TR5 road test back in 1968. Once believed lost, it has been in the same hands for 25 years and has only clocked up 200 miles since a body-off restoration – using many new-old-stock parts – by the seller, who used to run British Motor Heritage's production facility. Top TR5s are around £40k so the £56,000 result seemed fair.



### CROWDS FLOCK TO BMC 1100

The online ADO16 owners' club has devised a modern way of organising repair panels for the BMC 1100/1300 range of cars. It used crowd-funding to raise money to buy targeted panels, along with a whole two-door bodyshell. In conjunction with Birmingham-based Classic Sheetmetal Ltd, it's using these patterns to create high-quality repair sections to aid the restoration of these cars. Paid-up club members can get a 10% discount on the panels. More info at [ado16.info](http://ado16.info) or via [chris.classicmetal@gmail.com](mailto:chris.classicmetal@gmail.com)



### NEW FORENSIC SERVICE

Mark Waring of Rennsport Classics has set up a forensic identity scanning service that can see whether chassis stampings have been tampered with and determine whether the metal composition is original. Says Waring, 'The huge increase in classic car values has led to determined attempts to fake them. Our equipment can "see" up to 0.6mm below the surface of metal, which can be compared to an international database of comparative metals.' See [vin-print.com](http://vin-print.com)

# MONACO

12 MAY 2018, THE GRIMALDI FORUM, MONTE CARLO



1955 Aston Martin DB2/4 Mk II Drophead Coupé  
Chassis no. AM300/1101



1954 Austin-Healey 100 'Special Test' Recreation  
Chassis no. BN1/222062



1960 Jaguar XK 150 3.8 Roadster  
Chassis no. S 832171 DN



1959 MG MGA Twin-Cam  
Chassis no. YD1/1626

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# Sprint Speciale that really is

Rare Alfa Romeo set to star at the RM Sotheby's Monaco sale on May 12

**T**here's something special about any of Alfa's Bertone-styled Giulietta and Giulia Sprint Speciales (SS for short). After all, they've even been used to promote the innate Italian-ness of Dolmio sauces. With lines based on Bertone's series of BAT (Berlina Aerodinamica Tecnica) concept cars of the early Fifties, the SS was launched in 1959 on a shortened Giulietta Sprint chassis, with that car's 1290cc alloy twin-cam and a five-speed gearbox. It was aimed at gentleman racers - a rival to the Porsche 356.

Less well known is that the styling was revised to meet US regulations after the first 100 cars were built, leaving those

originals - with their incredible-for-the-era 0.28 drag coefficient - to be dubbed *Muso Basso* cars. Don't worry - it just means 'low nose'. They also have a smaller bootlid. These early examples have become something of a Holy Grail to Alfa collectors and command at least double the price of the far more numerous and less delicately detailed later cars. This example is one of those first 100 Muso Bassos, and may well fetch even more.

It was bought new by a Sicilian baron, Nicola Musumeci, a privateer racer who kept it for 55 years, though its 74,000km were all recorded before the car was laid up in his garage in 1972. After buying it in 2014, the second owner treated it to a



Connoisseurs will pay a premium for design purity, but can a fancy Italian nickname and a pure, early nose really justify a 100% premium?

no-expense-spared restoration by specialists in Italy, since when it hasn't been used. All the running gear is original and the body is said never to have been damaged. It is in the original colour of *Bianco Gardenia* with a two-tone brown leather interior.

Hagerty Insurance's John Mayhead says, 'Time has been kind to the SS, especially the 'low-nose' versions. They were seen as outlandish when new, but the flowing lines now look graceful rather than pretentious and turns heads. This is a rare auction appearance for one, and with that superb history the top Hagerty Price Guide value of £182,400 could be met, or even surpassed. Even £200k wouldn't seem too much for this Italian beauty.'

'These early examples have become something of a Holy Grail to Alfa collectors'



# Thrust Inter the spotlight

▼ **1950 Ferrari 195 Inter**

For sale at The RM Sotheby's Monaco sale, 12 May, [rmsothebys.com](http://rmsothebys.com)

**Why buy it?** Only 11 examples of the 195 Inter were bodied by Ghia, including this even-rarer right-hand-drive example. After being painstakingly restored over a 35-year ownership by a US collector, it has spent the last seven years in Hong Kong. Superbly detailed and with all-important matching numbers, this looks like a real prize for serious collectors. **Estimate** No reserve



◀ **1974 Sunbeam Rapier**

For sale at Morris Leslie,

Perth, 28 April, [morrisleslie.com](http://morrisleslie.com) **Why buy it?** Once a common sight, there are now only around 20 of these pretty coupés left on UK roads. This one shows 44,000 miles and has been upgraded with Weber instead of Stromberg carburettors, and Minilite alloys. It was recently tested by our sister title *Classic Car Weekly*. **Estimate** £5000-£6000



▲ **1954 Lancia Aurelia B20 GT**

For sale at Silverstone Auctions, Northants, 19 May, [silverstoneauctions.com](http://silverstoneauctions.com) **Why buy it?** In that baby blue (Azzuro Agnano-Celeste Aurelia, if you must) there are few more head-turning classics. And it comes with the promise of Lancia's delightful V6 too. Restored in the late Nineties, there's also a recent £7000 bill from marque specialist Omicron. **Estimate** £100,000-£120,000



▲ **1953 Bristol 403**

For sale at South West Vehicle Auctions, Poole, 27 April, [swva.co.uk](http://swva.co.uk) **Why buy it?** Imported from Australia eight years ago, this 403 was first owned by Australian industrialist Sir John Stanley Storey – former director of Holden and MD of parts giant Repco. It has benefitted from life in a dry climate and has also enjoyed a recent bare-metal respray. One to cherish. **Estimate** £46,000-£48,000

**UPCOMING SALES**

**APRIL**

**Wed 25**, Derbyshire. H&H Classics, The Pavilion Gardens, Buxton. [handh.co.uk](http://handh.co.uk)

**Fri 27**, Dorset. South West Vehicle Auctions' classic sale, Parkstone, Poole. [swva.co.uk](http://swva.co.uk)

**Sat 28**, Perth. Morris Leslie Classic Auctions, Errol Airfield. [morrisleslie.com](http://morrisleslie.com)

**MAY**

**Fri 11**, Monaco. Bonhams' Les Grandes Marques à Monaco, Monte Carlo. [bonhams.com/cars](http://bonhams.com/cars)

**Sat 12**, Monaco. RM Sotheby's, The Grimaldi Forum, Monte Carlo. [rmsothebys.com](http://rmsothebys.com)

**Wed 16**, Herefordshire. Brightwells Modern Classics, Easters Court, Leominster. [brightwells.com](http://brightwells.com)

**Fri 18**, Northants. Silverstone Auctions' Ferrari Sale, The Wing, Silverstone Circuit. [silverstoneauctions.com](http://silverstoneauctions.com)

**Sat 19**, Northants. Silverstone Auctions' May sale, The Wing, Silverstone Circuit. [silverstoneauctions.com](http://silverstoneauctions.com)

**Sat 19**, Berkshire. Historics at Brooklands, Ascot Racecourse. [historics.co.uk](http://historics.co.uk)

**Sun 20**, Belgium. Bonhams' Spa Classic sale, Brussels. [bonhams.com/cars](http://bonhams.com/cars)

**JUNE**

**Sat 2**, Berkshire. Bonhams' Aston Martin sale, Englefield House, Pangbourne, nr. Reading. [bonhams.com/cars](http://bonhams.com/cars)

**Sat 2**, Warks. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. [classiccarauctions.co.uk](http://classiccarauctions.co.uk)

**Sun 3**, Connecticut, USA. Bonhams' Greenwich Concours d'Elegance sale. [bonhams.com/cars](http://bonhams.com/cars)



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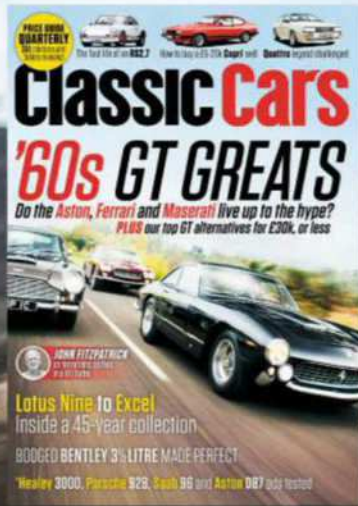
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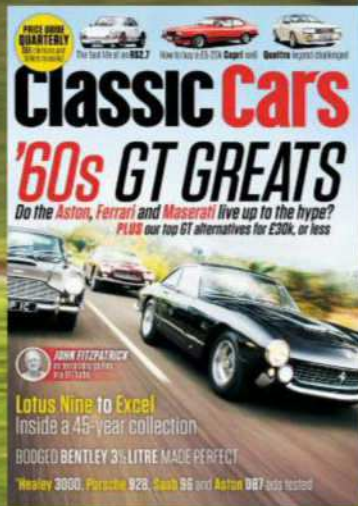
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## Retro rockets fire at Essen

Prototypes come out to play at Europe's biggest classic fest, the **Techno-Classica**

**A** host of anniversaries for cars launched in years ending in '8' characterised much of Techno Classica Essen. The traditional German manufacturer stands weren't quite so glitzy as usual – in the wake of the emissions scandal the Volkswagen Group's Autohaus concentrated on alternative-fuel vehicle prototypes while Opel was all but absent following acquisition by the French PSA Group. But happily rivals from elsewhere in Europe stepped into the breach with classic concept cars.

### Volvo 'Rocket' & 1800ES

'This is the first time Sergio Coggiola's Volvo "Rocket" prototype had been outside the Volvo museum since the Seventies,' said Volvo Heritage technician Stefan Hagberg. 'This could have been the 1800ES. It was a production-ready prototype and everything about it works – it's all steel, not plastic, and has working locking and hingeing

mechanisms. It hasn't been driven since the Seventies though – the engine has no carburettors on it at the moment.

'The intention behind the 1800ES wasn't just to build an estate version of the P1800, but also to update the design in order to increase sales, especially in the US. The P1800 was, after all, designed in the Fifties and was looking very dated by 1969, especially with its tailfins. Creating the ES was a way of updating it without having to change too much about the underpinnings.

'Jan Wilsgård, Volvo chief designer from 1955 to 1992, had the Rocket design study by Sergio Coggiola commissioned. He very much had his own style but he liked to try out ideas, especially from Italian stylists, most often Bertone. The P1800 was itself a Frua design, albeit devised by a Swede, Pelle Petterson, whose father worked at Volvo.

'In the end the Rocket was considered too futuristic. It was cutting-edge styling for the time,

very similar to a Ferrari Daytona shooting-brake that was around then. But it was perhaps too different for Volvo customers, so they went with the in-house design instead.

'We've represented this with this orange 1800ES, which has never been driven. A Belgian Volvo dealer found out about it – it was delivered to a US showroom but never sold, so he brought it back to Europe. It's unrepeatably and priceless – no-one will ever drive it. But maybe we'll make the Rocket driveable again some day.'

### Howmet TX

This radical racer was freshly restored for Techno Classica Essen to celebrate its 50th birthday ahead of a return to the racetrack in the hands of owner Xavier Micheron of the Ascott Collection.

'It raced in the big endurance races in 1968 – Le Mans and the Daytona 24 Hours – powered by an Allison C250 helicopter turbine built by



Never-driven orange Volvo 1800ES flanks the marque's futuristic 'Rocket' prototype

McKee Engineering,' explained Micheron. 'When I found it, it had been prepared for speed record attempts at Bonneville after being restricted from further competition on track. Turbines were in vogue in the Sixties - Chrysler and Rover raced them at Le Mans. It was a creative period and the engines were very light compared to piston engines. It's just 70kg yet produces 400bhp, so no wonder Colin Chapman experimented with



NART Dino 206 GT raced by Sam Posey and Bob Dini in the 1969 Sebring 12 Hours

them. Also, with few moving parts, they can last 2000 race hours. Creator Bob McKee told me that Porsche and Ferrari weren't happy that the car was considered a 3.0-litre prototype, claiming that under compression it must be the equivalent of a much larger engine.

'In the end it wasn't well-suited to endurance racing. Kerosene is a very volatile fuel and consuming it at a rate of 100 litres an hour made for very regular pit stops. At Le Mans the Automobile Club de l'Ouest insisted the engine had to be switched off. It would get extremely hot and to cool it they tipped ice on it and cracked the turbine housing. McKee also developed the very first wastegate to clear the throttle lag, but at Daytona it jammed open, seized the throttle and caused a crash.

'The project came to an end after sponsor Howmet - which made components for dentists' drills - was sold to a French company that had no interest in it. McKee bought the car for \$1 and rebuilt it to attempt speed records at Bonneville. However, he restored it without wastegates - when I restored the car, I had to find his original documentation and remake them.'

### NART Dino 206 GT

Celebrating a half-century of the Dino 206GT with the German Ferrari Owners' Club, this NART car - which was the very first 206 to race - headed a row of GTs and GTSS.

'I found it on eBay in the US in 2011,' said owner Matthias Bartz. 'It had been painted orange and its bodywork had been reshaped so it no longer looked like the ex-Sebring 12 Hours car it was. However, it still had its original roll bar and I knew from my research what it was. I bought it for \$116k from the owner, who'd had it since 1974 but didn't

know what it was. It's worth \$2m now - he must be kicking himself!

'It only raced once, at Sebring in 1969, and finished 36<sup>th</sup>, ahead of some significant rivals. The previous owner bought it from Arcal Imported Cars in Somerville, Massachusetts in 1974 just before it closed down. Its history between 1969 and 1974 is unclear but we believe that at some point in this time it was owned by Roger Penske.'

### Smith-Climax

Christophe Pund of Galerie des Damiers was celebrating two discoveries - one of them a pile of rusty metal.

'It's a Smith-Climax,' laughed Pund. 'Gerald G Smith only made two cars and they're both here, reunited for the first time since 1958 - a friend of mine lent me the other car to show what it's supposed to look like. I found it at the Beaulieu Autojumble in 2011, believing it to be a Lotus 12, but Doug Nye identified it as the missing Smith.'

'It was raced by Alan Stacey at Brands Hatch, Crystal Palace and Snetterton and the car was described by the motor sport press at the time as having "no international impact but shows good promise". It was as forward-thinking as the Lotus 12,



Smith-Climax racers reunited after 60 years



Helicopter turbine-powered Howmet TX is freshly restored ahead of its return to the track

Events



Missing since the Seventies, this Lotus Bristol MkX is one of just five built

Essen continued

with a Coventry Climax FVB engine, rear-mounted sequential gearbox and inboard rear drum brakes, but unlike the Lotus it didn't get any big results. Its competition record is full of Did Not Starts. The Lotus was just better prepared.'

Lotus MkX

Pund's second discovery was a Lotus. 'It's a MkX-Bristol, one of five and missing since the Seventies,' he said. 'Peter Scott-Russell raced it at Goodwood in 1955, beaten only by the works Jaguars and HWMs. It was sold in 1960 for £450 and was last seen racing in ModSports in 1972.

'It turned out it had been sold to a buyer in France who never raced it or put it back on the road. When I found it the front aluminium bodywork was wrong and it needed restoration, but the rest was all very original. Its identity has been restored thanks to help from the Historic Lotus Register and the DVLA, which still had its numberplate on retention.'

BMW 315/1

This unrestored rare barn-find BMW was being exhibited by a Porsche main dealer that had just



1935 BMW 315/1 was up for sale... with a Porsche dealer

acquired it as a trade-in against a 911. 'It has a very long previous ownership history and we currently don't know whether to restore it or put it on sale, especially bearing in mind we specialise in Porsche...' said Freek Janssen of Netherlands-based Porsche Centrum Gelderland.

'It's one of only 250 315/1s made, built at BMW's Eisenach works in 1935 and sold by Roehrs, a dealer in Hanover, on April 10. It was a major BMW dealer and one of the owners, Liliane Roehrs, competed in the 1934 Alpine Rally in a then-new 315/1 to promote sales.

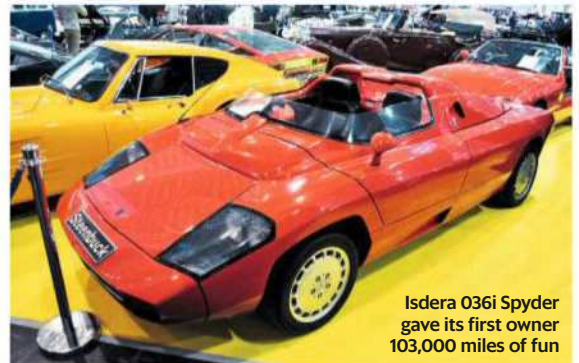
'It was bought in 1959 by an enthusiast called Peter Sochatzy whose family traded it in, but he hadn't used it since 1976. So far as we can see he never restored it, so it's still full of wonderful period features including that big aftermarket-accessory driver's lamp.'

Isdera 036i Spyder

This car's original owner is finally parting with it via Germany's Steenbeck Automobiles after covering 103,000 miles in 30 years. It's one of just 17 Isdera Spydres built, and featured in one of a tiny number of period road tests.

Steenbeck's Richard Sachse recounts the car's history. 'The Isdera Spyder was the result of Eberard Schultz's desire to see the Mercedes C111 go into production. Initially he had to make do with a Golf GTI engine but from 1987 he finally got the Mercedes 300E six-cylinder, which is what's in this car.

'It was bought new by 25-year-old Hamburg businessman Heino Rimek, who enjoyed driving it far more than most of the others, which usually went straight into collections. It was road-tested in the German sports car magazine *Cabrio Revue*, which revealed it had 231bhp, was capable of 262km/h (163mph), and noted it 'goes like a go-kart, with direct steering, neutral weight



Isdera 036i Spyder gave its first owner 103,000 miles of fun



Out in the rain - a rare Ghia L6.4

distribution... the gears engage cleanly, brakes are powerful and the finish professional.'

Ghia L6.4

Incredibly, we found this Italian-American dream car outside in the rain alongside much more ordinary classics in the trade village.

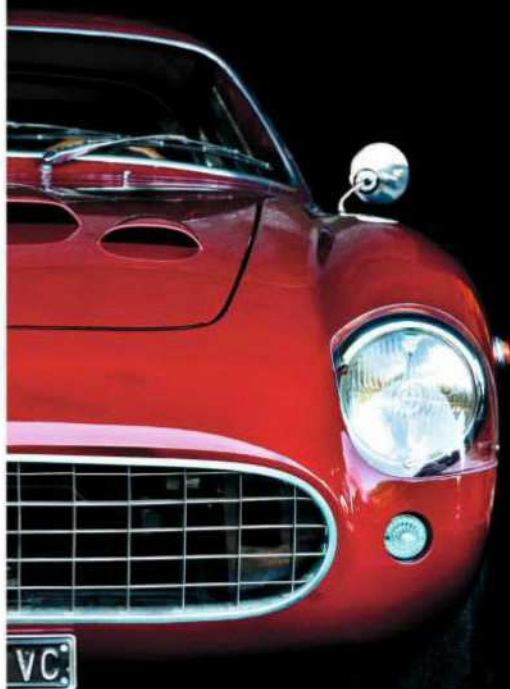
'It's one of just six Ghia L6.4s sold new outside the US and one of three in Europe, and one of just two to go to Switzerland,' said Risto Paulonen of Triangle Motor Co. 'It was sold new to a Herr Scheuble, a Zurich restaurateur. It's relatively middle-of-the-road for a Ghia - if there can be such a thing - in not featuring any Barris Kustom alterations. It's quite unusual in having a sunroof and no air conditioning.'



**1950 Fiat 1400**  
Chassis no. 015781

1951 Mille Miglia #100 - 1952 Mille Miglia #122  
1953 Mille Miglia #144

Estimate 300.000 – 350.000 €



**1954 Fiat 8V Vignale**  
Chassis no. 106.000052

1955 Mille Miglia #405

Estimate 2.000.000 - 2.500.000 €



**1947 Alfa Maserati Prete Sport**  
Chassis no. 51509750

1949 Mille Miglia #614

Estimate 1.200.000 - 1.700.000 €



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# Flat out and Freezing at 76MM

Unseasonable snow interrupted a **Goodwood Members' Meeting** with a Seventies flavour, but added to the drama stirred up by Formula 5000 and Group 5 sports cars

**D**readful weather conditions resulted in depleted grids and cautious driving at the 76<sup>th</sup> Members' Meeting, but it didn't stop some significant historic racing debuts.

## Ex-Le Mans E-type

A 1961 Jaguar E-type fixed-head coupé made its return to the track for the first time since it retired from the 1962 Le Mans 24 Hours. David Brazell Engineering prepared it for the Goodwood Members' Meeting. Said David, 'We had six weeks to turn a museum piece into a car that could be raced at Goodwood.'

Chassis 860458 was one of three E-types run by separate teams at Le Mans that year. 'This one was entered and driven by privateer Cardiff garage owner Maurice Charles and John Coundley. After blowing their engine up in practice they borrowed a works engine from Jaguar, but forgot to clean out the oil cooler.

They lasted about three hours before the new engine went bang. After Le Mans, Charles got such a big bill for the rebuild from Jaguar that he didn't race it again.

'That engine went back to Jaguar, but everything else on the car is as it raced at Le Mans – aluminium bonnet, doors and tailgate, long-range fuel tank, close-ratio gearbox, wide-angle cylinder head and three Weber carburettors. The works engine was measured at 296bhp at 5850rpm in 1962 and this engine was measured at 297bhp the other day. It's a very original old car.'

Unfortunately, authenticity extended to David Brazell/John Harper retiring the coupé from the Moss Trophy for 1960-62 GT cars, which was won by John Minshaw's E-type open two-seater.

## McLaren-Elva M1A

The history of McLaren featured heavily at the Members' Meeting,

with parades of road cars as well as the marque appearing regularly in the Formula 5000 display. But most significant was the McLaren-Elva, which made a brief appearance in practice for the Gurney Cup, the first time it had run since the Seventies.

'McLaren had only made one or two M1s by the time early Can-Am success started attracting customer interest, but Bruce McLaren's facilities at the time lacked the capacity to build M1s in volume for them,' said restorer Richard Taylor.

'So he leased production space inside Elva's factory, which built M1 chassis under licence and also loaned him jigs, moulds and tooling for bodywork, resulting in this car looking like an Elva GT, but engineering-wise it's all early M1. This is the first incidence of a mass-produced – they built 22 – customer McLaren. This one has a Chevrolet V8, but it was also available with Ford and Oldsmobile power.

'Its history isn't too colourful – privateer Charlie Hayes drove it in an early Can-Am race in a grid which included Jim Clark, but he didn't score any significant results in it because the series was dominated by professional drivers and teams.

'We found it in a dilapidated state and have spent the last two years restoring it. It was finished two weeks ago and its first run was supposed to be at Blyton Park, but it snowed then too! We've run it in practice but we're not racing it today. The limited-slip differential's settings are too hard and it's got handling problems as a result. Putting down 550bhp in the snow wouldn't be too clever!'

## Begg FM5 & 018

Displaying more McLaren influence, two striking Begg Formula 5000 cars from New Zealand were taking to the Goodwood tarmac for the very first time. Said the 018's owner Scott O'Donnell, 'George

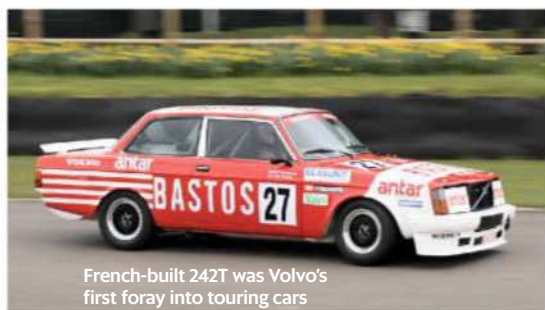
Early Le Mans E-type repeated history and broke down 56 years after its first demise







Over from New Zealand, this Begg showed McLaren's influence on Formula 5000



French-built 242T was Volvo's first foray into touring cars



Longman Austin proved Metro could succeed Mini



Can-Am Elva was McLaren's first marketed customer car

Begg, an agricultural engineer from Drummond, South Island, worked for Bruce McLaren in the late Sixties. He constructed 18 Begg single-seaters, everything from bike-engined racers to sports cars, introducing a lot of parts and ideas from McLaren. The design of the O18, in particular the suspension, is very similar to James Hunt's M23 F1 car, for example.

'The O18 was the last Begg built, and was originally driven by Jim Murdoch - Begg's young mechanic - to second place in the 1975 New Zealand Grand Prix, and second in the Gold Star Formula 5000 series.

'The earlier car, the FM5, which is owned by my uncle Lindsay, was an evolution of Begg's first Formula 5000 car and was driven by Begg himself. You can see the influence of the McLaren M10B. Just two years

separate these cars and yet you can see the dramatic evolution of both Formula One and Formula 5000 design during this time.

After its racing career it was used as a hill climber in Australia, driven by a 14-year-old!

### Austin Metro HLS

This ex-Team Datapost Metro made its historic debut alongside a pair of replica Datapost-liveried Ford Fiestas in the Gerry Marshall Trophy, and together with the recently-discovered Cooper Metro seen at the NEC (see page 34) tells the story of MG's Eighties rebirth.

'Richard Longman and Alan Curnow had run Metros in the 1300cc class of the British Saloon Car Championship since the car was new in 1979,' said race mechanic Mark Rimell. 'Mechanically, Longman's tuning was identical to the outgoing Mini 1275 GTs, complete with sprung suspension replacing the Hydrags.

'This was before BL's decision to revive MG, but it proved the Metro could be a sporting car. It attracted Datapost sponsorship before the

famous livery appeared on the works Ford Escorts too. Someone had attempted a rebuild 20 years ago but didn't do a very good job, so it needed a bare-metal restoration.'

### Volvo 242T

Another genuine ex-works debut in a field dominated by replicas, this 242T also marked Volvo's transition from Seventies safety-barge to formidable touring-car challenger.

'This car predates even the Ruedi Eggenberger-campaigned 240Ts which surprised everyone and won the European Touring Car Championship in 1986,' said driver Phil Perryman. 'It's an older 242, and raced in the French Production Series in 1982. It was built by French race preparer Danielsons, but Volvo paid them to build it, testing the waters before a proper assault on Group A.

'It wasn't successful initially - the set-up took a couple of years of racing to iron out. Danielsons chopped and changed various bits - wheels, brakes, rear axle - until they got it right, then Volvo switched to Eggenberger. As you can imagine, this complicated the restoration, especially with regard to the suspension. A lot had to be sourced via the trade. The brakes, amazingly, are standard road items!'



### Henry Hope-Frost 1970-2018

Henry Hope-Frost, the ever-animated broadcaster known as the 'Voice of Goodwood', has died in a motorcycle accident aged just 47.

Expelled from Stowe School for truancy in order to watch racing at nearby Silverstone, Hope-Frost's life was dominated by motor sport. Although he began his career working in *Autosport* magazine's advertising department, he quickly transferred to journalism, then via hosting the live interview stages at motor sport shows into full-time broadcasting.

His voice became familiar to millions via Goodwood's radio service transmitted during the Festival of Speed, Members' Meeting and Revival.

In recognition of his career, Goodwood held a 'minute of noise' in the paddock at the 2018 Members' Meeting.

## EVENTS PLANNER

### May highlights

#### May

- 2-11** BDC Pyrenees Tour to Monaco. Bilbao-Monaco [classictravelling.com](http://classictravelling.com)
- 6** SDCC May Sprint. Curbrough, Staffordshire [curbrough.co.uk](http://curbrough.co.uk)
- 7-18** Drive Espana: Monaco, The Pyrenees and Pamplona [driveespana.com](http://driveespana.com)
- 9-24** Targa Sicilia. Sicily, Italy [countrylanetours.co.uk](http://countrylanetours.co.uk)
- 11** Gambol V for Victory Tour. Kirkby Stephen, Cumbria [sportingbears.co.uk](http://sportingbears.co.uk)
- 11-13** Monaco Grand Prix Historic. Monte Carlo, Monaco [monacograndprixhistoric.com](http://monacograndprixhistoric.com)
- 11-13** HERO Summer Trial. Peak District, Derbyshire [heroevents.eu](http://heroevents.eu)
- 12** HRCR Bluebell Run Hereford, Herefordshire [hrcr.co.uk](http://hrcr.co.uk)
- 12** Leukaemia Historic Rally. Chepstow, Monmouthshire [wamc.org.uk](http://wamc.org.uk)
- 12-13** Wiscombe Park Vintage Hillclimb. Wiscombe Park, Devon [wiscombepark.co.uk](http://wiscombepark.co.uk)
- 13** Mendip Vintage & Classic Tour. Wyevalle-Wells, Dorset [candhmotorclub.co.uk](http://candhmotorclub.co.uk)
- 13** Stody Classic Vehicles Day. Stody Lodge Gardens, Melton Constable, Norfolk [stodyestate.co.uk](http://stodyestate.co.uk)
- 14-19** BDC Apres Monaco Tour. Monaco-Calais, France [classictravelling.com](http://classictravelling.com)
- 16-19** Mille Miglia. Brescia-Rome-Brescia, Italy [1000miglia.it](http://1000miglia.it)
- 17-20** Pau Historic Grand Prix. Pau, France [legendary-circuits.eu](http://legendary-circuits.eu)
- 18-20** Spa Classic. Spa-Francorchamps, Belgium [peterauto.peter.fr](http://peterauto.peter.fr)
- 18-21** The Highland 1000. Falkirk, Scotland [bespokerallies.com](http://bespokerallies.com)
- 19** Formula Vintage Oulton Park. Oulton Park, Tarporley, Cheshire [formulavintage.co.uk](http://formulavintage.co.uk)
- 19-20** Beaulieu Spring Autojumble. Beaulieu, Hampshire [beaulieu.co.uk](http://beaulieu.co.uk)
- 19-26/June 2** Via Flaminia Classic. Verone-Puglia/Puglia-Verona, Italy [via-flaminia.com](http://via-flaminia.com)
- 20** VSCC Suffolk Tour. Pakenham, Suffolk [vscc.co.uk](http://vscc.co.uk)
- 25-27** Concorso d'Eleganza Villa d'Este. Como, Italy [concorsodeleganzavilladeste.com](http://concorsodeleganzavilladeste.com)
- 25-27** Speedmachine Rallycross Festival. Silverstone, Northamptonshire [speedmachine.com](http://speedmachine.com)
- 26-27** La Vie En Bleu/La Vita Rosso. Prescott, Gloucestershire [prescott-hillclimb.com](http://prescott-hillclimb.com)
- 26-27** Masters Historic Festival. Brands Hatch, Kent [mastershistoricracing.com](http://mastershistoricracing.com)
- 27-June 17** The Trans America Challenge. Charleston, South Carolina-Seattle, Washington, USA [endurorally.com](http://endurorally.com)



It's the second time this semi-works rally MG has been rescued from a scrapyard

# Octagons revived at NEC

Twice-restored epic rallyist and long-lost MGs back from the dead at the **Practical Classics Classic Car & Restoration Show**

**H**ome-grown classics dominated this year's Practical Classics Classic Car & Restoration Show at the NEC, including prototypes believed long since lost.

## MGB Rally Car

The highest-placed sports-car finisher of the iconic 1968 London-Sydney Marathon made its first public appearance since the Sixties at the Restoration Show. Pulled from a Southampton scrapyard – for the second time in its life – by vigilant MG Owners' Club member Bill Price in 2015, it was still in the final stages of restoration even when displayed, reassembled only the day before.

'It had been painted metallic purple!' said the MGO's Andy Knott of the rediscovered wreck. 'We've had to remake the rally equipment –

the only clue to its past was a plaque on the dashboard. We checked it on the DVLA's database, and got Tom Boyce – original driver Jean Denton's co-driver – to verify its identity. Sadly Jean herself is no longer with us, and Tom passed away last year.'

John Watson managed the club's restoration. 'There are lots of unique features,' he explained. 'It had a big aerial fitted so Jean could pick up Radio 1, for example. While it wasn't a Works car, BL Special Tuning supplied all the parts for it unofficially. As Bill Price noted when he came to look at the car in the scrapyard, its spare wheel plinth, rollcage, long-range fuel tank and body reinforcements were all Special Tuning parts. The telescopic dampers were specially designed by Dr Alex Moulton.'

'It was originally British Racing Green, believed to have been raced by Jean as a Class 3 sports car before being converted. It was repainted black and gold at the behest of sponsor Nova magazine – the Sixties equivalent of Hello. The London Orthopaedic School designed seats that could be converted into beds.

'After the Marathon – where it finished 42nd, the highest-placed sports car – Jean did the Scottish Rally in it, but after this it was so badly damaged it was sent for scrap. It was rescued in the Seventies and repainted, but what happened in between then and 2015 is a mystery.'

## Metro Cooper

This Metro, the only example of what might have become the Mini Cooper's successor, had been missing for nearly 30 years before being spotted by MG FWD Register member Barry Tilbury down an alleyway in Swindon.

'It was built in April 1982, before MG's relaunch, and only two were made,' Tilbury explained. 'Cooper lent this car to BL to test, and to Cooper's surprise BL said it wasn't interested and wouldn't honour the warranty on conversions. A month later the MG Metro was released with a remarkably similar specification!'

The Cooper was more complex, with redesigned inlet and exhaust manifolds, double valve springs, high-lift camshafts, twin SU HIF carburettors and a bespoke exhaust system. Cooper also intended to launch a 100-example 'Monaco' edition, with a luxury interior featuring electric windows.

## Avenger coupé

This recently-discovered Avenger could have been Chrysler Europe's answer to the Ford Capri had it gone into production. 'It was a one-off commissioned by Chrysler in 1975,' said Steve Conry of the Avenger Sunbeam Owners' Club. 'Rather than going to a design house, it employed one of the best-known custom-car builders of the era, Pete Farries. He cut two inches from the roofline and reprofiled the front and rear screens, necessitating bespoke glass all round.'

'When the restoration's finished it'll get either a BRM-headed Chrysler engine or a Mopar V8!'



Metro Cooper, snubbed by BL



Chrysler's Capri rival didn't make production



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Photo: Stirling Moss Collection

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A chunk of the car's history is in the now-degraded paint - so would a restoration remove value?

## Amazing Barris 'kustom' emerges

After half a century in the shadows, Golden Sahara II has emerged to shock again

**G**olden Sahara II, one of the most complex and accomplished custom cars ever created, has come back into public view after 50 years of storage. The car was created by Geroge Barris for Ohio garage owner, entrepreneur and car nut James Skonzakes, also known as Jim Street. It turns out Street never sold or disposed of it but merely wrapped it in a plastic sheet in his warehouse. His passing in November 2017 led to its re-emergence.

The golden curio began life as a 1953 Lincoln Capri two-door, but the roof was sliced off when Barris ran it under a truck. Escaping without serious injury, he drastically reworked its look and interior. It boasted some extraordinary

features - a gullwing-windowed Perspex bubble top, wraparound rear seats with a fridge and cocktail bar, a dash-mounted television and gold-plated trim. Street debuted the car at the Peterson Motorama in Los Angeles in 1954, claiming a \$25,000 build cost at a time when a new Cadillac convertible cost less than \$5000.

In 1957 Street began the revisions that would turn it into Golden Sahara II; most notably double tail fins and an electronic control system that tied brake, throttle and steering into a joystick. It could even open its doors, start its engine and move away via remote control. Goodyear developed translucent golden tyres that glowed when lights in the hubs blinked with the indicators. It re-debuted in 1958 (now

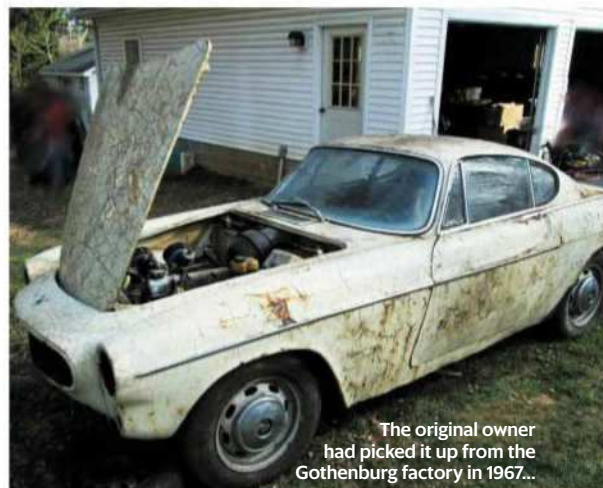
boasting a \$75k cost) and featured in the 1960 Jerry Lewis movie, *Cinderfella*.

Originally, Barris said he'd hand-selected sardines at an LA fish market and mixed the scales into cellulose lacquer, but for the 1957 re-boot, Street worked with an artificial pearl maker to mix pearlescent paste into a lacquer. The pearlescent white was applied onto gold panels - the present all-over blotchy gold hue is from degradation of the lacquer and paint.

Such an advanced and complex car (there's a radar collision warning system in the front bumperettes, and much else besides) will demand a restoration like no other. Golden Sahara II will sell without reserve at Mecum's Indianapolis auction, to be held on 15-19 May.



'Two owners and only 49k miles' doesn't tell the full story



The original owner had picked it up from the Gothenburg factory in 1967...



## Unrepeatable Alfa GT Junior

When this unusually original 1969 Alfa Romeo GT Junior 1300 was removed from a garage in Bristol earlier this year, it had not turned a wheel since 1995. The car's original owner had lost confidence with driving and some time later passed away.

With his widow's more recent passing, it went to auction in mid-March at Clevedon Salerooms, a company better known for antiques and furniture. The estimate of £2500-£3500 seemed extremely low; step-front Alfas are always sought-after. An unrestored, one-owner, low-mileage car with its original toolkit, manual and invoice is probably unrepeatable.

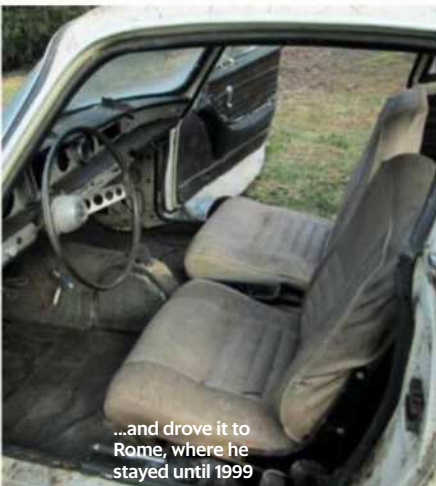
Sure enough, the car's 51,000-mile condition (it seems to have been rustproofed when new and the plastic sheeting remains on the back seat) sent bidding shooting past the estimate to finish at £17,950 including buyer's premium - slightly more than our Price Guide figure for a mint example.

'It was Lot 1 in the sale,' says Toby Pinn of Clevedon Salerooms. 'I've never seen so many people walk out of a sale before Lot 2 arrives!'

'We expected the Alfa to make perhaps £7000 or £8000, but this was a terrific result.'



Cosmetic tiredness aside, this scalino Alfa Junior is delightfully original and unmolested



...and drove it to Rome, where he stayed until 1999



## Underneath the ivy...

Perhaps the most surprising thing about this photograph of a Volvo-shaped thicket of vegetation is that the P1800 within has only been there for ten years. It was recently exhumed from its patch in Waynesboro, Virginia and offered for sale in by the second owner. He bought the car as a project in 2007 from the original owner. The 49k mileage is believed to be correct but the car is undoubtedly rough. Let's hope it's restored and not split for parts.

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# A Facel in the desert

**LETTER OF THE MONTH** The article on Rob Walker's Facel II ('Mystical Mistress', May 2018) reminded me of the Excellence I drove in Qatar in 1967-68.

I noticed it in the workshop when I took my dreadful Austin 1800 company car to the BMC dealer in Doha. The car had been owned by the ruler of Qatar but little used. It was five or six years old and had driven 8000km when I bought it for £265. It had been stored in the royal garage and polished daily - down to the undercoat in places.

After a respray my wife and I enjoyed driving it. Kick-down acceleration would spin the wheels at 50km/h and the slightly spongy suspension and steering made me lose confidence whenever it neared 150km/h.

A year later we were posted to Dubai and I sold the car. The selling price was enough to have given us a year's free motoring. I wonder what became of it?

*Patrick Bengier*



## A flying Maxi

The references to 1968's London to Sydney Rally and the RN Landcrabs (Month in Cars, May 2018) triggered memories of a late acquaintance, Brian Field. He competed in the event and stopped to help the Royal Navy Morris 1800 that had many common parts with his Maxi. He got them going but dropped from 25<sup>th</sup> to 28<sup>th</sup>.

At the presentation the senior Navy officer came over to thank Brian and offer him a lift home. Brian said he was only staying opposite the hotel. 'Oh no,' said the officer, 'the RAF have sent a Hercules and there's room for you and the car!'

*Paul R Marshall OBE FCA*

## In praise of the Audi TT...

I couldn't agree more with Quentin's appraisal of the Audi TT Mk1 (Classic on the Cusp, March 2018), a stunning Bauhaus design that doesn't look out of place today. As the hairdresser clichés slip away and good examples get rarer, the price of these beautiful little cars has to rocket.

I feel I'm a good judge of future classics, having harvested low-mileage Peugeot 205 GTis and an Escort XR3i in the last few years before they became cool again. The TT is next. I've put my money where my mouth is and just bought a one-owner, 23,500-mile example for peanuts.

*Jonathan Yarwood*

## ... and a TT plaudit from Oz

I couldn't believe the Audi TT prices quoted by Quentin. We have a 2005 Series I 3.2 L Quattro TT - they sell here in Australia for around Aus \$29,000 (£16,500).

It's basically a box with a wheel at each corner and is the closest thing to a Mini Cooper - well balanced, but much faster. Let one loose on a good B-road or winding mountain pass and it will make the Porsches trying to catch it look like a dog

on ice. And so what if the ladies like them? We need more females in motor sport.

*Allan Black*

## Ruedi not Rüdi

As you write (Obituary, May 2018), Eggenberger (along with Peter Sauber) was instrumental in bringing Swiss racing know-how onto the international scene and providing a platform for many international drivers, but his Christian name was Ruedi rather than Rüdi.

*Hans Keller*

## Safety first... please!

While enjoying *Classic Cars* I came across the editor working on his E-type raised up on various wooden blocks. It sent a shiver down my spine. I hope no-one copies him.

*Andy Pick*

*In my defence, the supports are thoughtfully constructed, to the extent that they're more secure than some of the ramps and axle stands I've used.*

*Phil Bell, editor*



## ON FACEBOOK

**What the most outrageous big engine/small car combination you've ever seen?**

**Alan Palmer** Boss 429 Mustang or the old '50 Ford with the Buick 410ci my brother mixed together. No-one was brave enough to drive it as fast as it would go. It was clocked by the Highway Patrol at 143mph and the driver said it had more 'foot-feed' to be used up...

**Frederic Colombier** A V8 Range Rover 4.6L with 300bhp in an 1985 Austin Mini.

**Shaun Benjamin** Rover V8 in a Lotus Europa.

**Richard Kuiken** Ferrari V12 into a Trans Am.

Only one ever built, a gift from Enzo Ferrari.

**Hugh Flanigan** CorV8. It's a Chevy Corvair with the Olds' Toronado transaxle and whatever small or big-block you want to install. It goes from rear to mid-engined...

**Jacob Anderson** Not really big, but Hayabusa V4 in a King Midget Model 3.

**Simon Stock Yeadon** Duncan Pittaway's S76

**Wayne Magel** 427 Cobra... heard of some 502ci.

# Classic Cars

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25 APR-23 MAY

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# Quentin Willson



Be afraid – be very afraid – of a recent High Court ruling that could have profound and expensive consequences for the buyers of old cars

**E**arlier this year a test case went through the High Court and the verdict should concern us all. Back in 2014 a well-intentioned private buyer paid £250k for a continuation AC Cobra 289 with FIA papers and wearing a 1964 B-registration. The DVLA, which knew the chassis had been built in 2008, was investigating the Cobra's Historic Taxation status before the sale. When the buyer tried to register the AC in his name the DVLA cancelled the original B-plate and put it on a Q. Distraught, our man sold the Cobra for £100k, swallowing a £150k loss. The judge said the DVLA didn't have any duty of care, even though it knew the Cobra's taxation class was suspect, and wasn't obliged to flag this up – and there's a moral issue here that needs airing.

I've long been worried about the number of fake and reconstructed classics out there. They include vintage Bentleys and Bugattis, Fifties and Sixties Ferraris, Jaguar C-types, Mini Coopers, MG K3s and Lotus Cortinas to name a few. Over many years there's been some serious skulduggery

in the old car market with specialists and restorers building virtually new cars around a few original parts, a single chassis plate and sometimes just an old green registration book. The DVLA knows this because people like me have been warning them. Over-enthusiastic owners' clubs have sanctioned reconstructed cars as genuine without doing proper research and the DVLA has been re-issuing original numbers based on faulty information. The consequence is a sizable pool of classics that carry a huge risk to innocent buyers.

And here's my moral dilemma – if the DVLA knows there's an issue with a car's historic status this information should be available on a database so buyers can check before they hand over any money. I believe that knowing a classic car has a questionable identity but not making this information public is morally indefensible. If you innocently buy a Historic Taxation classic that has a shadow over its provenance and then register it in your name, this High Court judgement means the DVLA can slap on a Q-plate and you'll lose a large chunk of what

you've just paid. And that's not right. The fairest solution would be to re-register suspect or continuation classics with special sequences of non-dating numbers and mark the V5Cs with the date of reconstruction rather than resorting to the value-killing Q-plate. Tell buyers this is the new process and make us aware of the new blocks of registration numbers and we'll all breathe a sigh of relief because we'll know what we're buying.

The Cobra owner plans to appeal but in the meantime we should all be enormously careful to check that any classic is genuine. Look for long gaps in histories, check factory chassis number records, know how chassis numbers were originally stamped, do thorough research and *never* take the seller's word. Most important, don't use the V5C registration document as proof that any classic has genuine Historic Taxation status and is entitled to its original registration number because, as we now know, this can be revoked at any time. The DVLA's Historic Taxation scheme needs a root and branch overhaul. Until then be very, very careful out there.

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.



Finding a matching chassis number should be only one of many steps in tracing a vehicle's history, says Quentin



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# Gordon Murray



Until starting his classics collection Gordon never hankered after supercars – and he reveals that even today his everyday driver is very modest

In 53 years of car ownership I have had many very different types and models, but have never felt the urge to own anything trendy or flash. Even during my Formula One period I was never tempted by the thought of owning the latest Ferrari, Lamborghini or in fact anything expensive. I have driven most sports cars and supercars and always found them too big both physically and in their 'show off' factor.

The closest I came to owning such a car was in the Eighties when for a time I drove a Porsche 911 and a Honda NSX. I found them technically interesting, though I considered both to be in the middle ground of sports car/supercar territory.

During my McLaren years my contract allowed me to have a new Mercedes-Benz every year. I could select any car from the catalogue - I chose a Smart and kept it six years! Even today my everyday car is a Smart Roadster that I've had for 14 years.

I am currently building my dream classic car collection and last year I bought my first ever Ferrari - though true to form it is

not what you'd call mainstream. The 308 GT4 is a 'Marmite' car. It wasn't popular when it was launched in 1973 and even today it divides opinion and is never near the top of classic Ferrari collectors' lists. I really liked the car when it first appeared. It is quite compact, very useable, not particularly flash and I like the Bertone styling even if it is a Seventies wedge.

I liked it so much that Project 2 at McLaren Automotive in 1994 (Project 1 was the McLaren F1) was going to be a very similar package. I was working with BMW to produce a mid-rear-engine 2+2 just a little smaller than the 308 with a transverse BMW six-cylinder engine. Unfortunately the project was killed off by BMW when McLaren signed a contract with Mercedes for F1 engine supply.

The GT4 is just beginning to gain a little traction as a collectable classic, but it still polarises Ferrari fans. The 308 series was controversial when it was launched as Ferrari's first small car. It was groundbreaking in many ways - the first Ferrari to feature the mid-engine V8 layout that became central to the brand's product

and platform strategy for many years. Perhaps more controversially Ferrari chose to move away from Pininfarina and gave the work to Bertone, which came up with angular lines that failed to find favour with a buying public who preferred the more sensual lines of the Dino 246.

Then Ferrari decided the 308 would be badged 'Dino' instead of getting the Prancing Horse logo. Opinion is split on whether this was a tribute to Enzo's son Dino who had recently died or whether there was concern about such a small car wearing the Ferrari badge. Whatever the reason, sales were not good. Rumour has it that some American dealers were re-badging the cars in the States and from May 1976 Ferrari itself re-badged them.

I asked Ferrari specialist Foskers to find me a good one and it's done just that. The GT4 is so much better to drive than its 308 short-wheelbase cousins. It rides better, pitches less and is more stable in high-speed corners. The 3.0-litre V8 has a great character and at 1150kg it even manages to be light(ish) for a Seventies Ferrari. It has a great future in my collection.

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.



A surprise favourite of Gordon's, the Ferrari 308GT4

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# John Fitzpatrick



He may not have forecast the classic car market's surge, but John was quite capable of managing boost on a Swiss Alps switchback

**P**orsche has always been my favourite marque and I have been lucky enough to own and drive several models. Wouldn't it be wonderful to have the foresight to know which would become a classic? My first new Porsche road car, a 1971 911E, recently sold at an RM Sotheby's auction for £110,000 and the 2.7 Carrera RS that I bought could be worth £1m now. I didn't keep either for very long.

In those days, the early Seventies, the classic car business had barely taken off, being reserved for Cricklewood Bentleys and the like. In 1983 my sponsor in San Diego gave me a Porsche 356 Carrera four-cam that I later sold to Reinhold Joest for \$15k. It would be worth \$500k+ today.

When the 3.0-litre Porsche 930 Turbo was announced in 1975 I couldn't wait to get one. I managed to get on the list early and collected my left-hand-drive car from the factory. I seem to remember

it costing around £7000. It was the first turbocharged road car I had driven and it was a revelation - 260bhp, 155mph and a 0-60mph time under six seconds. That was sensational for a road car at the time.

After picking the car up from Stuttgart, I drove down to Switzerland to play in the Pro-Am prior to the Swiss Open. I had ambitions at one time to become a golf pro and had struck up friendships with many of the young pros in the Seventies. The Swiss Open was played at Crans-sur-Sierre Golf Club, about 1500m above the Rhone Valley. It is like playing golf on the top of the world. Access from the main road in the valley is by a very winding road up the side of the mountain consisting of hairpin bends joined by short steep straights. In fact, it would make a fantastic hill climb course. Even uphill the Turbo could reach 80-90mph between the hairpins - with no guard rails to stop a plunge down into the valley. Downhill was even more exciting.

I arrived at the golf club and bumped into several pros I knew, including Ryder Cup player and now renowned course architect, Clive Clark. He was, and still is, a real car enthusiast and was a Ferrari owner at the time. He was fascinated by the Turbo and I gave him a no-holds-barred trip down to the valley and back up again. He was very impressed and very soon spread the word around the other golf pros about the fantastic Turbo.

I spent most of the rest of the day giving rides up and down the hairpin-strewn road at high speed. The reactions of the guys differed enormously. Being a left-hand-drive car, on the way down they were sitting on the side nearest to the 1500m drop. Some wanted to go faster, others had their feet dancing around the footwell searching for the brake pedal. Some emerged from the car elated and others had to be lifted out, their legs refusing to function. Most of the guys were real car enthusiasts but had never experienced anything like it before. Not many of them made the cut that week.

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



John collects his new 930 Turbo, wearing export - or Zollkennzeichen - licence plates

# GRAND TRIAL

They're revered figureheads of an automotive phenomenon. But half a century later, do they still possess the skillset to justify their eye-watering price tags?

Words IVAN OSTROFF Photography GLENN LINDBERG





Aston DB5, Maserati  
Sebring and Ferrari 250GT  
Lusso fight to justify their status



Clothed in elegant Vignale coachwork and boasting a mechanical fuel injection system, the 3500GT-based Sebring was marketed at roving enthusiasts on both sides of the Atlantic

**T**he Sixties incarnation of the Maserati Sebring 3500 GTI was possibly the best-looking two-plus-two GT car at that time. Its Vignale bodywork highlighted the fact that nobody can style automobiles quite like the Italians, so I wanted one. Then, in 1963, along came the Ferrari 250GTL. Not only was it drop-dead gorgeous but it had a top speed of 150mph. That was warp speed then. So I wanted one of those too.

Then the Aston Martin DB5 appeared in *Goldfinger*, instantly becoming every schoolboy's dream. It might not have been the fastest car in the world but 143mph was not exactly hanging around. Most importantly for me, it was the car for a British hero, and therefore the most desirable of all.

Almost six decades on, I feel like I must have died and gone to heaven. Three of the most fabulous motorcars to grace the highways of the Sixties are at my disposal. The Aston is without doubt *the* quintessential gentleman's GT; the Sebring is one of the most underrated designs Vignale penned, and the Lusso? Well, that boasts a grand-touring magnum opus - the Ferrari V12 - in one of the most beautiful automotive bodies ever conceived. But which of them will prove to be the ultimate GT?

Fewer than 350 examples of the **Maserati Sebring Series I** were made, so the rare opportunity to drive is one I've relished for some time. Initially christened 3500 GTiS - referencing its fuel-injected

3.5-litre straight-six - it was soon renamed in honour of the **marque's** 1-2 finish at 12 Hours of Sebring in 1957. When this car was new on the market in 1962, many felt that it was one of the most stylish grand tourers ever produced.

The Sebring's Vignale coachwork - created either by Alfredo Vignale or subcontractor Giovanni Michelotti, depending on who you consult - is good looking from almost every angle. The front end, dominated by a pair of Corvette-style twin headlamps, uses a protruding grille and a snorty vent to strike the perfect balance between elegance and aggression. Looking at the Maserati in profile, every feature of its design appears in perfect balance, right down to the subtle twin vents set into the front wings just aft of the wheelarches. The rear aspect is the least successful, appearing rather more Fifties in style and tainted with blocky vertical rear lamp clusters that look like something of an afterthought; revised units were rotated ninety degrees on the Series II model. But from every other angle, the car remains a magnificent design.

Sliding into the Sebring's driver's seat for the first time, I notice that the two-plus-two interior appears as-new. And it's dripping with Fifties style, adorned with lashing of chrome that lend the car a charming appeal. Instead of the expected leather or wood rim, the Maserati's slotted aluminium-spoked steering wheel has a Bakelite perimeter, with a trident-emblazoned horn button in the centre of the boss.

This car majors on heritage. The gold on chrome 'Maserati V Sebring' script on the dash; the three chrome air vents in the middle of the dashboard; the charming engine-turned design of





## 'Chrome abounds, but in a dosage only the Italians ever seem capable of meting out without going too far'

the chromium ashtray set into in the centre console - this interior is exquisite, and spending hours in it will be no chore.

There are seven knobs below the central part of the panel and in typically Italian fashion none are labelled, so you're forced to resort to trial-and-error guesswork as to their function. Certainly, little ergonomic thought was at work here. The Sebring's interior also pre-dates the era when red lights signified a warning and a softer illumination, usually blue or green, was used for tell-tales. Because of this, owner Julian Reddyhough keeps a laminated diagram of the dashboard to hand in the glovebox that he can always refer to. 'I often get into a momentary panic when I see a red light illuminate on the dashboard until I remember that it is just the tell-tale for the electric fan,' he says.

Reddyhough's Sebring is a rather early example, being only the 29<sup>th</sup> to be built. With no carburettors to prime I twist the key and the 3485cc double-overhead-camshaft straight-six turns over eagerly and fires. I drop the handbrake and select first gear from the five-speed manual ZF 'box and tickle the accelerator as I bring

up the clutch, which is lighter than I'd expected. Once into second, I flex my right foot again and sense the tail squat as the Maserati accelerates up the road.

All the dials are placed in front of the driver and are very easy to read. Two main instruments - an 8000rpm rev counter on the left and a 300kph speedometer on the right - bracket the five smaller Veglia

gauges for secondary instruments; there is also a clock placed in the centre console. Chrome abounds, but in a dosage only the Italians ever seem capable of meting out without going too far. The footrest allocated to my left foot when it's off clutch duty feels particularly well-positioned. That's just the sort of little detail that you really appreciate when you have been driving continually for several hours on a motorway, a task that would have been high on the Sebring's design brief, whichever of the two masterful designers was attempting to fulfil it.

They were also obviously keen on clearly communicating the Maserati's potency, heritage and styling genealogy. On the lip of the bootlid there is a chrome script to inform those left in its wake that they have just been shut down by a Maserati 3500 GTI. On the left side of the rear panel is the Sebring name in chrome script, while on the right is the word *Iniezione* - Italian for injection - framed by the fearsome Trident. Finally, a Vignale badge decorates the unlikely but felicitous location between the trailing edge of the door and the rear wheelarch.



On a light throttle the Maserati is not particularly noisy but when pressing on the engine has the most delightfully throaty growl, which is most encouraging for a spirited driver. On a short drive this cacophony inspires me to press on, but after half an hour at cruising speeds the aural intrusion starts to become a tad overbearing - not helped by the fact that the exhaust runs beneath the driver's seat on this left-hand-drive car. However, at these velocities the engine sounds far less busy than it would were it not for the welcome fifth gear ratio.

On fast B-roads the Maserati is predictable when cornering but having a live rear axle and a not-unsubstantial mass, it favours a slow-in, fast-out cornering routine. That said, the steering is not particularly precise and I can feel a certain amount of wander.

While attacking one fast open corner, an unnerving wiggle from the rear end tells me that I've reached the fringe of the Sebring's handling capabilities so I take the hint and back off, winding on a bit more lock to make it through the bend cleanly. Eventually my confidence is reinstated as I realise that it was the uncertainty of the recirculating ball steering rack, which was probably accurate enough for the period, that made the situation feel more perilous than it actually was.

On a slower, tighter corner, I lift off and then plant my foot as the car exits the bend. To my delight the rear slides out just a tad and then comes back perfectly as I dial in a flick of countersteer before accelerating away. Slowing before a sharp turn, the all-round disc brakes work well and slow the car adequately. The steering weights up nicely on corner entry and notwithstanding

my comments on accuracy, the front end always seems to bite well and I get clear messages on what the front tyres are doing. The pedals are well-placed for heel-and-toe downchanges and I'm always able to find the ratio I need.

Exiting the corner and going up through the gears, the beautiful glass-topped gear lever has something of a long throw and is a tad notchy. But there's no such lack of eagerness from the straight-six. Later Sebrings had 3.7-litre (245bhp) and 4.0-litre (255bhp) developments but despite being the smallest and least powerful (235bhp) of the injected engines, this 3.5-litre variant certainly isn't lacking in grunt. Snide comments about the reliability of the humble Lucas 2MDC6/M fuel injection system might have been made in period, but today the twin-plug engine feels turbine-smooth and it is torquey throughout the rev range. At no point do I find myself waiting for it to come up on cam.

As a genuine 2+2 with lavishly upholstered rear seats, the Sebring can realistically accommodate four medium-sized adults - aided by well-judged door apertures - in snug comfort on short runs, although legroom would be a little too tight to cover any serious mileage four-up. Young children would be immune to this shortcoming, so for the average two-plus-two family the Sebring's attraction would be more than skin-deep.

The Sebring caters equally well to those whose baggage is of the non-human variety, boasting a pair of bespoke leather straps for securing luggage on the rear bench when not being sat on. The driving position is a little high but, unlike the Ferrari, the seat is adjustable for rake which makes it easier to accommodate drivers



Sober interior is lifted by the perfect amount of chrome detailing; mechanical fuel injection is the defining aspect of the glorious engine; exterior profile is characterised by clean lines and swooping wheelarches

'Having a live rear axle and a not-unsubstantial mass, the Sebring favours a slow-in, fast-out cornering routine'

of varying in either height or build. My biggest complaint is the odd positioning of the rear-view mirror. But that and the awkward rear end are small blots on the Sebring's drafting book. Put these idiosyncrasies aside and you have a stylish grand tourer with serious pedigree and probably the least-fulfilled financial potential of all its period rivals.

But its dynamic capabilities are of the highest importance. The minor steering wander on long, mainly straight motorway blasts is an affliction of most cars of the era. It soon becomes something you deal with almost subconsciously, although the concentration required when pressing through a prolonged sequence of bends can become a little wearing. I really wish the Sebring had a decent rack-and-pinion system and independent rear suspension, but these omissions don't tarnish what is otherwise a delightful driving experience - whether you're reeling in the horizon or unpicking mountain switchbacks.

### Owning a Maserati Sebring



Says owner Julian Reddyhough, 'Today, the Sebring is a bit of an underdog. It cost 25% more than a DB5 when new but now it is around a third of the price, even though this one is probably one of the nicest.'

'The previous owner spent £180,000 having the car rebuilt and so far nothing has ever gone wrong while I've owned it, so I've not had to spend anything on repairs - the only thing I've done is change the oil. I drive it to London and back pretty regularly; that's about a 200-mile round trip and it has never let me down.'

'Being built primarily for the Italian and American markets, the centre console does not actually run down the centre line of the car, so the driver's side is actually wider than the passenger side giving the driver slightly more comfort. Only a few right-hand-drive Sebrings were made and those were not altered, so in those cars the reverse is true - the passenger has more room than the driver!'

### 1963 Maserati Sebring 3500 GTI

**Engine:** 3485cc straight six, dohc, twin-plug head, two valves per cylinder, Lucas 2MDC6/M mechanical fuel injection **Power:** 235bhp @ 5500rpm **Torque:** 260lb ft @ 3600rpm **Transmission:** Five-speed ZF manual **Steering:** Recirculating ball **Suspension:** Front: double wishbones, coil springs, hydraulic dampers, anti-roll bar. Rear: Salisbury live axle, semi-elliptic leaf springs, hydraulic dampers, anti-roll bar, longitudinal torque arm **Brakes:** Discs all-round **Weight:** 1510kg **Performance:** Top speed: 137mph; 0-60mph: 8.5sec **Price new:** £5116 **Classic Cars Price Guide:** £60,000-£200,000



Strip away the special-agent clichés and the DB5 remains a grand tourer with remarkable substance behind the familiar face

Look at the eye-watering values commanded by the **Aston Martin DB5** in today's market and you'd be forgiven for assuming that its arrival in 1963 created a mushroom-cloud of wonderment. In reality it was little more than a gentle evolution of its predecessor; the latest in a line of continuously tweaked and improved coupés bearing David Brown's initials.

Many of the changes that justified the new badge amounted to standardising options from the last series of the DB4, such as the covered headlamps and triple SU HD8 carburettors; the biggest advance was a jump in engine capacity from 3.7- to 4.0-litres. More conducive to the DB5's latent stardom was the gift of **the most valuable automotive film franchise association in history.**

Today, however, I'll judge the DB5 solely on its merits as a British grand tourer bullishly squaring up to a pair of Italian thoroughbreds. And as I walk towards the Aston, carrying out my usual initial reconnaissance, I cannot help but smile.

That grille shape and the faired-in headlamps set into the swooping front wings came to define the Aston look. The aesthetically perfect bonnet scoop - positioned to channel air to feed the triple SUs crowning the double overhead cam straight-six - the chrome-trimmed wing vent, the knock-off chrome wire wheels and those wonderful British Bulldog bumpers, the car's form is almost hypnotising.

Is there another motor car that looks more patriotically British than this? Well, maybe a Rolls-Royce Silver Cloud.

After pulling myself back from a dithering emotional state I slide into the office; the black leather bucket seats are even more comfortable than they look. There is a new feeling of roominess about the cabin compared to the claustrophobic DB4 thanks to a raised roofline, with exterior proportions kept in balance thanks to a five-inch body extension.

Like the Sebring, the DB5 has a 2+2 seating layout. Once again, a couple of adults would be fine in the back for a relatively short drive but because of the sloping fastback roofline and close-coupled seating, the offer of a ride over longer journeys would be regrettably declined by even the most modestly proportioned. But, just like the Maserati, this would make a fine car for the those with young children. If you were to embark on a family tour, you'd need to pack light and get creative with soft baggage - the DB5's boot is relatively deep but not cavernous.

The DB5's wood-rim steering wheel feels good in my hands, and is less vertical than that of either the Ferrari or Maserati. I have heard it said that its 'ban-the-bomb-sign' configuration of the spokes looks wrong, that their natural layout should be as they are in the Ferrari and the Maserati. More importantly, the Aston's well-arranged interior is an ergonomic triumph compared to the Italians. The wheel feels perfectly placed so that I can see the instrument binnacle mimicking the traditional Aston Martin radiator grille shape.

The 180mph speedometer on the left and the tachometer reading to 6000rpm on the right are directly in front of my eyes. The ammeter sits in the centre, between these two main dials



although the other instruments are sprinkled around a little haphazardly. The first DB5s had a four-speed DB gearbox, but this 1964 car has the benefit of the five-speed ZF 'box that was optional at launch but soon made standard equipment. The gear lever is particularly spindly, but is particularly well placed, exactly where my left hand falls. The original push-button radio is pure Sixties.

The best-quality Connolly leather hides covering seats and door trims of the DB5's interior amplify the sensation of sitting in the smoking lounge of a gentleman's club. The Aston's A-pillars seem rather upright, but that's fine - forward visibility being all the better for it. Even the sun visors are smoked plexiglass so you can see through them, a smart idea.

I twist the key and smile as the double-overhead-camshaft straight-six comes alive with a subdued burble. I dip the heavy clutch and slide the lever forward into first with a click. Releasing the clutch the Aston moves off smoothly, I pull back the short distance towards second and the lever slides home with some

reluctance; the German-origin gearbox likes to be approached cautiously and it fights me a little. But that's only for the first quarter of a mile until its fluids get nice and warm. I watch the needle climb past 3000rpm then continue to work up the gears before settling at a fast cruising speed, putting my left foot on the conveniently placed footrest.

Under acceleration there is a discernible induction noise from the triumvirate of SU carburettors, but the exhaust note is a muffled and refined blare. On paper, the DB5 is slower than the Lusso but Tadek Marek's all-aluminium straight-six provides plenty of urge when required. When you need to overtake a line of traffic, drop down into third gear and surge past with a feeling of absolute authority.

There is power in abundance, humongous torque, and a great sense of immediacy as the needle spoils around the Smiths tachometer. The exhaust's cruising burble changes to an urgent snarl like the roar of a miffed tiger as momentum increases.

At anything below 40mph I need to be in fourth gear or lower to maintain progress. It's not really a complaint, but explains how the ratios are spaced. Fifth gear is an overdrive ratio - at 80mph I'm only nudging 3500rpm with a handy 2500rpm in reserve.

Was I to have a long-enough unrestricted section of road at my disposal - as I readily would have had in the pre-speed-limit halcyon days of the Sixties - the DB5's 1:3.14 final drive and 5500rpm-plus capability in this ratio would see me realistically nudging 140mph.

'When you need to overtake a line of traffic after dropping down into third, you can do so with a feeling of authority'



Sleek fastback roofline is not particularly accommodating for rear-seat passengers; interior and drivetrain both balanced elegance and usability more evenly

Even at those heady speeds, I would imagine that wind noise from the rather upright windscreen would be of more concern than obtrusive engine noise. The characteristic ZF gearbox whine is present but never a nuisance.

In a reassuring way, the DB5 is surprisingly alive, but I never feel that it is going to bite me. I can feel everything through the controls; there is no power steering so the rack-and-pinion steering is heavy at parking speeds, but it's pleasingly sharp and precise on the move. On rough tracks the odd pothole exposes the rigid rear axle, but the parallel trailing links and Watt linkage mean the DB5 stays remarkably sure-footed and maintains good directional stability the rest of the time.

Just like the Maserati Sebring, spirited cornering is best carried out slow in, fast out. As long as you're sensible, you can control the car on the throttle without having to worry about nasty surprises. On the approach to into fast bends the steering loads up to tell you what the 205-section tyres are up to. It is all very gradual - trailing into the bend, I apply some throttle through the apex and the weight settles nicely towards the rear, defaulting into a nice neutral, typically Aston stance. Braking down for a particularly sharp corner, I double declutch into second, haul the steering wheel around and as the tail breaks away, I dial in a quick flick of opposite lock and accelerate through. I cannot believe how responsive the car is on the throttle and how easy it is to control through quick tight corners.

The DB5 has the appearance of a heavy car but, because of its lightweight Superleggera body construction of aluminium panels

over a tubular steel framework, it weighs less than 1500kg. So the servo-assisted brakes are more than adequate for modern traffic, even if they still do require a bit of a push. The pedals are placed perfectly, with a long floor-hinged accelerator making an excellent tool for heel-and-toe downchanges.

It might not have the superlative handling of the Lusso, but the DB5's softer rubber suspension bushing forms the ideal compromise for a good all-round grand touring car. Furthermore, the advantage of being fitted with the optional Armstrong Selectaride dampers means that you can choose one of four settings depending on the type of road surface and how eagerly you want to attack it.

If that sounds like a technology before its time, that's because it was. Though Armstrong's breakthrough system made a marked improvement when it worked, it often didn't - and with a tendency for one side of a Selectaride-equipped car to become unsynchronized with the other, it could easily do more harm to the handling than good. The owners of many Selectaride-equipped cars ditched the technology in favour of more rudimentary but reliable standard dampers. Today there are specialists that can recondition and apply modifications to help them perform more reliably, and this car is all the better for sticking with them. The second-softest setting is ideal for the DB5's high-speed cruising gait, with the softest soaking up the more pock-ridden UK roads of today, and the harder two allowing the driver to set the car confidently into the smoother, more sinuous roads you might find on the Continent.



'After the first five minutes you feel you know it intimately – yet after several hours you feel like you have just got into it'

The Aston Martin DB5 is such a remarkably easy car to become familiar with, and it is so easy to drive. After the first five minutes behind the wheel you feel like you know it intimately – yet after several hours at the controls you feel like you have just got into it, thanks to the comfortable seats, high-speed refinement and inherent predictability.

The chassis has no nasty tendencies at all, the brakes fill you with confidence and the steering is precise. As for the Aston's classic straight six engine, it's so responsive, smooth and utterly flexible. Changing up at 4500rpm when it makes maximum torque is the sweet spot, but even if you happen to be in the wrong gear, the DB5 pulls without complaint until it gets back up on cams, at which point its grunt changes to a full-on charge.

I expected the DB5 to be the least exciting of these three GTs; I would never have thought this car would be such a satisfying drive, and I'm delighted to be proved so wrong.

### Owning an Aston Martin DB5



Julian Reddyhough, who also owns the Maserati Sebring, has had this DB5 for 15 years. 'I had been rallying a DB6 and when I saw this DB5 for sale I thought it would make a rather nice road Aston,' he says. 'It still had the original cream leather interior but it had been badly restored so I had it re-trimmed in black by the late Joe Dorill, who worked at Aston in period.'

'I have driven 35,000 miles in the car and it has never ever let me down, it is like a faithful old friend. The worst thing that has ever happened was I had to change a ballast resistor, but I had a spare on board and it took me minutes. I once drove it the 950 miles back to London from the South of France in one day, and still felt fresh when I got out.'

I did have the engine rebuilt last year because it was down on compression on two cylinders – the previous owner's rebuilder had left one piston with just the top rings fitted and another piston just the bottom rings! Normally, average annual maintenance costs work out at around £4000.'

### 1964 Aston Martin DB5

**Engine** 3996cc straight-six, dohc, three SU HD8 carburettors.

**Power** 282bhp @ 5500rpm **Torque** 280lb ft @ 4500rpm

**Transmission** Five-speed ZF manual **Steering** Rack and pinion

**Suspension** Front: Double wishbone, coilover Koni dampers,

anti-roll bar. Rear: live axle, coil springs and lever-arm Armstrong

Selectaride dampers **Brakes** Discs all round **Weight** 1465kg

**Performance** Top speed: 143mph; 0-60mph: 8.0sec **Price new**

£3465 **Classic Cars Price Guide** £285,000-£650,000



**T**he **Ferrari 250GTL** was first shown to the public at the 1962 Paris Salon. The L in the title stood for *Lusso* - Italian for luxury - and although the car was not officially named the 250 Lusso, that label soon attached itself to the car and stuck. Apart from being known as the fastest road car of its day, the Lusso was also considered by many as one of the prettiest Ferraris ever built.

Even though it has a fabulously opulent full-leather-upholstered interior and 12 cylinders under the bonnet the car tips the scales at just 1312kg. So even though the Colombo V12 is of a lesser specification than in the 250GT SWB, its 250bhp delivers a top speed of 150mph. The Lusso was not produced with any serious competition in mind. Nevertheless, a few race-prepared cars were entered into the Tour de France and Targa Florio, with one finishing 13<sup>th</sup> overall on the 1964 Targa.

From the pair of vertical front bumperettes back to the abrupt Kamm-tail, via a swooping roofline and pure, undecorated flanks, the Pininfarina-penned Lusso was the ultimate distillation of the Colombo-engined Ferrari grand tourer, or *gran turismo*. Walking towards it, admiring its organic shape, it is easy to see that it was in essence a civilised road version of the great 250GTO. It put long-distance luxury and effortless style at the top of its hitlist.

I notice the lack of a door strap and take care not to open the driver's door too far. Sinking down into the black leather seat I note that it proves to be just as comfortable as it appears. Initially

the driving position feels strange - I seem to be looking through the steering wheel instead of over it. But, once settled in the car, I get that relaxed feeling I get when everything feels just right. The rake of the seats is not adjustable but the pedals can be moved a couple of inches if required. I could sit here all day long, but that's because the Lusso was built primarily for Italians, and I am not particularly tall. Without any seat rake adjustment, a bigger chap with long arms and legs might not be so comfortable, particularly after several hours hustling the Lusso over an alpine pass.

Thanking my genes I admire the two main Veglia dials to my right, sunk into their own binnacles in the middle of the dashboard and angled towards me; the tachometer reads to 8000rpm and the speedometer to 300kp/h - an ambitious 186mph. A very full complement of minor gauges is dead ahead in the main binnacle. There's no radio. After turning the key to the first position and prompting the fuel pump to prime the triple Webers, I savour the moment before depressing the key and twisting further.

The engine churns with the Colombo V12's trademark metallic rasp, fires and settles at a steady tick-over. If you want them to last and maintain reliability, cars of this era need to be allowed to reach their working temperature before they're driven. In consideration, I stay patient and while the engine and gearbox warm, I take the opportunity to review the minor instrumentation and familiarise myself with their positioning, monitoring the various pressures and temperatures. This soundtracked ritual heightens anticipation, allowing me to gather my thoughts before the event. After a few minutes, everything is warm and we're good to go.





The Lusso's front and rear end styling draws on its competition cousins, but the clean, undecorated flanks hint at a softer driving experience

After moving the skinny gear lever into the second slot, I slip it smoothly forward and in it slides with glorious ease. That always seems to work better than going straight into first on old cars that have a reputation for weak synchromesh as this car does. I drop the handbrake, release the clutch, accelerate gently up to 2000rpm then pop it into second.

The dominant aspect of the Lusso driving experience is the mechanical music from the engine; it's metallic without ever being tinny. The intake roar from the three Weber 36DCS carburetors is damped by the large air cleaner perched above the sculptural Ferrari V12, but the bark of the exhaust and the mechanical cacophony as the engine spools around the rev counter is heavenly. This version of the 2953cc 60-degree Colombo V12 is different from that powering the 250GT SWB - the valves and crankshaft are the same but the pistons and the cylinder block come from the 2+2 250GTE. In the Lusso it has just one overhead camshaft per cylinder bank, operating two valves per

cylinder. This might not be the fiery 280bhp Colombo V12 that Enzo's henchmen dropped into the SWB cars, but it is a highly accomplished unit to drive behind. The throaty rasp that pours from the classic Ansa quad tailpipes is intoxicating.

The Lusso revels in the benefits of Ferrari 250 kudos and pedigree, but its lack of any serious competition ambitions meant it was able to shed the hard edge of the SWBs and GTOs. For realistic usability, particularly as a *gran turismo*, it's all the better for it. At constant speeds in excess of 130mph, the GTL is rock-steady and completely stable, and the ride gets better as the speed increases. However, as exciting as the engine sounds initially, after a couple of hours it does begin to feel too intrusive for its intended role as a luxurious tourer. All it needs is a higher final drive, an overdrive or, as employed by the Sebring and DB5, a fifth gear. The lower engine revolutions at high speeds would considerably reduce engine noise, adding a welcome layer of high-speed refinement. On the plus side, flexibility in top gear is excellent.

At more modest speeds, the Lusso does place some demands on its driver - the gearbox doesn't like to be rushed, and the drivetrain's highly strung nature means it prefers to rev out than dig deep. But combine that information with the knowledge that you need to keep this engine on the boil to get the best out of it and everything works in harmony. The needle flies around the rev counter and the car feels so balanced and composed, I just know that it is going to handle when I start pushing on.

'As exciting as the engine noise is initially, after a couple of hours in the car it does begin to feel somewhat intrusive'



The gearbox has a clean, positive change; it's the same unit fitted into the street version of the 250GT SWB. It also shares a similar-looking tubular chassis, though it's derived from a shortened version of the 250GTE frame, with its more forward-positioned engine for more passenger room. Suspension is by double wishbones, coil springs and an anti-roll bar at the front while at the rear a live axle with coil-over dampers has the benefit of a Watt linkage, like the 250GTO. In that respect, the Lusso has a dynamic advantage over the 250GT SWB in having better axle location. Because the chassis is heavier it doesn't have the performance of a 250SWB, but it makes up for it by running a low final drive ratio of 4:1. Although my early impressions are of a busy low-geared motor car, I find myself adapting to it quite happily.

On the move, the steering is very responsive with intimate feel through the three-spoke Nardi wood rim. It's not rack and pinion but worm and peg, yet it tells me all I need to know. It's light and I can feel every camber change and every rut in the road. Through tight slow corners you can simply flick the wheel and the nose responds instantly. I just love the way I can sense this car's every movement through the seat of my pants. I can turn in a tad late, lift off to allow the front end to tuck in, then press on with the right foot and power out with a delightful slide.

Back when the Lusso was new, if you were to really push on braking might have been a problem, despite discs at each corner. Even just a couple of decades ago, it was not that unusual for brake fluid to boil and for the brakes to fade alarmingly. But today, with modern brake fluid and better pad material, these cars

much improved. Today, the Lusso's brakes warm up quickly and continue to bite well. Although the driving position still feels a little odd, I am warming to this car.

Although it still feels reassuringly planted when cornering at high speed, at the limit the Lusso does have a tendency towards understeer, again somewhat like an SWB. So, as long as you don't get into a severe understeering predicament, the handling is ideal for a fast road tourer. With bronze-bushed front suspension, there is no rubber between the tyre in contact with the road surface and the wheel in my hands, so like so many Ferraris it feels very honest in its handling and yet, the ride is also very good - crucial for its intended purpose.

The coachwork is just as well-judged. Although styled by Pininfarina, Lussos were built in Carrozzeria Scaglietti's workshops alongside Ferrari's sports racers - the GTL's design took much inspiration from those from the waist down, but above the beltline it was a different story. A large rear quarterlight stretches back towards the rear wheel, affording the driver a quick over-the-shoulder glance before pulling out to storm past a line of dawdling traffic on the highway. With so much glass and such thin roof pillars, there's a reassuring feeling of calm. Unlike a modern car, it's so easy to place on the road, so easy to see all round when you are having to park in a tight space. Being so aware of your surroundings subconsciously instils confidence.

Although longer than its 250GT SWB sibling, the Lusso was never offered in 2+2 form. There was the 250GTE to cater to that market, so the Lusso was dedicated to selfish journeys for two,

Seats have decent lateral support for enthusiastic driving; V12 is closely related to the 250GTO's, albeit with three Webers to the GTO's six; main body structure is steel, with aluminium bonnet, bootlid and doors



'With so much glass and such thin body pillars, there's a feeling of calm that instils confidence subconsciously'

or one. The absence of the rear seats was probably for the best - when touring driver and passenger would need to make full use of the luggage space behind the front seats, because a spare 185 x 15-shod chrome Borrani is bolted down in the middle of the boot.

Today, the Lusso is held in such high regard because of its style, pedigree and image, and values indirectly dictate a largely cossetted existence so realities such as a long-distance refinement and real-world practicality are less important. And the Lusso's most obvious shortcoming - the low gearing that the vocal V12 is paired with - could be addressed in period with the factory addition of a five-speed gearbox or a bespoke rear axle ratio, if it bothered you enough to stump up the extra Lira.

Taken as it is, the Lusso is a true Italian diva. Its handling and press-on prowess encourage you to take the long, winding route rather tickle the V12's top end. You might arrive at your destination later, but when you do it'll certainly be in some style.

### Owning a Ferrari 250 GT Lusso



Lusso owner Cengiz Artam has a museum with around 100 cars in Istanbul. After buying the Lusso in Switzerland, it was for the most part little used for many years. That was until about two years ago, when he sent it to DK Engineering to be refurbished.

Says Cengiz, 'After standing for some time, the brakes on this Lusso required a complete overhaul. Also, in order to keep the engine running sweetly on all twelve cylinders, the distributors need to be serviced regularly to make sure that the four sets of ignition points are adjusted properly.'

'These cars have the reputation of being pretty reliable in use and not that expensive to maintain. An annual service costs around £2000 but after some time the exhaust system can rot out which will cost £3000 to replace. Now that DK Engineering has gone through the car thoroughly it will remain in Europe, where there are numerous opportunities to enjoy driving it on various classic rally events.'

### Ferrari 250 GT Lusso

**Engine:** 2953cc Colombo V12, sohc per cylinder bank, two valves per cylinder, triple Weber 36DCS carburettors **Power** 250bhp @ 7000rpm **Torque** 188lb ft @ 5500rpm **Transmission** Four-speed manual **Suspension** Front: double wishbones, coil springs, Koni dampers, anti-roll bar. Rear: live axle, semi-elliptic leaf springs, coil springs, Koni dampers, radius rods, Watt linkage **Brakes** Discs all round **Steering** Worm and peg **Weight** 1312kg **Performance** Top speed: 150mph; 0-60mph: 7.9sec **Price new** £5607

**Classic Cars Price Guide** £850,000-£1.4m

**T**here's no question that each of these golden-era grand tourers has immense desirability. Between them they represent long-distance motoring at its finest, combining style and presence with power and comfort. But which possesses the best balance of the numerous attributes required of a GT?

The least recognisable of the three, the Maserati Sebring, clearly offers the best value for money. Several times cheaper than the Aston and the Ferrari, it has a similar competition bloodline, the appearance of a Triumph Italia on steroids, and a respectable dynamic repertoire. Its on-limit handling is somewhere between the Aston and the Ferrari – it feels light and more precise than the former, but has a higher roll centre and more rubber in the suspension than the latter. For long-distance motoring it's the most accomplished here, but the early fuel injection system robs the driver of the experiential delights of a properly set up carburettor car.

There is something very special in the way you feel so at home in the cockpit of the Aston. The way everything fits you makes it a car that you can drive all day long. Its steering is precise enough, the suspension is softer than the Lusso, and although it can be somewhat tail happy, the general handling balance is good.

It might not be able to match the Lusso in the twisty bits, but it certainly has the best brakes and absorbs the bumps better. On a run the DB5 devours the miles in comfort.

There is something quite exquisite about just sitting in a 250GT Lusso, let alone driving one. When you eventually do, everything feels effortless by virtue of its precise steering, determined roadholding and rev-hungry engine. But sweet-changing as it is, it's the underendowed gearbox that leaves the Colombo singing a little too loudly on a long run, tainting the high-speed refinement.

Were I about to embark on a continental jaunt, taking in long stretches of fast autoroutes interspersed with scenic detours and alpine climbs, then which of these iconic Sixties GTs would I choose? It's a tough choice between these thoroughbreds, and a photo finish between the Ferrari and the Aston. The Ferrari 250 Lusso will remain for all time one of the most beautiful cars ever conceived, and when you put the hammer down, the sound of that Colombo V12 is utterly intoxicating.

But on the motorways the Aston is more refined, the cabin is just as comfy and since we are looking for the best all-round grand tourer, not the best racer, the Aston DB5 wins by an overrider.

**Thanks to** DK Engineering ([dkeng.co.uk](http://dkeng.co.uk)) and Desmond Smail ([djsmail.co.uk](http://djsmail.co.uk))



The DB5 trumps its bitterest in-period rivals – and not once does it need to play the Bond card

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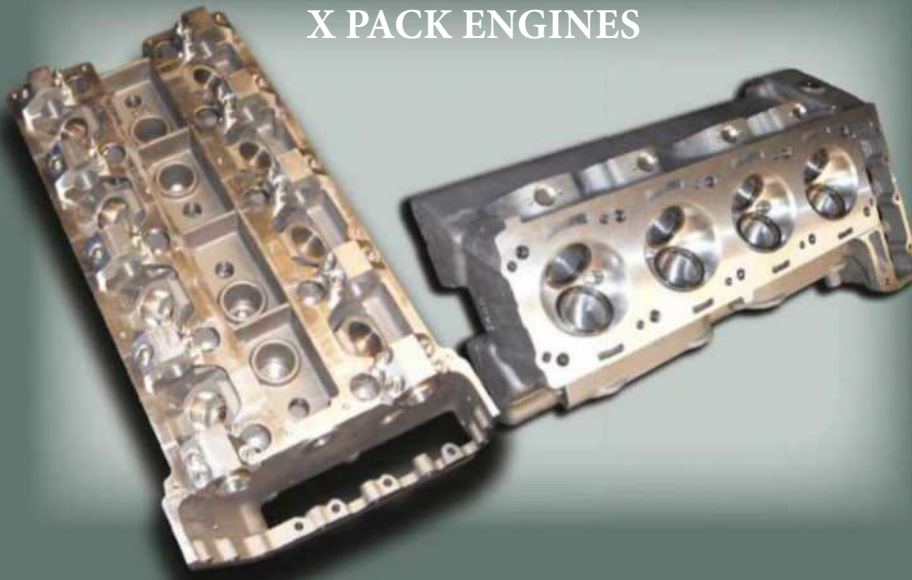
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# GTS

## for £30k or less

You might not have a seven-figure bank balance, but even a £30k budget can see you crossing continents in effortless luxury and style

Words NIGEL BOOTHMAN Photography CLASSICS CARS/MAGICCARPICS

### Lancia Flaminia coupé

PRICES from £15,000 to £52,000

This handsome if rather restrained-looking Lancia offers two doors, four seats and six cylinders. It's less dashing than some of its contemporaries but it doesn't promise more than it delivers; it's a sober long-distance GT rather than a sports car.

The Flaminia's engineering appeal and heritage could hardly be stronger. It was beautifully made in a rather labour-intensive, expensive way, using a development of the Aurelia's layout - a wet-liner V6 powering a rear-mounted transaxle with de Dion independent rear suspension.

Clive Winstone runs the Italian classic car specialist Mr Speedlux with his son, Theo. Says Clive, 'Flaminias are understated and brilliant quality, but they can be expensive to own - they're complex and the parts cost is usually very high.' Low values for most of the model's post-production life have led to many survivors being in tatty condition, so he recommends a thorough approach.

'Check the lower six inches of the car very carefully for rot or filler. Make sure the engine is running well, with no vibration from the drivetrain. The gearchange needs to be sweet to use with no synchromesh issues, and the brakes should perform well - they can be a real headache otherwise.

'A rebuild kit for a single Solex down-draught carb is £250. The equivalent kit for a Fulvia is £15.'



Price aside, parts supply for mechanical items is quite good, though you're reduced to searching for used spares when it comes to trim. Body panels will require fabrication. Most cars will have vinyl or cloth seats; leather was an expensive but genuine option. Floors should have rubber mats, not carpets.

Says Winstone, 'You won't get a perfect example for £30k but it should be very nice; you might be lucky with a £20k car but watch for deferred maintenance or bodged repairs. Rough projects turn up at less than £10k, but would cost many times that to bring up to scratch.'

Winstone suggests searching in France or Germany to widen the choice beyond damp UK examples; the occasional rhd car turns up there, too.





'Despite being from the Seventies, rather than the GT-golden age Sixties, the Jaguar still feels like a proper classic'

## Jaguar XJ12C

PRICES from £5000 to £24,000

It's not often a British car of the Seventies offers a left-field alternative to Italian glamour, but the XJ12C manages just that. For the same as you'd spend on the Sixties pseudo-exotics you could buy twice as many cylinders and a much-elevated level of refinement and performance.

Despite this generational advance over the others here, the Jaguar still feels like a proper classic. The Series II XJ took a while to find a following - as did British Leyland's mid-Seventies colour palette - but climbing into one transports you to a world of squashy seats, thin-rimmed steering wheels, walnut and rocker switches. What's not to like? Well, corrosion, for one thing.

Myles Schofield of Jaguar specialist Miles Classic has some specific warnings, 'Beware of recent re-paints. You need to discover when it was painted, how good a job was done and what evidence there is. Have a close look at the wheelarches, headlamp eyebrows, lower rear quarter and where the rear wheelarch meets the sill. Water can rest on top of there and rot it from the inside out so any bubbling is very bad news.'

Get underneath to check the radiator crossmember and the toeboards. None of these XJ coupés was weather-sealed very well so avoid anything stored outside or with a damp interior.

'Very few panels are available now,' continues Schofield. 'We can cut down inner and outer sills from saloons, but front wings and rear quarters have vanished, and door skins are hard to source. Side glass, rear screens and front grilles are unavailable too.'



For many, the biggest fear would be the intimidating sight of that 5.3-litre V12 nestling under the fuel injection and air-con plumbing. 'It looks complicated but isn't - the V12s only become scary if they've been poorly maintained. With the right corrosion inhibitors in the coolant and a healthy radiator, it should never overheat.' There's no getting away from some parts prices though. Tired injectors cost nearly £100 each to replace... and there are 12 of them.

'I quote £15k for a full V12 rebuild now,' says Schofield. 'It won't be more and could well be less, but you need some headroom to cover everything you might find.'

Mint, unrestored examples might fetch £30k-£35k with more asked by dealers for examples with an expensive restoration behind them. 'For £20k you have a chance of a good car, but be careful,' says Schofield. 'They're only £15k or less if something's not right.'



## Alfa Romeo 2600 Sprint

PRICES from £8000 to £47,500

A very early work from Bertone's gifted youngster, Giorgetto Giugiaro, the Sprint gave rise to the much more familiar 105-series GT and GTV which have since robbed the limelight from their big brother. In 1962 the Sprint (originally 1975cc and four cylinders) gained a 2584cc six-cylinder twin-cam, with an aluminium cylinder block as well as head.

The 2600 Sprint has long been a bargain considering its credentials - dashing good looks and elegance inside and out, 120mph performance, a five-speed 'box and the heritage of Alfa's Sixties sweet spot. Sales figures were blotted out by the four-cylinder cars so they're a rare sight, too.

Says Richard Banks of marque specialist Alfaholics, 'No body panels are available, so any rust repairs will require skilled fabrication. It's best to get someone with an experienced eye to look over the car - and forget anything rusty? Examples with missing trim or brightwork will also cause headaches, because very little is available off the shelf.

'You need to check carefully for overheating during a test-drive,' says Banks, 'but the old two-piece head gasket can now be replaced with a modern-style one-piece item.

'If there's anything wrong with the gearbox beyond worn synchromesh rings, you'll be hunting for very rare spares.'



'Check the steering for play and knocking noises. No Sprint will handle as neatly as the smaller 105-series models, but rhd cars with Gemmer steering boxes can feel particularly vague. These can now be rebuilt with different internals.'

The Sprint uses 400mm tyres, which are scarce, expensive at £230 a corner and narrow, at 165mm or 175mm wide. Alternative fitments are limited but include Borrani wires.

'You can get rebuild kits for the triple Solex carbs,' says Banks, 'but some fit triple Webers because parts are so much easier and because they release another 10 to 20bhp.'

Around £30k should buy you a nice example, with the very best, rust-free cars selling in Italy for perhaps €60k. Banks suggests America as a good source - many were exported there - and says that £20k is 'danger money'. Anything much less is certainly a project.

'There are plenty of specialists in Britain to supply service items and parts for suspension and brakes'





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**[Epic Restoration]**

# ‘We found that almost every sin possible had been committed’

This Derby Bentley looked to be an elegant auction buy but soon exposed itself as a victim of gross bodgery. Rather than cut his losses, the owner not only commissioned a full restoration – he got stuck in himself, too

Words STEWART PERRY Photography ROSS PERRY



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**W**ayne Fitzgerald was looking for something to fill the void in his garage left by the sale of a Mercedes 190SL, but he got much more than he bargained for when he bought this 1934 Bentley 3½ Litre Drop Head Coupé.

'I bought the car at an auction in 2010 thinking I was buying a good driving car,' Wayne explains.

'Shortly after wards, Simon Elliott and the team at Derby Works performed the Roadworthy Certificate inspection [Australia's MoT] which necessitated some front-end work, including new king pins. I then drove it on an 800-mile road trip to Canberra to attend the 100<sup>th</sup> Anniversary rally for the Rolls-Royce Ghost and it ran OK, but kept spitting water out when the engine got a bit too warm up hills.

'When I got back to Melbourne I arranged for Simon and the team to take a look at the engine, thinking that perhaps they could clean out the cooling system, give it a tune, and I would be on my way. Once we got into it though, things took a turn for the worse.'

Says Simon, 'When the car arrived it drove quite nicely. Sure, there was some weeping on the engine side-plates, but nothing to indicate the horrors that were inside waiting for us.'

### The stripdown

'With the engine out we found that the cylinder head and the coolant lines were very blocked up,' Simon continues, 'and the head had several significant cracks that had been poorly bronzed up in the past. At that point we decided to take the sump off and found that the crankshaft was cracked in three places and almost broken through in one!'

'With the engine out we started to check over the rest of the car and found nightmares everywhere we looked,' Simon adds. 'The chassis was bent by two inches because of an accident we had no idea the car had been in, which was very, very bad news.'

'As we looked further we found a number of other botched repairs from the accident. Among the worst was that one of the differential tubes had been separated from the centre casing by the impact and it had been put back together with about twelve little metal gussets and bad welds.'

Says Wayne, 'Initially I had resisted taking the body off because I didn't want it to spiral out of control into a full restoration, but as time went on it became obvious that was the only option.'

'It was somewhat of a slow realisation that we really did have to go down the full restoration path, and while I was frustrated at the time, I had been there before with other cars which helped make the decision less painful. After all, the last thing you want are problems from half-doing a restoration while the car is apart. When you find things wrong you just have to go down into them and fix them, which is what we did.'

It was at this stage that Simon introduced Scott Mahoney from Metal Master Panels to the project. Simon and Scott both had their apprenticeships at Robert McDermott Rolls-Royce in Melbourne and regularly partner on projects such as this.

'The three of us worked together to straighten the chassis,' says Wayne. Sadly, once we had it straight it became glaringly obvious that the body had been butchered back together after the crash to fit on the bent chassis, because it didn't line up any more.

'While all this had been going on I had been researching this car and found an original photograph of it when it was delivered new in 1934 to its first owner, an Australian bank manager. This photo would become our guide for the restoration.'

### Low point

'The slow realisation that we really did have to go down the full restoration path - the body had been butchered back together after the crash to fit on the bent chassis'

### Body hangups

Says Scott, 'As we got further into it we found that almost every sin possible had been committed. For example in the original photograph Wayne found, the spare wheel was mounted on the rear of the car. But it had been moved to the left front wing, we are pretty sure, to make the

accident damage and poor repairs less obvious.

'The car had three different types of paint on it - two-pack, acrylic and enamel - and in lots of places steel patches had been put into the aluminium bodywork, creating a huge amount of corrosion.'

'When I get a car in for a rebuild, the first thing I do is I set it up on adjustable jack stands and plot the centre line using a self-levelling laser. The car stays on the jack stands till it is done so all the levels are correct.'

'We set out to maintain as much of the original metal as we could. The front mudguards needed new fronts and sides, but we were able to salvage the original crowns. The guard stay irons were bent and we spent many hours aligning them. The other big challenge is getting the guards to do up so that the bolts don't pull and cause low spots as they are tightened. If the plate behind the bolts isn't sitting perfectly it will pull a low spot in the aluminium so you end up having to pull the guard off, heat it, bend it and put it back together check it, and redo it until it's right.'

'The running boards also posed a major challenge because the ones fitted to the car were flat but the original photographs clearly showed them with a sweeping curve up to meet the front mudguards. In end Wayne made bucks out of laminated marine plywood in the correct shape and then we formed 1mm aluminium to create the new running boards.'

'Some like to oxy weld, but I prefer TIG because there is no chance that flux will get caught in the weld and cause corrosion later on. The argon shielding gas in the TIG also helps ensure all contaminants float to the surface during the welding process.'

Park Ward bodywork had been boded over a bent chassis





What began as some light work to the cooling system ended up being a full body-off restoration



Chassis required extensive straightening



Gap for misplaced spare wheel had to be filled



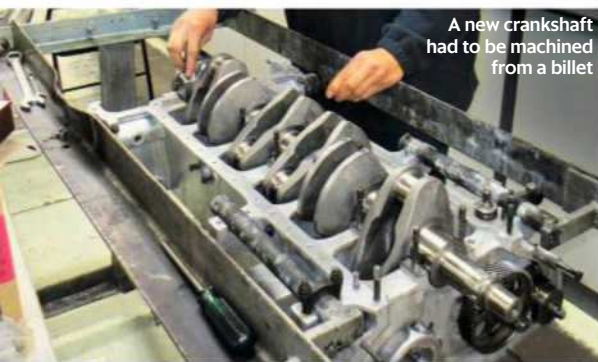
The further in the team got, the worse the sitrep became



Front wings had to be made anew with fresh metal, but the original crowns were salvageable



Wayne was able to re-use the trim after adapting it to fit the now-straight bodyshell



A new crankshaft had to be machined from a billet



The team installed the renewed engine while Peter painted the opening panels



Wayne remade the toolkit for the top-hinged bootlid



Spare wheel had to be relocated from the nearside running board to its correct home at the rear

**Prep, paint - then paint again**

With the body completed, Wayne selected Peter McKinnon to paint the car. Says Wayne, 'During my research I'd discovered that the car was originally all black so I decided that we would paint it as such too.'

Says Peter, 'Doing a car like this takes a huge amount of time. I can only do two per year. Generally getting the panels straight takes some work and I'm a real stickler for that. Attention to detail for things that you might not see straight off - door jambs, under the bonnet and so on - is what I specialise in. I knew Wayne was going to take this car to Motorclassica so I had to make sure the car was just right. Throughout the whole process I usually work on the basis that I am judging the car.'

'I like to do the main shell of the car and deliver it to the owner so that they can get on with installing the motor and trim while I finish doors and so on.'

'I used a Standox paint on Wayne's Bentley. I painted it twice, which is what I would normally do with a black car. The first time I paint it I check it for straightness and then block it down, fix anything that needs it, and then paint it again.'

'I did not use a clear coat on the Bentley. I don't see the point on a solid colour like this, it just adds extra cost and gives no benefit because when the two-pack is polished up you can't tell the difference.' Peter points out that it's different for metallic colours - because the metal flakes in them are designed to lay flat they need a clear coat to give them their shine.

'There is a huge amount of sanding to be done on a car like this to get it just right. That is where all the hours go and is why I can only do two cars per year.'

While the body was off being restored the team continued to work on the mechanicals.

**Drivetrain**

'We weren't able to get a good secondhand crankshaft so we had to get a new one made from a billet by a local specialist,' says Simon. 'I have a theory that when the car was in the accident, the shock sent back up the driveline from the differential being hit so hard cracked the crankshaft.'

'The cylinder head was in such terrible shape it just wasn't serviceable; fortunately we were able to source a brand new one from the UK. After much looking we were also able to find a good secondhand differential tube to replace the butchered one and save the rest of the housing, but the ring and pinion were too badly worn to re-use, so we took the opportunity to put in a new, taller-ratio set while we were rebuilding the diff.'

'Luckily the gearbox was in decent shape. There was one bearing that had been spinning in the housing and caused some damage, but with that sorted we

**High point**

'Having the car pin-striped, with my family crest added to the doors - common practice on cars of this value back then'

gave the rest of the gearbox new bearings and bushes and put it back into service.

'We tried to salvage as many of the fluid lines as we could - we saved most of the front suspension oiling lines, but the fuel lines were too far gone and had to be remade.'

'Wayne was very hands-on during the restoration, working with us two or three days a week.'

It was great because he understood

what was going on; if we'd just been sending him the bills he might not have believed that his running-and-driving Bentley needed a nut-and-bolt restoration.'

**The buildup**

Says Wayne, 'I was pleased to be able to save the existing trim but it created some headaches getting it to fit properly again on the now-straight body. For example, when we reinstalled the trim on the bottom of the driver's door, it wouldn't shut because the trim was fouling on the sills. We had to take the trim off and recess the timber until the doors would shut.'

'Most of the brightwork also had to be repaired or remade. We restored the windscreen frame and the hood mounts, but the missing sun-visors had to be designed and made. We found the hood irons to be very pitted, but with several coats of copper plating and lots of filing prior to chrome we were able to save them. Meanwhile, with the spare wheel now back on the rear where it should be, we needed a split rear bumper to clear it, so we had to make that and the new mounts from the old single-piece bumper.'

'A detail with which I was really happy was the drop-down tool tray that I made for the boot. It was present but very incorrect and tatty! Slowly I acquired all the original tools, and made the felt-lined tray to fit them.'

'Another really tricky thing was getting the wiring loom right. The original loom was badly damaged and the spiral conduit it runs in was corroded beyond reuse. We sourced new conduit from overseas, but had to save the ends and caps because they are not available. It is very intricate; parts of it are even made from brass and German silver!'

'A final detail was to have the car pinstriped. Bruce Walker did a fantastic job adding the contrasting burgundy pinstripe by hand. He also added my family crest to the doors, which was common practice on cars of this value back then.'

Overall, the project took the team four and a half years to finish. Since completion, the Bentley won its class at the Motorclassica and has finally filled the empty space in Wayne's garage. 'I'm very happy with how the car turned out and I intend to keep it

long-term. It won't be daily driven, but will get regular use on Bentley Drivers Club events.'

**MY FAVOURITE TOOL**

'It's a custom tool that connects to the axle and cuts the brake shoes to a perfect circumference,' says Simon. 'You adjust the shoes out to the drum size and then keep taking small cuts off them until you get shoe to drum contact surface area up to 80-90%. This ensures you get full braking performance and is especially useful on cars that don't do many miles, because sometimes they don't bed the brake shoes in properly and wind up with glazed shoes and poor braking. Rolls Royce had a similar tool in period but this one is a custom one that had been created by an old toolmaker.'

**NEXT  
MONTH  
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[Life Cycle]

# The life story of a Porsche 911 Carrera RS2.7

Following 42 rallies in six years, this RS went for a quiet retirement – as a circuit racer in South Africa. Its many owners describe its near-death experiences

Words RUSS SMITH Photography XISCO FUSTER

## 1973 - Harold Morley takes delivery of his RSL

After being crowned British Rally Champion in 1972, Harold Morley wanted a new car to compete in international rallies. He stepped up from his Ford Escort RS to the first 911 RS2.7 Lightweight in March 1973, collecting it from the Porsche factory and entering seven rallies including the Scottish and Welsh international level events, winning four. He sold that, then on 1 August 1973 took delivery of this car, the last 911 RS Lightweight imported for the UK market.

It was registered OM 77. Harold says, 'It was given to me by my brother Phil, off his old Austin Seven. The number plate was worth more than the car! It's a shame we lost it when the car was sold later.'

The car's first event was the Sherry Rally in Spain, sponsored by Domecq. Harold says, 'I remember it so well. We drove the rally car and a Ford Granada estate

from Manchester to Jerez with all my family, including kids, servicing friend, tools and so on. We finished fourth in the rally, had a holiday, then drove back after the event. Amazing how easily it did all of that.

'The RAC Rally has a lot of rough roads so before that we fitted a special undertray and some stiffer, higher suspension. Most important thing was modifying the handbrake so I could easily flick the rear out for hairpins. I remember it as being a good car but not great - and hard to learn to handle. It would also keep knocking itself out of gear because the engine mounts were too soft. You can get harder ones nowadays.

'The biggest downside was the tyres, which are so much better today. It lacked grip. Talking of which, we won 500 Kleber tyres, which were fine on gravel but not tarmac. We used to swap them with other teams - two or four for one Dunlop.

Morley and his new RS2.7 on the 1973 RAC Rally







AUI 1500



In Newcastle Forest, the final stage of the 1974 Circuit of Ireland



Celebrating the 1974 Circuit of Ireland victory



Cathal Curley shows how to fly on the Donegal International Rally in 1974

It's funny talking about this car now - I've just bought another like it, built up from new parts around a 1973 shell. It's just landed in Trinidad and I will be driving it on the gravel and tarmac Barbados Rally in June. Yes, I'm still at it! I did try a GT3 but it was no good - too big and heavy. The old RSs handle better.'

#### Late 1973 - A new owner in Northern Ireland

Cathal Curley was the driver who really made a legend out of AUI 1500, entering three International rallies during 1974 and winning each one. He spotted a classified ad for the Lightweight in the motoring press and wanted to upgrade from the RS Touring he was driving, with a view to the Circuit of Ireland Rally - an event all Irish rally drivers dream of winning. It was up for £8000 - about the price of two semis in Surrey at the time, so he borrowed the money for it. Says Cathal, 'To be honest it wasn't much different from the car with electric windows and sunroof; it felt a bit lighter but with the same power and handling.'

'By the time we arrived in Killarney on the Saturday night of the Circuit of Ireland I was five seconds ahead of Billy Coleman in an Escort. The next guy was three minutes back, so the last day was a two-horse race. I was going hell-for-leather with perfect roads and weather, gaining or losing a second or two on each stage, and rounded a horseshoe bend flat-out in second. The middle was covered in dung. I hit it and away it went; I waited for the bang against the stone

'I hit the dung and waited for the bang against the stone wall on the left, but it never came'

wall on the left but it never came. That had little to do with ability but was just the car and luck. I finished the stage and waited to see how far behind Billy was. He never arrived and the next guy through told me Billy had hit the dung and the wall. So I won the Circuit of Ireland by five minutes, the largest gap in its history.

Cathal's last rally in AUI 1500 was memorable for other reasons. 'We'd struggled with lack of tyre choice and managed to get hold of four soft-compound tyres for wet use in the 1975 Galway Rally. I'd never driven on soft compounds before but expecting rain we put a pair on the front for a 15-mile stage. The rain never came, and eight miles in the car went straight on at a 60mph right-hand bend. We wound up at a precarious angle on a bank, my navigator looking down at me. Then he released his safety belt and fell on me. The weight shift gently rolled the car on its side, and in the middle of nowhere we were stuck so had to retire.'

'Turned out we had overheated the rubber, and also we found the tyres had only had 10-12psi pressure put in them. A lesson or two learnt.'



### 1975 - Part exchange and a new plate

AUI 1500's next owner was Freddie Patterson who, despite being better known as a rallycross and sprint driver, would enter the RS in more rallies during the two years he owned it than anyone else. So how did he prize the car away from Curley?

'Cathal was a friend and we had done a few deals over the years. I had a non-lightweight RS2.7 that had finished ninth in the 1974 Circuit of Ireland - the event that Cathal had won - and part-exchanged this for AUI 1500 along with some cash. I can't remember how much now but certainly some money changed hands.

'The car was still in remarkably good condition and I had several successes in sprints and rallies. The most memorable was the 1976 Circuit of Ireland. That was back when it was a full circuit of the country and took five days to complete, with two night stages. It was really tough. We were doing well but dropped out of the top ten after problems in dense fog near Dublin. We dropped to last at one point but it was such a good car we fought our way back up to finish 12<sup>th</sup>.'

For the 1975 season Fred put his personal number plate - 8 FGP - on the RS but it reverted to being AUI 1500 the following year. Patterson's best rally result was second place on the 1975 Circuit of Munster, though he was a regular in the top six placings for the 17 rallies he entered, and finished sixth overall in the 1976 BP Irish National Rally Championship. But after two years in the RS it was time for a change.

### 1977 - To the Isle of Man

Patterson's friend, garage owner Ian Corkill, was AUI 1500's next owner. 'When I bought the car from Freddie in May 1977 I part-exchanged a Group 4 Escort MkII BDA for it and from memory didn't have to put much money along with it.

'The clutch was slipping and we fitted a new one in the open air in his truck yard in Ballygawley, Northern Ireland because we only had a few days before the Donegal International Rally.

'By then the engine had already been rebuilt at least once and the car had been hit very hard when it was crashed it in 1975, and again in 1976. Despite AUI only being four years old it had a host of other issues, including difficulty starting when hot, and that year's Donegal Rally was a hot one - the engine was running so hot that the petrol was vapourising in the fuel pump.' It was after that rally that the car's AUI 1500 number plate disappeared, replaced by 111 MAN. Its development continued though. 'We fitted a lower ratio differential after Donegal to drop the gearing for a more acceleration but less top speed, about 125mph. We came second in the Galway Summer Rally, did the Creg ny Baa hill climb and then the Manx International Rally, where we finished fifth. We had to run most of that with the engine cover off to keep it cool.

'The next event was the Cork 20 where it seized solid on the first stage. After flying in a Porsche technician from London it was discovered that the crankcases

Top: After a life of demanding competition, AUI 1500 has been restored in road trim; Bottom left: Cathal Curley pushes on during the 1974 Manx Rally; Bottom right: Patterson wowing the crowd on the 1976 Ulster Rally



A genuine RS2.7 engine has replaced the Group 4 unit the car received in South Africa

were warped from being run without oil when it had been run to the end of a stage with the oil cooler split. We managed to line-bore the cases and by that time I was getting pretty fed up with the bills, especially when we found the bodyshell had become so flexible after the accidents that the front torsion bars would jump out of their sockets if the full-length Dural sump guard was not fitted.

'This sealed its fate and it was sold in 1978 and replaced initially with another Group 4 Escort and later with a Turbo-bodied 3.3 Carrera, which was a much better car than the 2.7. The RS never held any great positive emotions for me - it was just an old rally car.

'Since then I have run the Isle of Man's official Porsche franchise [now retired] and found that a lot of the later 911s were much better cars in all sorts of ways - sorry to prick anyone's bubble who has been saving up a few hundred grand to buy an RS2.7!'

#### 1978 - Back to the mainland

The RS was once again traded for a Touring model, with dealer Jon Scowcroft, and re-registered MAN 911V. Within weeks he sold it on to Yorkshireman Fred Brown, owner of Tip-Top Drug Stores and a keen rally driver with 911 experience. Brown's mechanic Keith Upton remembers the car well. 'I picked the car up from Liverpool docks with Andrew Haw, the other member of Fred's service crew. We had just two weeks to prepare it for the Welsh Rally. It was much faster

'While leading a race at Kyalami, Van Heerden rolled the car at the Jukskei Sweep at 155mph'

than the previous 911 Fred had rallied, but was set up for tarmac rallying and had racing tyres.

'We changed the brake pads for Mintex ones with more feel, fitted filters over the open inlet trumpets and welded up a side-exit exhaust to get noise levels down so it would pass scrutineering. The suspension was a bit low but there was no time to change it so we just fitted steel wheels with gravel tyres. It coped well, despite a reluctance to start when hot, but stopped on a stage in the Clocaenog Forest. Once allowed in to recover the car we found the multi-plug connector to the ignition switch had come apart. We made up a bracket to stop that happening again.

'While on the rally we were questioned by an inquisitive police officer about the validity of the 'V' registration, issued by the Isle of Man. Although we wished to retain it for obvious reasons, a UK number was insisted on, but they issued a new 1978 number, DUG 919T, not an age-related plate as you'd get now.'

After the rally the car was repainted in Tip-Top colours and the suspension raised. It was also fitted



Above, clockwise from top left: sporting Tip-Top livery in 1978; the aftermath of the 1987 crash that Van Heerden miraculously survived; taken back to the shell during restoration; in racing spec in South Africa in the mid-Eighties

with navigator John Cartwright's new invention - the Terratrip digital tripmeter. Several more rallies were entered - including the 1978 RAC - with little success.

The car's swansong was entering two rallies on the same weekend - Scarborough Stages and the Norking Alcan Stages. Keith Upton takes up the story again. 'Fred clipped a boulder in Dalby Forest, badly damaging the offside front suspension but just managed to limp out of the stage. A fellow Porsche competitor, Richard Jackson offered to lend us a spare strut - but it was 40 miles away in Leeds.

'We got the car back to the workshop and toiled late into the night to get it repaired, then after a couple of hours sleep got the car to Doncaster for the second event, which the car finished without incident.

'Around this time Fred was looking for another car to compete in. The Porsche was sold to someone in South Africa and we sadly said goodbye to it.'

#### 1979 - The road to Johannesburg

The RS had three owners in South Africa, who are either no longer with us or unwilling to talk about their time with the car. However, Mark Waring, an early 911 expert and the car's restorer and current owner, has pieced together its life in South Africa.

'Barry Levinson imported the 911 and used it in a couple of local rallies near Johannesburg. It then sat around until 1982 when he did a deal with property developer and racing driver Albert Van Heerden where

Levinson received a red Porsche 912 and the tired engine from the RS, which Van Heerden had no need for.' Indeed, Van Heerden was heading for the track. Using wings, spoilers and a works 3.4-litre engine bought from Porsche AG, he and friend Ralph Edwards converted the car to full Group 4 RSR specification. It ran in the Rolo Historics Championship from 1984-87, but that eventually led to the car's downfall. Mark Waring takes up the story again.

'While leading a race at the Kyalami F1 circuit Van Heerden rolled the car at the infamous Jukskei Sweep complex at about 155mph. It hit the wall and the engine momentarily caught fire. Van Heerden was unhurt but traumatised and decided to retire from racing. The damaged bodyshell was acquired by Porsche collector Donald Van Standen - no stranger to rally cars because he also owned one of the East African Safari Rally "Werks" 2.5STs and understood the significance of this car. He simply stored it as it was.'

#### 2006 - Mark Waring gets a phone call

Mark, who now runs a forensic business inspecting classic cars, got a lucky break. 'Out of the blue I got a call to value - over the phone - a right-hand-drive RS Lightweight. Its owner had called me because of articles I'd written about the 911s I'd helped research and restore for others over 20 years. I could tell just by its colour which of the three missing RSs it was, which was quite exciting. Four years later I got a call asking



if I wanted to buy it. To do that meant selling the Porsche Formula Vee I was restoring at the time, but I don't regret what I did one bit. How often do you get a chance to own a car with this kind of history?'

Once it had been recovered from South Africa, Mark had the daunting task of not only restoring it but doing so the right way. 'I had a duty to save the most successful RS2.7 of all time. I had an epiphany moment when I realised if I simply used new panels I would be building a new version of the car. Constructing a new roof with panels welded together in a modern way seemed disrespectful. I decided that whatever it took I would find new old stock parts original to the car.'

'I bought a late 1973 911T hoping to salvage the inner rear wings. No such luck, they were rotten too. But I discovered I had a perfect roof. My bodywork specialist confirmed he could drill holes in between the factory welds, use these holes to weld it to new inner wings producing a stronger weld and then grind the welds flat leaving only the original welds visible. An added bonus was every nut bolt and washer missing from AUI 1500 was provided by the 911T.'

'I received a call from a Dutch contact about a pair of new old stock inner rear wings, still in their green coating. That was at 6pm and by 1am I was in Northern Holland collecting the wings and home again by morning. Then after some detective work I discovered Porsche had two pre-1976 right-hand-drive floorpans left in stock so bought them both, in the same period

green finish. I even managed to find two 1973 doors with only one requiring minimal repairs.'

'I invested in a pristine set of 911 Celette jig brackets as used by Porsche to build the car. The new floor was mounted to the jig and the car built up as it would have been in period, panel by panel, section by section. Where factory spot-welding techniques were used the number of welds were counted to match the original car so even the men that built AUI 1500 would not be able to tell it was not their own work!'

A crucial issue Mark faced was that the chassis plate had been removed while in South Africa. 'To reissue a chassis plate Porsche is understandably very careful and performs many secret test procedures. The inspection was carried out before restoration of the damaged shell. It verified the hidden official stamped number, so was happy to issue a new chassis plate.'

'I had more luck when in South Africa - Barry Levinson had kept the RS's rare original seats and I was able to obtain these from him in exchange for a donation to his daughter's university funds.'

'When I finished restoring AUI 1500 I was offered £1m but declined, returning it 40 years later to every event it won in 1974. It was allowed to run as a "00" car, re-enacting the stages on which it beat 14 other RSs and the works-backed Escorts. In 2016 I returned to film Curley and his navigator Austin Fraser driving Mols Gap. Afterwards Curley drove me up and down the Healey Pass, describing it as mechanically perfect.'

**The level of detail to which 911 archaeologist Mark Waring delved to rescue a vital piece of Porsche competition lore is staggering. Bottom right shows mechanic Keith Upton with AUI 1500's current owner Waring (right)**

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[The Collector]

‘Historically, the race models are more important to me than road vehicles’

A visit to the 1963 London Motor Show left Malcolm Ricketts with a lifelong Lotus owning habit. Here he shows us the garages where he’s kept the best

Words MIKE TAYLOR Photography CHARLIE MAGEE

Cognoscenti of early Lotus cars will already be familiar with the name of Malcolm Ricketts - Lotus aficionado, racing driver and Chairman of the Historic Lotus Register, which supports and maintains the integrity of older Lotus models. His name will also be familiar to enthusiasts of the Lotus 26R, the racing version of the Elan, as the man behind Ricketts Racing, along with his specialist preparer, Mike Loughlin.

Malcolm was born in Islington, North London in 1938 and educated at Highgate School. He says, 'My interest in motor vehicles really began while I was at school with its proximity to Colin Chapman's Lotus factory in Hornsey. He grew to be my hero because over the years the cars he designed and manufactured had a great influence on my thinking.'

Such was Malcolm's fascination for cars and Lotus in particular that he and his father Leslie visited the 1963 London Motor Show, where he saw a Lotus Elan. 'It struck a chord and I immediately thought, "I want one of those one day." My dream was fulfilled when, after a succession of sensible cars, I bought a Lotus Elan in kit form in 1967 and with some assistance I completed the build, using the car for business and pleasure,' he recalls.

Walking into Malcolm's garage today it is clear that his passion for Lotus is undiminished; we are surrounded by fascinating examples, plus memorabilia and photos. 'All the cars are road legal and serviced so I can enjoy them regularly,' he reveals. 'I haven't kept all the Lotus models I have owned. I've had numerous Elans and several Elites, although today I just have one of each.'

'Historically, it's the Lotus race models here that are more important to me than the road vehicles,' he asserts. Malcolm's interest in racing began in 1972 when his son Martin asked if he would take him to a car race meeting. 'I took Martin to the St John Horsfall event held by the Aston Martin Owners Club at Silverstone. It triggered my enthusiasm to have a go myself.'

'I started with an Elan and entered the Classic Sports Car Championship for 12 years and then, as Formula Junior cars were becoming popular, I became interested and bought a single-seater Lotus 22. We did quite well with that, too,' he adds.

### 1953 Lotus MkIX

Walking around Malcolm's cars in chronological order, we begin with the Lotus MkIX, designed by aerodynamicist Frank Costin. 'I already had a Lotus XI, which became the car to beat. It was pretty fast and we had a deal of success with it. This was sold in 2004 because I wanted something a little different and chose the Nine as a suitable replacement. When it was new, this one was fitted with only the second engine that Coventry Climax had installed in a race car and was extremely successful in the hands of Dickie Steed. During 1962 the original engine was removed and replaced by a Ford unit. I flew down to the South of France to see the car with Lotus specialist Mike Loughlin and my cheque book - it was in excellent condition and we agreed a price. Since then it has been raced and toured, including being driven to and entered in the Le Mans Classic. It's never let me down.'

While attending a Historic meeting at Silverstone, Malcolm was told about a Coventry Climax engine for sale at one of the circuit's autojumbles. 'Amazingly, it proved to be the original engine from my car; I bought it to be installed later. Meanwhile the Nine will be used to visit the Vernasca Silver Flag Hill Climb in Italy this year.'

### 1957 Lotus XI [featured in *Classic Cars May 2018*]

This ex-Team Lotus car also has a Frank Costin-penned body. 'Alan Stacey bought this car new to race and registered it in his own name,' says Malcolm. When Malcolm bought it, the XI had been fitted with easily-removable GT bodywork and, despite its age and lack of use since the Sixties, remained in good and mechanically

original condition. 'It retained all the original mechanics and bodywork. Only the bonnet required attention.' However, the cost of repair outstripped buying a replacement, so a new one was made and painted by experts while I stored the original away. 'When we restored it I wanted to make the MkXI into a road as well as a race car. I sent it to specialist David Abbott of Wappenham and since then I have competed in it at Spa and Goodwood. I aim to retain the XI in its original condition, exactly as Stacey raced it in 1957 when it won the National Championship.'

'Alan Stacey lost his right leg in a motorcycle accident so he had a twistgrip throttle attached to the gear lever,' explains Malcolm. 'A hole was cut in the scuttle to allow the throttle cable to pass through and connect with the Weber carburettor linkage. He rested his prosthetic right leg on a fabricated steel plate, which was mounted in the footwell to prevent it from becoming entangled with the chassis frame.' The plate is still there.

### 1960 Lotus 18

In 1995 Malcolm was appointed driver for Classic Team Lotus (CTL), entering Classic Formula One events. He also became a patron of the team's ex-Jim Clark Tasman-winning Lotus 32B and its sole driver. 'However, after 14 years I decided I preferred something slower and more suited to my now ageing abilities,' he explains, finally choosing a Lotus 18. 'With its Alfa Romeo engine the car is unique and was kept on the outskirts of Brussels,' he recalls. 'It was an ex-Team Lotus car and Chris Dinnage, Team Manager of CTL, joined me to vet the car. It had been involved in an accident and had been extensively rebuilt and unused since.'

The car was built in 1960 and raced in South Africa by driver Syd van der Vyver. 'Apparently the South Africans considered the Coventry Climax engine to be somewhat unreliable for racing and a number of other power units were used. Syd had many successes

Malcolm has owned numerous Elans, including one in which he began his racing career and two estates built in 1972 by Hexagon of Highgate. He ordered this red Sprint new in 1973





Ex-Alan Stacey MkXI in foreground. MkIX in background is soon to be reunited with its original engine



Malcolm points out the Type 58 he and Colin Chapman's son Clive restored and of which he is custodian



Lotus 18's South African racing maroon bodywork uniquely covers an Alfa engine

with this car and won the South African Championship in 1960 and '61, which explains why it is still finished in the South African racing colour of maroon. Subsequently, it returned to the UK in the Nineties. The mechanic who built the car at the Lotus factory was the legendary Bob Dance, who until very recently prepared the car when I raced it, too. I last used it in 2016.'

### 1968 Lotus Type 58

This car is in Malcolm's garage following a contact from Colin Chapman's son Clive. 'He suggested that we restore one of the CTL race cars,' says Malcolm. 'We chose his Formula Two Lotus 58.'

This is an innovative machine built in 1968, a one-off car designed by Martin Waide and Colin Chapman with a unique de Dion front and rear suspension layout designed to keep the wheels and tyres in an upright position, preventing camber changes during suspension deflection. 'Graham Hill tried the car around the Lotus test circuit at Hethel, proclaiming that it handled well, but because of its weight it was too slow to be competitive. It was then shelved and forgotten until Clive Chapman and I restored it in F2 guise. Since then it has been raced in Historic events and for the occasional hill climb. But regrettably, despite being a delight to drive, it has vindicated Graham Hill's comments by being uncompetitive. Clive Chapman has allowed me the privilege of being its custodian.'

### 1973 Lotus Elan Sprint [featured in *Classic Cars* January 2018]

'When I heard the Lotus Elan was going out of production in 1973, I decided to buy a Sprint as my forever car, so put in an order at Ian Walker Racing,' explains Malcolm. 'By that time I'd got to know Ian very well through buying several cars from him. The car was scheduled to be delivered on a Friday, but I wanted it built for me. "OK," said Ian, "then you'd better make it the following Monday and we will assemble it over the weekend." Also, the factory charged me extra for having the car sprayed completely in red and not the more usual two-tone Gold Leaf colours.'

### 1994 Caterham Seven

Malcolm bought this car new as a kit from Ratrice Motorsport in Potters Bar in 1994. It's fitted with the 2.0-litre HPC engine as used in the Vauxhall Calibra and develops 165bhp. 'I selected the choice of dark green for the coachwork and the interior with yellow panels let into the seat backs to give it a dash of style,' admits Malcolm. People sometimes ask him why he doesn't buy a Lotus MkVI or an original Seven. 'The answer is simple,' he says. 'I'd be quite happy to drive this car to Scotland without giving reliability a thought. Also, it's as quick as any modern car and is so comfortable and fun to drive. It gives me nearly all the fresh-air motoring and excitement of early Lotus motoring.'

### 1991 Lotus Excel

Malcolm's Lotus Excel is a lovely example from 1991, an elegant model from the later Lotus line-up that took the company upmarket. 'It's a comfortable family car, which I bought in 2012 - it was at a local classic show, with a notice hanging over it saying: 'Please Buy Me'.

'It's all about the elegance of the shape. I had never been in an Excel before so I had no preconceived ideas of what to expect. I like the colour, I think it gives the car a presence, which is set off by the light shade of the leather interior trim. As for the handling, as usual with all Lotus cars, it's excellent. The amount of rubber on the road ensures it sits down and corners well'.

Malcolm says he uses the Excel quite often. 'It has an aura of reliability about it and my wife and I have taken it to the south coast a few times. In contrast to my other Lotus models the Excel is serviced by a



After Graham Hill declared the Type 58 uncompetitive, it was then laid up and forgotten

professional garage because I treat it as an everyday car, whereas the others are thought of as 'fun' models.

### 1959 Lotus Elite Type 14

This is the last Lotus to join the Ricketts fleet. 'By 2015, I had reached a point where I had no intention of buying any more cars,' says Malcolm. 'Then I received an email from a Lotus owner proposing to dispose of his Elite. He told me the car had been left untouched and undriven for 40 years. The Elite intrigued me, but before embarking on a trip to Newcastle we discussed a price that would not waste both our times. The Elite was just as he described it: "terrible, but completely original". We completed the purchase although I received no information with the car.'

At this point Malcolm decided that nothing less than a full refurbishment was necessary. 'All my other cars which have needed restoration have been undertaken in conjunction with Mike Loughlin because we can manage these projects relatively cheaply with him doing the engineering work and me running around and finding the parts. However, on this occasion I elected to put the work out to a specialist and went to Tolman Motorsport in Rugby. There, I told Chris Tolman I wanted him to carry out a full nut and bolt project with the car capable of covering around a thousand miles a year with my wife as passenger. And that's what I've got. It's been set up with soft suspension and the car runs very smoothly.'

### The keeper

Asked to select any Lotus he'd love to own, but for whatever reason never has, Malcolm replies 'I am loyal to the Lotus brand and I have never hankered for another model, even an Aston Martin or a Ferrari. What I have represents a sufficient selection of Lotus cars that I've ever wanted.'

And finally, if he could rescue just one of his Lotus cars, unharmed, from a hypothetical burning cauldron, which would it be? 'The Elan,' he says without hesitation. Quite clearly, it really is his forever Chapman car.

### THE COLLECTION

1953 Lotus Nine, Mark IX  
1957 Lotus Eleven Mark XI  
1959 Lotus Elite Type 14  
1960 Lotus Type 18  
1968 Lotus Type 58  
1973 Lotus Elan Type 26  
1994 Caterham Seven  
1991 Lotus Excel Type 89





Despite his Lotus addiction, Malcolm is very selective about those he keeps



All the cars are kept ready to go – the Elise is an everyday driver



Lotus-badged Caterham Seven was bought as a kit and once went to New Zealand



Yellow-and-silver Elite acquired after Malcolm had 'stopped buying cars'



## Six steps to buying a Ford Capri MkII/III

Soaring values have dramatically changed the buying landscape for this iconic coupé

Words SAM DAWSON Photography JULIAN SANDIFORD

Until a few years ago, a cheap second- or third-generation Ford Capri made for affordable, unintimidating entry into classic car ownership. However, as values of the rarer V6 models escalated and Ford's ambivalence concerning classic parts supply continued, the four-cylinder cars were viciously picked over by breakers. Now they're rare too, and prices have risen to hitherto unimaginable levels for good ones. But this also means restoration makes more financial sense than it used to.

We've enlisted the help of Roger Chinery, a dealer in classic Fords via his Affordable Classics concern since the last Capri was ten years old; Clive Tick, whose Kent-based Tickover workshop has been restoring Capris since 1992; and Ian Melville of Specialised Engines, who's been rebuilding Fords since 1977.

### Which one to choose?

► **MkII** Rationalised range accompanied Ford's more subtly-styled three-door Capri in 1974, in base-model L, option-laden XL (renamed GL in 1975), sporty GT

### [What to pay]

► Running projects start at **£1500** for a four-cylinder, **£3000** for a V6.

► Cars in good condition with no major jobs needed start at **£5000**, with around **£7000** required for a V6 at this level.

► Genuinely mint cars fetch **£10k**, even more for low-mileage special editions. A show-condition 2.8 Injection Special is around **£16k**.

► There's a premium for pristine 3.0Ss and 280s – you'll need at least **£20k** for either. At auction, **£50k** for a very low-mileage concours car isn't unheard of.

and luxurious Ghia flavours, accompanied by a choice of a 1300 Kent Crossflow engine, new 1.6 and 2.0-litre Pinto inline fours, or the 3.0-litre Essex V6.

► **S** Initially appearing as the GTS – a 1975 special edition with JPS Lotus-inspired gold pinstriping based on the GT – the S ultimately replaced the GT, with a package of sports equipment including a glassfibre front spoiler and stiffer suspension.

► **MkIII** The restyled MkIII of 1978 sported quad circular headlights, ribbed tail lights and an optional rear spoiler. Mechanically the car remained the same, although the new 88bhp 1.6S featured a new twin-choke Weber carburettor. The 3.0 V6 was confined to luxury automatic Ghia and sporty manual S guises.

► **Special Editions** Calypso, Cabaret and Laser are the best known and command mild premiums. Cameo looked like a special edition but was a sub-L base model with no centre console. The 500-off 1980 1.6 GT4, with Zakspeed-inspired strobe-stripes, race-look dashboard and S-spec suspension, was the rarest of all.

► **2.8i/280** The Essex V6 was retired in 1981 and replaced by the 2.8-litre Cologne engine. Ford's Special Vehicle Engineering department fitted it with



'As values of the rarer Capri V6 models escalated, the four-cylinder cars were viciously picked over by breakers. Now they're rare too'

Bosch K-Jetronic fuel injection to create a 160bhp performance icon, the 2.8i, which gained an LSD in 1984. The Ghia was discontinued. A run-out special edition, the 280, was finished in Brooklands Green with full leather seats - 1038 were built.

**Structure** Although MkII/IIIs were better-protected than their predecessors, with wheelarch splash-guards and undersealing, check extensively for rust. Certain replacement body panels are very hard to find. New sills, wheelarches, door skins, tail panels and rear three-quarter sections are available from Ex-Pressed Panels at £400-1000, but unused front wings, bonnets and front valances are becoming rare. They turn up on internet auction sites and owners' forums from time to time, but the going rate is around £400 per front-section panel, rising each time a new cache appears.

It often makes more sense to repair rust rather than replace panels. Capri construction has few complex sections, so light rust is fairly easily and cheaply arrested by most bodyshops. Comprehensively rectifying repairable surface rust throughout the bodyshell typically runs to a fairly reasonable £4000.

If it's more extensive, it'll be more like £10,000, so prepare to reject more seriously rotten cars. Bonnets rust through above the headlight housings, and the point where the A-post meets the edge of the footwell is also prone - lift the carpets to check it. The rear ends of the sills where the sunroof drains, the leading edge of the rear damper turrets, leaf spring mounts and the section above the fuel tank can all suffer. Because of the Capri's straightforward design, it's easy to check these things by looking underneath it with a torch.

Sunroofs were popular, but the poor drainage system traps water in the roof panel behind them, causing rot. Repairing this involves patching and welding and will run to £2000. Pay extra attention to the front inner wings on V6 cars - they had reinforcement plates fitted to cope with the extra weight, and had a tendency to trap moisture and rust.

**Engines** The Capri shared its mechanical parts with much of the contemporary Ford range, including the Cortina and Sierra, so unlike the body panel situation finding oily bits is easy and cheap. Most engines - Essex, Cologne and Crossflow - are all strong motor

If you've always promised yourself a Capri, you need to move quickly. There are still bargains around, but even the smaller-engined models like this LS are hot property



This is the 1.6 engine, but all the Capri power units are strong and simple to work on, mostly with good parts availability

'Mechanical parts were shared with much of the Ford range, so finding oily bits is easy and cheap'



sport stalwarts with big-end bearings that seemingly last forever, as do their slick gearboxes. Rebuild parts are readily available from Burton Power in standard form as well as tuned for racing and rallying. The Pinto engine is slightly more difficult to source parts for and breakers-yard Sierras are prized as a result. This scarcity means an increasing number of Pinto Capris now sport Ford Zetec engine transplants.

Provided they're well-maintained, the standard Capri 1.6/2.0 shouldn't pose any major problems - it's a non-interference engine, so valves won't meet pistons if the cambelt breaks and given that replacing a belt only costs £10, it's a worthwhile precautionary procedure upon buying.

A handful of 1.6 Capris had Motorcraft VV (Variable Venturi) carburettors. These have a bad reputation that's largely undeserved. Their diaphragms perish, but they're easily rebuilt with new ones. If you don't fancy having to do this, fit a Weber from a 2.0-litre.

The automatic choke on the 2.0 also comes in for criticism and many Capris thus fitted have had their dashboards butchered in order to fit manual choke cables. The auto choke's issues are usually down to the controlling bimetallic strip's aluminium housing being neglected and filling with dirt - it's easy to clean it out.

The Pinto's camshaft had a reputation for premature wear, but this has since been solved with better oil lubrication technology. If it has suffered though, new camshafts are available from Burton Power for £190.

Both Essex and Cologne V6s are simple to look after, easy to live with and have few foibles. The only real source of concern is the fibre timing gear on the Essex 3.0-litre, which can wear out or fail. Metal replacements are available for peace of mind for £164.

Standard-tune rebuilds with new piston rings for all these engines aren't offputtingly expensive - typically up to £1900 for a Crossflow, £2100 for a Pinto or V6.

**Running gear and suspension** Sagging at the rear is common, but fixing this is a straightforward case of replacing springs. Listen out for a rumbling sound from the rear suspension on the test drive. This can be a sign of a £50 wheel bearing on its way out or a worn differential. Wynn's Differential Treatment Oil is recommended for avoiding the latter, but if it does need rebuilding budget £300 for a minor gaskets-and-seals job, and if the wear has damaged the crownwheel and pinion, double it.

Even though limited-slip differentials were standard equipment on 2.8 Injection Specials, not all will be





It's best to buy a Capri with an interior in good condition like this one. Trim is increasingly scarce



fitted with them nowadays. These items are highly prized by rally drivers and can be fitted to Escort MkIIs, so many Capri owners sold them when their cars were worth less and retro-fitted the standard differential.

**Trim** Replacement interior trim is ultra-rare, especially for MkIIs - the 'Marcasite' cloth and vinyl used in the Seventies cars doesn't wear well and the fabric isn't available. MkIIIs are no easier to find replacement parts for, but the materials makes life a bit easier. The cloth used in the Eighties was harder-wearing and the optional leather seats, which often split along stitching lines on the bolsters, are easily repaired. Rubber parts are readily available from East Kent Trim. Door mirrors are rust-prone and tend to fall apart, but there is a cheap and easy fix - Austin FX4 London Taxi mirrors are the same design, in non-rusting aluminium.

**Identity** Commonality of parts and the desirability of special editions means faked Capris are not unheard of. From late 1990 Ford put a Vehicle Identification Number plate in the driver's-side footwell; earlier cars have it stamped into the offside inner wings so make sure these haven't been defaced or welded over and that it matches the one in the V5.

The panels that give the Capri its distinctive shape can be difficult to find these days, especially front wings, so you have to repair what you've got

### [Owning a Ford Capri MkII/III]



#### Paul Cott, King's Lynn, Norfolk

Paul owns the red 1.6LS in the photographs, but never considered himself a Ford man until he tried a Capri. 'Two years ago, my wife was browsing a classic car website, found this Capri at a dealer in London, and said, "look at this, we've just got to have it" - she'd wanted one for years,' says Paul. 'Its condition was incredible - unrestored, unwelded, original paint and with only one previous owner who had bought it when he retired.'

'I'd always been a VW man and have a 1967 Beetle, but I prefer driving this and I cover more miles in it - 6000 in the past two years. 'The wheels are the only thing that had corroded and needed replacing, and I've put electronic ignition on it for the sake of reliability. Parts aren't really a concern though, and what's out there is better quality than reproduction VW pattern parts.'

'I love how people come up to you and talk about it when they see it. The ownership community is a fast-moving, online-based world too, clustered around Facebook groups. There's always someone willing to answer any questions you might have if you run into problems.'



#### Mark Swetnam, St Ives, Cambridgeshire

'I've owned two Capris - both white - and bought my first in 1990,' says Mark, who set up the online resource [fordcaprilaser.co.uk](http://fordcaprilaser.co.uk), offering invaluable technical and originality advice based on two restorations carried out on his second car, a 2.0 Laser.

'I'm not into concours, but the second restoration was to a higher standard with more money spent, because the car had been used as a daily driver and the pattern front wings, which didn't fit properly, had rotted. I found a set of genuine front wings in Northern Ireland and had them shipped over. They were covered in dents and restorers Quest Brothers said their pattern parts would be better, but I knew the genuine parts would be stiffer and sharper-lined, and crucially they weren't rusty. Quest had to knock the dents out but they fitted better and needed a lot less filler. I also managed to get the very last genuine Ford bronze-tinted windscreen, which came to £400.'

'The Pinto engine is bulletproof and very tuneable - they can be made more powerful than the V6s, they'll handle better and use less fuel. They're great driver's cars, and going for silly money now too - I've lost count of the number of people who've told me they wish they'd never sold theirs.'



#### Connor Andrews, Spain

Connor's Capri 1.6 isn't just his first classic, it's his first car. 'I don't think it would've been possible to find anything with more character, not just in the looks department, but the interior, the noise, and the driving position,' says Connor. 'It doesn't matter if you're in convoy with a 911, E-type, or DB5, the biggest smile from enthusiast passers-by is brought by the Capri.'

'Mine came with a rust-bubbled wheelarch, front wing and headlight surround on one side, which was rapidly joined on the other side following a chance encounter with a deer. I have replaced the bodywork for the entire front end and resprayed the majority of the car for the purposes of paint matching during repairs.'

'Parts are plentiful and cheap, and it's a forgiving car to work on. But unless you're looking at the top end for the increasingly rare rust-free examples, you'll likely have some work to do or money to spend, but you'll never want to sell it.'

### ClassicCarsForSale.co.uk



#### 1986 Ford Capri Laser - £5000 ono

2.0 Laser, June 1986, Diamond White, manual and in good condition throughout. Mechanically feels good, original engine, electronic ignition fitted but I kept the old distributor. Interior in good condition, finished in cloth trim with matching door and quarter panel inserts. Factory fitted manual sunroof. Ford RS four-spoke alloy wheels in good condition fitted with good tyres. Bodywork in good order for year.

# Next Month

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

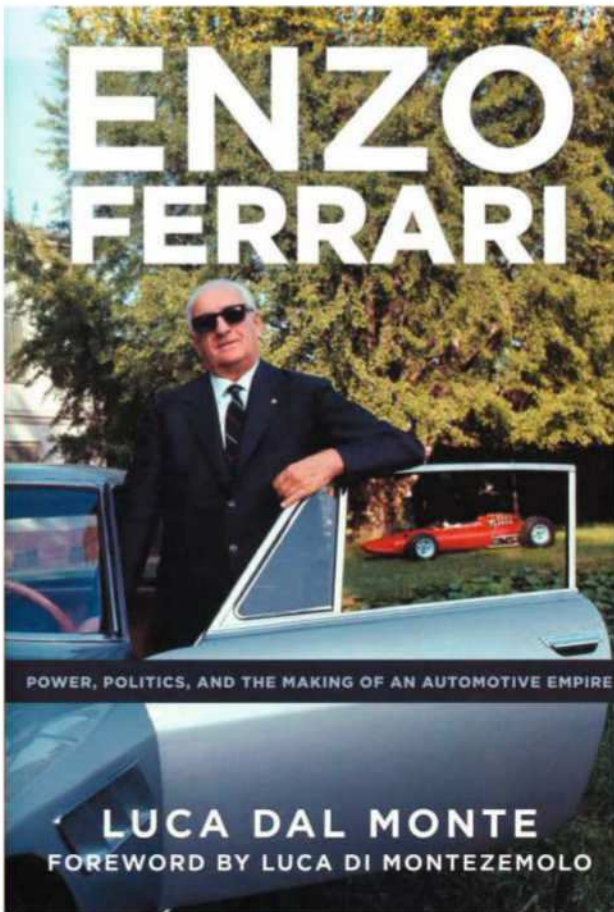
# 5 TARGAS TO BUY NOW



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**JULY  
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## Enzo Ferrari

Luca Dal Monte, £35, [bullpublishing.com](http://bullpublishing.com), ISBN 978 1 935007 28 9

This biography is a work of real significance. Within its breezblock-sized 954-page format is probably the most complete and revealing analysis of the life of Enzo Ferrari yet told.

It took Dal Monte more than a decade to write. He is a well-connected ex-Ferrari insider yet free from any Ferrari PR machinations and his book is both authoritative and intimate. Enzo's tempestuous private and professional lives are documented in minute detail – the birth of the marque only arrives a third of the way through – and Dal Monte adds first-hand clarity to events shrouded in confusion such as the mooted sale to Ford.

Every revelation is meticulously cited and cross-referenced and a price of £35 seems a vanishingly small amount for such a wealth of information.

**The 101 Automotive Jewels of India**  
By Gautam Sen and Makarand Baokar, £45, [heritagepublishers.in](http://heritagepublishers.in), ISBN 978-81 7026 392 0

India exerts a rapidly rising influence on modern automotive markets and culture and this sumptuously-illustrated volume demonstrates where much of its car culture came from. The story is told through 101 studio-photographed cars, selected for their historical significance.

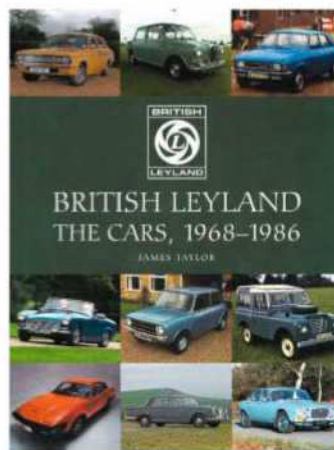
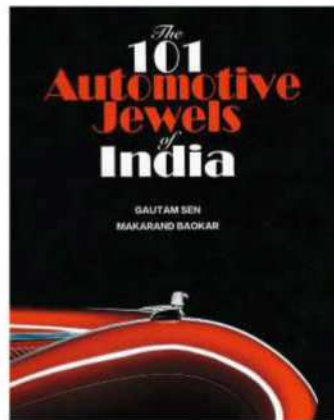
It would be lazy to assume that the subjects are mainly extravagant maharajahs' cars from the art-nouveau/art deco eras. Plenty of those dominate the first third of the book's 272 pages, but we also see those owned by Indian captains of industry who would go on to build cars themselves, plus the sports cars that brought motor sport to India and Sixties supercars bought by Bollywood superstars.

Sen's insight and semi-poetic writing style, coupled to the quality of the photography, lends the book a sumptuous, luxurious feel – one to read in one indulgent sitting.

**British Leyland – The Cars, 1968-86**  
By James Taylor, £29.95, [crowood.com](http://crowood.com), ISBN 978 1 78500 391 2

The business malaise that was British Leyland sometimes makes it difficult to work out which of its cars were built where or what each model was meant to succeed or compete with, so James Taylor's clear, businesslike approach to cataloguing them helps to make sense of it all.

He doesn't pull his punches and is candid about each model's shortcomings, even more so in buyers' guide sections at the end of each chapter. All in all entertaining, good value and full of evocative period advertising images.



**MORE TO ENJOY**  
**Bizzarrini & Diomante – The Official History**

By Phillippe Olczyk, £79.99, [olczyk@yahoo.com](mailto:olczyk@yahoo.com)

Every car detailed, plus workshop photos from one of Italy's most enigmatic supercar firms. Illuminating.

**Extreme Panteras**

By David and Linda Adler, £63.69, [detomasobooks.com](http://detomasobooks.com)

A look at the enthusiasts, engineers and stylists who developed De Tomaso's masterpiece. Pricey, but fun.

**Hobbo: Motor Racer, Motor Mouth**

By David Hobbs and Andrew Marriott, £50, [evropublishing.com](http://evropublishing.com)  
Hobbs wittily recounts his life from avoiding bombs to the commentary box via an astonishing career as a racer. Entertaining.

**Jim Clark: Best of the Best**

By David Tremayne, £80, [evropublishing.com](http://evropublishing.com)  
With the 50th anniversary of Clark's death looming over the entire book, this is a suitably reverential tome.

All these books are available from Chater's, many with discounts. Go to [chatters.co.uk](http://chatters.co.uk) to find out more.

## MODELS



**1:18-scale Williams FW11**

Minichamps, £199.99

This large-scale resin is one of the most intricate Eighties F1 models we've seen, removable-cowling diecasts excepted. This car is Nelson Piquet's, but don't worry Mansell Maniacs – 'Our Nige' is available too.



**1:43-scale Chrysler Ghia Falcon**

Minichamps, £99.99

This stunning little resin is a history lesson as well as a great model – the closest a Ghia Chrysler got to full assembly-line production as Mopar's Corvette/Thunderbird rival. The cockpit is a real delight, with its tiny chromed aircraft-style throttle-levers.



**1:43-scale Covington Tiburon Shark**

AutoCult, £92.99

Another history lesson in miniature resin, this time a Franco-American aerodynamic curio. Deep, lustrous paint and clear, undistorted glazing giving a great view of the stark interior does its dreamy ethos justice.



**1:18-scale BMW 2002 Turbo**

Minichamps, £99.99

This big resin BMW looks oddly restrained in Strato Silver, but it's brilliantly set off by the M-division striping. Pity that the decals run over the door panel gaps as it's otherwise an understated piece of clarity with perfect wheel stance.

All models are available from [diecastlegends.com](http://diecastlegends.com)

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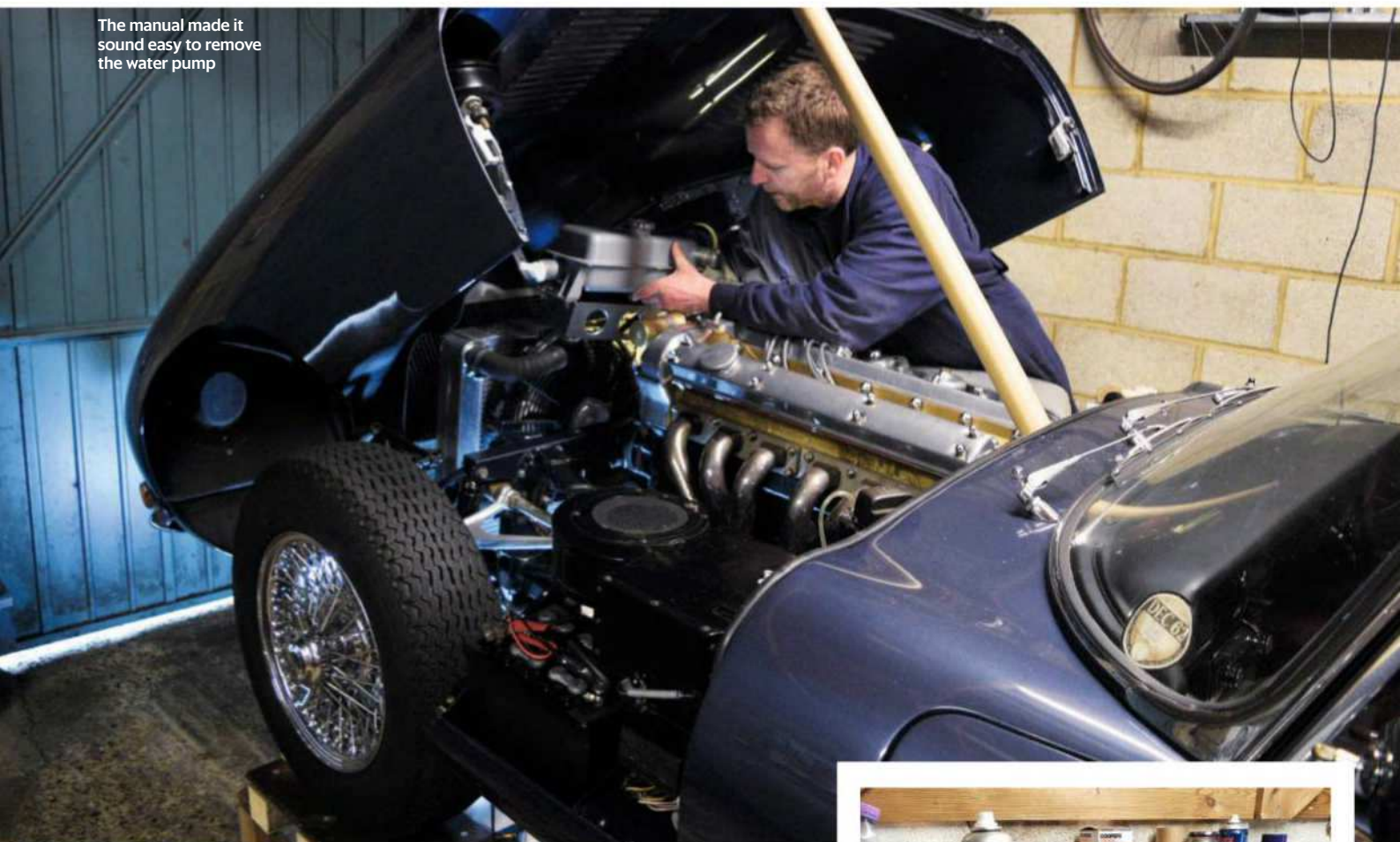
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## A chilled bank holiday

### 1962 Jaguar E-type FHC

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

Time owned 8 years

Miles this month 0 Costs this month £6.99

Previously Failed to remove a typically tenacious crankshaft damper

**O**n my drive home for the Easter break Radio 4's weather forecaster seemed apologetic at the relentlessly cold, wet outlook. I could sense the nation sigh with despair. 'Perfect,' I thought as I switched to my Joe Bonamassa *Dust Bowl* CD for the rest of the commute, relishing the prospect of some garage time and the chance to renew my assault on the E-type's crankshaft damper.

When you last visited the Bell garage, this vexing piece of engineering rebuffed the combined force of a three-leg puller and shocks from a hefty copper mallet, clinging defiantly to the nose of the crankshaft. So, I'd changed direction and made up little wedges of hardwood to drive in between the back of the crankshaft damper and the sump flange. No joy

with this either. Fortunately, a conversation with Matt Tomkins of sister title *Practical Classics* gave me a new way forward. He first suggested heating the damper, using the old trick of expansion to unseize it from the crankshaft

cone, but I feared that it might damage the oil seal behind. So, he suggested taking the opposite approach, rapidly cooling the crankshaft with a blast of freeze spray.

Armed with a can of Power Maxed Ice Cold Shock & Unlock, my bank holiday began in optimistic style. With fresh hardwood wedges tapped into place I gave the crankshaft nose a healthy dousing and followed up with a couple of sharp taps with the mallet. Nothing. So, I had another go. Still nothing. The definition of madness is to keep trying the same thing and hoping that the outcome will be different, so I had another try with the puller, which meant refitting the  $\frac{3}{4}$ in WW crankshaft bolt first. I was convinced that all of the time taken would have allowed the crank to warm up again, losing the cold shock advantage, but I was desperate as I gave the hardwood wedges another tap, wound up the puller and gave the damper pulley one more, sharp tap. Then another, and with a light



Freeze shock spray helped release the crank damper

crack the damper jumped off the end of the crankshaft, into my eager embrace.

Overwhelmed with excitement I bounded off into the house to show Mrs Bell. Was that shared joy I witnessed, or the relief that we would have time to enjoy a long Sunday walk to a favourite country pub? Either way, it was still looking like a successful bank holiday blend of socialising and garage time as I returned to battle on the Monday with only the leaking water pump to remove. Once I'd removed the radiator header tank, it was a simple matter of unbolting the pump and pulley and lifting the pump away, according to the Jaguar manual. The instructions neglected to mention the cosy presence of engine spaceframe that seems to make it impossible to withdraw all of the bolts, or the pulley, or the pump.

I wonder if Power Maxed makes a can of spray for making the spaceframe magically shrink out of the way?



A cold-snap double-entendre came as a big shock

## My luck finally snapped

### 1973 Rolls-Royce Corniche Convertible

**Owned by** Quentin Willson  
**Time owned** Five years  
**Miles this month** 58  
**Costs this month** £2500  
**Previously** Door alignment and window electrics

I've had a lucky run with the Corniche. Five years of largely routine servicing and a bit of cosmetic fettling but no surprises of the heart-attack variety. But I knew my luck couldn't last. Before Christmas the brake pedal went soft when a hydraulic accumulator let go but while '2 FBK' was up on the ramps I noticed the steel brake pipes were beginning to corrode and there was age-related cracking on the rubber flexible hoses, so I took a deep breath and decided to replace the lot.

But given Crewe's complex hydraulic brake and suspension system with its height levelling and 2500lb of pressure I needed someone well-versed in Silver Shadow hydraulics. I mentioned my dilemma to Rob, service manager at HR Owen in Cheltenham, and he said he had just the bloke. He said he'd do the hydraulic

overhaul in the workshop during quiet periods and promised to be gentle with the labour rate. I was doubly chuffed that the Corniche was going to a Rolls-Royce main agent and that a factory-trained expert would be managing all that complex pipery. Two weeks later 2 FBK was delivered home with all new brake and suspension pipes and hoses, a replacement accumulator sphere and fresh Castrol RR 363 brake fluid. HR Owen's bill was £2100, which I thought surprisingly reasonable. I tucked the Corniche up under her dust sheet and waited for winter to pass.

Over January temperatures in Warwickshire dropped to minus nine, which I guess was the only reason why a front coil spring would snap while 2 FBK was slumbering. Driving the Corniche out of the garage for her February MoT was when I first heard the ominous grinding. The nearside spring had broken in two places so I limped down to my local Kwik Fit for sympathy and a solution. The ever-helpful Craig said he'd change the broken spring so I ordered one from Flying Spares and we set about pulling out the broken damper and spring assembly. Trouble was, anything remotely complicated on



Ouch! But at least it didn't happen at speed on the road

Rolls-Royces requires a special tool and the tall front coils on the Corniche were far too long for a standard spring compressor.

Luckily Rolls-Royce specialists Starman's in Market Bosworth had the proper tool and said if I brought the assembly over they'd change the coil while I waited. Within a half-hour they'd swapped the spring and even lent me the compressor so Kwik Fit could ease the whole assembly back into the car - a process that felt a lot like dismantling a bomb with a trembling fuse because nobody wanted a road spring bouncing around the workshop like an errant missile. Everybody ducked and Craig bolted the assembly into place and gently released the compressor.

Hugely relieved, with a new MoT in hand (and a bill for £400), 2 FBK is again driving as she should. A spend of £2500 may sound a lot for a mild suspension refresh but I look on the bright side. That spring could have snapped at 80mph on the M40. The Corniche's run of luck continues.

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The Spider is finally back on the road after mending the heater turned into a three-month task



Leaky heater casing let water eat the blower motor

## Warming up at last...

### 1972 Alfa Spider S2

**Owned by** Russ Smith ([russ.smith@gmx.com](mailto:russ.smith@gmx.com))

**Time owned** Seven years

**Miles this month** 12

**Costs this month** Just my time

**Previously** Removed non-functioning heater

**M**y last account ended with the Alfa's heater unit on my Workmate and me waiting for a large parcel of parts from Classic Alfa - including the important heater-to-scuttle seal that was then out of stock. There was plenty to get on with though, and dismantling the heater took rather longer than expected as most of the fixings were badly rusted up. Luckily they are all standard sizes and a root around in my nuts 'n' bolts box produced replacements in stainless steel.

When the blower motor was finally extracted the reason for its failure was

instantly apparent. It sits in a bowl in the base of the casing, into which failed seals had obviously allowed a fair amount of water that had no way out. The motor was badly encrusted, so I've drilled a little drain hole in the casing to prevent that happening again. I'd rather it dripped out to evaporate from the transmission tunnel's carpet than sit and eat the new motor. Because I never, ever want to remove a Spider's heater again.

Rebuilding it was simple enough once the bits arrived, but as for refitting the unit... That took three sessions of laying in the car with my head in one of the footwells - mostly pressed up against the pedals - while trying to hold it in place and get nuts onto barely accessible studs below the scuttle. I tried to make things easier by attaching the trickier driver's side hose to the heater before lifting it into place, but that added just enough tension to stop it locating on the studs so I had to remove it again. But with the heater bolted in place

the angle was too acute to get the hose on the pipe. After much head-scratching (on the brake pedal) I found some moulded heater hose with a handy kink in it, cut a length and fitted it to the heater. I then joined it to the heater hose in the engine bay using the outlet pipe sawn off the old heater core as a jointing sleeve.

Then it was just a matter of following the photos I'd taken when dismantling it all to get the wires and control cables back in the right place, with some minor adjustment so the position of the air direction flaps coincided with the control levers. Job done, I drove the Alfa for the first time this year. It was a delight as ever, only better because it all worked - hot air was blowing out of the heater for the first time since I bought the car. Time to put that top down.

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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
<b>PROFESSIONAL RANGE</b>				
③ CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
CTC109	9 Dr chest	662x305x421	£69.98	£83.98
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### 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
PRO90	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**

### 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.

**\*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

**FROM ONLY £119.98 EXC.VAT £143.98 INC.VAT**

### Clarke ARC WELDERS

For home use, 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.

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000kg	£27.99	£33.59
CRW25	2500kg	£36.99	£44.39

**FROM ONLY £27.99 EXC.VAT £33.59 INC.VAT PER PAIR**

### Clarke AXLE STANDS

Ratchet action for quick height adjustment. Sold in pairs. #per single stand. \*Aluminium.

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

**FROM ONLY £12.99 EXC.VAT £15.59 INC.VAT**

### Clarke 2/3 TONNE TROLLEY JACKS

JACKS ALSO IN STOCK UP TO 5 TONNE

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
CTJ300L	Pro Instant Lift	3	£86.99	£104.39
CTJ3000G	Pro Garage	3	£99.98	£119.98
CTJ20LP	Low Quick Lift	2	£114.99	£137.99
CTJ1500QLP	Ultra Low Quick Lift	1.5	£156.99	£188.39

**FROM ONLY £39.98 EXC.VAT £47.98 INC.VAT**

### Clarke ALUMINIUM RACING JACKS

Quick lift. Non-marking nylon wheels. Rubber contact pad - helps protect vehicle undersides.

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**

# Machine 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.

MODEL	AMPS	EXC.VAT	INC.VAT
105EN	30-100	£194.99	£233.99
151EN	30-150	£219.98	£263.98
130EN	30-130	£274.99	£328.99
160EN	30-150	£274.99	£329.99

**FROM ONLY £194.99 EXC.VAT £233.99 INC.VAT**

### Clarke ARC ACTIVATED HEADSHIELDS

Activates instantly when Arc is struck. Protects to EN379 - Suitable for arc, MIG, TIG & gas welding.

**SEE FULL RANGE IN-STORE/ONLINE**

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

**FROM ONLY £129.98 EXC.VAT £155.98 INC.VAT**

### Clarke GRINDERS & STANDS

Stands come complete with bolt mountings and feet anchor holes.

**6" & 8" AVAILABLE WITH LIGHT**

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

### Clarke HYDRAULIC BOTTLE JACKS

Telescopic Range.

MODEL	CAP.	JACK HEIGHT (mm)	EXC.VAT	INC.VAT
CBJ2B	2	148-276	£8.99	£10.79
CBJ3B	3	180-350	£13.99	£16.79
CBJ5B	5	185-355	£15.99	£19.19
CBTJ5*	5	220-495	£54.99	£65.99
CBJ8B	8	190-365	£18.99	£22.79
CBTJ10*	10	210-525	£69.98	£83.98
CBJ12B	12	200-380	£25.99	£31.19
CBTJ12*	12	235-580	£89.98	£107.98
CBJ15B	15	205-390	£29.98	£36.98
CBJ20B	20	217-407	£36.99	£44.39

**FROM ONLY £8.99 EXC.VAT £10.79 INC.VAT**

### Clarke HYDRAULIC PRESSES

Professional Quality. Built for tough daily use in automotive/industrial workshops.

\* Available with/without 7 pce pin, bracket & pressing plate kit

\* Adjustable polycarbonate safety screen # Economy model

MODEL	EXC.VAT	INC.VAT
4 tonne bench#	£139.98	£167.98
10 tonne bench#	£198.00	£237.60
12 tonne floor#	£259.00	£310.80
20 tonne floor	£329.00	£394.80
30 tonne floor#	£649.00	£778.80
50 tonne floor#	£1299.00	£1558.80

**FROM ONLY £139.98 EXC.VAT £167.98 INC.VAT**

### Clarke 18V BRUSHLESS IMPACT WRENCHES

3 forward and reverse gears.

**powered by Li-Ion**

MODEL	DESC.	EXC.VAT	INC.VAT
CIR18LIC	2x 2.0Ah Li-Ion	£114.99	£137.99
CIR18LI	2x 4.0Ah Li-Ion	£179.98	£215.98

**FROM ONLY £114.99 EXC.VAT £137.99 INC.VAT**

### Clarke CRANES

Folding and fixed frames available.

**Robust, rugged construction**

**Overload safety valve**

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

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

### Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

Keep batteries in top condition over a long period.

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

**FROM ONLY £24.99 EXC.VAT £29.99 INC.VAT**

### Clarke HIGH FREQUENCY BATTERY CHARGERS

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

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

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

### Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE.

MODEL	DESC.	EXC.VAT	INC.VAT
PRO12C/14C/18C	1.2mm, 1.4mm, 1.8mm	£22.99	£27.59
PGF14/18	Pro, Gravity	£26.99	£32.39
AP15	HVLP, 2.2mm	£26.99	£32.39
SP14/18C	1.4mm/1.8mm	£27.99	£33.59

**FROM ONLY £22.99 EXC.VAT £27.59 INC.VAT**

### Clarke WORKSHOP AIR TOOLS

Impact Wrench Kit. Dual Action Sander. Reversible Air Drill.

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

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

### Clarke ENGINE STANDS

Rotates through 360°. Fully tested to proof load.

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

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

### 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.

MODEL	EXC.VAT	INC.VAT
CIC2410	£59.98	£71.98

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

### Clarke TOOL CHEST AND TOOLS

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.

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

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

### Clarke TURBO AIR COMPRESSORS

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

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/250	2HP	7.5	24ltr	£99.98	£107.98
7/250	2HP	7	24ltr	£94.99	£113.98
11/250	2.5HP	9.5	24ltr	£109.98	£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

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

### 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.

MODEL	AIR DISP. cfm	MOTOR (HP)	AIR RECEIVER	EXC.VAT	INC.VAT
XEV11/100(OL)*	9	2	100ltr	£478.80	£502.80
XEV16/100*	14	3	100ltr	£419.00	£508.80
XEV16/150*	14	3	150ltr	£449.00	£538.80
XEV16/200(OL)*	14	3	200ltr	£519.00	£622.80
XEV16/150(400V)*	14	3	150ltr	£529.00	£634.80
XEV18/200(OL)*	18	4	200ltr	£579.00	£694.80
XEV19/200(OL)*	18	4	200ltr	£619.00	£742.80
XEV26/200*	23	5.5	200ltr	£719.00	£862.80
XEV37/270(OL)*	36	2x 4	270ltr	£1149.00	£1378.80

**FROM ONLY £399.90 EXC.VAT £478.80 INC.VAT**

### Clarke ELECTRIC BELT DRIVEN AIR COMPRESSORS

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

MODEL	AIR DISP. cfm	MOTOR (HP)	AIR RECEIVER	EXC.VAT	INC.VAT
XEV11/100(OL)*	9	2	100ltr	£478.80	£502.80
XEV16/100*	14	3	100ltr	£419.00	£508.80
XEV16/150*	14	3	150ltr	£449.00	£538.80
XEV16/200(OL)*	14	3	200ltr	£519.00	£622.80
XEV16/150(400V)*	14	3	150ltr	£529.00	£634.80
XEV18/200(OL)*	18	4	200ltr	£579.00	£694.80
XEV19/200(OL)*	18	4	200ltr	£619.00	£742.80
XEV26/200*	23	5.5	200ltr	£719.00	£862.80
XEV37/270(OL)*	36	2x 4	270ltr	£1149.00	£1378.80

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

### Clarke BOXER 14/150

14 cfm, 150ltr tank, 3HP motor.

**FROM ONLY £289.90 EXC.VAT £346.80 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.

**BIG 3" CASTORS**

**£44.99 EXC.VAT £53.99 INC.VAT PER PAIR**

### Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

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.

**FULL RANGE OF ACCESSORIES IN STOCK**

**£995.00 EXC.VAT £1194.00 INC.VAT**

**FAST, EASY FINANCE ONLINE/INSTORE**

**BUY NOW SPREAD THE COST**

- Over 12, 18 or 24 Months
- Purchases over £300
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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 & 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	£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.

• JET7500, 8500 & 9500 include hose reel

**210 Bar 3045 psi**  
**JET9500**

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JS1850	1400W	1523psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet 7500	1800W	2030psi	£124.99	£149.99
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

**Clarke TURBO FAN GAS HEATERS**

Offering low cost, efficient heating

**10.3KW**  
**PROpane GAS FIRED**

**LITTLE DEVIL II**

ONLY **£79.98** EX.VAT  
**£95.98** INC.VAT

**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.

**CPSB100**  
INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

FROM ONLY **£139.98** EX.VAT  
**£167.98** INC.VAT

MODEL	TANK VOLUME	FLOW RATE	EX. VAT	INC. VAT
CPSB100	32 litre	6-19 cfm	£139.98	£167.98
CPSB200	63 litre	12-20 cfm	£169.98	£203.98

**Clarke JUMP STARTS**

Provides essential home, garage and roadside assistance

• Integral work light • 910 includes air compressor • Long life battery

FROM ONLY **£71.99** EX.VAT  
**£71.99** INC.VAT

MODEL	STARTING PEAK BOOST	AMPS	EXC. VAT	INC. VAT
900	400	900	£59.98	£71.98
JS1100	500	1100	£62.99	£75.99
910	400	900	£69.98	£83.98
JS1100C	500	1100	£74.99	£89.99
4000	700	1500	£124.99	£149.99
JS12/24	1000	2000	£149.98	£179.98

**Clarke ELECTRIC HEATERS**

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

**DEVIL 7030**

**DEVIL 6015**

**Clarke ABRAISIVE 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

**Clarke TAP & DIE SETS**

High quality tungsten steel • Supplied in metal storage case (except 16pc)

FROM ONLY **£15.99** EX.VAT  
**£19.99** INC.VAT

TYPE	EXC.VAT	INC.VAT
CHT203 16pc Metric	£15.99	£19.19
CHT302 24pc UNC/UNF/NPT	£19.98	£23.98
CHT303 28pc Metric	£23.99	£28.79
CHT304 33pc Metric/UNF/BSP	£32.99	£39.59
CHT774 37pc Metric	£38.99	£46.79
CHT527 32pc Metric	£46.99	£56.39
CHT776 76pc Metric	£64.99	£77.99

**Clarke ANGLE GRINDERS**

FROM ONLY **£24.99** EX.VAT  
**£29.99** INC.VAT

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

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 INSTANT GARAGES**

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

LENGTH UP TO 24'

FROM ONLY **£229.00** EX.VAT  
**£274.80** INC.VAT

**Clarke ROUND PROFILE CUTTING DISC**

MODEL	SIZE	EXC.VAT	INC.VAT
CC014	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

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  
**£45.99** INC.VAT

**EOBD FAULT CODE READER**

was £125.99 inc.VAT

MODEL	EXC.VAT	INC.VAT
EOBD Fault Code Reader	£37.99	£45.99
Engine EOBD/OBD2	£49.98	£59.98
Fault code reader	£99.98	£119.98
Engine Diagnostic & EOBD/OBD 2 Fault Code Reader*	£99.98	£119.98

**Clarke DRILL PRESSES**

Range of precision bench & floor presses for enthusiast, engineering & industrial applications

**CDP152B**

FROM ONLY **£66.99** EX.VAT  
**£80.39** INC.VAT

MODEL	SPEEDS (V)	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	£189.98	£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 INVERTER GENERATORS**

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**Aston Martin DB7 Vantage Volante**

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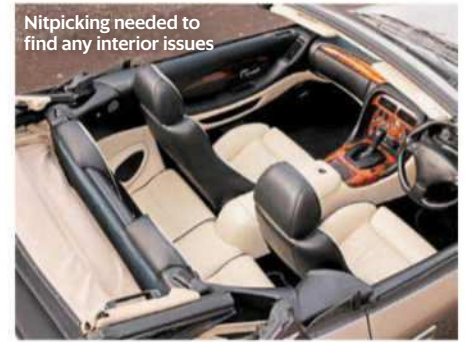
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Generous specification includes optional 19in wheels and mesh grille



Nitpicking needed to find any interior issues



No hints of any costly V12 problems

## Aston DB7 Vantage Volante £65,500

This DB7 boasts the V12 engine, very low mileage and a great history, so does it justify top money? **Malcolm McKay**

**T**he property of one caring owner until recently, this DB7 is being sold on behalf of its second owner, a keen Aston man. His wife refused to ride in his old Astons in case they broke down, so he looked for the ultimate DB7 to satisfy her preference for a 'modern, reliable' car. Apparently she sat in it once, announced she didn't like it and would never get in it again.

Registered on 1 September 2002, the car has always been maintained by the main dealer HWM, which supplied it new. Extras on the order included 19in sport wheels, mesh grille, Touchtronic transmission, sports exhaust and leather hood cover (not available when we photographed the car, but it will be sold with it). It was religiously serviced every year - all in the history file, with the original order and bill of sale - despite covering fewer than 1000 miles a year. The current mileage stands at 13,095, just 45 more than when it passed its last MoT in September.

There is a tiny amount of corrosion just visible on the windscreen wiper mechanism and the wood-trimmed panel

over the 12v socket is darker than the rest - though original, it looks a little out of place. The dashtop trim has wrinkled over the top of the instrument binnacle, but Classicmobilia will get this sorted out before sale. A slight mark on the driver's seat bolster should disappear with valeting.

Even the normal bugbear of low-mileage cars, old tyres, doesn't apply in this case - the car wears a matching set of top spec Yokohama Advan Sports, front 245/35ZR19 and rear 265/30ZR19, dated 51\_15, 01\_16 and 09\_16. Needless to say, they are virtually unworn and the MoT history reveals they were replaced due to concerns over cracking on the original set.

Turn on the ignition and press the starter button (this Aston thinks it's a MkII Jag!) and the big V12 instantly bursts into life. In keeping with the modern boulevardier character of the car, it's more of an expensive hum than a cacophony of chains and gears. The massive torque means that a gentle, measured application of throttle is best in the cold and wet, but once the tyres grip the engine pulls cleanly with no hint of misfire.

With the top up, there are no untoward mechanical noises - this car feels as

civilised and refined as it should. Every control works correctly, and the car is blissfully easy and relaxing to drive.

Pull up, put the handbrake on (don't forget it when you pull away again) and release two catches at the front; the hood then opens - and closes again - smoothly.

If you are looking for a really smart convertible V12 Aston with impeccable history, and aren't too bothered about the ultimate GT spec (the GT's extra 20bhp and ultimate brakes would be barely discernible on the race track let alone on the road, whereas today's roads would constantly remind you of the harder suspension), then this could be the DB7 for you. Just get your wife to check it out before you commit to buy...

### CHOOSE YOUR ASTON DB7

- ▶ Aston's rebirth under Ford saw the DB7 launched in 1993 with a supercharged Jaguar-derived 3.2-litre straight-six, XJS-based chassis and styling by Keith Helfet and Ian Callum.
- ▶ The DB7 Volante followed in 1996, with a stiffened body and electric five-layer hood.
- ▶ DB7 Vantage arrived in 1997 using a V12 developed by Cosworth, mated to a five-speed auto or six-speed manual transmission. Touchtronic option for the auto arrived in 2000.
- ▶ In 2002 Aston added the ultimate V12 GT/GTA option with 435bhp, big Brembo discs, stiffer suspension, mesh grille, bonnet vents and boot spoiler; and also the short-chassis DB7 Zagato.
- ▶ 2003 saw various special editions built before DB7 production ended in December.

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### 2002 Aston Martin DB7 Vantage Volante

Price £65,500 Contact Classicmobilia, Bucks (07889 805432, [classicmobilia.com](http://classicmobilia.com)) Engine 5935cc, V12, dohc Power 414bhp @ 6000rpm Torque 400lb ft @ 5000rpm Performance Top speed: 165mph; 0-60mph: 5sec Fuel consumption 16mpg Length 4692mm Width 1830mm

Bodywork isn't immaculate but any corrosion outbreaks seem to have been addressed quickly



Interior needs some attention but seat vinyl and headlining impressive



The engine is torquey and revs freely thanks to the short stroke

## 1977 Saab 96 £6750

This limited-edition Saab is one of the last 96s built for the UK market. **Paul Hardiman** checks it out

**T**his Souvenir edition Saab is number 94 of the 150 made for the UK market. In its most recent ownership for 17 years it presents well and looks largely original, but has had some paint - a while ago judging from the few cracks and bubbles that are beginning to appear, most noticeable on the left rear flank, plus a couple of small stars and chips to the front of the bonnet and some bubbles above the windscreen. The passenger door is also very slightly rippled.

That all sounds depressing but we're nitpicking, and the sills and floors appear very solid. There's fresh paint inside, suggesting some repair or de-rusting work, though the right sill/floor joint wants some kind of rustproofing applied soon.

The grille is from an earlier 96 but the less chrome original is included. Bumpers are solid. Tyres are Continental front and older Hankook rear, all with a good amount of tread but we couldn't find any date stamps. There's an older Uniroyal on the spare with an electric air pump next to it.

Inside, the carpets appear fairly fresh but with slightly damp underfelt. They

could do with a clean but the headlining and seat vinyl are very good. There's some glue evident around the door cards and C-pillar trims, with the under-window trim coming unglued, plus one knob is missing from the driver's seat release, with the side trim slightly broken. There's a modern Blaupunkt stereo and the rear shelf has been cut for speakers. Various loose wires and relays hang out under the dash but would be easy to tidy up and might even wake up the non-functioning Smiths clock.

Under the bonnet it's all workmanlike though the battery needs a better strap than a bungee cord. There have been small neatly-done repairs to the fronts of the inner wings behind the sidelights. The V4 is now apparently unleaded-tolerant and has a Kenlowe fan; the massive heater box has been refinished. Coolant is half-full in the header tank, either modern orange fluid or rusty and there are various new bits of pipe and clips. Lots of grease on the gear linkage joints is encouraging, and the driveshafts and gaiters look in good order.

It starts easily and drives really nicely, with better overall performance than you'd expect from a 1498cc pushrod V4, but these cars are lighter than you expect.

Keep it on the boil (almost literally), helped by an easy and slick column gearchange, and it can sound a bit frantic, but its assertive thrum only helps indulge your inner Carlsson. The freewheel functions, and locks easily, the chassis is supple with no clonks or rattles, and the brakes are firm, with good bite.

MoTs back to 1998 give some support to the mileage of 53,636, though the last one noted an advisory for light misting of oil from the offside front damper. In the last ownership since 2001, the car is sold with an MoT until January 2019.

### CHOOSE YOUR SAAB 96

- ▶ Saab 92 released in 1949 with 25bhp 764cc two-stroke twin, three-speed transmission.
- ▶ 93 of 1955 has 748cc, 33bhp two-stroke triple. 1958-1960 GT750 is sporty 50bhp version.
- ▶ 96 appeared in 1960 with 841cc, 38bhp two-stroke triple and four-speed, 42bhp from 1964, 46bhp from 1966. Estate version is called the 95. There's a GT850 version from 1962, called Saab Sport in UK, which had front disc brakes.
- ▶ 96 got a 1498cc Ford-derived V4 motor in 1967 plus four-speed gearbox and standard front discs. The two-stroke was still offered alongside it until 1968. US cars had a 795cc version for 1968 to avoid emissions regs, and from 1971 US V4s had a 1700 low-compression engine until end of 96 imports to the US in 1973.
- ▶ Impact bumpers like the Saab 99's appear from 1975. The 1976 Swedish models have less power due to emissions regs, restored to 68bhp with a twin-choke Solex carburettor from 1977.
- ▶ Production ends in 1980 with half a million built.

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### 1977 Saab 96L V4

Price £6750 Contact Pioneer Automobiles, near Newbury, Berks (07711 509600, [pioneer-automobiles.co.uk](http://pioneer-automobiles.co.uk))  
Engine 60 deg 1498cc all-iron ohv V4 Power 65bhp @ 4700rpm Torque 85lb ft @ 2500rpm Performance Top speed: 96mph; 0-60mph: 16.5sec Length 4170mm Width 1575mm Fuel consumption 30mpg

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**JAGUAR XJ8 3.2 Ltr. (X-308) 1998:** Maderia Pearl with Cashmere hide interior. '20 Spoke' alloy wheels. 31,000 miles only from new. Air conditioning, electric seats, retractable door mirrors, wood & leather steering wheel and other usual refinements ..... £9,750

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Honest and in its original colour combination, this big 'Healey has big appeal



Original leather will require further preservation



Pushrod six-cylinder holds its manufacturer-intended temperature

## 1965 Austin-Healey 3000 £63,000

In the sweet spot for enthusiasts, this MkIII is a certificated home-market car with its original interior, says **Paul Hardiman**

**T**his is a UK market car, in its original colour and with its original interior. The Heritage Certificate shows it was supplied in Edinburgh. It was restored in the early 2000s after the then-owner had sampled lots of Big Healeys to find the nicest-driving car possible to be rebuilt by a specialist near his home in Blackpool. There are no bills for the restoration because apparently the restorer liked to be paid in cash, but a wad of photos show that it was taken back to a bare chassis and scuttle before rebuild. It's had one owner since, from 2016.

Panels gaps remain pretty good for a 'Healey - though the swage line is better on the left - and the paint is still nice. Chrome remains excellent on the repro bumpers and the wheels were presumably new, now with a few chips and shod in 185/70 Fulda Y-2000s with plenty of tread (spare is unused). Underneath, it's very clean, with straight chassis rails displaying only a few minor dings, and a good stainless exhaust.

The interior is even nicer. The owner was determined to keep the original leather and though it has a couple of

small repaired tears and some cracking, it has a lovely patina in keeping with a settling restoration. The leather has been Connolised but the centre console could do with it too, and the top of the centre panel on the driver's seat wants restitching. Rear seat leather is much better and vinyl door cards and side trims plus dashtop are still very good and undamaged. The tonneau cover was made recently and the door tops renewed at the same time. Veneer to the instrument panel is good, less so on the left side where there's some chipping and a crack to the glovebox door. The vinyl hood is still nice, with a clear rear window.

The motor is clean, tidy and mostly standard, and was recently refitted with a mechanical fan, with a new radiator. It does sport an alternator (with negative earth conversion, of course) and spin-on oil filter. In the fuel line there's what looks like one of those devices that claims to allow unleaded petrol. Oil is clear and just over max, coolant full but slightly rusty. The seller has also added H4 headlights and LED dash light bulbs. All the frontal structure is straight and very clean with just a little surface rust starting to appear under the master cylinders.

It starts easily with a lovely crisp rasp from the twin tailpipes and drives sweetly. The chassis is comfy without being floaty, the factory overdrive works promptly and the brakes are smooth and pull up straight with a firm pedal. The steering wheel is slightly loose on its telescoping mechanism but you don't notice it on the move. Oil pressure is 55psi at 3000rpm when warm.

It has MoTs back to 1980 at 43,984 miles (50,101 in 2005) and a current ticket until July. Rawles also has an entry-level 3000 at under £40k, and for perfectionists a restored triple-carb MkII at £85k.

### CHOOSE YOUR BIG HEALEY

- ▶ Austin-Healey 100 introduced in 1953. Used mostly A90 running gear and 90bhp twin-carburettor version of 2660cc four-cylinder. BN1 had three-speed plus overdrive.
- ▶ BN2 of 1954 had larger front wheelarches and four-speed plus overdrive gearbox.
- ▶ In 1956 100/6 (BN6) appears with 2639cc straight-six and longer wheelbase. Grille changed from diamond to oval, air scoop on bonnet, fixed windscreen. Overdrive became optional. BN4 2+2 available from 1958.
- ▶ 1959's 3000 had 2912cc engine and front discs, available as two-seater (BN7) or 2+2 (BT7).
- ▶ 1961's 3000 MkII had triple SUs, replaced mid-1962 by 2+2 BJ7 (spot one by its vertical grille bars) with better roof and wind-up windows.
- ▶ MkIII (BJ8) from 1964 only available as 2+2, has veneered dashboard and 150bhp on SU HD8s. Phase II cars (1964-67) have reworked rear chassis with more suspension travel; Separate front sidelights and indicators from 1965.

### HAGERTY

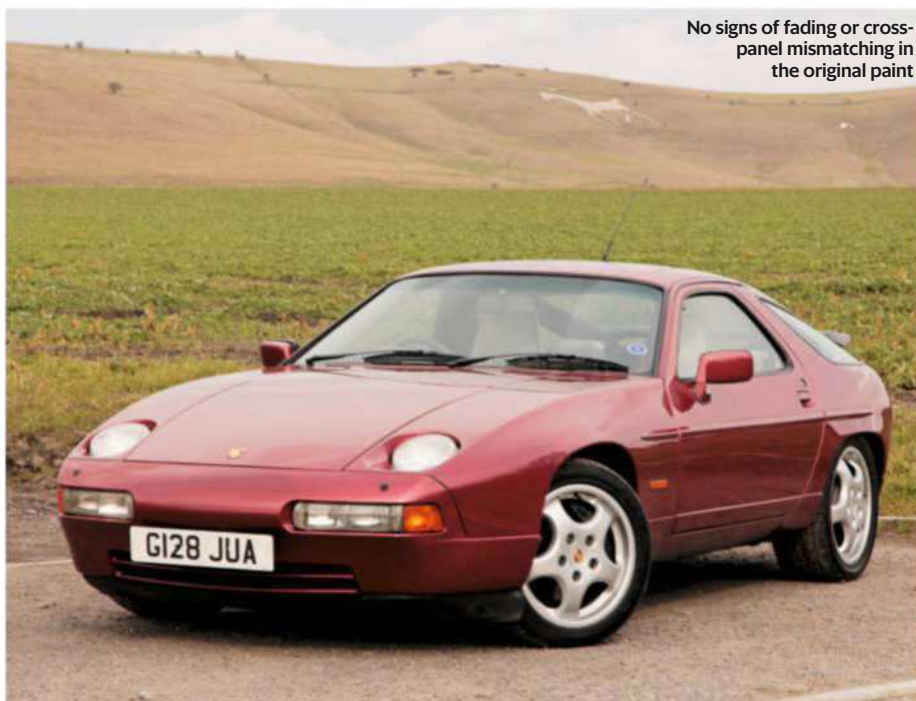
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### 1965 Austin-Healey 3000 MkIII

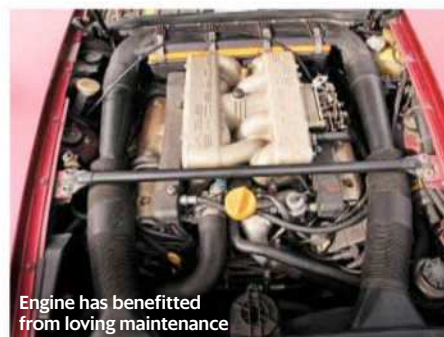
Price £63,000 Contact Bill Rawles Classic Cars, Four Marks, Hants (01420 564343, [rawlesclassiccars.co.uk](http://rawlesclassiccars.co.uk)) Engine 2912cc, pushrod six, two SU carburettors Power 148bhp @ 5250rpm Torque 165lb ft @ 3500rpm Performance Top speed: 119mph; 0-60mph: 8.4 sec Fuel consumption 20mpg Length 4000mm Width 1524mm



No signs of fading or cross-panel mismatching in the original paint



Interior needs minor attention



Engine has benefitted from loving maintenance

## 1989 Porsche 928 S4 £24,900

With few owners, low mileage and a fat file of service history, this 928 has a lot going for it says **Malcolm McKay**

Looking splendidly Eighties in its Velvet Red metallic paint, with ivory leather seats piped red to match, this is an exceptionally original example of Porsche's V8 flagship in its S4 evolution. Being a mid-1989 production car, it benefits from the stronger cylinder heads - introduced a year earlier to address the tendency of the early ones to crack - and a stronger torque tube drive to the automatic transmission.

While so many 928s have been run on the cheap for the last decade, this car looks to have escaped that fate. The bulging service file shows exactly what you want to find - detailed attention to keeping the car in good working order in all areas, not just routine oil changes. The air conditioning has been overhauled recently and works well; the brakes were replaced in 2014 (just 1500 miles ago), and the cambelt has been replaced several times, the last at 61,000 miles in 2013. The odometer now reads 63,915 and the service book shows 16 stamps. For the last 14 years the car has been looked after by Steve Bull Specialist Cars, which is selling it on behalf of the retired pilot owner who feels he is not

using it enough. A Porsche Club member, he entered the car into concours in the past. It has only had three keepers in total from new, another good sign.

The paint is old but very good, with no sign of fading between the different (plastic, aluminium and galvanised steel) panels. There is no sign of corrosion in the usual trouble spots on the rear hatch or around the quarter windows; the only corrosion noted is surface rust on the front spring pans. The wheels, discs and calipers are in very good condition but the tyres are mixed - the front Kumhos are new, but the rear Nexens, while still legal for wear, are old and were an advisory at the last MoT (which expires on 9 August). There are no worrying items in past MoT history.

Under the bonnet, belts all look good and oil is clean and to level, but a good valeting is overdue and there are leaves down the front of the radiators. On opening the driver's door, there's minor disappointment in that the door keep isn't working, and the wiring to the door has been repaired. The ivory seats are generally in excellent condition, with some wear and cracking that could easily be Connollised out. The sunroof works, but

there are tears to its headlining and some damp inside. The rear sunblinds are a nice touch and the full handbook pack is in the car. In the boot, the spacesaver spare and toolkit are present.

On the road, the 928 drives and handles exactly as an S4 should. All the instruments work (as does the added Cobra immobiliser) and there are no suspicious noises from the suspension or transmission. The four-speed auto changes smoothly and behaves as expected.

If you're in the market for a 928 and want a car at a sensible price that won't break down every time you take it out or cost a fortune in the first few years of ownership, you'd do well to look at this car - it ticks pretty much all the boxes.

### CHOOSE YOUR PORSCHE 928

- ▶ Introduced in 1977, the 928 was Porsche's first V8, front-mounted and rear-wheel drive with a near 50:50 weight distribution. The vast majority were sold with automatic transmission.
- ▶ Early cars had 4.5 litres and two valves per cylinder, producing a modest 237bhp. Engine displacement and power output increased several times during production but the biggest step-change was the jump to 5.0-litres and 316bhp for the S4 in 1987. With 15,682 built (out of a total of 61,056), the S4 was the second most successful 928 production model after the original 1977 spec.
- ▶ Only the lightened 928 Club Sport and the 928 GTS of 1991-95 - which boasted 5.4-litres and 345bhp - outperformed the S4.

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### 1989 Porsche 928 S4 auto

Price £24,900 Contact Steve Bull Specialist Cars, Wiltshire (01380 725444, [stevebullspecialistcars.co.uk](http://stevebullspecialistcars.co.uk)) Engine 4957cc, V8, sohc per bank, 32 valves Power 316bhp @ 6000rpm Torque 317lb ft @ 3000rpm Performance Top speed: 165mph; 0-60mph: 6.2sec Fuel consumption 21mpg Length 4520mm Width 1836mm

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**Jaguar XKR 4.2 V8 Supercharged Convertible 2007** ONLY 13000 MILES FROM NEW. Midnight Black With Full Charcoal Leather Electric Heated Memory Seats. Factory Options Include: Colour Touch Screen Sat/ Nav, 20" Jaguar Alloys, Front/Rear Park Distance, Bluetooth Phone, Alpine HiFi With Multi CD, Xenon Headlights, One of the Very Finest Examples We Have Ever Seen. Full Jaguar Main Dealer Service History With Service Invoices, All Books and Spare key. One of the Very Finest Examples We Have Ever Seen..... **£31,995**



**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**



**Mercedes Benz C350 V6 SE 7G Tronic 2005** ONLY 14000 MILES FROM NEW. This Superb and Rare Class Coupe was supplied New by Tony Purslow Mercedes Benz on the 19/10/2005 to it's ONE OWNER. Factory Options Include: Colour Sat/ Nav, Bluetooth Phone, Ali Interior Pack, Full Charcoal Leather Electric Seats, Front/Rear Park Distance, Power Fold Mirrors, Electric Steering Column, Climate Control, Cruise Control. Full Mercedes Benz Main Dealer Service History with Full MOT History. A Truly Stunning Mercedes Coupe with V6 Refined Power. .... **£8,495**



**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**



**Mercedes Benz SL350 V6 AMG Sport Convertible 2013.** ONLY 19900 MILES FROM NEW. Finished in Rare Fire Opal Red With Full Cream Leather Electric Heated Memory Seats. Factory Option's Include: Colour Sat/Nav, Bluetooth Phone, Rear Parking Camera , Front/ Rear Park Distance, Black Birds Eye Interior Wood Pack, Glass Panoramic Roof, 19" AMG Alloys, Multi Function Steering Wheel With Paddle Change, Xenon Headlights. This Fabulous One Lady Owner Example was Supplied New by Gerald Mann Midlands on the 19/07/2013 and has only been Serviced by MB Main Dealer From New ..... **£33,995**



**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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Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windower, 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 rug front and rear, touring trunk to rear, twin side mounts, opera lights, Shiloh Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concours wins in its time. Winning the Rolls Royce Owners Club concours touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, roses, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as if should the new and totally silent. Must be the finest piece of art/taut art in the world excellent investment.....£275,500



London Taxi TX2 2005 finished in Black with superb interior, occasional seats, power steering, wheel chair access, automatic, power windows, stereo system, glass divider, this is a seven seater cab very rare and only one private owner, low miles, with full taxi history, and handbook very difficult to find another like this one ..... £26,750



Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1956 SS 100. These cars are very rare only 22 were ever made this is number 12, these cars have over tripled in price in the last few years, because of the investment side of it, plus they drive beautiful, Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming (black tulip) with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels, with white side tyres, large chrome headlamps 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



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.... £78,750



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



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 an ex designer 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, and all old MOTs, and invoices Complete with all original tools, Recent full service, garaged from new, this car must be one of the finest to be on offer..... £28,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect, one of the last of this handsome model, only two previous owners, fabulous history, original handbook, fantastic to drive you can hardly 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 repro coachbuilt by Hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overmats to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only.....£65,750



Mercedes 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 .....£59,750



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 the last owned 34 years, a superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic.....£36,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E Type, Which has mellowed to an amazing condition. This car is just remarkable.....£165,500



Mercedes 250SL Pagoda sports 1968, Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops, with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old 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, sparkling chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25,000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and 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 overgus, 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 show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example ..... £57,750



Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this 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, sparkling 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 interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website..... £125,750



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 interior, with walnut veneers, original Radiomobile radio, over mats, sparkling chrome wire wheels, manual transmission with overdrive. This car is in unbelievable condition and must be the best original example there is. Having had only two previous very fastidious owners from new and only 77,000 very careful miles. With handbook, invoices and old 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 as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain. ....£145,750



Jaguar E Type V12 roadster 1973 This E Type must be one of the best in the world, easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior, headrests, sparkling chrome wire wheels, with white band tyres, spare wheel unused, power steering, manual transmission, stereo system, tinted glass, drives like new, box full of history, thousands spent to bring this car to its like new condition, if you want the very very best this is it, just breath taking, more pics on our website. A fine investment.... £165,750



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre console, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment ..... £157,500



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.H, 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 there 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



### 1966 FERRARI 275 GTB NART SPYDER (LHD)

- Used by Michael Schumacher for his track parade at the European Grand Prix.
- Editorial feature by Auto Italia Magazine where it was complemented for its high quality
- 2nd in class at UK Ferrari Owners Club Concours d'Elegance
- Blu Sera on Coffee Tan Hide
- Photographic restoration by internationally renowned Moto Technique
- Unique opportunity to own a highly rare and valuable car





2016 Ferrari F12 TDF  
(RHD)



1997 Ferrari F50  
(LHD)



1984 Lamborghini Countach 5000 S  
(LHD)



1964 Ferrari 330 GT 2+2 Series I  
(LHD)



1964 Aston Martin DB5  
(RHD)



1989 Ferrari F40 (LHD)



1991 Bentley Continental Convertible  
(LHD)



1987 Aston Martin V8 Vantage Volante  
X-Pack (RHD)



1967 Shelby GT500 Fastback  
(LHD)



## 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**



**2004 ASTON MARTIN DB9 COUPE** finished in Meteorite silver with black trim, 57000 miles.

**£39,500**



**1980 ASTON MARTIN V8 VOLANTE**, left hand drive Finished in Masons black with black trim, Just 9000 miles !!!

**£175,000**



**1968 ASTON MARTIN DBS SIX WITH MANUAL GEARBOX.** VERY RARE original left hand drive US spec car restored

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### 1965 JAGUAR E-TYPE 4.2 FHC.

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### 1960 AUSTIN HEALEY FROG EYE SPRITE.

Iris Blue with Black Interior and OE Hard Top. An original English Car restored some years ago, with a specific eye for originality and detail. Beautifully finished and increasingly desirable. Specification includes original specification 948cc engine with fully reconditioned and rare 1 1/8" Carbs on Original Manifold with New Stainless Bell Exhaust System, Electronic Ignition, Steel Wheels with Drum Brakes, New Interior, Carpets and Hood, Original Bumpers and Over riders Etc. Etc. As clean underneath as it is on top! With Frogeye values rising dramatically this is one not to miss. RHD - £27,995



### 1971 JAGUAR E-TYPE SERIES 3 V12 MANUAL COUPE.

Opalescent Silver Grey Metallic with Red Interior. 36,000 genuine miles covered from new. Chrome Wire Wheels. In depth rebuild carried out over recent years including ; Complete body strip and total refurbishment to the highest of standards. Total engine strip and rebuild including all oil seals. Gearbox overhauled. Front and Rear suspension totally stripped and reconditioned including final drive, bearings and seals. High Torque Starter Motor fitted. Beautifully original interior with replacement carpets Etc. Etc. A superb example throughout and ready to be enjoyed once again. RHD - £79,995



### 1990 MINI COOPER 1275 RSP.

Red with White Cap. One of only 1050 UK Rover Special Production cars produced. Last Owner for 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



### 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



### 1964 MORRIS MINI COOPER 1071 S.

Tartan Red with White Cap and Red Trim. Supplied new by Appleyards of Leeds. Total ground up restoration to FIA Spec some years ago and still in exceptional condition today. Mountune Engine, Close ratio Gearbox, LSD, Full Cage, Reclining Works Seats, 4 Cibie Spot Lamps, Minilite Wheels, Twin Tanks, Harness's, Map Light, Heated Screen, Fully Fused Works Style Dash, Sump Guard, Adjustable Suspension etc. bodysell painted by Moorland Classics at a cost of £8,000! A most exceptional example. Correctly set up and ready to go! RHD - £39,995



### 1952 BRISTOL 401.

Smoke Silver with Red Hide, piped Cream. Restored from the ground up some years ago with full photographic record. One of the very best examples still on the road today. Recent new heading and visors, Upgraded with Overdrive on 3rd & top, Servo, Gearbox Remote Control, Dunlop Disc Brakes, Front Anti Roll Bar, Oil Cooler, Electric Cooling Fan with Revotec controller, Hi Torque Starter, Alternator, Kenlow Fan, Aluminium Fuel Tank, Seat Belts, 185 x 16 Vredstein Tyres, Uprated Heater, Flashing Indicators with Working Semaphores, Hazard Warning Lights, Overtaking Mirrors Etc. A very advanced four seater Grand Tourer. RHD - £69,995



### 1974 FORD ESCORT 1300 L ESTATE.

17,000 Miles from new !!!!!!! Diamond White with Black interior, Disc Brakes and Servo from new - £ 18/10 ! Seat Belts from new - £ 9/68 ! Original bill of sale, Stunning condition throughout, Try and find another like this. Unrepeatable and one for the true Ford enthusiast. RHD - £14,995



### 1958 ROVER 60.

Dove Grey over Smoke Grey with Red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 20,800. This has to be the lowest mileage Rover extant. Has a most extensive history, Including Original Log Book, Hand Books, service Bills Etc. Equipped with Free Wheel, Spot Lamps, Wing Mirrors, 'His Masters Voice' Radio, Rim embellishers Etc. It would be hard to believe that a better example exists. RHD - £13,995



### 1972 MGB 1.8 ROADSTER - OVERDRIVE.

Mallard Green with Black Hide. Restored some years ago to a superb level. Little use since and remaining in the same stunning condition. Specification includes chrome Wire Wheels, Tonneau, Spin on oil Filter Conversion, Oil Cooler, Tubular Stainless Manifold and Sports Stainless Exhaust System. Not just another 'average' MGB. RHD - £16,995



### MG TF 1.8 135.

Royal Blue with Blue Hood and Black / Blue Hide Interior. Previously supplied by us to its last custodian in 2012 since when it has averaged approx 1,000 miles per annum with the total mileage covered from new currently being less than 28,000 !! Specification includes Multi Spoke Alloys, Leather Interior and Kenwood Sound System. Despite the low mileage the MG has an impressive history file and has just had a new set of Avon Tyres fitted. A beautiful example of this affordable and practical 'classic'. RHD - £3,995



### 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

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### 2000 ASTON MARTIN VANTAGE LE MANS

£475,000

This superb example, number 7 of the 40 planned and produced, was built for and shown at the 1999 Earls Court Motor Show and was completed with the 600bhp and 5 speed transmission option. Finished Aston Racing Green with Saddle Tan hides and Alcantara inserts, numbered 007, the car offered is complete with all its original hand books and equipment, including the glove box mounted torch and Michelin road map, highlighted with the traditional route to Le Mans from Newport Pagnell.

With just 4 owners from new and lastly supplied by ourselves, maintained annually by Aston Martin Works. Having covered just 24,400 miles it is almost indistinguishable from new. Highly prized and indeed rare to see, the Vantage Le Mans is both scintillating to drive and a 'bona fide' collectors car, from the end of an era of hand built cars.



1987 Aston Martin V8 Vantage Zagato £499,950



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*1931 12/60 Sports Saloon by Cross & Ellis*



*1928 FWD Tourer by Carbodies*



*1934 Speed 20 Racing Special by Henry Stoner*



*1934 Speed 20 Tourer by Cross & Ellis*



*1936 Speed 25 Tourer by Cross & Ellis*



*1939 12/70 Saloon by Mulliner*

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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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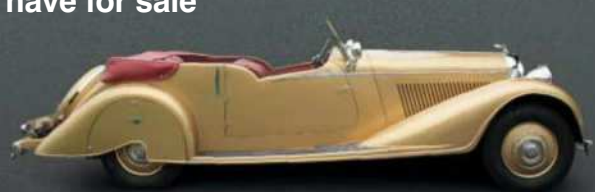
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1938 Bentley 4 1/4 Litre Sedan Coupe  
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1939 Bentley 4 1/4 Litre Overdrive Open Tourer  
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1957 Bentley S1 Continental Drophead Coupe  
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1955 Bentley S1 Continental Fastback  
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**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**



**2007 ALFA ROMEO GT 2.0 JTS.** Black Line JTS, 6 speed auto. Finished in Carbonio black with black leather interior. Only 31,000 miles. Comes with the expensive Bose sound system..... **£5995**



**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**



**1979 ROLLS ROYCE SILVER SHADOW II.** Stunning V8 Silver Shadow finished in Larch Green with Magnolia hide and beige carpets. Large service history including 21 stamps from a mix of main dealers and marque specialist, only 72,488 miles. Silver Shadows are now becoming really hard to find in this condition. . **£24,995**



**1991 BENTLEY MULSANNES** 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 1999 by a titled gentleman who 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 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**



**1991 JAGUAR XJS 4.0 FACELIFT MODEL.** Finished in Westminster Blue with magnolia hide and dark blue Wilton carpets, only 77,000 miles. Car has been in a private collection and not used since 2003. Now fully recommissioned and ready for regular use again. Number plate included. Superb original example..... **£11,995**



**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**



**2008 MERCEDES CL600 AMG.** Finished in immaculate Magnatite Black with unmarked ivory ventilated leather. The car has every option including command. Heated and cool seats. Multisentric front seat with bolster adjustment and massage setting, night vision, DVD and sunroof. AMG wheels, distance drive dynamic and much more! The new car invoice is in the file amounting to £108,000 when the car was new! MINT CONDITION! EXCEPTIONAL VALUE! . **£21,995**



**03 - 53 MERCEDES SL 350.** Finished in dark blue metallic with light beige leather interior. 91,000 miles with a Full Mercedes Service History. Very high spec car with AMG Alloy wheels and Panoramic roof. .... **£9,495**



**2001 MERCEDES 500 SEL** Only 52,000 miles and in mint condition, finished in silver with black hide. Full spec car including dual climate control, sun roof, electric seats including rear seat, black nappa leather. Comes with a Full Service History. Very hard to find a better one! ..... **£7995**



**1979 MG Midget,** 18,000 miles.

**1972 Austin 1300 Countryman MKIII Auto,** 16,000 miles.

**1966 Hillman Minx,** 18,000 miles.

**1970 Austin 1300 GT,** 46,000 miles.



**2005 PORSCHE BOXSTER 987 3.2S 6 Speed Manual.** This superb Boxster is a Generation 2. Finished in immaculate seal grey with unmarked black leather heated seat. Other options include Sat Nav and CD player, 19 inch Alloy Wheels and the expensive Base Sound System. 69,000 miles with full documented history. .... **£13,995**

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**1953 BENTLEY R TYPE LIGHTWEIGHT SALOON BY H. J. MULLINER.** Finished in Shell over Tudor Grey with Grey hide Large history file including build sheets and original handbook A very scarce 'Lightweight' all aluminium saloon with Continental axle and factory glass sun roof ..... **£62,000**



**1934 ROLLS ROYCE 20/25 SPORTS SALOON BY PARK WARD.** In Black Magnolia hide Interior Just 3 owners from new. Excellent history file. Known to us for last 6 years. A beautiful, rakish Park Ward sports saloon in exceptional original condition ..... **£58,000**



**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**



**1988 ROLLS-ROYCE SILVER SPIRIT.** Finished in Windsor Blue with Parchment hide piped Blue. Covered just 16,000 miles from New with 1 former keeper. A new Rolls-Royce Silver Spirit ..... **£27,500**



**1980 ROLLS ROYCE SILVER SHADOW II.** Finished in Exeter Blue with Magnolia hide. Covered 78,000 Miles Full and comprehensive history file. Invoices from new. A stunning Silver Shadow. .... **£26,500**



**1951 MG TD.** Two Tone Grey 51,000 miles. Black interior. New radiator and new Red carpets. All weather equipment including hood, tonneau cover & side screens. Fantastic driving car ready to tour and show. A fantastic original example..... **£24,000**



**1953 ROLLS ROYCE SILVER DAWN LHD** Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today..... **£60,000**



**1984 ROLLS ROYCE SILVER SPUR LWB.** Coral with White Everflex roof. 51,000 miles from new. Magnolia hide piped Red with Red carpets and over rugs. A very attractive Long Wheel Base Silver Spur in excellent condition ..... **£14,000**



**1963 ROLLS-ROYCE SILVER CLOUD III** finished in original Pine Green with Light tan hide Interior. Genuine 102,000 Miles from new. 1 family owner from new. Father and son. A stunning example in exceptional condition. .... **£72,000**



**1959 ROLLS ROYCE SILVER CLOUD II** finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition..... **£70,000**



**1997 BENTLEY TURBO R LWB** finished in diamond graphite with dual tone grey hide interior. covered just 53,000 miles from new with full service history from Bentley main agents and specialists. Benefiting from rear picnic tables and recent replacement of the head gaskets, this Turbo R is presented in 1st class condition throughout. .... **£24,000**



**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 Hurbert Scott-Paine of Supermarine. A highly sought example, fresh to the market after over 50 years..... **£1,300,000**



**1980 ROLLS-ROYCE SILVER SHADOW 2 LHD.** Finished in Nutmeg Tan hide with original Fawn carpets. 57,000 Miles (92,000 Kms) A beautiful and totally original Left hand drive Silver Shadow in exceptional condition throughout ..... **£36,000**



**1990 BENTLEY TURBO R** finished in Midnight Blue with Magnolia hide piped Blue Just 59,000 miles from new. Known to us for many years. Always regularly serviced. Very desirable colour combination. Sold fully serviced with 1 years MOT..... **£15,000**



**1993 BENTLEY BROOKLANDS** finished in Racing Green Magnolia hide piped Green 76,000 miles. Full service history. Fantastic condition throughout. Full tool kit, rear passenger lamb's wool over rugs and foot stool and a flying B mascot ..... **£17,000**



**1996 ('97) BENTLEY BROOKLANDS LWB LIGHT PRESSURE** Turbo finished in Ocean Mica with magnolia interior piped blue. 76,000 miles. 4 former keepers. full service history light pressure turbo 300 BHP model. long wheel base. Picnic tables and electric rear seats. .... **£18,000**

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**1998 Ferrari 550 Maranello** in Grigio Titanio with contrasting Burgundy hide interior. This is a beautiful example of a motor car that most Ferrari enthusiasts consider as "A Keeper" This 3 owner car that has covered only 35,000 miles from new and comes with a well stamped up service history by both Ferrari Main dealers and Ferrari specialists showing regular and correct maintenance with cam belt services done on time. Also there is a large history file with invoices detailing works previously carried out. From the history file and the current unblemished condition it is obvious the car has been well looked after and will undoubtedly provide many years of exciting motoring. These cars are considered to be a safe long term investment as well as a delightful and easy car for regular use. Sensibly priced for one in this condition.



**1997 Ferrari 355 Berlinetta.** Finished in Tour de France Blue with light tan hide interior and in superb condition throughout. This 6 speed manual version has been with the same fastidious owner for the last 12 years and comes with a complete fully stamped service history. The total mileage is 53,000 and will not require a cam belt service for another 24 months. Unlike some others, this model continues to appreciate and is competitively priced for one in this condition at..... **£72,500**



**2003 Registered Ford GT 40** recreation by CAV in South Africa who are generally considered to reproduce the very best copies of this iconic car. This fabulous motor car has formed part of a private collection and has covered a mere 1,850 miles from new. If you are looking for the best, look no further. **Price for discussion and interesting part exchanges considered**



**1968 Aston Martin DB6** finished in Burgundy with beautiful cream hide throughout. Owned by one fastidious owner since the 1970's and maintained regardless of cost. Never used in damp conditions and a superb car to drive. Sitting on perfect chrome wire wheels, this car is a picture of elegance. It comes with a considerable history file and is sensibly priced at ..... **£275,000**



**1961 Aston Martin DB4 Series II** finished in Wedgewood Blue with contrasting pale grey hide interior. This is a beautiful unmolested and largely original example of an early DB4. We sold it some 20 years ago to the present owners who have taken great care of it ever since. It has rarely seen the rain during their ownership and has been mechanically maintained to the highest standard and represents extremely good value at only **£365,000**. Take time to compare this car with others on the market and then make an appoint to view.



**1958 Aston Martin DB MkIII** finished in Aston Racing Green with grey hide interior and grey Wilton carpet. Just out of very long term ownership, this original right hand drive Aston has been the subject of a comprehensive restoration which is detailed within the history file together with photographs. The car is now in stunning condition throughout and is currently being shipped to us. Please enquire for more details.



**1958 Austin Healey BN4 100/6** finished in original Colorado Red over Black with black soft top and works hard top. This stunning car has had only 2 owners in the last 40 years and is an original UK supplied RHD car making it extremely rare. Faultless throughout and very competitively priced at ..... **£64,950**



**Austin Healey 3000 Mk1** finished in Primrose Yellow with Black interior. The car has been restored around 15 years ago and been beautifully kept since then with the body work still in great condition. It is very rare for a car of this age to have had only 3 previous owners and the mileage on the speedometer is 28,011 and from an inspection of the paperwork in the file this is probably correct with sufficient mot certificates to back this up. In the same ownership since 1999 since when it has covered only 3,500 miles. It is complete with a comprehensive history file with a large number of receipts and previous MOT's together with a Heritage Certificate confirming its originality. Very realistically priced at..... **£54,950**



**1955 Austin Healey 100** to full race specification is a very eligible and competitive car for numerous current national and international events and including the Mille Miglia. This car has all the correct modifications and improvements to be on equal par to the best of the field and will undoubtedly continue to enjoy success with a new owner. For a number of years it was the property of well loved and respected Austin Healey expert Dennis Welch and latterly it has been fully prepared by Dennis Welch Motorsport who will be pleased to run the car on behalf of a new owner. Realistically priced at **£99,500**



**1996 ASTON MARTIN DB7 i6 Coupe** finished in Chiltern green with contrasting Forest Green and Parchment hide interior piped in green. With the car is an original service book containing numerous service stamps together with previous Mot certificates, invoices and spare keys. Fitted with automatic transmission, air conditioning, electrically operated and heated seats, fully adjustable steering column, electric windows and mirrors. HiFi system, 18" chrome alloy finished multi spoked alloy wheels and heated front and rear screens. This is a rare opportunity for the individual seeking a really well kept example and it is bound to increase in value from our asking price of.. **£23,950**



**1958 Aston Martin DB MkIII** in Primrose yellow, Ex race car for full restoration. This car has a freshly built engine and all the parts to re-assemble back into a valuable road car. This is a straight forward and potentially rewarding project for someone with some engineering ability. **Please enquire for further details.**



**2000X Aston Martin DB7 Vantage Coupe** finished in Lotus Azure Blue with contrasting Peacock blue and magnolia hide interior with blue Wilton Carpet throughout. Fitted with Touchtronic transmission enabling precise control over the semi-automatic gearbox. The vehicle comes with a very detailed service history with records of all previous servicing and expenditure together with all MOT certificates which clarify the mileage. Both paintwork and interior have been extremely well kept and the car is faultless mechanically. Other options include Electric heated seats, air conditioning, fully adjustable steering column, 18" alloy wheels and Alpine HiFi system with 6 stack CD. The value of these cars has now remained steady for the past 2 years and they are definitely no longer depreciating if kept in this condition. Excellent value at..... **£26,950**



**1988 Ferrari Testarossa** finished in Rosso Corsa with Crema Hide interior. This is a very fine example that has had only 5 owners from new and is in superlative condition as to be expected from an 80's Supercar that has covered only 21,000 miles. The car comes with a comprehensive service history together with numerous MOT certificates all of which back up the low mileage of this fine motor car. Both the exterior coachwork and the sumptuous interior are completely unmarked and the car has only just had a full cambelt service and refinishing of the cam covers with Ferrari experts QV London, an invoice for which is on file. Competitively priced for such a low mileage example at ..... **£124,950**



**1972 Triumph TR6 Roadster** finished in Signal red with black leather interior and a new black Mohair hood. This 150 BHP example has been exceptionally well kept and the paintwork and interior are in something approaching concours condition. The engine bay has been detailed and compliments the rest of the car. It is a delight to drive and ideal realistically priced classic motoring for comparatively little outlay. Exceptional value for one in this condition at..... **£23,950**



**1998 Ferrari 355 GTS F1** finished in Rosso Corsa with Nero Hide with red stitching. This is a very pretty example of the marque that has covered a relatively high mileage of 89,000 but has always been well maintained and comes with a full maintenance record which includes all cam belt changes, the next of which is not due until 2019. Fitted with air conditioning 5 spoke alloy wheels, paddleshift transmission and Ferrari wing badges. A new set of. Sensibly priced at..... **£62,500**

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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, 75,000 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. **£13,795**



**Cherished registration number 3100K**  
on a retention certificate and available for immediate transfer onto any age of car. **£6,995**



**1998 Mercedes SL320 Convertible.**  
Metallic Champagne with Cream leather. Hard / soft tops, climate control, rear seat, heated seats, electric seats, AMG alloys, only 47,000 miles with FSH. Pristine. **£13,995**



**1999 Mercedes E55 AMG Saloon.**  
Brilliant Silver with Black leather. Sat Nav, climate control, e-sunroof, e-memory seats, Parktronic, 18" alloys etc. Only 65,000 miles, FSH. Immaculate. Amazing value. **£9,795**



**2002 Mercedes SLK230 Kompressor.**  
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, e-roof, cruise control, alloy wheels, stereo. Genuine 37,500 miles with FSH. Superb condition. **£5,995**



**1955 Cadillac Coupe de Ville.**  
White with original Turquoise leather and brocade cloth. Correct 5.4 litre V8 with PAS, power brakes, e-w, original radio, Kelsey Hayes chrome wire wheels. Virtually show condition. **£32,995**



**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. **£10,995**



**1997(P) BMW E36 328i Convertible.**  
Metallic Samoa Blue with Navy leather, Navy e-roof. Switchable auto, PAS, ABS, A/C, ASC, parking sensors, CD stereo, e-w, alloys etc. Only 62,000 miles. FSH. Very nice. **£5,995**



**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. **£6,995**



**2001(X) BMW Z3 Roadster 2.2i 6-cylinder.**  
Titan Silver with Black leather. 5-speed, e-w, e-mirrors, e-seats, chrome pack, alloys, PAS, ABS, CD stereo, only 62,000 miles. FSH. Lovely condition. Choice of 2 identical cars. **£5,495**



**2001(Y) BMW Z3 Roadster 2.2i 6-cylinder.**  
Titan Silver with Black leather. 5-speed, e-windows, e-mirrors, e-seats, alloys, PAS, ABS, CD stereo, only 61,000 miles. FSH. Lovely condition. **£5,295**



**1982 (X) BMW E21 320 Coupe Automatic.**  
Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, showroom condition. **£10,995**



**2001(X) Mercedes SLK230 Kompressor Convertible.**  
Metallic Obsidian Black with Anthracite and Cream leather. Auto, PAS, ABS, A/C, e-roof, CD stereo. Only 55,000 miles with FSH. Immaculate. **£5,295**



**2005(05) Mercedes C230 K 1.8 Sport Evo Coupe.**  
Tanzanite Blue with Light Grey trim. Auto, Panoramic glass sunroof, Evo sports pack, Bi-Xenon lights, 17" alloys, climate control, e-memory seats etc. 93,000 miles, FSH, pristine. **£3,495**



**2000(W) BMW E39 535i V8 Saloon.**  
Titan Silver with Black leather and Walnut trim. Electric glass factory tilt sunroof, climate control, e-seats etc. Only 64,000 miles with full service history. Immaculate. **£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. **£6,495**

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**2008 ROLLS-ROYCE PHANTOM DROPHEAD**  
Metallic Metropolitan Blue with Ivory hide, brushed steel package and teak rear decking. Sat Nav, Parking sensors, DAB radio. 66,000 miles. F.S.H. **£135,000**



**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**



**1999 ROLLS-ROYCE SILVER SERAPH** Royal Blue with Cotswold Hide interior. 34,000 miles. Sunroof, Rear Picnic Tables, Electric rear seats, F.S.H. This vehicle is totally immaculate throughout. **£43,000**



**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**



**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**



**2002 JAGUAR XK8 COUPE 4.2 AUTO** Racing green with Ivory leather. Only 34,000 miles. 2 owners. Rear parking sensors, 20" Montreal alloys, F.S.H., Exceptional condition throughout. **£15,950**



**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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It then acquired the Reg. No. 427 COB and was featured in many books and magazine articles.

Subsequently sold (by myself) to Switzerland and reimported and restored again by AutoKraft/AC Cars in the late 1980's, still retaining its original chassis and twin-carb. '427 S/C' spec. 485 bhp side-oiler engine etc., with new panel work, but now with Reg. No. COB 3.

Upon completion it immediately became the 1990 AC Owners' Club 40th Anniversary 'Champion of Champions' Concours outright winner - just 500 miles since.

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*For more photos etc. search 'AC SHELBY COBRA' on [www.classiccarsforsale.co.uk](http://www.classiccarsforsale.co.uk)*



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**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**



**2006/06 Bentley Flying Spur.** Finished in Sapphire Blue with electric sunroof and 20 inch alloys. Luxury 4-seater version with reclining rear seats. Saffron interior with secondary hide in French Navy, Walnut veneers, wood rimmed steering wheel and rear screens. Only 77,000 miles. FSH. Immaculate throughout **£29,950**



**2006 Model/55 Bentley Flying Spur.** Finished in Silver Tempest with electric sunroof, 20 inch multispoke alloys and complemented with Savannah main hide, Beluga secondary hide and Beluga carpets. Heated and cooling seats front and rear. Just one owner from new and only 63,000 miles with FSH. Immaculate throughout **£26,250**



**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 inlays and 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**



**2005 Model/54 Bentley Aragne R.** Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with Walnut door inlays and Flying B's to the waist rails. Fitted with DVD screens to the rear. Known to ourselves for last 3 years. Immaculate condition throughout with FSH. Outstanding value at only **£29,750**



**2004/04 Bentley Aragne R.** Finished in Peacock Blue with electric sunroof, Chrome radiator grille and 19 inch alloys. Parchment interior with French Navy secondary hide, two tone steering wheel, picnic tables and Bentley badges to the waistrails. Only 58,000 miles, with FSH. Offered at only **£34,950**



**2002/02 Rolls Royce Silver Seraph Last of Line.** Very rare, one of only 170. 2 owners, supplied by us 3 years ago. Only 58,000 miles with FSH. In Silver Tempest with St James coachlines. Electric sunroof and all Last of Line features. Interior in Light Grey, with Mulberry carpets. Immaculate. Only **£56,950**



**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**



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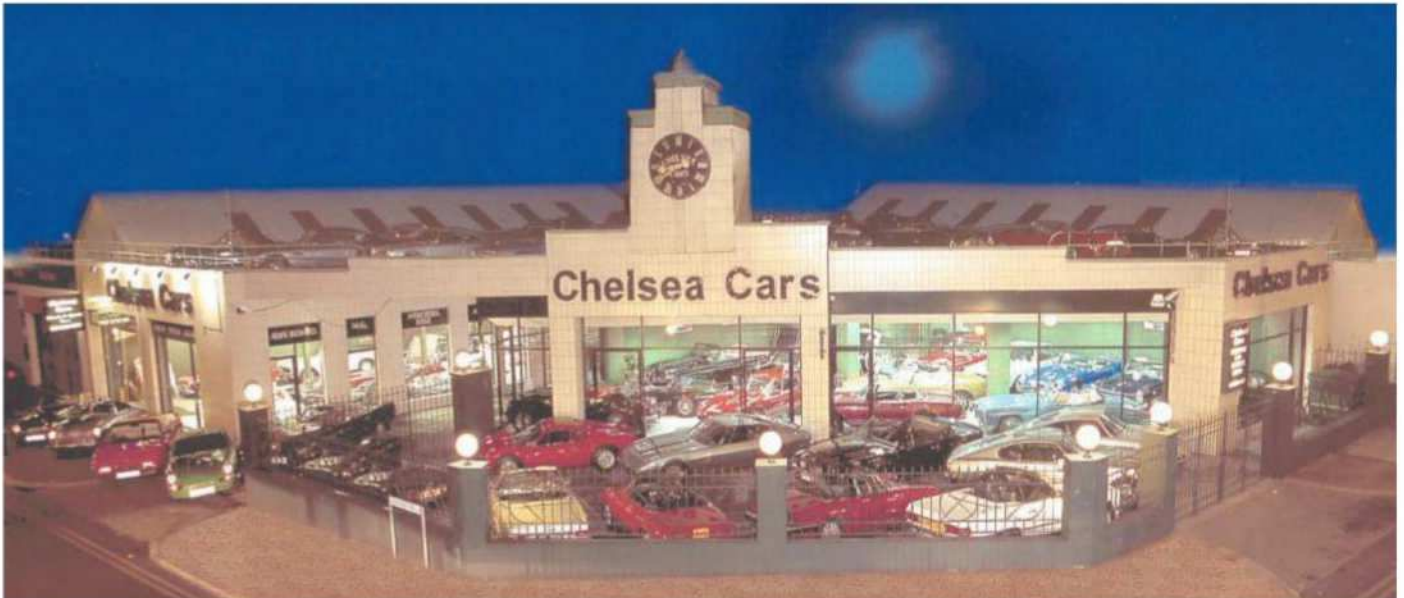
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| <b>1966 FORD MUSTANG FASTBACK</b> - BLACK COACHWORK. AUTO, POWER STEERING, DISC BRAKE MODEL.....  | <b>£39,995</b>  | <b>1988 MERCEDES 300SL</b> - BLUE BLACK METALLIC COACHWORK, MAGNOLIA INTERIOR, REAR SEATS.....   | <b>£19,995</b>  |
| <b>1956 JAGUAR XK 140 ROADSTER RHD</b> - RED COACHWORK. RESTORED.....   | <b>£99,995</b>  | <b>1988 MERCEDES 300SL</b> - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR...£17,995   | <b>£17,995</b>  |
| <b>1972 JAGUAR E TYPE ROADSTER</b> - UK RHD, RED COACHWORK, TAN LEATHER, AUTOMATIC TRANSMISSION, WIRE WHEELS. JUST RESTORED.....  | <b>£95,000</b>  | <b>1988 MERCEDES 500 SL</b> - LIGHT METALLIC BLUE COACHWORK, DARK BLUE INTERIOR.....   | <b>£19,995</b>  |
| <b>1972 JAGUAR E TYPE V12 ROADSTER ORIGINAL RHD</b> - PRIMROSE YELLOW, TAN LEATHER INTERIOR, AUTOMATIC TRANSMISSION. JERSEY CAR SHOWING LOW MILEAGE. WAX OIL TREATED. LIGHT RESTORATION.....  | <b>£59,995</b>  | <b>1988 MERCEDES BENZ 500SL</b> - SILVER COACHWORK - BLACK LEATHER INTERIOR.....   | <b>£14,995</b>  |
| <b>1975 LAMBORGHINI URRACO P300S</b> . RARE 3.0 LITRE MODEL. LHD. BLACK COACHWORK, BLACK LEATHER.....   | <b>£85,000</b>  | <b>2003 MERCEDES SL 500</b> . SMOKE SILVER COACHWORK, GREY LEATHER, 50K MILES.....   | <b>£12,995</b>  |
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|   |                 | <b>1974 TRIUMPHTR6 RHD</b> . DARK GREEN METALLIC, TAN INTERIOR. FULLY RESTORED.....  | <b>£21,995</b>  |

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1970



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1989 JAGUAR 2.9 XJ6 SOVEREIGN SPEC. AUTO. One Famous DR owner. 49000 miles only with Full Documented History. All Tools, Books, etc. Concours Example .....£14,950



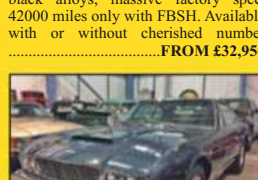
1966 JAGUAR 3.4S type manual with overdrive. Oxford Blue with original grey leather, Chrome wire wheels and stainless exhaust. Stunning original matching numbers RHD low mileage, time warp, example. All books, tools, etc. ....£34,950



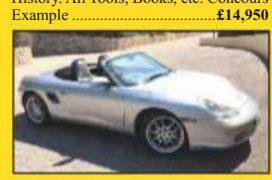
1970 ROLLS ROYCE MPW COUPE In Silver two tone mink with navy blue leather and blue carpets. Original matching numbers RHD example 78000 genuine miles with a very comprehensive history and all books, tools, and documentation. A very rare and stunning car .....£44,950



BRAND NEW 2009 MODEL CATERHAM CLASSIC 1400 Zero miles from new. Out of the Box. Black and alloy, minilite wheels, rolls bar, Weather equipment and full tonneau .....£19,950



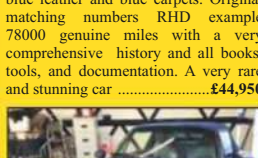
1971 ASTON MARTIN DBS V8 AUTO. RHD Matching numbers example. In Caribbean blue with navy blue leather. Alloys, aircond and stainless steel sports exhaust, a superb and original rust free example with Low mileage. Recently serviced by leading specialist, Registration number DBS 1J. Unique and stunning .....£169,950



2004 PORSCHE BOXSTER TIP S. Silver with grey leather leather, alloys, Aircond, electric roof, 2 owners 68000 miles With full porsche history, superb and original .....£10,950



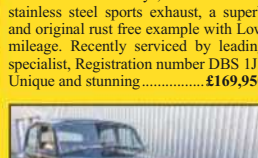
1982 MERCEDES 280SL W107. In stunning Milan brown with beige tex trim. Hard and soft tops, Mexican hat alloys. One previous owner and 45000 miles only. All books, tools, and comprehensive service History. One of the finest known to exist .....£39,950



1996 PORSCHE 993 CARRERA 2 CABRIOLET Iris blue with marble leather sports seats Blue power Hood, cup alloys, Aircond, Tear drop mirrors, 6 speed manual transmission 35000 miles with Full Documented history A superb unmarked example .....£69,950



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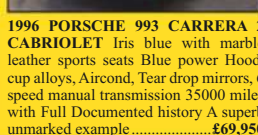
1958 BENTLEY S1. Oxford Blue with Original red leather trim, Factory power steering, uprated brakes. This superb low mileage example was sold by us to its last owners, and has been maintained to a very high standard .....£49,950



1966 FORD MUSTANG 289 CONVERTIBLE, Auto, Power hood. And power steering. Matching numbers, 53000 miles only, Correct colour scheme. In concours winning show condition. Best known to exist in the UK .....£49,950



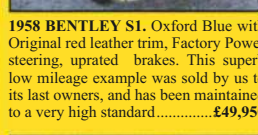
1967 ALFA ROMEO DUETTO SPIDER. LHD. Signal red with black trim. Original rust free California car with low mileage .....£36,950



1981X TRIUMPH SPITFIRE MK 5. 1500. White, black check trim. 40400 miles only, full documented history. Original and No rust, and one of the very last built. One of the best available, Please view website for detailed photos. ....£14,950



1993 MERCEDES 300SL. W 129. Signal red with beige leather. Black power hood, flat face 8 hole alloys. Auto power, 73000 miles only from new. With full Mercedes history. Stunning and original .....£14,950



1959 AUSTIN HEALEY SPRITE MK1. Old English white with Red trim and red hood, RHD, this car was dry stored for c40 years, and had done 19000 only before restoration. Matching numbers, and one of the finest available .....£29,950



1986 MERCEDES 280SL SPORTS. Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 67,000 miles with full service history. In original, concours winning condition, we have not seen a better example ever. Truly stunning .....£32,950



1988 PORSCHE 911 (930 TURBO CABRIOLET). GP white with marine blue leather and blue. Power hood, polished Fuchs alloys, 30000 miles only, stunning example .....£109,950



1993 MERCEDES 500SL LHD. Almandine with full leather and power hood. Two previous owners and 55000 miles only (90KLMs) Stunning Original car, all Old MOTs, all original Books and tools. Stunning .....£16,950



1970 PORSCHE 911 2.2T (RS SPEC). Matching numbers. LHD example. Completely restored and updated to RS specifications by leading Porsche specialist. Arguably the finest available. ....£139,950



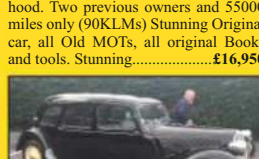
2008 PORSCHE 997 CARRERA 2 (3.8) RHD. Basalt Black with full black leather, 6 speed Manual, air conditioning, parktronic, Forged alloys, full electric pack, 55000 miles with FFSH outstanding at .....£34,950



2008 FERRARI 599 GTB FIORANO FI Grigio Silverstone with Grigio Scuro leather trim, 20" Alloys, yellow callipers, carbon fibre brakes, Daytona sports seats, wing shields, 16900 miles with FFSH. Stunning original car, with all books and tools .....£124,950



1997 VW GOLF 1600 GL AUTO. LHD. One previous owner and 19000 miles only. Massive factory spec, including, Aircond, PAS, full black leather trim, alloys, electric sun roof, music system, Totally original, unmarked, as new!! Perfect starter classic as new!! .....£7,950

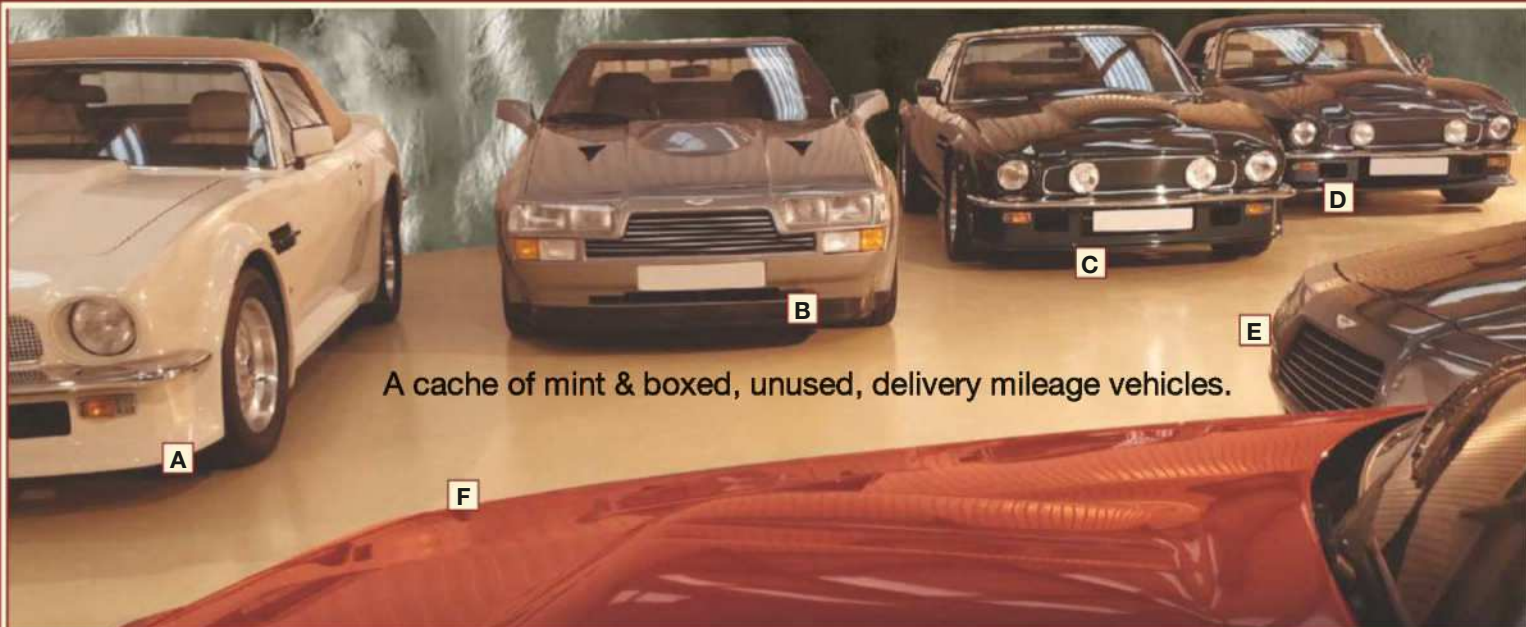


1954 CITROEN TRACTION AVANT FAMILIALE IIB. Rare 6 light, matching numbers, last owner many years, with superb history .....£19,950



1972 MERCEDES 280SE (W108). Rare floor change factory Manual. Time warp unrestored example, completely rust free, original paint and tan trim. 11000 miles (17000 KLM's) from new. Unique and very very rare .....£39,950

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- A** 1989 RHD 5 SPEED V8 VANTAGE VOLANTE. Cheltenham Beige. Magnolia piped Light Brown. 2,000 dry miles. Factory fitted Magnolia luggage.
- 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.



**1968 Jensen Interceptor Mk I**  
The most original Mk 1 left on the planet, for less than the cost to rebuild a typical rust bucket. Phenomenal perfectly preserved museum piece with just 13,000 dry miles from new. £100,000 Non-negotiable.



**1989 Ferrari Testarossa**  
1,000 dry miles since delivery. 'Mint and boxed' condition. Ferrari fitted luggage. Part of a World class Ferrari collection for the past 17 years. Priced at £250,000 today. What price tomorrow for the 80s bedroom poster V12 Ferrari?



**1965 Jaguar E Type**  
A unique period commission styled & built by Frua. Museum piece in fabulous condition. Enquire for details. Price guide £250,000 for this opportunity of TOTAL exclusivity.



**1964 Gordon Keeble**  
This is Chassis No 1. Restored several decades ago & not used subsequently. Requiring re-commissioning. Offers invited for this piece of motoring history. Price guide £75,000



**1966 'Works' Sunbeam Tiger**  
This is THE Monte Carlo - Andrew Cowan Works Tiger FRW 667C. FIA papers, reams of historic paperwork & tons of spares. Eligible for every classic car event going with the potential (4.7 Litre V8) to absolutely trounce the competition to boot! 5, 4, 3, 2.....£150,000



**1972 Lotus Elan 2+2 S130/5**  
Mr Colin Chapman's very own 2+2 and subsequently kept in the Lotus Car Collection. Breathtakingly original with just 6,800 miles. A unique opportunity to acquire a significant piece of Lotus history. £80,000 Non-negotiable.



**1973 MGB GT V8**  
No words can adequately justifiably describe this multiple concours winning example. Accepted by V8 aficionados as quite simply the finest BGT V8 out there. If you are seeking perfection for less than the price to restore, one then for £40,000.....Eureka!



**1972 Ferrari 365 GTB Daytona**  
This mechanically strong & youthful 21,000 mile example is ideally suited for somebody actually wanting to drive it and drive it like Enzo intended, like he'd stolen it. Your rewards will be so much more than purely financial & at £588,000 it is XVFM too!



**1974 Lincoln Continental Mk IV**  
This beautifully preserved 45,000 mile example is an Ex LOC Concours winner. A remarkable 'time capsule' still retaining original paintwork, original trim, original carpets and original chrome. Full history. Freshly serviced and MoT'ed. Ready for cruising the classic car show arena. Price guide £25,000 ono.



**1980 Aston Martin V8**  
Fastidiously maintained. Very rare 5 speed manual. Full AM service history. Still looks, feels, smells & drives like the day it was built. With resto costs running in excess of £250k, at £200,000 this is massively undervalued alongside other offerings of typically tired & aged V8s.



**1989 Mercedes 560 SL**  
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.



**1973 Ferrari Dino 246 GTS**  
Ex William Shand Kydd (Princess Diana's stepfather). Original 19,313 miles from new. Recently 'refreshed' by highly respected Ferrari Specialist following its emergence from a 20+ years slumber in a World class Ferrari collection. On the key & ready to Show &/or Go £388,000.



### 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.



### 1974 Citroen SM Maserati £39,500

2.7 litre V6 170 BHP engine. 5 speed manual gear box. Unmarked white coach work with original tan leather trim. Oatmeal carpets. Stainless steel exhaust, electric windows. Original rear spats. Handbook, original UK car with 67,000 miles. Four previous owners, last one since 1990. Owned by the late David Chautin the SM officianado. Built in January 1974 this car had a reground crank shaft, mains and big end bearings less than 1,000 miles ago. Chassis No: 00SC3478. Michelin YWX tyres. At the time this was the fastest front wheel drive production car with a top speed of 140 MPH.



### 1954 Allard P2 Safari Station Wagon - £69,500

One of only 10 built, yes 10! I have owned this car for the last 10 years, it has been an honour to own. Ford V8 engine which has just had a crank shaft regrind, mains and big end bearings. 3 speed gear box on the right hand side. Steel bonnet which opens hydraulically. Full details on the website. It has been an honour to this car. Chassic No P240009. Original radio. Trafficators still working. Great for Goodwood. Leather never been conalised . All instruments working. Chrome all good.



**1980 Bentley T II**  
All extras and in way above average condition.  
£17,995



**1965 Rolls Royce Silver Cloud III**  
two door Coupe Mulliner Park Ward.  
£125,000



**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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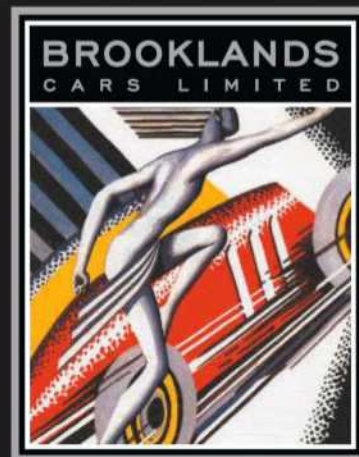
Please see our website [www.oldtimermanchester.com](http://www.oldtimermanchester.com) for fuller and better particulars

## 1957 AC Ace Bristol

This motorcar, chassis number 'BE294' was exported to Hong Kong in April 1957. Ron Hardwick campaigned the vehicle in the 1957/58 Macau Grand Prix placing 2nd on both outings and other period racing history.

Single ownership for the past 46 years, currently undergoing in house preparation.

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## 1953 AC Buckland Sports Tourer

The first AC to race at Goodwood Motor Circuit, comprehensive history file of this Mk1 Buckland.

Has been the subject of a complete overhaul by Brooklands Motor Company prior to its outing at the 2015 Goodwood Revival.

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**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**



**1994 Jaguar XJS 4.0 Convertible** – Exceptional 56,700 mile from new Jaguar XJS. In 1999 it was sold to the most recent lady owner who has kept the car for 19 years. The XJS has always been garaged, used as a weekend car and from the stunning bodywork it would seem it's never spent a winter outside. **£27,995**



**1959 Austin A40 Farina MKI De-Lux** – Comprehensive history file warranting the mileage of just 60,000. We have MOT certificates dating as far back as the 1970's, Subject of a major body restoration in its life time. Previously owned by a long serving very respected committee member of the A40 Farina Club. **£13,750**



**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**



**1935 MG PA** – Previously owned by a long term owner. Stunning older restoration which presents very well today. Wonderful driving example. **£42,995**



**1962 Triumph TR3A** – Presents very well with an excellent hood, side-screens, Minilight style wheels, lovely paintwork, body panels are exceptionally straight, the underbody superb and the interior looks excellent with freshly trimmed upholstery. **£29,995**



**1966 Jaguar S Type 3.8 Automatic** – Recorded mileage of 66,300 and from previous MOT certificates we know the car has covered 13,300 miles in ten years since a substantial restoration. Very smart, usable S-Type that has had a substantial amount of money spent on it. Its structurally excellent, has stunning paintwork with excellent straight panels. **£23,995**



**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 MK1** – Red over Cream with wire wheels, overdrive and wonderful aged red leather upholstery. 20000-25000 miles touring from 1991-2010 and then in Sweden for a few years prior to coming back to the UK. **£74,995**



**1971 Rolls Royce MPW Convertible** – Ordered new by Peter Rogers at Feature Film Facilities, Pinewood Studios (Carry on Films). 76k miles from new, £50k of service history/maintenance. Original colour, gleaming paint, lovely original interior and hood. **£69,995**



**1958 Jaguar XK150 3.4 FHC** – Known by us for over 15 years. Upgraded to S Specification during a mid-1980's restoration. Genuine UK supplied matching numbers car. Between 1983 and 1985 had to be completely stripped and the body professionally restored with new floors, sills and various new panels. **£79,995**



**1930 Austin Heavy 12 Burnham Saloon** – This is a very smartly presented Austin with a lovely, honest original feel and it can be driven and enjoyed with confidence. The car has spent the past three/four years with one owner in the York, Selby area and over this time has proven completely reliable and usable. **£17,995**



**1947 Jaguar MKIV 2.5 Saloon** – This Jaguar had one owner from the 1960's for over 50 years but was taken off the road in 1978 and has recently undergone a £20,000 programme of recommissioning work. The Jaguar is remarkably original, still retaining its original leather upholstery suggesting the recorded mileage of 79,000 is correct. **£59,995**



**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**



**1965 Ford Mustang Fastback 289 V8 Auto** – £8,000 spent throughout this year. Work includes re-trimming door cards and seats, fitting a Master Power front brake disc conversion kit, new correct steering wheel, Halogen headlamp conversion, new fuel tank sender seal, radio with iPod, a new set of BF Goodrich tyres and work to the carburettor and throttle and gearbox control linkage. **£39,995**



**1948 Triumph Roadster 1800** - Recently stripped down to the rolling shell and treated to a complete, top class re-paint. Various chrome work was also carried out and a complete interior re-trim in red leather and new Black mohair hood. The car presents superbly and is a lovely usable example, further enhanced by a floor change four speed gearbox. **£36,995**



**1931 Humber Pullman Laundaulette Limousine** – Most of its life in Scotland spending 50 years with the same family. Comes with its original Hackney Carriage 8 seats plaque as it was used to transport holiday guests from Granton Station to Aviemore Resort in Scotland. Last owner since 1999 and 6000 faultless miles covered. **£34,995**

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[www.classicandsportscar.ltd.uk](http://www.classicandsportscar.ltd.uk)

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**1988 Peugeot 205 CTI Cabriolet 1.6 manual**  
67600 miles 2 owners from new. Recent cam belt change. Will come with 12 months MOT. Mechanically excellent with beautiful rust free body work. Electric windows and leather G11 upholstery in excellent condition 3 months warranty included.  
50 plus pics on web site. **£7,495**



**1972 Morris Mini 1000**  
26000 miles only. 2 registered owners and a local car to us used for shopping trips only. Restored to a very high standard in 2001 and hardly used since. Huge history file and comes with Heritage certificate. Presented in period harvest gold and a beautiful little car. Mechanical recommissioning last year at a cost of £1000.  
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This stunning 928 has benefited from a full body restoration project by one of the few Porsche recommended repairers in the UK. The restoration included new sills, front wings, panels and quarter panels, with brand new carpet fitted throughout. Mechanically the car has had a comprehensive engine overhaul with full service and a new 12 month MOT. All parts used are genuine Porsche parts and the only non-original items are a console mounted kick down switch and a modern, retro-style Porsche radio.

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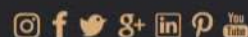
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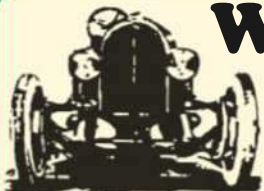


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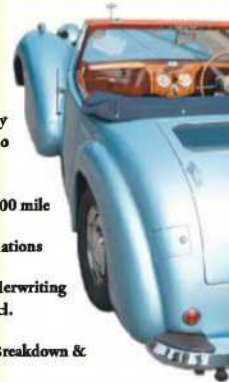
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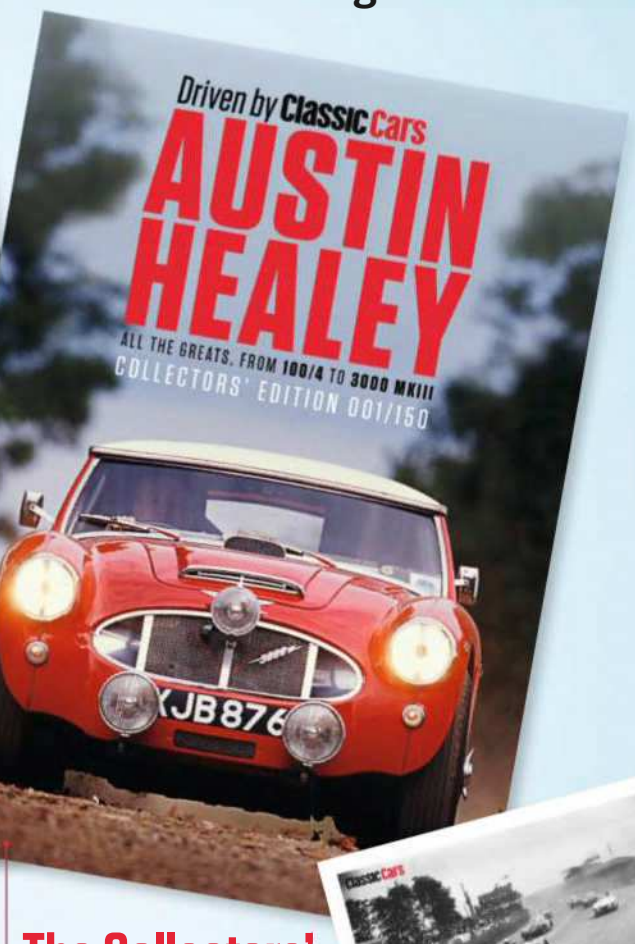
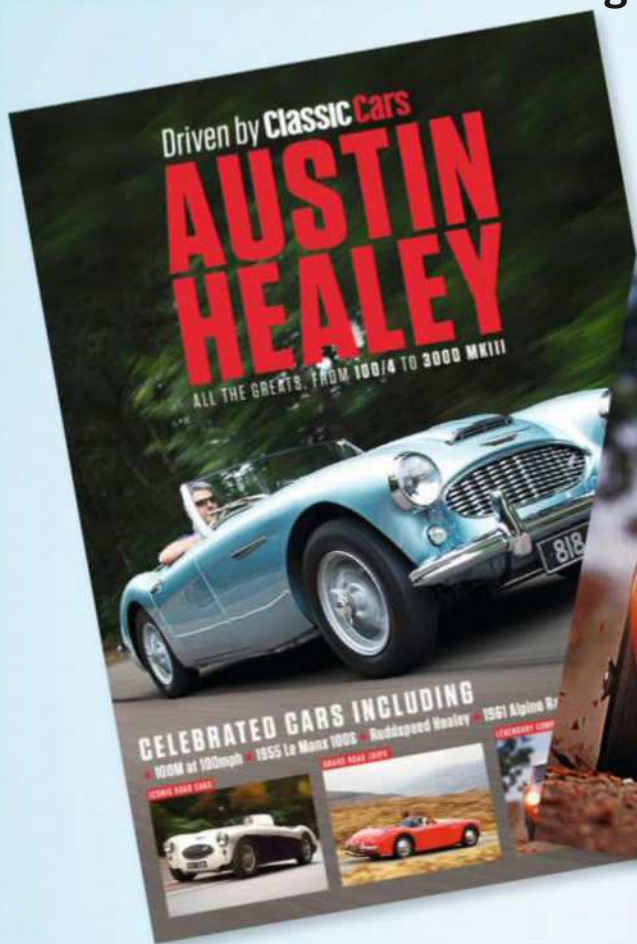
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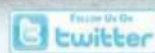
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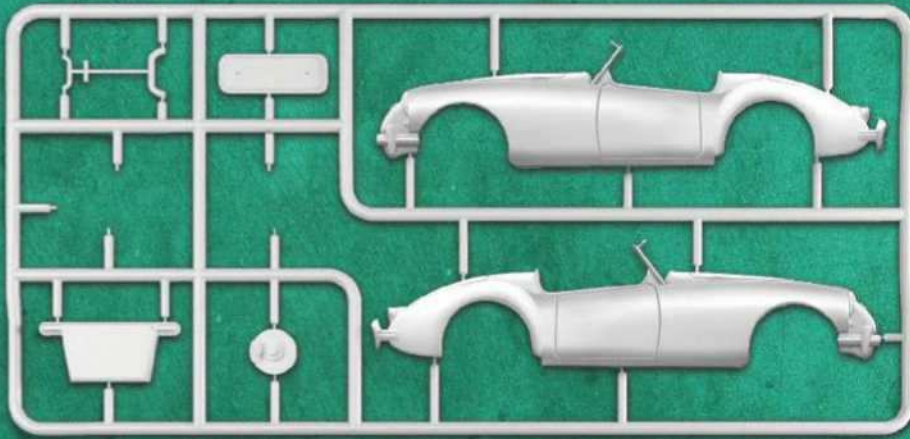


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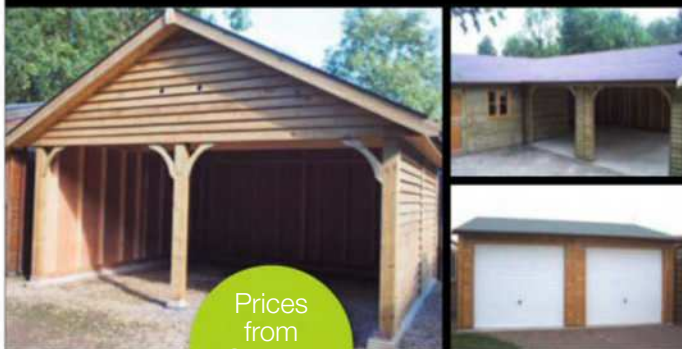
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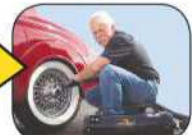
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# Price Guide

Our quarterly guide brings you freshly updated prices for 1200-plus classics

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## WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

## USING THE GUIDE

**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

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Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ABARTH</b> Abarth Club GB (01869 340289)							
Zagato 750	57-61	97,500	80,000	60,000	45,000	747	95
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>AC</b> AC Owners' Club (01904 793563)							
2-litre	47-56	15,000	11,000	6750	4000	1991	83
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9000	1991	83
Ace (AC engine)	54-63	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
Acoca-AC	54-63	140,000	99,000	65,000	45,000	1991	104
Acoca-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
3000 ME	79-84	15,500	11,500	7500	5000	2994	125 ▲
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134
Ace Brooklands	93-00	28,500	24,000	18,000	12,000	4942	140

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ALFA ROMEO</b> Alfa Romeo Owners' Club (01787 249285)							
6C 1750 GS Zagato	30-33	175m	13m	105m	925,000	1754	95 ▼
6C 2300 Touring	33-37	11m	900,000	750,000	625,000	2309	94
1900C Sprint	51-55	200,000	157,500	107,500	80,000	1884	112
1900C Super Sprint	55-58	220,000	165,000	120,000	85,000	1975	112
Giulietta berlina	55-62	18,500	13,500	7000	3500	1290	90
Giulietta ti	57-64	22,500	16,000	7500	4000	1290	103
Giulietta/Giulia Sprint	55-64	55,000	42,000	25,000	16,000	1290	110
Giulietta/Giulia Spider	55-65	65,000	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	8000	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	5500	2750	1570	105
1750/2000 Berlina	68-76	11,000	7000	3000	1400	1962	115
Giulia Sprint GI/Velocce	63-68	42,500	32,500	17,000	8750	1570	112 ▲
Giulia GTA 1300/1600	65-71	220,000	175,000	125,000	90,000	1570	115
GT Junior	66-77	23,500	16,500	8500	4500	1570	115
1750/2000 GTV	67-77	30,000	22,500	12,000	6000	1962	118
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110
Duetto/1750 rtail	66-69	50,000	35,000	20,000	10,000	1570	113 ▲
Spider S2	69-82	21,000	14,500	7000	3000	1962	119
Spider S3	82-89	12,000	8000	3500	1650	1962	114
Spider S4	89-93	14,000	9500	4500	2400	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	7000	3000	900	1962	113
GTV 2000	76-87	9250	6500	3000	1400	1962	118
GTV6	81-87	16,500	10,000	4500	1950	2492	130
75 sal	86-92	7500	5000	2000	900	2959	135
164 2.0 TS	88-98	5000	4000	2000	1000	1962	130
164 3.0 V6	88-98	5750	4500	2400	1200	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
<b>ALLARD</b> Allard Owners' Club (01438 773428)							
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
<b>ALPINE-RENAULT</b> Club Alpine-Renault (01902 895590)							
A110	65-77	75,000	55,000	36,000	27,500	1565	115
A310 1600	74-77	27,500	20,000	12,500	8000	1605	130
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137
GTA	85-91	10,000	8000	4000	2400	2849	139
GTA Turbo	85-91	12,500	10,000	5500	3000	2458	149

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ALVIS</b> Alvis Owner Club (01892 832118); Alvis Register (01483 810308)							
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90 ▲
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85
4.3 Litre Tourer	37-39	165,000	120,000	105,000	90,000	4387	100 ▼
TA14	46-50	16,000	11,000	6000	3250	1892	72
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72
TA21/TC21/100	50-55	25,000	17,500	10,000	5000	2993	100 ▲
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95
TD21	56-63	35,000	26,000	14,000	8000	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
<b>AMPHICAR</b> IAOC (amphicar.com)							
770	61-65	44,000	30,000	22,500	15,000	1147	70

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ARMSTRONG SIDDELEY</b> Armstrong Siddeley Owners' Club (0121 459 0742)							
Lancaster	46-52	12,500	9000	5000	2750	1991	70
Hurricane dhc	46-53	20,000	15,000	8500	5500	1991	70
Typhoon coupé	46-50	16,000	11,250	7000	4250	1991	70
Whitley	50-53	12,000	8500	4500	2500	2309	85
Sapphire 346	53-59	14,000	10,000	5000	2500	3435	100
Sapphire 234/236	56-58	13,500	9500	4250	2200	2309	97
Star Sapphire	58-60	17,000	12,500	6000	3000	3990	104

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ASTON MARTIN</b> Aston Martin Owners' Club (01865 400400)							
DB2	50-53	250,000	180,000	125,000	85,000	2580	110
DB2 con	51-53	325,000	250,000	180,000	140,000	2580	109
DB2/4 MkI/II	53-57	185,000	140,000	92,000	65,000	2580	120
DB2/4 con	53-57	275,000	225,000	170,000	130,000	2580	120
DB3S	53-56	4.8m	4.25m	3.75m	n/a	2922	145 ▼
DB MkIII	57-59	220,000	165,000	115,000	85,000	2922	120
DB MkIII con	57-59	500,000	425,000	330,000	250,000	2922	120
DB4	58-63	450,000	375,000	300,000	240,000	3670	141 ▼
DB4 Vantage	61-63	520,000	430,000	330,000	260,000	3670	149
DB4 con	61-63	900,000	800,000	650,000	550,000	3670	140 ▼

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>AUDI</b> Audi Owners' Club (07788 588449)							
60/70/90/90 sal	65-72	6500	4500	2000	1000	1760	100
100 1.8/1.9 sal	68-76	6750	4750	2200	1100	1871	109
100S Coupé	69-76	12,500	8500	4000	2000	1871	112
Quattro turbo	80-89	24,000	16,500	7000	3000	2144	135
Quattro 20V	89-91	30,000	22,000	12,000	6000	2226	142
Quattro Sport	84-85	300,000	240,000	195,000	n/a	2133	154
RS2 Avant	94-95	30,000	24,000	14,000	9000	2226	162

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>AUSTIN Seven</b> OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173)							
Seven saloon	30-34	12,000	9000	5250	2750	747	50
Seven Chummy	31-34	19,500	16,000	10,000	5000	747	50
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60
Seven Ruby saloon	34-39						

NE DENOTES NEW ENTRY TO 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	42,500	32,000	20,000	14,000	1071	95		
Mini Cooper 970S	64-65	40,000	30,000	19,000	13,500	970	82		
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96		
Mini Cr 1275S 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 Saxby St, Leicester LE2 0ND						
100 BNI/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	
100S	55	65,000	55,000	46,500	40,000	2660	119	▲
100/6 BN4/6	56-59	47,500	35,000	22,000	13,500	2639	105	
3000 Mkl	59-61	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	
'Frogeye' 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	32,500	4257	96	
Derby 4.25 coachbuilt	36-39	390,000	265,000	120,000	45,000	4257	96	
MkVI 4.3/4.6-litre	46-52	36,000	26,500	15,000	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/S2 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 con	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)						
5300 GT Strada	65-69	600,000	500,000	400,000	300,000	5354	165	

BMW		BMW Car Club (01225 709009)						
328	36-39	700,000	575,000	475,000	400,000	1971	100	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
327	37-40	150,000	115,000	75,000	50,000	1971	78		
501 V8/502/2.6/3.2	55-63	44,000	28,500	17,000	11,000	2580	100		
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115		
507	56-59	1.5m	1.2m	1m	800,000	3168	135		
Isetta 250/300	55-65	18,000	13,000	9000	6000	298	60	▼	
600	58-59	30,000	24,000	16,000	9500	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	12,000	8000	3900	1900	1990	112	▲	
2002 cabrio/targa	71-74	20,000	15,000	7000	3000	1990	110		
2002tii	71-75	24,000	16,500	7500	3250	1990	120		
2002 turbo	73-74	100,000	70,000	47,500	30,000	1990	130	▲	
2800CS/CSA	69-71	25,000	17,500	10,000	5,000	2788	120		
2500/2800/3.0/3.3	69-77	9500	6500	3200	1650	2494	110		
3.0CS/CSI	71-75	35,000	25,000	17,500	10,000	2985	130		
3.0CSL	72-75	135,000	100,000	60,000	37,500	3003	134		
3.0CSL 'Batmobile'	72-75	250,000	200,000	150,000	100,000	3153	138		
633/628 CSI	76-87	8750	6000	3000	1500	3210	132		
635 CSI	78-89	14,000	9000	4500	2400	3453	140		
M635 CSI	85-89	32,000	22,500	14,000	7500	3453	158		
M1	79-80	300,000	250,000	175,000	125,000	3453	162		
323i (E21)	77-82	7500	5200	2500	1300	2315	126		
320/325 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	5500	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	7500	3420	152		
5-series (E34)	88-95	4000	3000	1600	600	3982	149		
M5 (E34)	88-95	16,500	11,500	6000	3750	3535	155		
M5 (E39)	98-04	20,000	13,000	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	9500	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	135,000	110,000	85,000	65,000	4941	155		
M3 (E46)	01-06	24,000	18,000	11,000	6000	3246	155	▼	
M3 CSL (E46)	03-05	50,000	45,000	41,000	37,000	3246	155	▼	

BOND		Bond Owners' Club (0121 784 4626)						
Minicar Mka-G	48-65	6000	4250	1900	900	250	55	
GT2+2	63-64	7000	4500	1600	850	1147	83	
GT4S	64-70	4750	3100	1500	800	1296	92	
Equipe GT	67-70	5500	3750	1500	700	1998	100	
Bug	70-74	10,000	7000	3250	1750	701	75	

BORGWARD		Borgward Drivers' Club (01536 510771)						
Isabella TS	54-61	10,000	7500	4000	2000	1493	93	
Isabella coupé	55-61	28,500	20,000	12,000	7000	1493	98	

BRISTOL		Bristol Owners' Club (01403 784028), Owners & Drivers Assn (bristoloda.com)						
400	47-50	70,000	50,000					

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1000SP/A Union sp	58-65	17,500	12,500	6,500	3,750	980	80	
1000/1000S sal/cp	58-63	10,000	6,750	3,400	2,000	980	82	
F102 saloon	64-66	3,250	1,950	950	550	1175	84	

DODGE							
Viper RT 10/GTS	92-02	37,500	28,500	21,000	16,000	7974	165

ELVA							
Elva Owners' Club (01903 823710)							
Courier sports/cp	58-61	27,500	21,000	12,000	6,750	1498	100
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7,000	1798	110

FACEL VEGA							
Facel Vega Car Club (01621 818608)							
FV 4.5/4.8/5.4/5.8	54-59	175,000	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	5,000	3,750	2,250	1,250	948	80
TX-GT/SS coupé	67-73	4,500	3,250	1,850	750	1998	112

FERRARI							
Ferrari Owners' Club (01485 544500)							
166 MM Barchetta	48-50	7m	4.5m	3.5m	2.85m	1995	125
166 Inter	48-51	1m	750,000	550,000	400,000	1995	115
212 Inter	51-52	1m	850,000	750,000	650,000	2562	120
340 America	51	2.9m	2.5m	2m	1.4m	4101	136
250 Europa S/Sl	53-55	1.85m	1.35m	900,000	725,000	2963	126
410 Superamerica	56-59	3.3m	2.75m	2.2m	2m	4962	165
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157
250 GT Cabrio S1	57-59	4.25m	3.6m	3.2m	2.9m	2953	155
250 GT Berlinetta TdF	57-59	5.25m	4.75m	4.25m	n/a	2953	143
250 GT PF coupé	58-62	520,000	425,000	325,000	225,000	2953	145
250 Cal Spider Lwb	58-62	8.5m	7m	5.5m	4.8m	2953	155
250 Cal Spider swb	60-63	12m	11.25m	10.5m	n/a	2953	149
250 GT SWB (steel)	60-63	6.75m	6.25m	5.75m	5.25m	2953	150
250 GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2953	155
250 GT Cabrio Se2	60-62	1.2m	1m	850,000	700,000	2953	160
250 GTE 2+2	60-63	400,000	300,000	200,000	145,000	2953	140
250 GTO	62-64	37m	33m	n/a	n/a	2953	158
250 LM	64-66	13.5m	11.5m	10m	n/a	2953	159
250 GT Lusso	62-64	1.4m	1.2m	1m	850,000	2953	150
400 Superamerica cp	60-64	2.4m	2.0m	1.8m	1.5m	3967	162
500 Superfast	64-67	2m	1.75m	1.4m	1.2m	4962	170
275 GTB (steel)	64-66	1.6m	1.3m	1.1m	925,000	3286	150
275 GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3286	150
275 GTS	64-66	1.6m	1.3m	1.1m	900,000	3286	150
275 GTB/4 (4-cam)	66-68	2.4m	2.15m	1.85m	1.65m	3286	165
330 GT 2+2	64-67	240,000	180,000	130,000	85,000	3967	150
330 GTC	66-68	500,000	400,000	350,000	300,000	3967	150
330 GTS	66-68	1.8m	1.5m	1.1m	950,000	3967	150
Dino 206 GT	68-69	430,000	395,000	300,000	240,000	1987	145
Dino 246 GT	69-73	270,000	220,000	135,000	90,000	2418	150
Dino 246 GTS	72-74	285,000	237,500	150,000	100,000	2418	150
365 GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152
365 GTC	68-70	625,000	550,000	460,000	365,000	4390	155
365 GTB/4 Daytona	68-74	590,000	485,000	400,000	300,000	4390	173
365 GTS/4 Spider	72-73	1.9m	1.75m	1.6m	n/a	4390	170
365 GTC/4 2+2	70-72	230,000	175,000	140,000	115,000	4390	152
365 GT4 2+2	72-76	62,500	48,000	29,500	18,500	4390	150
365 BB	75-76	350,000	275,000	220,000	165,000	4390	163
512 BB, BBi	76-85	240,000	200,000	150,000	120,000	4942	188
308 GT4 2+2	73-80	54,000	40,000	25,000	18,000	2926	155
308 GTB (grp)	75-77	137,500	105,000	75,000	50,000	2926	154
308 GTB/GTS	77-80	77,000	60,000	42,000	30,000	2926	155
308 GTBi/GTSi	80-82	60,000	42,500	29,000	20,000	2926	155
308 GTB qv/GTS qv	82-85	65,000	50,000	32,000	22,500	2926	155
328 GTB/GTS	85-88	70,000	54,000	37,000	26,500	3195	163
400/400i/412i manual	76-89	40,000	30,000	17,500	10,000	4823	158
400/400i/412i auto	76-89	32,000	22,000	12,000	8,000	4942	158
Mondial	81-94	32,500	23,500	14,500	9,500	2926	143
Mondial cabrio	84-94	38,500	28,000	18,250	12,000	2926	146
348/Spider	89-94	60,000	50,000	35,000	27,500	3405	170
F355/GTS	94-99	80,000	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	120,000	97,500	65,000	50,000	4943	193
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194
456 GT	92-98	52,500	37,500	25,000	17,500	5474	184
456M GT	98-03	55,000	42,000	28,500	21,000	5474	185
288 GTO	84-87	1.6m	1.35m	1.2m	1m	2855	190
F40	88-92	850,000	750,000	640,000	550,000	2936	201
F50	95-97	1.85m	1.5m	1.1m	850,000	4698	202
550 Maranello	96-02	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

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Enzo	02-04	1.9m	1.65m	1.4m	n/a	5998	220	

FIAT							
Fiat Motor Club (0208 372 4028)							
500 Topolino	48-55	14,000	10,000	5,000	2,500	569	60
600/600D	55-70	10,000	7,000	3,000	1,250	633	66
600 Multipla (MPV)	55-60	30,000	22,000	12,000	6,750	767	59
500 D/F/L/R	57-75	11,500	7,750	3,600	1,750	499	61
1500S/1600S Ocsa sp	59-66	42,500	30,000	16,000	10,000	1568	105
2300S	61-68	34,000	23,000	16,500	10,000	2280	120
850 Coupé	65-73	8,000	5,500	2,600	1,250	903	96
850 Spider	65-73	15,000	9,500	4,500	2,400	903	96
124/Special 12/14	66-73	2,650	1,750	850	400	1438	100
124 Coupé	66-75	8,900	6,500	3,000	1,100	1756	115
124 Spider 14/16	66-74	24,000	18,000	10,000	3,500	1608	112
124 Spider 18/2.0	75-81	18,500	13,000	6,000	2,500	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	7,500	2,750	1995	104
Dino Spider 2.0/2.4	67-73	130,000	100,000	62,500	45,000	2418	130
Dino Coupé 2.0/2.4	67-73	42,500	32,500	21,000	15,000	1987	122
130 saloon 2.8/3.2	69-76	5,500	3,750	2,000	750	3235	112
180 Coupé	72-76	17,500	12,500	7,000	3,500	3235	114
127 1300 Sport	81-83	3,250	2,400	1,000	450	1301	102
128 3P coupé	75-78	6,000	4,500	2,000	1,000	1301	102
X1/9	77-89	4,250	3,000	1,400	650	1290	100
Panda 4x4	84-92	4,250	2,500	1,250	750	999	83
Coupé/Turbo	94-00	4,500	2,900	1,250	400	1998	149
Barchetta	95-02	6,500	4,200	2,200	1,000	1747	118

FORD							
AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sporting Escort OC (01359 231884); Mustang OC GB (mccg.net)							
Prefect	40-53	6,000	4,000	1,850	1,100	1172	68
Pilot V8	47-51	15,000	10,500	6,000	3,500	3622	82
Anglia/Popular 103E	46-59	6,500	4,250	2,000	1,250	1172	61
Anglia/Popular	53-62	5,500	3,500	1,600	800	1172	71
Prefect 107E	59-61	6,000	4,500	2,250	1,250	997	73
Anglia 105E	59-68	6,750	5,000	2,500	1,500	997	74
Anglia 123E	62-68	8,250	6,250	3,100	2,000	1197	82
Consul MkI	50-56	8,500	5,500	2,750	1,350	1508	73
Zephyr Six MkI	50-56	12,500	8,000	3,750	1,850	2262	82
Zephyr Zodiac	53-56	16,500	10,000	5,000	2,500	2262	84
Consul MkI con	52-56	16,500	12,500	6,750	4,000	1508	73
Zephyr MkI con	52-56	25,000	20,000	12,000	6,750	2262	82
Consul MkII	56-62	8,750	5,750	2,500	1,250	1703	79
Zephyr MkII	56-62	13,000	8,750	4,000	1,850	2553	88
Zodiac MkII	56-62	16,000	11,000	5,250	2,500	2553	88
Consul MkII con	56-62	12,750	8,750	4,750	2,500	1703	78
Zephyr MkII con	56-62	20,000	15,000	9,000	5,500	2553	88
Zodiac MkII con	56-62	24,000	17,500	10,500	6,250	2553	88

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
<b>HUMBER</b> Post-Vintage Humber Car Club (01670 404363)							
Hawk MkI-III	49-50	7000	5500	2500	1200	2267	80
Hawk MkIV-VI	50-57	7000	4500	2200	1100	2267	80 ▲
Hawk SHV	57-68	6750	4250	2000	1000	2267	86 ▲
Snipe	45-48	9000	7500	3000	1400	2731	72
Snipe/Pman MkI-IV	45-56	9750	7000	3250	1500	4139	91
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80
Super Snipe SHVA	58-67	9000	6250	2400	1200	2651	106
Imperial	64-67	9250	6250	2500	1300	2965	102
Sceptre MkII	63-67	5000	3500	1600	900	1725	90 ▲
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98

ISO Iso Bizzarini Club (020 8891 6663)							
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140 ▲
Grifo	63-74	275,000	210,000	150,000	110,000	5359	161 ▲
Grifo 7-litre	69-74	350,000	265,000	175,000	125,000	6998	170 ▲
Lele	70-74	40,000	22,500	15,000	7500	5736	145 ▲

JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/V-Type Club Club (01584 781588)							
SS90 sports	35	300,000	225,000	175,000	135,000	2663	90
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94
SS100 3½-litre	38-39	400,000	300,000	225,000	175,000	3485	104 ▼
1½-litre	45-49	32,000	21,000	12,000	6750	1776	70
2½-litre	46-51	35,000	25,000	14,000	7500	2663	87 ▼
3½-litre	46-51	47,500	32,000	18,500	10,000	3485	92 ▼
MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87
MkV 3½-litre con	49-51	92,500	68,500	40,000	20,000	3485	92
XK120 alloy rdstr	49-50	285,000	250,000	195,000	140,000	3442	132 ▲
XK120 roadster	50-54	110,000	78,000	54,000	31,000	3442	122
XK120 dhc	50-54	105,000	75,000	49,000	30,000	3442	122
XK120 fhc	51-54	87,000	60,000	38,000	25,000	3442	121
C-type	51-54	365m	34m	325m	29m	3442	144 ▼
XK140 roadster	54-57	110,000	82,000	55,000	32,000	3442	126
XK140 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	425m	375m	3442	160
XK150 roadster	58-60	95,000	67,500	40,000	26,500	3781	130
XK150 fhc	57-61	70,000	52,500	34,000	22,500	3781	128
XK150 dhc	57-61	90,000	65,000	38,000	26,000	3781	127
XK150S 3.4 roadster	58-60	165,000	125,000	75,000	52,500	3442	130 ▲
XK150S 3.4 fhc	58-60	149,000	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	165,000	125,000	85,000	57,500	4235	145
E-type 4.2 S1 coupé	64-67	130,000	100,000	65,000	45,000	4235	145
E-type S1 2+2	66-67	57,500	38,500	19,500	11,000	4235	136
E-type S1½/S2 rdstr	67-70	100,000	67,500	37,500	25,000	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	15,000	10,500	5000	2400	5343	150
XJ5 V12	91-96	8500	6000	3200	1600	5994	161
XJ5 V12 con	91-96	14,000	10,000	5000	2500	5994	160

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
<b>JENSEN</b> Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
S41/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

<b>JOWETT</b> Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	9000	6250	3250	1600	1486	77
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85

<b>LAGONDA</b> Lagonda Club (01252 845451)							
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100
2.6/2.9 con	49-57	90,000	65,000	35,000	22,000	2922	100
Rapide	61-64	170,000	125,000	80,000	60,000	3995	135
Saloon 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

<b>LAMBORGHINI</b> Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350 GT/400 GT Inter	64-67	530,000	465,000	395,000	300,000	3497	147 ▼
400 GT	67-68	400,000	325,000	265,000	220,000	3929	150
Miura P400	66-69	950,000	700,000	550,000	460,000	3929	170
Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172
Miura SV	71-75	2m	1.75m	1.5m	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 ▲
P300 Urraco	75-76	60,000	42,500	27,000	20,000	2997	158 ▲
Silhouette	76-77	75,000	55,000	32,000	22,000	2997	160 ▲
Calpa	82-86	70,000	47,500	30,000	20,000	3485	153 ▲
Jctch LP400 Periscopio	74-76	1.2m	900,000	700,000	525,000	3929	192 ▼
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192
Ctch LP400S	78-82	325,000	260,000	180,000	125,000	3929	164
Ctch LP5000S	82-84	250,000	200,000	150,000	100,000	4754	165 ▲
Countach 5000qv	85-90	260,000	205,000	155,000	110,000	5167	179 ▲
Countach 25th Anni	89-90	180,000	145,000	110,000	75,000	5167	179
Diablo	91-01	125,000	100,000	77,500	62,500	5707	202
Diablo VT	93-01	137,500	110,000	85,000	68,500	5707	200

<b>LANCHESTER</b> Daimler & Lanchester Owners' Club (07000 356285)							
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69
Fourteen	51-54	6500	4750	3000	1500	1968	75

<b>LANCIA</b> Lancia Motor Club (lanciamotorclub.co.uk)							
Aprilia saloon	37-49	27,500	21,000	12,000	6500	1486	80

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
Mistral Spyder	64-70	590,000	480,000	350,000	260,000	3692	147	▼	
Quattroporte 41/47	63-71	575,000	375,000	25,000	14,000	4136	130	▲	
Quattroporte III	79-90	19,500	12,500	6,500	3,500	4930	122	▲	
Mexico	65-72	75,000	55,000	36,000	26,000	4719	150	▼	
Indy	66-74	65,000	50,000	35,000	25,000	4719	156	▼	
Ghibli 4.7	67-70	200,000	140,000	82,500	60,000	4719	155	▲	
Ghibli Spyder	69-71	625,000	520,000	400,000	320,000	4719	154	▲	
Ghibli 4.9 SS	70-73	240,000	175,000	105,000	75,000	4930	172	▲	
Ghibli SS Spyder	71-72	725,000	620,000	475,000	390,000	4930	170	▲	
Bora 4.7/4.9	71-79	160,000	125,000	85,000	60,000	4719	160	▼	
Merak	72-75	46,000	30,000	17,500	10,000	2965	135	▲	
Merak SS	76-83	60,000	40,000	22,000	14,000	2965	147	▲	
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151	▲	
Kyalami 41/4.9	76-83	62,500	48,500	30,000	15,000	4930	150	▲	
Biturbo 220-425	81-88	7500	4750	2250	1000	2491	138	▲	
Biturbo Spyder	84-91	10,000	7,000	4,000	2,000	2491	138	▲	
Ghibli II	94-97	13,500	9,500	5,200	3,000	2790	155	▲	
Quattroporte IV	94-01	11,500	9,000	6,000	4,000	2790	158	▲	
3200GT	98-01	13,000	10,250	7,750	5,500	3217	180	▼	

MATRA		Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	10,000	6,500	3,000	1,250	1442	102
Murena	80-83	11,000	7,000	3,500	1,500	2155	121

MAZDA		mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)					
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125
RX7	78-86	5250	3500	1650	650	2292	119
RX7 S2	86-91	4500	3250	1750	500	2254	140
RX7 S3	92-95	8000	6500	4000	2000	2608	156
MX-5	90	5500	3750	1750	1000	1597	121
MX-5	91-97	4000	2750	1250	500	1839	123

McLAREN								
F1	93-98	12m	10m	8.5m	n/a	6064	240	▲

MERCEDES-BENZ		M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	1.4m	1.1m	700,000	425,000	5016	102
500K Tourer	34-36	1.2m	1m	650,000	375,000	5016	102
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104
540K Cabrio A	36-39	2m	1.6m	1m	725,000	5401	101
540K Cabrio B/C	36-39	1.4m	1.1m	675,000	475,000	5401	100
540K Special Roadster	36-39	5.35m	4.65m	3m	1.75m	5401	106
180/190 Ponton sal	53-62	14,500	10,500	5,000	2,500	1897	87
219/220S Ponton sal	56-59	16,500	12,500	6,250	3,500	2195	101
220S/SE cabrio	56-60	150,000	100,000	56,000	35,000	2195	101
220S/SE coupé	57-60	57,500	40,000	24,000	16,000	2195	101
300A/B/C/D sal	51-62	60,000	39,500	22,000	15,000	2996	101
300 Cabrio D	57-62	250,000	175,000	100,000	55,000	2996	100
300S cab/rdrstr	52-55	500,000	350,000	250,000	150,000	2996	112
300SC cab/rdrstr	55-58	600,000	500,000	375,000	250,000	2996	112
300SC coupé	55-58	400,000	325,000	250,000	165,000	2996	112
300SL Gullwing	54-57	1m	875,000	750,000	625,000	2996	145
300SL roadster	57-63	950,000	825,000	650,000	550,000	2996	130
190SL roadster	55-63	120,000	90,000	55,000	36,000	1897	109
190/200 Fintail sal	61-68	12,500	9,000	4,000	1,750	1988	90
220/230 Fintail sal	59-68	16,000	11,000	5,200	2,250	2281	100
300SE/L Fintail sal	61-65	20,000	15,000	7,500	3,000	2996	109
220SE coupé	61-65	42,000	30,000	20,000	12,500	2195	107
220SE cabrio	61-65	90,000	70,000	40,000	25,000	2195	107
300SE coupé	62-67	60,000	40,000	26,000	16,000	2996	110
300SE cabrio	62-67	150,000	110,000	62,500	40,000	2996	109
230SL sports	63-67	82,000	57,500	33,000	21,000	2306	121
250SL sports	67-68	85,000	60,000	35,000	22,000	2496	121
280SL sports	67-71	95,000	65,000	37,500	25,000	2778	121
600 saloon	64-81	130,000	85,000	42,500	30,000	6330	120
250/280S/SE saloon	65-72	11,000	7,000	3,200	1,500	2778	116
250SEC/280SEC cpé	65-69	45,000	32,000	21,000	13,000	2778	116
250/280SE cab	65-69	95,000	75,000	37,500	20,000	2778	116
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778	116
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116
280SE 3.5 coupé	69-71	110,000	80,000	47,500	26,500	3499	127
280SE 3.5 cabrio	69-71	275,000	210,000	150,000	100,000	3499	127
300SE/SEL saloon	65-69	115,000	75,000	37,500	17,500	2996	115
300SEL 6.3 saloon	67-72	55,000	32,500	16,500	10,000	6329	132
200/220/230.4 sal	67-76	6750	4250	2000	700	2197	105
230.6/250/280 sal	67-76	7250	4750	2250	800	2746	125
250CE/280CE coupé	68-76	12,500	8,500	4,200	2,000	2746	125
280/300 SE/SEL 3.5	69-72	17,500	12,000	5,750	3,000	3499	128
280/350/380/420SL	71-89	24,500	16,000	7,500	3,000	4196	130
500/560SL sports	82-89	27,500	17,500	8,250	3,500	5547	142
300SL (R107)	85-89	26,000	17,500	8,250	3,500	2962	124
350/380/450SLC cpé	71-81	11,000	7,500	3,400	1,250	4520	137
280S/SE sal	72-80	7,000	5,500	2,600	1,000	2746	118
350/450SE/SEL sal	72-80	10,000	7,000	3,250	1,200	4520	130
200/230 saloon	75-84	5,500	3,500	1,500	650	2299	114

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
250/280E saloon	75-84	6,000	4,000	1,650	700	2746	124	▲	
230/280CE coupé	77-85	11,000	8,000	3,500	1,500	2746	125	▲	
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8,000	6834	140	▲	
300SL/SL300 (R129)	89-01	11,000	7,500	3,500	1,500	2960	142	▲	
500SL/SL500 (R129)	89-01	11,500	8,000	4,000	2,000	4973	155	▲	
600SL/SL600 (R129)	92-01	15,000	10,000	6,000	3,500	5987	155	▲	
380/420/500SEC	81-91	13,500	9,000	3,500	1,500	4973	138	▲	
560SEC	86-91	16,000	11,000	4,500	1,500	5547	151	▲	
300SE-500SE sal	86-91	5,250	3,250	1,500	400	4973	147	▲	
500/560SEL sal	86-91	6,000	3,950	1,800	700	5547	156	▲	
190E sal	82-92	4,250	2,500	1,000	400	1997	119	▲	
190E 2.3/2.5-16	85-93	25,000	17,500	9,500	5,000	2299	143	▲	
E230/300CE	87-93	5,750	3,250	1,250	375	2962	139	▲	
Z20, E320 Cabrio	91-97	12,750	9,250	4,500	2,500	3199	142	▲	
500E saloon	92-94	30,000	22,500	12,500	8,000	4973	155	▲	
SLK 230 Komp'	97-04	4,800	3,000	1,500	700	2295	140	▲	
CLK-GTR	98-99	1.8m	1.45m	n/a	n/a	6900	199	▼	
SL55 AMG	02-08	18,000	13,500	10,000	6,000	5439	155	▲	
SLR McLaren	03-10	225,000	200,000	150,000	n/a	5439	208	▲	

MESSERSCHMITT		Owners' Club (01293 87417); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	26,500	19,000	12,000	7,000	191	65
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75

MG		Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80
VA tourer/dhc	37-39	45,000	32,000	20,000	13,500	1548	81
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91
TA/TB/TC	36-49	35,000	26,500	16,500	10,000	1250	78
TD	49-53	26,000	17,500	11,500	6,750	1250	80
TF 1250/1500	53-55	32,500	24,000	15,000	9,000	1466	85
YA/YB	47-53	16,000	11,000	5,000	2,750	1250	71
YT con	48-51	30,000	20,000	10,000	5,500	1250	71
Magnette ZA/ZB	53-59	13,500	10,000	4,500	2,000	1489	82
MGA Roadster	55-62	32,000	22,500	13,000	8,500	1489	98
MGA Coupé	56-62	22,000	16,000	10,000	6,250	1489	98
MGA Twin Cam Rdstr	58-60	50,000	36,000	24,000	16,000	1588	115
MGA Twin Cam Cpé	58-60	36,000	26,500	16,500	11,000	1588	115
Magnette III/IV	59-68	5,750	4,000	1,800	950	1622	87
1100/1300	62-71	5,750	3,750	1,750	850	1275	97
MGB roadster	62-67	16,000	12,500	6,000	3,000	1798	103
MGB GT	65-67	13,000	8,000	3,750	1,850	1798	103
MGB MkII roadster	67-71	13,500	10,500	5,000	2,000	1798	103
MGB MkII GT	67-71	10,500	7,000	3,200	1,500	1798	103
MGB MkIII roadster	71-74	12,500	9,500	4,500	1,800	1798	100
MGB MkIII GT	71-74	9,000	6,250	2,650	1,100	1798	96
MGB roadster	75-80	9,000	6,000	2,750	1,200	1798	96
MGB GT	75-80	6,000	3,950	1,800	700	1798	104
MGC roadster	67-69	24,000	16,500	8,000	4,000	2912	120
MGC GT	67-69	20,000	14,000	6,500	3,000	2912	120
MGB GT V8 chrome	73-74	15,500	11,500	6,000	4,000	3528	125
MGB GT V8 rubber	74-76	14,000	10,000	5,000	3,000	3528	125
Midget MkI	61-64	11,000	7,000	3,250	1,600	1098	86
Midget MkII	64-66	10,00					

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale					Top speed	Price change
		Concourse/Dealer	Mint	Good	Rough	cc		
911S 2.0	66-69	140,000	110,000	80,000	60,000	1991	140	
912	65-69	44,000	33,500	24,000	16,500	1582	112 ▼	
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	80,000	58,000	35,000	25,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144 ▼	
914-4	69-75	16,000	12,000	6,000	3,500	1795	112	
914-6	69-72	65,000	50,000	32,000	21,000	1991	125	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	625,000	475,000	400,000	2687	149	
Carrera RST	72-73	500,000	425,000	350,000	295,000	2687	149	
911 2.7	73-77	33,000	25,000	15,000	10,000	2687	135	
911S 2.7	73-77	44,000	35,000	24,000	16,000	2687	140	
Carrera 2.7 MFI	73-77	160,000	120,000	75,000	50,000	2687	147	
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	3250	2250	1000	400	1984	126	
924 Turbo	78-83	15,000	10,000	4,500	2,000	1984	144	
924 Carrera GT	80-81	70,000	55,000	36,000	24,000	1984	150	
924S/Le Mans	85-88	6750	4200	1800	850	2479	136	
928S/S2	77-87	20,000	15,000	8,500	3,500	4664	155	
928 S4	86-95	24,000	17,500	10,000	4,000	4957	161	
928 GT	89-92	33,000	24,000	15,000	9,000	4957	168	
928 GTS	91-95	50,000	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	87,500	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	95,000	75,000	46,500	33,000	3299	158	
911SC	77-83	37,500	27,500	18,500	12,500	2994	149	
911SC cabrio	82-83	40,000	30,000	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	39,000	29,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	38,500	28,500	18,000	12,000	3164	155	
Carrera Supersport	84-89	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	75,000	50,000	35,000	3164	154	
944	82-87	8250	5500	2500	1000	2479	134	
944 Turbo	85-91	18,500	13,500	6,750	3,250	2479	157	
944S	86-88	9000	6000	3000	1400	2479	140	
944 S2	88-92	11,500	7500	3750	1750	2990	149 ▲	
944 S2 Cabrio	89-92	12,500	8500	4250	2300	2990	149	
944 Turbo Cabrio	91-92	30,000	23,000	12,000	7,000	2479	150	
911 (964)	89-94	44,000	33,000	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 ▼	
911 RS 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	6750	5000	3500	1750	2480	149	
Boxster 2.7	99-04	9400	6900	4250	2000	2687	156	
Boxster 3.2S	99-04	10,750	8900	5500	3200	3179	164	
911 Carrera (996)	97-05	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)						
	Year	Concourse/Dealer	Mint	Good	Rough	cc	Top speed
Sabre 4/6	61-64	10,000	8000	5500	2500	2553	110
Scimitar SE4/a/b	64-70	8500	6500	3500	1950	2994	121
Scimitar GTE SE5/5a	68-75	7000	4750	2200	950	2994	123
Scimitar GTE SE6/6a	75-80	6250	4250	1650	650	2792	120 ▲
Scimitar GTC	80-85	10,000	7000	3250	1500	2792	119
Scimitar GTE SE6b	80-86	6500	4500	1800	750	2792	122 ▲
Middlebridge Scimr	88-90	30,000	24,000	16,000	10,000	2933	140
Scimitar SS1	85-89	3900	2500	1100	450	1596	108
Scimitar SS1 1800Ti	86-89	4500	3000	1500	700	1809	126

RENAULT	Renault Owners' Club (renaultownersclub.com/)						
	Year	Concourse/Dealer	Mint	Good	Rough	cc	Top speed
4CV	47-61	9000	6500	3250	1650	747	65
Dauphine	54-63	6000	4250	2000	1000	845	70
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83
Florie/Caravelle cpé	59-68	10,000	7500	3000	1400	1108	90
Florie/Caravelle con	59-68	13,000	9000	4000	2000	1108	90
R4	62-80	5000	3500	1650	850	1108	72
R8/R10	62-71	3750	2500	1250	600	1108	84
R8S	68-71	6500	5000	2500	1200	1255	90
R8 Gordini	67-70	33,500	28,500	17,500	12,500	1255	108
16 GL/DL/TX/TX	65-79	4750	3000	1400	650	1565	105
17T5/Gordini	72-78	7500	5000	2500	1200	1565	110
5 hatch	72-84	3000	2400	1500	400	1289	96
5 hatch	84-96	2500	1250	450	150	1397	109
5 Gordini/Turbo	76-84	9000	6000	2500	1250	1397	116
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397	124

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale					Top speed	Price change
		Concourse/Dealer	Mint	Good	Rough	cc		
5 GT Turbo	86-91	9500	7000	3250	1650	1397	123	
Clio Williams	94-95	8500	6000	2500	1100	1998	134	
Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134	

RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)						
	Year	Concourse/Dealer	Mint	Good	Rough	cc	Top speed
RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2250	1496	81
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	3750	2443	91
Roadster RMC	48-50	50,000	35,000	17500	8750	2443	100
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91
2.6/Pathfinder	53-59	11,500	7500	3000	1500	2443	101
One Point Five	57-65	7250	5000	2500	1250	1489	85 ▲
4/68, 4/72	59-69	6250	4250	2000	1050	1622	88 ▲
Elf Mk/II/848/998	61-69	7500	5250	2650	1250	998	75
Kestrel 1100/1300	65-69	5000	3250	1600	800	1098	87

ROCHDALE	Rochdale Owners' Club (01364 654419)						
	Year	Concourse/Dealer	Mint	Good	Rough	cc	Top speed
GT	57-61	8750	6000	3000	1250	1172	85 ▲
Olympic	60-73	11,000	7500	4250	2750	1489	105 ▲

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)						
	Year	Concourse/Dealer	Mint	Good	Rough	cc	Top speed
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	9500	4257	92 ▲
Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566	98
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101
SCI Mulliner con	55-59	300,000	225,000	160,000	110,000	4887	101
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115
SCI Mulliner con	59-62	225,000	160,000	100,000	70,000	6230	112
Phantom V MPW lim	60-68	100,000	70,000	40,000	25,000	6230	107
Silver Cloud III sal	62-66	45,000	32,000	18,500	9000	6230	116 ▲
SCIII MPW con	62-66	250,000	175,000	100,000	60,000	6230	116
Phantom VI limo	68-77	110,000	75,000	44,000	29,000	6230	112
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120
MPW/Corniche cpé	66-80	37,500	27,500	17,000	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	4500	1500	6750	119
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119 ▼

ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560923); Rover P6 Drivers' Club (01902 689975); Rover SDI Club (08451 306230)						
	Year	Concourse/Dealer	Mint	Good	Rough	cc	Top speed
P3 60	48-49	10,000	7500	3750	1650	1595	75
P3 75	48-49	12,500	9500	4500	2000	2103	85
P4 75 Cyclops	50-52	17,000	11,000	5000	2200	2103	84
P4 60/75/80	52-62	6500	4500	1900	700	2286	85
P4 90	54-59	8500	5750	2250	850	2638	90
P4 105R	57-58	7500	4500	1850	750	2638	91
P4 105S	57-59	9500	7000	3250	1350	2638	96
P4 95/100/110	60-64	9000	6250	2500	900	2625	100
P5 3-litre	58-67	9000	6500	3250	1250	2995	113
P5 Coupé	63-67	12,500	9500	5000	2250	2995	113
P5B 3½-litre	67-73	13,000	10,000	5000	2000	3528	113
P5B 3½-litre Coupé	67-73	12,000	15,000	9000	3500	3528	113
P6 2000/TC	63-69	6500	3500	1500	850	1978	115
P6 2000/2200/TC	70-77	5500	2850	1350	600	2205	11

**Price Guide**

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
<b>TRIDENT</b> Trident Car Club (020 8644 9029)									
Clipper V8	67-78	35,000	25,000	12,500	7,000	4,727	140		
Venturer/Tycoon	69-78	20,000	13,000	7,000	4,000	2,994	120	▲	
<b>TRIUMPH</b> 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	7,000	2,088	77		
1800/2000/Renown	46-54	8,000	6,000	2,750	1,250	2,088	74		
Mayflower	50-53	4,500	3,000	1,400	750	1,247	65		
TR2	53-55	36,000	27,500	17,500	10,000	1,991	107		
TR3/3A 20/22	55-61	32,000	23,500	14,000	7,500	1,991	106		
TR4	61-65	28,500	20,000	11,250	6,250	2,138	109		
TR4A	64-67	30,000	21,000	12,000	6,500	2,138	110		
TR5 PI	67-68	40,000	31,000	22,000	16,000	2,498	121		
TR6 'CP'	69-73	22,500	16,500	10,000	5,500	2,498	119		
TR6 'CR'	73-76	20,000	15,000	9,000	5,000	2,498	116		
TR7	75-81	5,000	3,000	1,100	500	1,998	110	▲	
TR7 convertible	80-81	6,000	4,000	1,650	650	1,998	109	▲	
TR8	78-81	8,000	6,000	3,500	1,750	3,528	135		
TR8 convertible	80-81	11,500	9,000	5,500	2,500	3,528	130		
Herald/S saloon	59-64	4,650	3,200	1,350	675	1,147	76		
Herald coupé	59-64	7,250	4,750	2,200	1,100	948	79		
Herald conv	60-61	6,750	4,500	2,000	1,050	948	79		
Herald 1200	61-70	4,500	3,000	1,250	600	1,147	80		
Herald 1200 conv	61-67	6,500	4,250	2,000	1,000	1,147	80		
Herald 12/50	63-67	5,000	3,500	1,500	750	1,147	84		
Herald 13/60	67-71	4,500	3,000	1,250	625	1,296	87		
Herald 13/60 conv	67-71	7,000	4,500	2,000	950	1,296	85		
Vitesse 1600	62-66	5,750	3,750	1,750	950	1,596	88		
Vitesse 1600 conv	62-66	8,250	5,750	2,750	1,400	1,596	91		
Vitesse 2-litre MkI	66-68	6,000	4,000	1,750	850	1,998	95		
Vitesse MkI conv	66-68	8,750	6,000	2,750	1,400	1,998	95		
Vitesse MkII	68-71	6,250	4,250	1,800	900	1,998	102		
Vitesse MkII conv	68-71	10,000	7,000	3,250	1,650	1,998	100		
Spitfire 4	62-65	15,000	10,000	4,500	2,250	1,147	94		
Spitfire Mk2	65-67	14,000	9,000	4,000	2,250	1,147	94		
Spitfire Mk3	67-70	12,500	7,500	3,750	1,850	1,296	100		
Spitfire MkIV	70-74	7,200	4,750	2,250	950	1,296	92		
Spitfire 1500	74-78	7,500	5,000	2,200	900	1,493	101		
GT6 MkI/II	66-70	15,500	10,000	4,750	2,500	1,998	109		
GT6 MkIII	70-74	13,500	9,500	4,250	1,850	1,998	112		
2000 MkI	63-69	6,750	4,650	2,250	1,100	1,998	98		
2000/2500 MkII	69-77	6,000	4,000	1,750	900	1,998	98		
2.5PI/2500TC	68-77	7,000	5,000	2,500	1,200	2,498	107		
2500S	75-77	7,500	5,500	2,850	1,400	2,498	108		
Stag	70-77	16,500	12,000	5,500	2,000	2,997	117		
1300/1500 fwd	65-73	3,000	2,000	850	400	1,296	86		
1300TC fwd	65-70	3,250	2,250	1,000	500	1,296	93		
Dolomite 1850	72-81	3,250	2,200	1,000	500	1,854	100	▲	
Dolomite Sprint	73-81	8,500	5,500	2,750	1,350	1,998	117		
Acclaim	81-84	1,650	1,000	500	250	1,335	97		
<b>TUCKER</b> (tuckerclub.org)									
Torpedo	48	1.25m	1.15m	1m	n/a	5,474	120	▼	
<b>TURNER</b> Turner Register (01895 256799)									
803/950 Sports	55-59	12,500	9,000	5,500	2,000	948	90		
Climax	58-66	17,500	15,000	10,000	5,000	1,098	102		
Mark I/II/III	59-66	16,500	12,500	7,500	3,500	1,498	100	▲	
<b>TVR</b> 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	Concourse/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
Griffith 200/400	63-65	65,000	52,500	40,000	30,000	4,727	155		
Tuscan V6	69-71	30,000	22,500	15,000	10,000	2,994	125		
Vixen S1-4	67-73	25,000	16,000	10,000	7,000	1,599	107		
1600M	72-77	21,000	15,000	8,500	5,000	1,599	105		
2500M	72-77	19,500	14,000	8,000	4,500	2,498	109		
3000M/Taimar	72-79	22,000	16,000	9,500	6,000	2,994	121		
3000S convertible	78-79	27,500	20,000	11,000	7,500	2,994	119		
Tasmin/280i inc 2+2	80-87	5,500	3,750	2,200	1,100	2,792	128		
Tasmin/280i con	81-87	6,000	4,400	2,500	1,500	2,792	126		
Tasmin/350i inc 2+2	83-89	6,000	4,750	2,500	1,400	3,528	136		
V8/350i convertible	83-89	7,000	5,250	3,000	1,750	3,528	130		
390SE	85-88	7,500	6,000	4,000	2,200	3,905	143		
400/420/450 SEAC	86-91	15,000	12,000	8,500	6,000	4,441	165		
400/450SE	88-91	9,500	8,000	6,000	4,000	4,441	155		
S 2.8/2.9	86-92	7,250	5,000	3,250	1,600	2,922	141	▲	
V8S	91-94	15,000	11,500	7,500	4,750	3,943	150		
Griffith 4.0/4.3	91-93	14,000	12,000	8,750	6,000	4,228	161		
Griffith 500	93-00	19,500	16,000	12,000	8,250	4,988	161		
Chimera 4.0/4.3	93-98	13,000	10,000	7,000	4,250	3,950	152		
Chimera 450/500	96-03	15,500	12,500	9,000	7,000	4,988	162		
Cerbera 4.2	96-03	21,000	15,000	10,000	7,000	4,280	180		
Cerbera 4.5	97-03	32,000	28,500	23,000	20,000	4,441	195		
Cerbera Speed Six	00-03	22,500	20,000	15,500	12,000	3,948	170	▼	
Tuscan Speed Six	99-05	27,500	25,000	20,000	16,500	3,996	184		
Tamora	02-06	22,500	19,000	16,000	12,000	3,605			
T350	02-06	32,000	26,000	21,000	15,000	3,605			
Sagaris	04-06	69,000	59,000	n/a	n/a	3,996			
<b>VANDEN PLAS</b> VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS									
4-litre Princess	57-68	13,500	10,000	4,500	2,000	3,995	89		
3-litre I/II	59-64	8,000	6,000	2,850	1,400	2,912	105		
4-litre R	64-68	8,500	6,500	3,200	1,500	3,909	110		
Princess 1100/1300	63-74	5,000	3,400	1,600	750	1,275	87		
1500/151/7	74-80	2,250	1,500	700	300	1,748	90		
<b>Vauxhall</b> Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)									
Wyvern/Velox L sal	48-51	5,500	3,950	1,650	900	2,275	75		
Wyvern/Velox E	51-57	10,000	7,000	2,500	1,250	2,262	82		
Cresta E	54-57	11,500	8,000	3,000	1,500	2,262	84		
Velox/Cresta PA	64-68	12,500	9,000	3,500	1,650	2,651	94		
Victor F	57-61	6,000	4,500	2,100	1,000	1,507	74		
Victor FB	61-64	3,650	2,650	1,200	600	1,594	77		
VX4/90 FB	61-64	5,800	3,500	1,600	850	1,507	88	▲	
Velox/Cresta PB	62-65	3,850	2,750	1,400	700	2,651	94		
Victor 101 FC	64-67	3,350	2,250	1,050	525	1,594	83		
VX4/90 FC	64-67	5,500	3,000	1,500	800	1,594	89	▲	
Cresta PC/Viscount	65-72	3,650	2,650	1,300	650	3,293	99		
Victor FD 1.6/2.0	67-72	2,750	1,850	850	400	1,975	95		
VX4/90 FD	69-72	5,000	2,850	1,400	750	1,975	98	▲	
Ventora FD	68-72	4,400	2,600	1,250	650	3,294	105		
Victor FE 1.8/2.3	72-78	3,250	2,000	900	450	2,279	100		
VX4/90 FE	73-76	4,200	2,750	1,250	700	2,279	104		
Ventora FE	72-76	4,000	2,400	1,100	650	3,294	106		
Viva HA	63-66	4,300	2,850	1,250	625	1,057	76	▲	
Viva HB	66-70	4,200	2,750	1,200	550	1,159	82	▲	
Viva Brabham HB	67-68	5,250	3,750	1,750	750	1,159	90	▲	
Viva HB GT	68-70	6,750	5,000	2,250	1,000	1,975	101		
Viva HC	70-79	4,000	2,500	1,100	500	1,256	83	▲	
Firenza/Magnum	72-78	4,750	3,250	1,400	650	VAR	100		
Firenza Droopsnoot	74-75	17,500	12,500	6,500	3,750	2,279	119	▲	
Chevette 2300HS	78-80	15,000	12,000	8,000	5,000	2,279	117		
Chevette HSR	79-80	20,000	16,000	11,000	6,500	2,279	125		

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
Astra GTE MkI	83-84	7,500	6,000	3,250	2,000	1,796	110		
Astra GTE MkII	84-91	5,000	3,500	1,750	850	1,998	134		
VX220	00-05	10,500	8,500	6,500	4,000	2,198	137		
VX220 Turbo	03-05	14,500	12,000	9,750	8,000	1,998	151		
<b>VOLKSWAGEN</b> VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB									
Beetle (split)	46-53	25,000	18,500	12,000	7,500	1,131	66		
Cabrio	49-53	36,000	25,000	17,500					



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# WHY I LOVE...



**Richard Longman** recalls winning the 'Most Promising Driver of the Year' award in 1968, and particularly enjoying a race that he didn't finish



'At the award ceremony we found ourselves surrounded by the likes of Jackie Stewart, Roy Salvadori, Niki Lauda and Jack Sears. Halfway through, Graham Hill and Bruce McLaren sent out for crates of beer'

It was Friday 6 December 1968 and I was to be awarded the Chris Bristow Trophy as the most promising racing driver for that year at a prestigious ceremony held at the Dorchester Hotel in London's Park Lane. My then-girlfriend Shirley and I had booked into a small bed and breakfast in Kensington. As we stepped into the taxi to take us there, with my strong West Country accent I said, 'Dorchester Hotel please'. The driver replied, 'Are you sure?'

When we arrived there were flashguns going off and well-known faces everywhere. As befitting the occasion we looked very elegant in our smart evening attire, and soon found ourselves surrounded by the likes of Jackie Stewart, Roy Salvadori, Niki Lauda and Jack Sears. Sitting next to us was Tim Schenken. With the meal over the award ceremony started, with toasts followed by the presentations awarded by the Honourable Gerald Lascelles.

That year had been very hectic for me - early on I'd joined Janspeed and driving my red and black Mini Cooper S, I won 22 races. My most treasured memory was of the Martini Trophy race at Silverstone in July, even though I didn't finish. To start the event the AMOC had organised an

invitation race for drivers who'd finished below fourth place in British Saloon Car Championship events and would include rally star Rauno Aaltonen driving Don Moore's car.

I started in pole position and went straight into the lead with Rauno, Harry Ratcliffe and Alan Peer in hot pursuit, Ratcliffe going remarkably well in his 999cc Team Vitafoam car. My main focus, though, was on Rauno. I couldn't believe that after such a short time in racing I was now door-handling with a rally giant who only the previous year had won the Monte Carlo rally outright.

This contesting couldn't last and while alongside Rauno I clipped the bank at Chapel Curve and bent a track rod, limping back to the pits and leaving Rauno to win with Peer and Ratcliffe coming home second and third. Nevertheless, my achievements for the season were enough for me to win the award.

It was an unforgettable evening. Halfway through, Graham Hill and Bruce McLaren sent out for crates of beer because the only drinks on the tables were spirits. Shirley and I ended up climbing into a taxi in the early hours clutching this huge cup, which I was able to keep for 12 months before it went back to the BRDC for the next year's winner.





**2006 Ford GT**  
See website for details.



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