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- Grand road trip

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**Rowan Atkinson's
Merc 500E and Lancia
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Welcome

March 2018 Issue 536

Cars with breathtaking glamour are hard to resist, except when their status gets in the way of enjoying them

The 534,422 visitors to 1958's International Motor Exhibition at Earls Court were treated to first viewings of the Austin A40 and Rover 3 Litre among more than a dozen new launches, but the Aston Martin DB4 was by far the most exciting. With discreetly dashing styling by Frederico Formenti of Carrozzeria Touring and a powerful new Tadek Marek-designed twin-cam straight six, this car encapsulated late-Fifties Britain's aspirations of international glamour and sophistication perfectly via the medium of aluminium and steel. For £3980 those visitors could have bought six A40s or one DB4, a car that would - with minimal changes - evolve into the Bond-famous DB5.

To mark the event we've put together a special package of features, with the brave restoration of a DB4 prototype dragged from a Welsh cattle shed, a road trip exploring the real life of Aston saviour David Brown and a revealing interview with his grandson about those heady days.

Back when I was wrestling with the joys of student banger motoring, comedy actor Rowan Atkinson was part of the motoring aristocracy, using his success to enjoy a string of Aston Martins and other machinery that we mere mortals could only dream about. But when I spoke to him about his Mercedes-Benz 500E and Lancia Thema 8.32, which we twin test in this issue, he explained how he'd tired of high-profile cars and all of the attention and high values that swirl around them. Instead he enthused about



the joy of revisiting models from his past, cars that offer a thoroughly engaging driving experience without the corruption of modern technology, look-at-me status or inflated prices.

They typify the sort of great-value cars that I'll be asking Quentin Willson about when we take to the stage throughout The London Classic Car Show in February to talk Smart Buys.

See you there.

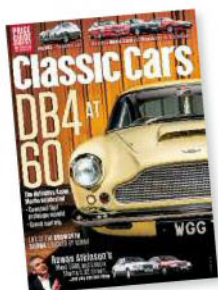
Phil Bell, editor



Our Aston DB4 anniversary celebration has Phil pondering a (fantasy) E-type part-exchange

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ASTON DB4 60TH ANNIVERSARY SPECIAL

'It was an assertive car for newfangled motorways, for leaving Austin A40s shuddering in its three-figure wake'



P44 We take an Aston DB4 series V on a Yorkshire pilgrimage to discover more about David Brown



P50 'He built his first car in secret' – the revelations of Adam Brown, grandson of 'DB'

P52 Rescued from oblivion on an exposed hillside – find out how this prototype lived again





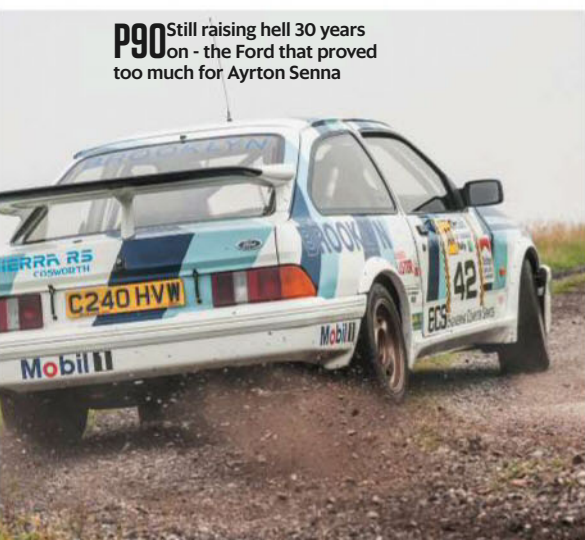
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'Finding old-school repairers is worryingly hard'

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[The List]

Your dream drive made real

'The faster you go the better it gets'

Philip Martin's car past is largely made up of nippy roadsters and hatches, bar a brief spell of rotted Jaguar Mk2 ownership. Can a fine example still set his pulse racing fifty years later?

—Words RUSS SMITH Photography JONATHAN JACOB—

Today could have been a disaster. I arrive nice and early at the Classic and Sportscar Centre's North Yorkshire base to the news that the Mk2 we're due to borrow has a sticking brake caliper, and its replacement hasn't been delivered yet. Old cars, eh? My look of panic is swiftly turned to one of relief by boss James Szkiler. 'It's alright, we've got another Mk2 for you. It's one we've already sold but the customer is happy for you to use it today. It's just being collected from storage and checked over.'

So there's time to accept a cup of tea and enjoy the vast and atmospheric barn that houses the company's stock. At which point our reader Philip Martin walks in and I put him in the picture. With the smile that will become a permanent fixture today he replies, 'Waiting's not a problem - I could never get bored here, there's so much to look at.'

This is a good point to introduce the twist in the tale of this issue's dream drive - Philip has not only driven a Jaguar Mk2 before, he's owned one too. But before you cry foul, that ownership was 47 years ago, didn't last long, and the 3.8 in question was a £350 banger that created more wishes than it fulfilled. Philip takes up the story, 'It was an utter rust-bucket that refused to go unless you gave it a healthy dose of Easy-Start. It was almost impossible to get it into second gear too. I once took a couple of relatives from London to Edinburgh in the back of it and the floor was so full of holes that they got soaked through the seat. But I loved that car for six months before someone made me the £500 offer I couldn't refuse, and I've never forgotten it. What I've always wanted to know is what it's like to drive a good one.' And so, almost half a century later, Philip will finally get his wish today, in a Mk2 that's worth something over a hundred times more than the last one he sat behind the wheel of.

The signature growl of a Jaguar straight-six draws us outside; our car has been delivered and its gunmetal paint glows in the wintry morning sun. Philip's glowing too. 'It's beautiful. Right now, I almost daren't touch it. I'm excited and nervous in equal measure.' He doesn't even mind that we've short-changed him a bit - this is a 3.4, which is down by 10bhp on the 3.8 of Philip's dreams. 'I'm sure I won't be able to tell. Up close I'm reminded of the *Grace, Space, Pace* advert Jaguar ran and note how apposite it is. I know beauty is in the eye of the beholder, and also that some foreigner [Enzo Ferrari] once said that the E-type was the most beautiful car ever made, but others, including me, beg to differ.'

Getting in requires a little thought - it's a surprisingly small door for a mid-sized luxury saloon - but Philip is soon in place, fondly stroking the wheel and



Philip familiarises himself with the controls - the Moss gearbox will require his undivided attention

PHILIP'S DREAM DRIVE LIST



Pallas
'Elegant, futuristic design dated.'

Renault Avantime
'One button to open all the windows and the full-length sunroof at once. What a design.'

Bentley Turbo R Red Label
'Brilliant value for what you get and so understated. A true luxury wolf in sheep's clothing.'

Rolls-Royce 20/25 (with partition and chauffeur's suit and cap)
'This model is for the owner/driver and represents terrific value today.'

Citroën SM

'As above but with added Maserati quad-cam V6 engine.'

Citroën Traction Avant
'Its innovative spec at launch was so far ahead of the competition.'

Tatra 87
'With an air-cooled rear-mounted 3.0-litre V8 engine this epitomises quirkiness doesn't it?'

Peugeot 406 3.0 Coupe
'Not yet fully recognised as a classic, but such smooth flowing lines.'

Renault Caravelle
'Because I love the looks. And rear-mounted engines.'



'I had one in the Seventies that was an utter rustbucket – I've always wanted to know what it's like to drive a good one.'

Our reader's previous encounter with the Jaguar marque wasn't a particularly inspiring one



As Phillip quickly found, the Burman steering is unassisted



It's 400cc smaller than his dream 3.8, but Phillip still relishes the opportunity to exercise the Jag's straight-six



Phillip's sold his own Mk2 for less than a few chrome trim pieces would cost today



admiring the dashboard. 'I love those flick-switches. The later flush 'safety' ones fitted to other Jags were a step back, to my mind.' He turns the key and thumbs the starter button. 'There's something about doing that, rather than merely tuning a key, that encapsulates the whole classic car experience and gives me a thrill; stupid maybe, but I just love doing it. And listen to it - it's great to hear that engine; I could just sit here and rev it.' A gentle nudge is needed to remind Philip what we're here to do before he slips the Moss 'box lever into first and heads off.

We swing right for a brief blast of A64 before a left onto the quiet but good road that runs through Wintringham and up into the Yorkshire Wolds. 'The steering feels so light, is it a powered system?' he asks. 'That was optional, I think'.

Slowing and turning into a layby, Philip answers his own question; he has to heave the wheel as he scrubs speed off. 'My biceps will be keeping fit today! Still, it's remarkable how quickly it lightens up. The large wheel is lovely and it self-centres very easily and quickly. The clutch is also nice and light, though the gearbox is a bit notchy.

'Thinking back to 1971, it's telling that a car I drove so long ago still resonates with me today after taking the wheel of this 3.4. The noises are familiar - the whines from the transmission and the growl of the exhaust are so enticing. But this car feels so much tighter than I remember. It has to be said that in both cases

the gearbox is the most unattractive aspect with its slow changes that you often need a few attempts to complete. But that is a well-known fact that owners are prepared to live with (or change) for the other benefits available, of which there are so many.'

At which point the gear knob signals its displeasure at Philip's comments and comes off in his hand, to a roar of laughter. 'Old cars!' To be fair, we were warned that the knob in the car was just a temporary one, marked with the wrong position for reverse, while a correct Mk2 part is awaited. 'It does have a saving grace in the overdrive, which works instantly and drops the revs down considerably for quiet cruising. I also like the tiny red telltale light above the steering column that reminds you when it's engaged. I'm also surprised, with the engine quietened by the overdrive, that there's very little wind noise with this, which is unexpected in what is basically a Fifties design.'

It draws our attention to other comforts, and with the car now fully warmed up we realise that we're not. 'It has a heater... of sorts,' comments Philip. Then I find a well concealed cold-air vent flap lever in the wide oddments slot below the dashboard's switch panel and shut it off. That ventilation draught's probably a real delight in summer months - it would certainly keep your sandwiches fresh - but less so in a frosty Yorkshire. The change is almost instant, 'Now I can feel the benefit of the heater,' says Philip, with some relief.



'Give it some welly and it changes character completely, becoming more akin to a sports car'

We're properly out in the sticks now, with just the occasional blink-and-miss-it settlement like Cowlam or Helperthorpe to break up largely empty roads that are allowing Philip to really give the car its head. I notice he's already going deeper into bends, braking less and powering through. 'This is not only a docile family car you can take your granny to the shops in, but give it some welly and it changes character completely, becoming more akin to a sports car with its tenacious grip on corners, leaf springs notwithstanding. I always think that Jaguar's S-type, while better specified, lost something in the upgrade to independent rear suspension.

'Not that I'm a fan of sports cars; I've had those and don't like them. And I've never quite understood the attraction of exotics. Where can you legally use their potential? This - a sports saloon - is my ideal car. There's enough challenge and pleasure in driving it at achievable speeds, in comfort. The suspension is not soft but very compliant, you don't feel the bumps on these country roads too badly and the steering feedback is very good; light and direct too. I love it!' he laughs again, cranking the wheel hand-over-hand to nip round a tighter junction.

'The faster you go the better it gets. It's not like the diesel I drove up in - you have to keep giving it lots of welly. The brakes are up to the job too, smooth and progressive in the way they pull you up, though with no actual sharp bite. OK, it's no Peugeot 205 GTI, but then I'm no longer a GTI owner. I did have one of those until recently but had to stop kidding myself; I didn't belong in it any more. I thought I was a boy racer in my dotage but despite the fantastic handling I decided that I was just a poser. Still, I did double my money on it in two years when I sold it through Anglia Car Auctions last April.'

A layby in the valley by Scardale Plantation provides a handy stop-off for further reflection and to let the car cool down for a while, and Philip is gushing with praise for the Mk2; in fact I think he's a little bit in love. 'Why would anyone want to drive a modern car when they could be out in something like this? There's simply no contest, this has so much character to it. To my mind character is non-existent in a modern box.

'I've always loved old cars but I can't actually explain why. I suppose

1962 Jaguar Mk2 3.4

Engine Iron block/alloy head 3442cc in-line six-cylinder, dohc, two SU 1.75in HD6 carburettors
Power and torque 210bhp @ 5500rpm; 216lb ft @ 3000rpm **Transmission** Four-speed manual with overdrive, rear-wheel drive **Steering** Burman recirculating ball **Suspension** Front: independent by wishbones, coil springs, telescopic dampers and anti-roll bar. Rear: live axle with semi-elliptic leaf springs, radius arms, Panhard rod and telescopic dampers
Brakes Discs front and rear, servo-assisted **Weight** 1399kg (3080lb) **Performance** Top speed: 120mph; 0-60mph: 11.9sec **Fuel consumption** 18mpg **Cost new** £1669 **Classic Cars Price Guide** £10k-£32k



Philip says the Mk2 strikes an ideal balance between performance and comfort

it probably started with the Austin Sevens I began playing with after ending up in a ditch with concussion on my Talisman Twin motorbike. That convinced me that four wheels were much better than two. And I was lucky to quickly gather a group of friends with similar interests, including a really helpful 750 Motor Club member who lived locally to me in Norfolk. I guess it just grew from there.

'Now we see them as things of beauty, and the Mk2 is certainly that. Even the engine looks fantastic. And just look at this...' Philip fingers the burr of the walnut dash. 'So lovely, so smooth, real class. I've also been surprised, coming back to the Jag after all this time, how modern in performance it still is. I didn't expect that.'

Car admired, photos taken, fat chewed, light beginning to fade, it's time for a final run back to the Classic and Sports car Centre for it to be prepared for its new owner. Philip needs no second bidding. 'I could do this all day,' he beams. He pretty well has.

'Along with the wood and leather there's a faintly oily smell that's typically old Jag, at least in my memory, especially when idling. It's lovely, and I don't recall any other classic I've driven that has that.' Sweeping through the S-bends into Wintingham then down the long tree-lined straight back towards Knapton - the end of the line for our day out - Philip is even easing his previous position on the gearbox. 'Now I've got used to it it's still not the best, but the change from first to second is absolutely delightful.'

And then we're back outside the barn, Philip, only half-joking, says as he kills the engine, 'I've come to the end - it's horrible!' We console him with that all-purpose British panacea, a cup of tea. The keys are gone but his enthusiasm is still at full flow, 'I was thinking about my love for the Mk2. I'd already discovered that what I had thought was the ideal classic car - a convertible of some sort - is nothing of the sort. Hard experience with an MX-5 has taught me that when it gets hot and sunny, I want to be in a cool environment with a hard top.'

'That's what I craved and it's now obvious that the concept of the sports saloon is, to me, the ideal compromise. Sorry if I'm a bit slow, but the more I think about it the more I like the idea, because to me they have the best spec of all - comfort and performance. Not that I don't mind the wolf in sheep's clothing idea either.'

'So, if the Mk2 is the top of that particular tree, perhaps the Triumph Dolomite, Daimler Majestic and Audi quattro all come under the same heading? But this Jaguar has been fantastic, absolute fun, pure unalloyed pleasure. I've loved every minute.'

PHILIP MARTIN'S CAR CV

Philip has always enjoyed old cars, from early years with Austin Sevens to the Renault 16 that he refuses to part with



AUSTIN SEVENS

'Sixty years ago this was one of the first cars I owned, modified to independent front suspension. During my teenage years there were always several Sevens in the driveway with their engines being rebuilt. None of them cost me more than a tenner.'



AUSTIN LIGHT 12/6 SPORTS

'It had a plucky six-cylinder sidevalve engine. I think it may have been a Newbury model, but 1959 was a long time ago - Austin club folk will know for sure. Featured in plenty of memorable camping holidays with friends.'



FIAT 500

'Bought in 2009 as a wreck and restored. I got it for for nostalgic reasons because I'd owned one in Malta in 1976, also with the full-length sunroof. I sold it when someone offered me huge money - I couldn't say no.'



RENAULT 16 TS

'I had one from new in 1972 when I lived in Malta. Bought this one from a Renault Classic Car Club member and exhibited it at the NEC for model's 50th anniversary in 2015. Perfect suspension for atrocious Norfolk/Suffolk roads. Definitely a keeper.'

[Want a Drive?]

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



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Virage snobbery doesn't pay

Shrewd buyers have started to look past the last old-school Aston's shortcomings

Aston's Virage of 1988 has always been a wallflower. While the glam and svelte DB cars have mushroomed in price, the chunky Virage has flatlined. Maybe it's the cocktail of parts-bin engineering that put enthusiasts off - Audi 200 headlights, Volkswagen Scirocco rear lamps, Ford Taurus airbag and those more obvious Blue Oval bits.

Ford may have been ultimate owner of Aston Martin by the time the Virage hit showrooms in 1990 but its original gestation was orchestrated by Aston boss Victor Gauntlett, who had chosen its brutal styling from a design tender by two Royal College of Art tutors, John Heffernan and Ken Greenley.

Gauntlett also had the 5.3 V8 reworked using Weber-Marelli injection and Callaway (of Corvette-tuning fame) cylinder heads.

So in many ways the Virage was one of, if not the, last hand-built Aston created using Newport Pagnell's time-honoured party trick of plundering everybody else's parts inventory. Even the steering column had a General Motors part number.

But as an end-of-an-era Aston we should stop being sniffy about the Virage. Only 1050 units were built (37 of which were lhd) making it actually rarer than the DB4 or DB6, and that eager-revving 330bhp V8 is good for 160mph and sixty in 6.5 seconds.

But most of all we should look at what's happening to prices. Last year Silverstone Auctions sold a 45,000-mile '94 coupé with total history in Middlesex Green for a bargain £38,475 but since then

interest seems to have galvanised. Luigi Motor Services in Cheshire has a blue '91 auto coupé with 80k for £50k while Classicmobilia in Bucks has chassis 7, the 1990 factory press car with 15,000 miles, for a solid £97,500.

Vantages, Volantes, Works Service 6.3s and wide-body cars are all rising too. The ex-HRH Prince Charles '94 6.3 Volante sold by Bonhams in 2012 for £119,100 is now up at a blistering £350,000.

Be quick and you might still bag an early sensible-mileage manual coupé (60% were autos) for less than £50k; find a well-travelled auto in a less-desirable colour being sold privately and it'll command even less. I'm not expecting those kind of bottom-rung price opportunities to hold for much longer.



'We should all stop being sniffy about the Aston Virage - the smart money already has'



Revel in the rare-groove delights of the... Cortina MkIII?

Ford may have built 1.1 million Cortina's MkIIIs between 1970 and '76 but I doubt if there are even 100 decent survivors left in the UK. Rust, poor build quality and general contempt (the MkIV was so much more desirable) have reduced numbers to such an extent that the third-gen 'Tina is now the rarest of all. With 35 different incarnations, from base 1300 to 2000 GXL and two-door to five-door estate, it was Ford's attempt to avenge the boat-loads of reliable Datsuns and Toyotas swarming into Britain in the Seventies; by October 1971 it was Britain's best-selling car. Today its faux wood, Bri-Nylon seats and Patrick LeQuement's coke-bottle styling have made it a card-carrying Seventies icon. Prices are surprisingly strong with one optimistic private seller in Essex asking £4200

VALUE 2012
£5000
VALUE NOW
£10.5k

for a deeply rusty base 1300 two-door that hasn't moved for a decade.

Search hard and the odd car with potential does come up, like the Tawny Bronze '72 1600 L with 13-year ownership and 9500 miles advertised by a private man in Cheshire for £7500. If he put that through an auction he'd probably get more because recent hammer prices have been impressive. Last

November ACA sold a fine '74 2000E auto with 55k for £11,235, while back in Dec 2016 CCA dispatched a rare '71 1600 GT with 45k for £13,420. Soon we might be looking at £20k-plus for unspoilt original examples. Seek out GTs, GXs or 2000Es in shiny nick and low mileage and you'll have an inflation-proof Ford that'll carry on rising. As the exemplar of Seventies British family car hierarchy this is one classic that's definitely worth watching.

CLASSIC ON THE CUSP



First-generation Audi TT

I know, I know. You're going to tell me that most alpha males would rather run a triathlon than an Audi TT. Girl's car, too petite, a suburban trinket. But there's more than one reason why you should lay down a first-gen TT before prices take off. Forget all the wearisome hairdresser clichés and remember that back in 1999 the world sighed in admiration at the TT's design. One of the few concept cars that made it to production broadly unchanged, its timeless Bauhaus lines and modernist interior were universally praised and won a slew of awards. The TT was a game-changer.

And few design icons look so cheap. Even low-mileage MkI TTs are still small change. A private seller in Uxbridge has a silver 2000 coupé with just 56k for £2195 while Surrey Hills Cars in Hampshire has a mint Olive Green 2001 roadster with 59k, one owner and full history for £3490 – and both are 225bhp versions. Spend some time trawling the online classifieds and you'll find real bargains like the very early '99 V-reg 225bhp

silver coupé with 60k being sold by Brian Whitcombe in Puxton for a just £2000.

These millennial TTs are the purest and the earliest chassis number cars will become collectible.

And if a sixty dash of 6.4sec and 150mph aren't fast enough for you there's always the 2003-on 3.2 V6 and 2005 TT Quattro Sport. The 246bhp V6 cracks sixty in 6.2sec while the lightweight 240bhp Sport does it in 5.9. But the limited-edition 800-unit Sport is the one everybody wants with its contrasting roof colours and brace bar instead of rear seats. Prices have warmed up noticeably of late and you'll be pushed to find even a mileage one for less than £7k. As the rarest TT of all they're the going to be the best investment and low milers could see £15k before long. But the most compelling reason to snap up a first-gen TT is that they're so reliable and easy to own. Cambelts and tensioners need regular changes, anti-roll bar bushes wear, the frail standard water pump should be upgraded to one with a metal impeller and instrument pod failure is common so look for missing pixels.

The best TT MkIs won't stay this ridiculously cheap for much longer. Find a sharp sensible-mile TT with a continuous Audi history and you'll be buying at the rock bottom of the value curve.

Quentin will talk about his latest Smart Buys recommendations at the London Classic Car Show (February 15-18). More details: thelondonclassiccarshow.co.uk

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£29k
VALUE NOW
£3000



Six undersells for the hottest Nineties VW Golf

With prices of Eighties hot hatches bubbling we've forgotten about the '92 to '98 Golf VR6. The fastest and most refined Golf MkIII, prices are low with unmolested low-mileage cars still buyable for £5k. A private seller in Dorset has a Mulberry '97 Highline with 67k and history for £4600 while another enthusiast in Manchester has a blue '97 with 66k, 11 service stamps and rare optional Recaros for £4995. Even the trade hasn't woken up to the VR6's potential. Wigan dealer Just-German has a silver '95 with 50k, history and aircon for just £4995. When you look at the money being given for Ford RS Turbos and Peugeot 205 1.9s the 140mph VR6 feels like an ocean-going steal. Many will have racked up lunar mileages or been modified but find one that's bone-stock with sub-70k and continuous history

VALUE 2012
£5000
VALUE NOW
£7500

and you'll have a hot-hatch aligned for appreciation. Go for the Highline (all painted black or mauve) and you also get aircon and leather. They're rare too, with just 653 currently listed on the DVLA mainframe.

The optional auto wasn't widely specified and there are fewer than 50 in the UK but I'd stick with the standard manual five-speeder.

Nobody seems to be talking about the VR6 and we've ignored the tremendous impact it made at the time – road testers call it a 'gem' with 'true cult car potential' and it won the Golf's first-ever Car of the Year title. As always, condition and originality are everything so its worth paying good money for really tiny milers with proper VW histories. As a piece of hot hatch history I reckon its an unsung collectible and at five grand makes a bargain modern.

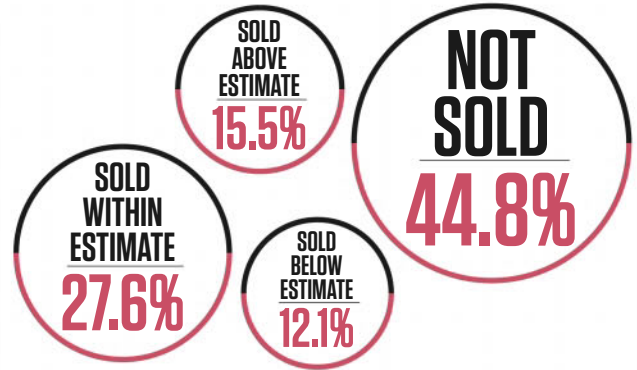
MORE
QUENTIN
WILLSON
p 39



Bonhams' December double

Holding two sales in the same week fails to impress the punters

Bonhams spread its wares thinly in December. Instead of staging one big event it offered 30 cars, including two ex-Beatles cars, at a 'premium' sale at its Bond Street HQ on December 2. This was followed four days later by more of a 'bulk' sale at Olympia with 86 cars on offer. Fewer than half the cars sold at Bond Street - but for fairness we've combined the results of both sales, though they're still not that great with a sale rate barely over 55%. The Beatles' cars were obviously the stars, but they failed to start a revolution, both selling just below mid-estimate - £1,345,500 for Macca's DB5 and £102,300 for Ringo's Mini. Away from the charts, the enthusiasm for Porsches and Ferraris remains suppressed and apart from the pair of outliers highlighted below, it's no more than steady business with Fifties British sports cars. Will Bonhams do the same double-act this December?



As you can see, a lot of would-be sellers took their cars home for Christmas



Mr Starkey's Radford Mini helped Bonhams to avoid an embarrassing home-turf loss

Market indicators *Unrepeatability is one of the market's biggest pulls - but only if the right punters are in the room*



▲ 1992 Lancia Integrale Evo 1 £142,000 RM Sotheby's, December 6, New York

This incredible result might see a few Integrale owners visiting shipping agents' websites. But though it might provide some boost to the market for them, this was an unrepeatable example. One of only 400 Giallo Ferrari editions, it was a highly original Italian-market car that'd done just 4030 miles. And it had novelty value because Evos have only just become eligible for US import under the 25-year rule.



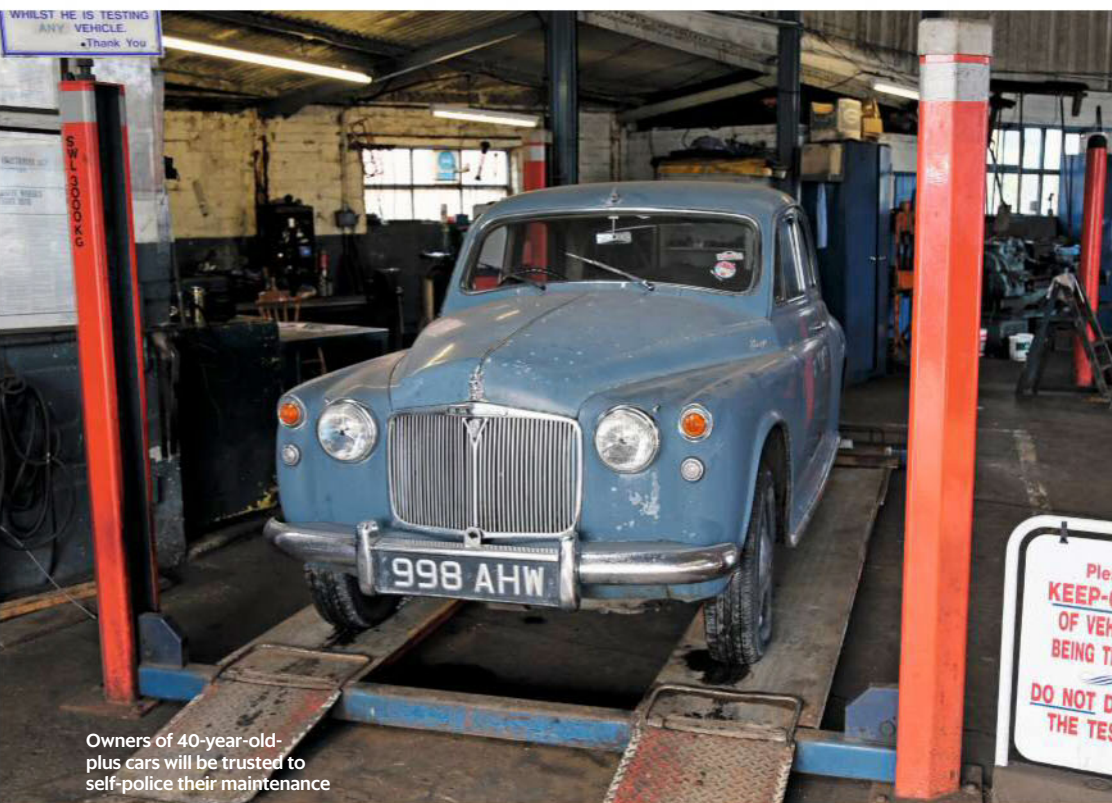
▼ 1983 Ford Escort RS1600i £32,200 Bonhams, December 6, London Olympia

With just 164km (around 100 miles) from new, this was a proper collectors' piece, albeit in left-hand drive because it was sold new in Norway. It's been with the same owner since, too, so the provenance was impeccable. Condition was as you would expect - all original apart from the tyres. So the surprise here was that it didn't make more, given the big numbers achieved by Silverstone for fast Fords at its NEC sale.



▲ 1960 Jaguar XK150S 3.8 fhc £186,300 Bonhams, December 2, Bond Street

Just when you think the wind has gone out of the XK market, a result like this blows in to confound the pundits. Of course the 3.8S is the ultimate XK150, and with only 115 right-hook coupés made it has rarity on its side, but the £130-160k estimate had looked fair. Then again, find another as sharp with only 51k miles and original apart from a few discreet and well-chosen upgrades. There's life in the old cats yet.



Owners of 40-year-old-plus cars will be trusted to self-police their maintenance

MoT exemptions start at 40

Cars over 40 will no longer require MoT from May 2018

Following extensive consultation between the Department for Transport (DfT) and Federation of British Historic Vehicle Clubs (FBHVC), definitive guidance on the change to MoT requirements has been released.

The key points are:

- Most vehicles over 40 years old – those classed as Vehicles of Historic Interest (VHI) so currently exempt from Road Tax – will be exempt from testing unless they have been substantially changed in the past 30 years.
- Keepers of VHIs claiming test exemption should declare so when renewing their vehicle's tax. Cars will still need to be tested until such declaration has been made.

- Keepers of vehicles over 40 years old can still voluntarily submit vehicles for testing.

That last point at least allows for the good-sense approach we have recommended in *Classic Cars* previously, supporting the idea that it's good practice to have your classic checked over annually by someone independent with a degree of expertise.

The Federation of British Historic Vehicle Clubs has made it clear that it is happy with the results of its input to the guidelines regarding the changes, which are set to come into force from 20 May 2018. Full details of the new rules and the Guidance on Substantial Change of Historic Vehicles can be found at fbhvc.co.uk

IN THE TRADE



HEROES DRIVE VOLVOS

It's not only old Beatles cars that command a large premium – a Volvo 262C bought new by David Bowie recently sold for £160,735. That was over three times the top estimate, and probably ten times what a good non-Bowie car would cost you – though it did have the added attraction of just 53,000km (33,000 miles) on the clock. Delivered to Bowie's Swiss base in June 1981 it was registered in his real name, David Robert Jones. Bowie's style shows in it being ordered without the vinyl roof usually fitted to 262Cs.



FRENCH CLEAN AIR ZONES

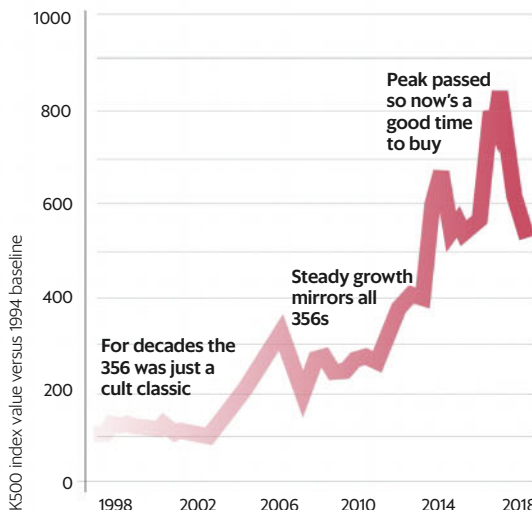
Fond of taking your classic for a bit of French touring? Beware the newly established Environmental Zones, of which there are now 18 across the country. Cars in the zone must display a CRIT'Air badge, but you can't buy one for anything built before 1997. Owners of unbadged cars used in these areas when restrictions are in force (some are part-time) face large fines. Rules, areas affected and even a mobile app can be found at crit-air.fr/en

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Porsche 356 Speedster



K500's Simon Kidston says, 'Ironically the "bargain basement" Speedster, a stripped-down version intended to compete with MG and Austin-Healey in the lucrative US market, is now the 356 model everyone wants. There are, though, wild variations in auction results because of complex permutations of spec and condition. An untouched barn-find can sell for more than a pristine show car – if in the right spec. Go early – one of the 200 1954 cars – or late, a 1958 T2 with Zenith carbs, ZF steering and a shorter shift. After all, what was good enough for James Dean and Steve McQueen...'



HR OWEN GAINS CLASSICHE

HR Owen Ferrari's North London service centre has become the ninth UK workshop to be accredited as Ferrari Classiche-authorized. Earning the title 'Officina', it can now implement the certification process to ensure the correct maintenance and repair of Ferraris that are over 20 years old, preserving the integrity of their service history – the kind of thing that becomes of great importance at selling time. See hrowen.co.uk/ferrari/aftersales

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Rebel's return

Controversial Alfa back in Paris to be offered at Artcurial sale

One of the headline acts at Artcurial's Rétromobile sale is this one-off Alfa Romeo 6C 2500 Cabriolet Speciale. It's a car with quite a past, and highly influential styling. Just take a look at those lines and remember what everyone else was doing in 1946 when this was hammered into shape by Pinin Farina in Turin - the rest of Europe was still focused on slimming down running boards and starting to blend the lights into those still-separate wings. We'll come back to that.

The Alfa gained notoriety when the French banned German and Italian 'enemy' cars from the 1946 Paris Salon motor show. More than a little miffed by this because he'd bodied the car specially for the show, the night before it opened Battista Farina drove it to Paris and parked right outside the Grand Palais venue, then called the press. His 'Anti-Salon' display did the trick and attracted plenty of attention - possibly more than if it had been inside the Palais.

It was then owned briefly by Ms Giuliana Tortoli, who displayed it at various shows, winning the Grand Prix d'Honneur at the 1947 Monte Carlo concours. Farina then bought it back and sold it to Leonard Lord,

'Farina parked it right outside the entrance and called the press'

chairman of Austin. It had already attracted Lord's attention and served as inspiration for Austin's A90 Atlantic model - an ultimately unsuccessful attempt to take a chunk of the American market.

America was the Alfa's next destination too, bought by Raymond Loewy's design company. It then spent decades in obscurity before being restored to original condition and displayed at the 2014 Pebble Beach Concours - the car's first big show since 1947. Now it's back in Paris for the first time in 72 years, under less controversial circumstances.

Artcurial has assigned the car an estimate of €1.2m-€1.6m (£1.06m-£1.4m), but you can tell by the broad spread of those numbers that it's merely a marker - the market will decide what the car's worth. As a one-off, in a buyers' market, that's the way it goes. The only certainty is that Farina's 'Anti-Salon' Alfa will make a great talking-point centrepiece in any collection.





Penned by Pietro Frua and Giovanni Michelotti, made (famous) by Battista Farina and lusted after by Raymond Loewy, this Alfa has a history of making outspoken statements

Sole survivor slides into Paris

▼ 1958 Triumph TR3A

For sale at The RM Sotheby's Paris sale, February 7, rmsothebys.com

Why buy it? This is the only survivor of the four Works TR3As entered for the 1958 Monte Carlo Rally, subsequently used to gain a second place on the Circuit of Ireland and a first in class on the Tulip Rally. Now sympathetically restored and still with its original engine, it would make a great historic rally or tour entrant.

Estimate €160,000-€180,000



◀ 1973 Fiat Abarth 124 Spider Rally

For sale at Bonhams' Paris sale, Feb 8, bonhams.com

Why buy it? One of just 1013 built and rarely seen in the UK, these are highly regarded and much sought after, hence Bonham's estimate.

This one is in remarkable original condition apart from the red Sabelt harnesses, and boasts the low figure of 92,700km (57.5k miles) on the clock. **Estimate** £62k-£80k



▲ 1972 Lotus Europa Twin Cam

For sale at South West Vehicle Auctions' Classic Car sale, January 26, swva.co.uk

Why buy it? A non-seller at SWVA's last sale, it's now been resubmitted with a lower reserve. With the current owner for almost 19 years and treated to a £20k restoration that included a new galvanised chassis and leather retrim. Among the best on the market. **Estimate** £18.5k-£19.5k



▲ 1983 Lamborghini Jalpa

For sale at Silverstone Auctions' Race Retro Classic Cars sale, Feb 24, silverstoneauctions.com

Why buy it? Restored around six years ago, this was one of the first two right-hand-drive Jalpals built – so early it still wears tail-lights from the previous Silhouette model. It comes with a comprehensive history file that includes the original purchase documents **Estimate** £65k-£75k

UPCOMING SALES

JANUARY

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

Sat 27, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk

FEBRUARY

Wed 7, France. RM Auctions, Place Vauban, Paris. rmauctions.com

Thu 8, France. Bonhams, Les Grandes Marques du Monde, Grand Palais, Paris. bonhams.com

Fri 9, France. Artcurial, Rétromobile, Porte de Versailles, Paris. artcurial.com

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

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

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

MARCH

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

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

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

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

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

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

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Best of German at Essen's 50th

Significant anniversaries see classics dominate *Germany's performance-car show*

The Essen Motor Show celebrated its own 50th anniversary, welcoming 356,500 visitors to an event which coincided with AMG's 50th anniversary, and fellow Mercedes-tuner Brabus' 40th. Show organiser SIHA chose to celebrate '50 years of supercars', beginning with a 1967 Ford GT40 and Ferrari 365 GTB/4 'Daytona' and including a BMW M1, Porsche 959, Ferrari F40, Jaguar XJ220, McLaren F1, Maserati MC12 and Pagani Zonda.

Brabham BT23

This Brabham, driven by Jochen Rindt in 1967, graced the show to honour the role of the 1970 Formula One world champion in its creation. Following a visit to the 1963 London Racing Car Show in order to sign a contract with Cooper, Rindt organised a similar event in Vienna. Two years later it outgrew its Viennese location and migrated across the border to Messe Essen.



In the 1967 season, Rindt was dovetailing Grand Prix appearances with a successful attack on the Formula Two championship for Winkelmann Racing. Rindt drove this BT23 in the 1967 Oulton Park Gold Cup for F1 and F2 cars, where he finished seventh overall and fifth in the F2 class, although he took nine race wins during the season.

Audi quattro Roadster

This rare convertible version of the Audi quattro, for sale at Dutch dealership Potomac for €65,000, has a sad story to tell.

'Walter Treser was a familiar name on the German motor sport scene, working for the Audi and Opel works rally teams, but he took a giant leap of faith and established himself as a car builder,' explained dealer Roy Bolks. 'The Treser quattro Roadster was introduced at the 1983 Frankfurt Motor Show and featured a glassfibre roof that could be flipped back into the space normally occupied by the rear seats and covered by a tonneau. The chassis was well-engineered, with extra strengthening and weight to keep it as stiff as the coupé it was based on, with Treser tuning the engine to add an extra 50bhp in order to maintain the existing quattro power-to-weight ratio. Sadly, the project ended in financial disaster, with just 38 DM151,000 cars built.'

Essen's '50 years of supercars' display included everything from a Ford GT40 to a Bugatti Chiron



The Essen show was being used as a shop window for this stunningly original Plymouth Fury

'This car was found in a German collection, but no-one seems to know what happened to any of the others. In 2005, Treser himself tried to buy this particular car back but wasn't willing to pay the asking price, so it's remained unused until now.'

Alfa 6C 2500 S Pinin Farina

This Alfa Romeo 6C 2500 S Cabriolet was displayed on German dealer Gassmann's stand after three decades hidden away in a Swiss collection. Built on chassis no. 916009, it was delivered to Alfa's Spanish importer in March 1948



Cherished Alfa 6C is unrestored

and sold to a Mr Dioniso, head of the Madrid Stock Exchange, as a gift for his mistress Emilia Sierra. The car remained in Sierra's ownership for 40 years and was driven regularly.

She clearly took good care of the Alfa, because it only required a repaint upon being bought by its second owner, never having suffered from rust or even minor accident damage. This time-warp beauty is being offered at €325,000.

Plymouth Fury

This imposing Primrose Yellow 1973 Plymouth Fury won the Essen show's 50th anniversary concours' 'Limousin' category for best saloon. An apt choice given the large number of classic American cars on show, it beat a rare Californian desert-find Edsel Bermuda to the trophy, but its remarkable condition was a result of being completely unrestored and sparingly used.

As current owner and seller Klaus Kohne explained, 'It's only had one owner before me. It has 59,985 miles on its odometer because for more than 40 years he only used it once a week just to go to church, and kept it garaged otherwise. All I've had to do to get it ready for sale is to polish it.'



Even its own creator couldn't afford it - Treser's drop-top quattro



Photo: Stirling Moss Collection

“Jenks and I did a recce of the whole 1000 mile Mille Miglia course in 1955 and committed it to the “bog roll.”
 From this, Jenks gave me hand signals enabling me to take blind bends and steep hills often without lifting.
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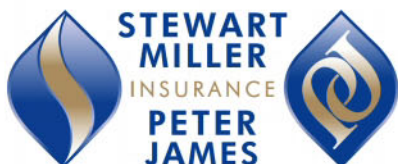
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Ford's GT genealogy: 1966 Mk1 road car, 1965 Le Mans Scuderia Filipinetti entrant, 2005 GT road car and the 2016 GTE racer

Star-spangled Belgium

Autoworld's American Dream Cars heralds 2018 in style

Brussels' Autoworld Museum heralded the new year with its American Dream Cars exhibition, an array of cars arranged around a dramatic indoor recreation of a drive-in diner shrouded in perpetual night, to showcase classic American design themes of the Fifties and Sixties – and their legacy in the worlds of car styling and motor sport today. Sponsored by Ford, the event's Blue Oval content was predictably heavy, but didn't exclude other marques, and gave Ford the opportunity to launch its latest European-market 2018 Mustang too.

Ford GTs

Ford celebrated the Le Mans successes of its GT with a display encapsulating each angle of the GT story. An early road version sat alongside Scuderia Filipinetti's number six car – driven by Ronnie Bucknum and Herbert Müller at Le Mans in 1965 before head-gasket failure halted what could have been the GT40's first win – and a 2005 road car. Completing the story was the Ford Chip Ganassi Team UK car that helped Ford to secure the GTE Pro class win at Le Mans in 2016. Driven by Andy Priaulx, Marino Franchitti and Harry Tincknell, it finished 41st, but its sister car campaigned by a team including former F1 driver Sébastien Bourdais beat a Ferrari 488 GTE driven by fellow F1 graduate Giancarlo Fisichella to the flag on the last lap – shades of 1966's famous Ford-Ferrari showdown.

Kaiser Darrin

This Kaiser convertible is one of only a tiny handful outside of the US, and represents the independent manufacturers outside of Detroit's



'big three' and its capacity for innovation. Named after its designer, Howard 'Dutch' Darrin, this 1953 Kaiser featured glassfibre body construction and doors that slid horizontally into the front wings. Sadly its six-cylinder engine only mustered 90bhp compared to the 150bhp of the similar, less innovative but cheaper 1953 debutant Chevrolet Corvette, and just 435 were sold before the Kaiser factory closed its doors in 1954.

Henry J Kaiser actually has a claim on having invented the modern hatchback with the 1950 Traveler. An outwardly conventional three-box saloon, it featured an upward-hinging tailgate, and the brochure imagery claimed it could accommodate a horse!

Ghia L6.4



Representing the glamour of Fifties Las Vegas, the Ghia L6.4 displayed was originally owned by Dean Martin, who bought his from first owner and Rat Pack associate Gary Morton, after being impressed by the example owned by Frank Sinatra. Martin had the car further customised by George Barris of Barris Kustoms to give it a more modern look with oval headlights. Just 26 Ghia L6.4s were built, successors to the 117-off Italian-designed, Chrysler-powered Dual-Ghia devised by American Eugene Casaroll, which nearly bankrupted him. Casaroll's business partner Paul Farago masterminded the Turin-built L6.4, nearly all of which were sold to Hollywood glitterati. Actor and future President Ronald Reagan famously lost his in a poker game when he was Governor of California to then-President Lyndon B Johnson.

EVENTS PLANNER

Winter excitement from the Rallye Monte Carlo Historique to Rétromobile

February

January 31-7 Rallye Monte Carlo

Historique Monaco acm.mc

1-4 Automotoretro, Lingotto, Turin, Italy automotoretro.it

7-11 Rétromobile, Porte de Versailles, Paris, France retromobile.com

11 International MG & Triumph Spares Day, Stoneleigh Park, Warwickshire

mgandtriumphsparesday.co.uk

15-18 London Classic Car Show, Excel, London

thelondonclassiccarshow.co.uk

17 Exmoor Fringe Trial, Exmoor, Devon vscc.co.uk

23-25 Race Retro, Stoneleigh Park, Warwickshire raceretro.com

24 Pomeroy Trophy Silverstone, Northamptonshire vscc.co.uk

March

2-4 Antwerp Classic Salon, Antwerp Expo, Belgium antwerpclassicsalon.be

9-11 Amelia Island Concours d'Elegance, Amelia Island, Florida, USA

ameliacconcours.org

9-11 Phillip Island Car Classic, Phillip Island, Victoria, Australia

phillipislandcircuit.com.au

17-18 Goodwood 76th Members' Meeting, Goodwood Circuit, Sussex

goodwood.com

22-25 Retro Classics Stuttgart, Messe Stuttgart, Germany retro-classics.de

23-25 Practical Classics Classic Car & Restoration Show, NEC, Birmingham

necrestorationshow.com

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The Practical Classics Classic Car & Restoration Show, with Discovery

This year's Practical Classics Restoration Show will be bigger than ever before, featuring no fewer than 1000 cars hosted at Birmingham's NEC. The UK's biggest gathering of barn finds – still growing, if you've got something hiding in your shed that you fancy finally dragging into the light – will include a one-owner Austin A35 with just 24,000 miles on the clock.

With the backing of the Discovery network, home to several of the UK's top classic car TV programmes, expect high-profile stage shows as well as ask-the-expert sessions with our colleagues from *Classic Cars*' sister publication *Practical Classics*. **Adult tickets are £18; go to necrestorationshow.com to book yours.**

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- **Leg it!** Special guest, actor Philip Glenister, will be reprising his role as DCI Gene Hunt to bring some classic car-chase stars to life.
- **Our Nige** A special display will celebrate the career of the 1992 F1 and 1993 Indy champion, and Mansell himself will be there too.
- **Quiz Quentin** *Classic Cars* will be there, as ever, with Smart Buys Live, so get your questions ready for our markets guru.
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Early 356 status and originality could send prices skyward



Colour of the seats was changed 40 years ago



1488cc engine was the preserve of Pre-As

California Speedster dreaming

After 40 years off the road, should this original Porsche be preserved or restored?

Another sale, another Porsche 356 Speedster - cars that were unusual when new sometimes end up outnumbering the less remarkable versions. While plenty of lesser 356s survive there is inevitably more fuss when someone turns up a valuable Speedster, and a high-end auction sale hardly seems complete without one nowadays. Gooding and Company offered an 1955 example at its Scottsdale, Arizona sale on January 19.

The car in question is said to have been bought from the first owner by a Californian couple who in 1975 signed it over to one of their parents, shortly after which it was placed into storage. The next owner heard of the car via a tip-off from a barman and managed to buy it in 1982, but though the car moved garages it remained stored. Now, after 40-plus years off the road and before that a colour change (it started off white with red leatherette), this Speedster gives the buyer a tricky decision. Should it be preserved as much as possible

or used as the basis for a concours-standard return to original specification?

As a 1955 example, it has the 1488cc engine rather than the 356A's 1582cc; about a quarter of the total Speedster production of 4854 were so-equipped. This one hasn't run for some 35 years but the engine turns, and there are period extras such as a Telefunken radio. With just 55bhp the early Speedster certainly wasn't the quickest 356 but with 'Pre-A' bragging rights and reputedly undisturbed and unrestored, this one justifies its \$200k-\$275k estimate.

Barn Finds



Does this Aston need a full restoration, or could it be fettled and run as a swaggering smoker?



Delapidated MGB MkII needs a dedicated new owner



Pre-1966 MkI MGB has FIA racing potential

An Aston V8 with potential and probate sale pair of MGBs

Could this garage-find V8 be one of the last Aston bargains? It's a 1973 example that's been in the same ownership since 1986, when the mileage read 62,860. It covered just 9000 further miles before it was parked up in 1997 when the owner and his family moved to France. Somehow the Aston never joined them, remaining in a Dorset garage buried under boxes, until it was unearthed in late 2017. It's going for sale at South West Vehicle Auctions in Poole on January 26 with an estimate of £22k-£26k.

A small amount of recommissioning work has been done, including removing, cleaning and treating the fuel tank, and the car will start, though apparently it's running rich so that Bosch mechanical fuel injection may require work. The brakes need attention, the history has gone missing and the car is being sold as a restoration project. Its chances of remaining a bargain depend on whether it needs a full rebuild, or if it's solid enough to escape as a tatty smoker with a brake

rebuild and proper service. If not, in the same sale are two MGB roadsters – a MkI from 1965 in black and a MkII 1967 example in green. Both are non-runners for sale at no reserve. The 1965 car may fetch more as its age makes it a potential basis for an FIA race car. They are the first consignment from a large, long-stored collection now being sold as probate; others were being photographed and extracted as this issue went to press and will feature next month before their sale in April.



Ziebarted from new?

In contrast to the charm of the well-preserved Speedster, an American listing for this 1967 Porsche 912 showed what can happen when storage conditions are less than ideal. It appears this four-cylinder coupé had a hard seven or eight years on the road – first in Massachusetts and then in Ohio – after which it spent 40 years in a damp, unpaved cellar.

The extent of the corrosion is painful, with Fred Flintstone floors, frilly edges to almost every panel and the lower eight inches behind the rear wheels missing. Despite all this, there's a Ziebart sticker in the window. Was the famous wax protection ever applied, or did an unscrupulous garage just charge for a sticker?

Despite an optimistic online ad description that called the body 'extremely straight', we believe the car failed to sell as a going concern.

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XJ6 apprentice

LETTER OF THE MONTH Your article on the lovely old XJ6 (Three Lyons, January 2018) took me back more than 45 years in an instant.

As a young sales trainee with Henlys at the Jaguar Centre in Hendon I was then at the grease monkey stage, working alongside a mechanic and learning what made Jags tick much like an apprentice would do.

One day I was sent to check on a non-starter that had been trailered in, expecting the usual faulty AED (choke) device. I wasn't prepared for the sight in the engine bay!

I was presented with a row of pistons, two of which had 'eyes' or large holes staring back at me. Yes, it was a 2.8 and the owner (Dunlop as I recall) had put it through its workshop expecting a blown cylinder head gasket. I believe this was the first sign we'd had of the major problems to come.

What a car the XJ6 was though. I was fortunate to drive all models up to 1975, including the XJ12, and apart from a host of minor niggles (the collapsed brake servo hose was a particularly scary one), it was a quite serene car to drive.

Regrettably, the fuel crisis came along and we went from a £50 deposit securing a place on the waiting list of up to a year to 'which colour would you like sir?'

John Datchens



Embodied energy

Quentin Willson misses a trick (Insiders, October 2017) when he refers only to the minimal mileages covered by classic cars. He should also have considered the embodied energy inherent in any manufactured object.

Given the average lifetime of a motor vehicle is around 10-15 years, a Thirties Bentley should probably have been replaced by between five and eight newer, high-embodied-energy cars.

Compared to coal-fired power station emissions (hello, what's powering electric vehicles?), our relatively tiny fleet of older vehicles represents a gnat's fart in the greater scheme of total global carbon-dioxide emissions. Make sure you put that in the letter to your MP too!

Mark Walker

Scared off

I have a gripe with about the peculiar articles in all magazines where the next cars to 'buy-quickly-before-they're-too-expensive' are eulogised right before the 'things to watch out for' section scares me to death!

I've wanted an XJR for some time but the buying guide in the December issue makes my 1997 TVR seem ultra-reliable. Which it is!

Richard Smith

Wrong man

Friends have drawn our attention to errors in the final print of your otherwise well-intentioned article about Jan, me

and my XJS (Why I Love, February 2018), including misnaming me in the heading and changing the quote in the final paragraph which should have read, 'With a wonderfully sympathetic and helpful smile she asked, "Can I help you out?"'

Tony Ball

ON FACEBOOK

Which of your parents' cars did you get to drive, either when they had them or years later?

Lawrence Plecha I was old enough to drive our family car, a 1965 Pontiac Catalina two-door in baby blue

John Banks When I was 14, Dad let me drive his Fiat 132 2000 on his pig farm. By the time I was 17 he'd passed it to my Mum and I got to drive it for real after I passed my test

Vic Victor I grew up with my grandparents' 1990 Renault 25 Turbo-DX. I worshipped it as a kid and finally received it as a gift when I turned 18

Kim Allen My earliest memory is of sitting in my Dad's lap steering his baby-blue '58 Vauxhall Victor F-Series into a garage while he did the pedals. I was just 3 years old!

Peter Jones My dad had a 1960 Ford Zodiac convertible with a power hood in two-tone turquoise and white. I had no problem getting girlfriends with this car

Adriana Mascheroni Garzon A 1975 Citroën Ami 8 Club, which I learned to drive in when I was 12

Graham Nicholas Adams Dad had a Renault 16TS when I was just at the age where he trusted me enough to manoeuvre it along the drive

Greg Gibbs 1964 Alfa Spider – the one that got away! Everyone line up and slap me

Richard Shaw A55 Cambridge on Southport beach
Pieter van der Veer MGB, MGB GT, Jaguar XJ6 and XJ12, Lancia Fulvia

Francisco Villa-Lobos BMW 2002

Peter Sharp 1960 Benz 220sb finnie

Classic Cars

MARCH ISSUE
ON SALE JAN 24-FEB 20

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Quentin Willson



Old-school spannering is a dying art in today's world of diagnostic machines and plastic engine covers. We let it go at our peril

overnight in a hotel while the work is done might sound extreme but that's how things could go. So if you have a warm experience of a local repairer who can cope with old cars, doesn't charge like a wounded rhino and fixes things first time - share that happy experience with other enthusiasts. We can also help keep endangered-species businesses profitable by spreading the word and there's a strong argument for a register of trusted old car repairers. How and where we get major jobs done on our classics is a genuinely grave issue that should furrow all our brows.

And here's the thing - if running an old car involves a 100-mile round trip every time something big needs fixing then lots of owners will give up the struggle. There may be more than a million classics on our roads but that's still not enough to support a nationwide network of small repairers. Unless we train more younger technicians and create an accessible road map of classic-friendly garages our hobby could be in the sherbet dip. Craig and his team at Stratford-upon-Avon Kwik-Fit keep me rolling. Without them I'd be stuffed.

One of the biggest perils facing classic cars isn't a contracting economy or an easing of prices, but something much more mundane - getting them fixed. Finding a local old school repairer who has the kit, talent and sympathy to mend ancient motors is becoming worryingly hard. And thanks to the insane new government initiative of a rolling 40-year exemption on MoTs, many smaller dedicated classic car garages may be forced to hang up their torque wrenches. Lots of us already face driving or transporting our classics many miles to out-of-town specialists which is always a pain. The days of misfiring round the corner to a friendly local garage have long gone and we face difficult decisions when something major breaks. Do you use a larger specialist with higher labour rates and longer distances or trust a nearby garage that spends most of its time mending moderns?

I'm lucky enough to have an obliging Kwik-Fit within walking distance which last month not only fitted a rebuilt Autolite

carb to my '64 Mustang but did a major service on a mate's '63 Bentley S2 as well. I know such devotion is above the call of duty these days and had to smile when the master technician proudly showed other mechanics a timing light, grease gun and feeler gauges. Most of them had never used these tools before. As long as I supply the parts and a workshop manual on CD there's very little that fazes them, even though there's more profit and less hassle putting timing belts on Peugeots than fiddling about with my bizarre old crocks. But sadly relationships like mine often come down to how accommodating and knowledgeable the individual manager is. Most other fast-fit operations usually shake their heads and turn you away. Long term this doesn't look good.

As more blokes who actually worked on our cars back in the day retire, that hard-won diagnostic knowledge disappears. It can't be long until properly trained old-car spannermen become very thin on the ground and we'll face logistical challenges getting our cars to and from the few specialists left. Having to stay

Quentin Willson will talk about his latest Smart Buys recommendations at the London Classic Car Show (February 15-18). thelondonclassiccarshow.co.uk



Quentin fears that local classic-friendly garages are disappearing



PUGSLEY AND LEWIS

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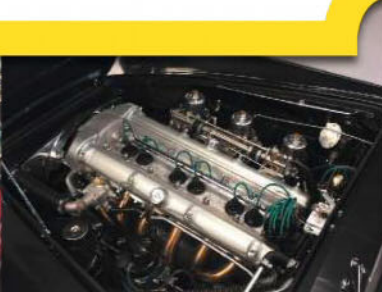
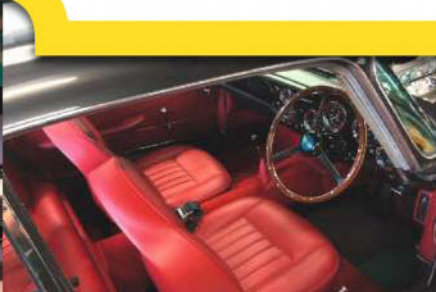
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Gordon Murray



Gordon may be known for his successful designs, but one mid-engined project has taken quite a while to come to fruition. Never say never though

RWD car and he agreed. When I asked for a set of drawings, Harold replied that there weren't any as they'd made the body buck full size and pulled the moulds directly from that. So I borrowed a bodyshell, measured it all and did my own drawings.

I redesigned all the underfloor and bulkheads and had tooling made. Harold then laid up the new floor components and bonded them into the upper 'shell. At the same time I designed the engine installation and all the suspension. I was almost fanatical to keep the car under 600kg and I drew machined aluminum wishbones, magnesium front uprights and drilled brake discs. The car was 75 per cent compete when, after winning the World Championship in 1981, I got so busy with the change to BMW turbo engines that the project was put to one side for 36 years.

The prototype workshop guys finished the car in time for the exhibition and now they've almost turned it into a runner. The engine was fired up for the first time recently and sounds great. Final weight is 588kg which means that, with the Alfasud engine, it should be really entertaining.

Our recent One Formula exhibition in our new building at Dunsfold was a great success and I'm very proud of the team at Gordon Murray Design that put it all together. One of the exhibits was the 1981 Midas Alfa which our talented prototype workshop finished just in time for the event.

This car has a fascinating story behind it. In 1975 Bernie and I were aware that Ferrari had a power advantage over the Cosworth DFV V8 and we started looking for 12-cylinder engine. We ended up with Alfa Romeo, which produced a Grand Prix version of its 3-litre flat-12 sports car engine. I dealt directly with the competition company Autodelta, run by charismatic, larger-than-life Carlo Chiti. Carlo and I developed a good relationship during the Brabham Alfa years and in the year of our contract he built me a real hot rod by turbocharging a 2-litre GTV!

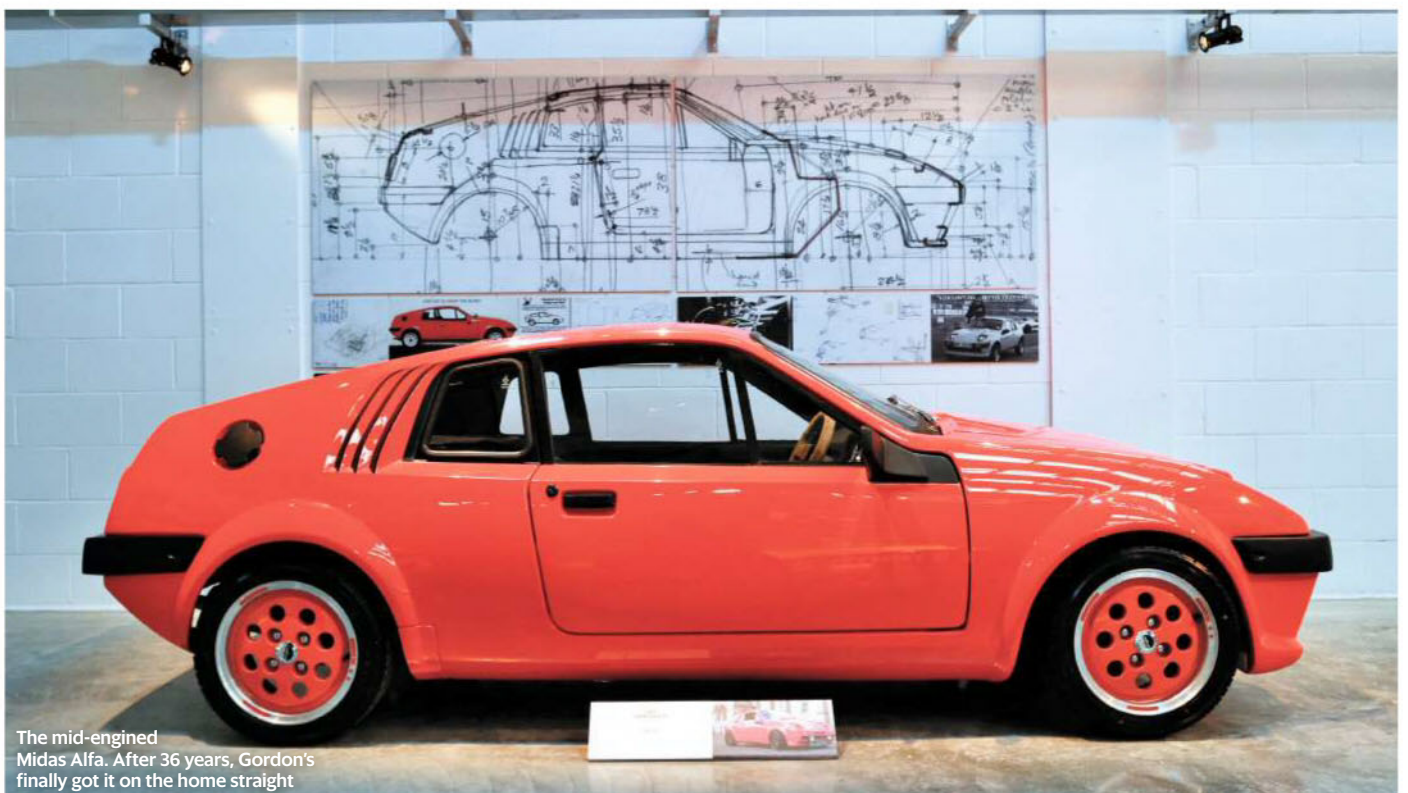
In parallel with our change to Alfa engines, I had been thinking about another personal car project. Ever since the 1971

Minbug, I wanted to create another road car, but I had very little spare time, so I began looking around for a suitable donor vehicle. The car I picked was the Midas, built in Oldham. Harold Dermott (who much later became part of the McLaren F1 road car team) had bought Marcos and created D & H Fibreglass Techniques.

Harold chose Richard Oakes to design the Midas. I liked the styling, size and that the car was a GRP composite monocoque like the original Lotus Elite in 1957. The monocoque was very light and very rigid. I contacted Harold and went up to the factory to meet him and to discuss my project. We got on well and I helped a bit with the aerodynamics of the car.

The Midas used donor components from a Mini and was therefore front-wheel drive. I've never been much of a FWD man so this is where Carlo Chiti re-enters the story. We began planning a rear-wheel drive mid-engined Midas Alfa using an Alfasud 1.5-litre flat-four engine and gearbox from the production line for me. I asked Harold if I could redesign the monocoque for a one-off 'shell to build a

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



The mid-engined Midas Alfa. After 36 years, Gordon's finally got it on the home straight

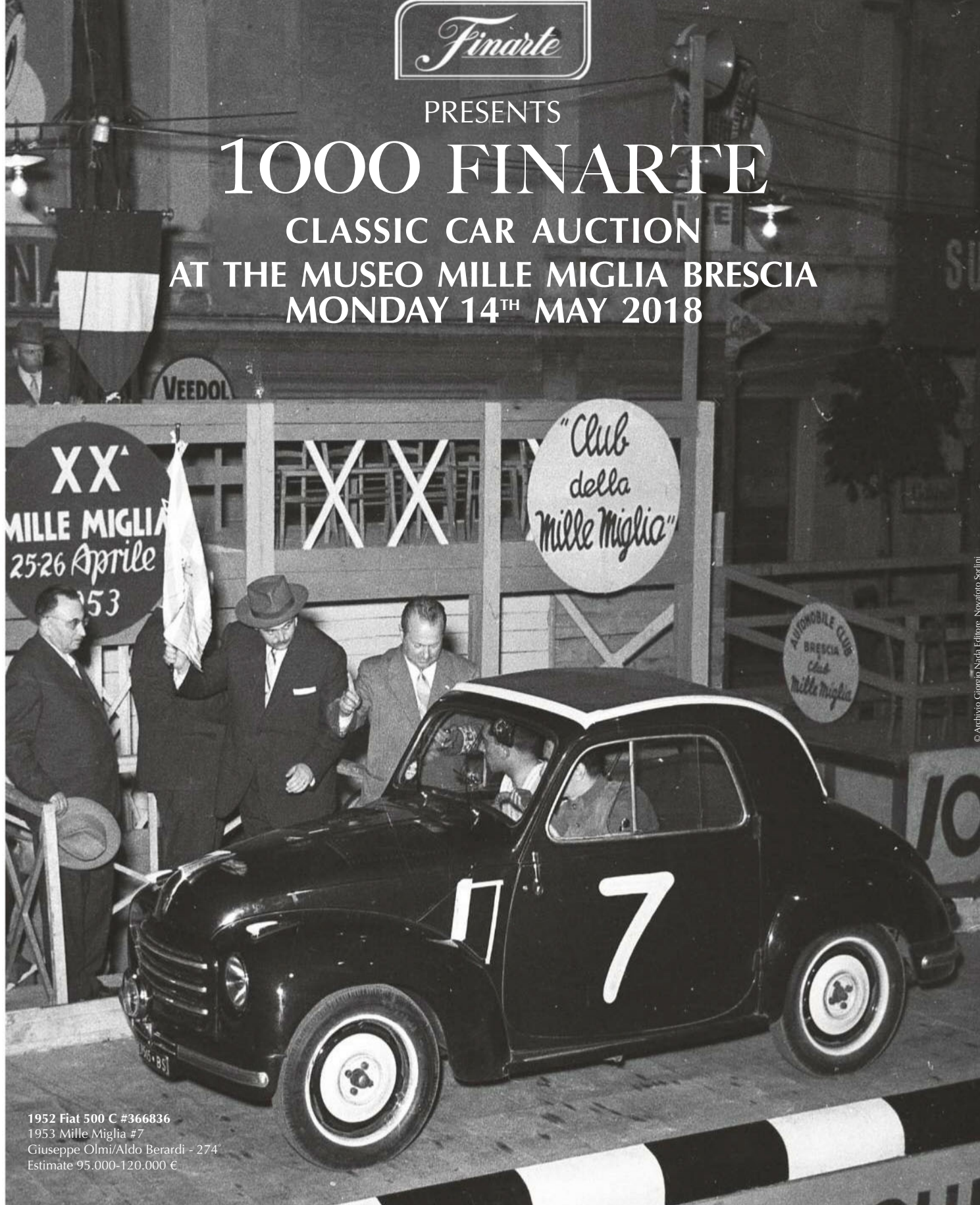
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John Fitzpatrick



John recalls the time when you could dump a Capri RS2600 outside an airport with its engine running and nobody would steal or 'neutralise' it

In 1971 Martin Hone was busy trying to promote a Birmingham Grand Prix. It took him and others 15 years to convince the authorities that it was a workable project and would bring publicity to the city. His plan was to use the new inner ring road and he asked if I could find a suitable open-top car to drive around the proposed circuit with a local ATV camera man.

Back then I was driving for Ford Cologne and my loan car was an RS2600 Capri. Ford had produced a limited run of highly modified Capris to homologate for Group 2 racing with the 2.6-litre V6 producing well over 250bhp, stiffened suspension and lightweight door and body panels. It was a rocket ship and German-registered, which saved me a few speeding tickets after addressing British police in my best German. 'Guten Tag officer. Was ist los?'

The weekend after Martin's call I bumped into Alan Edis, a good friend from Birmingham and a motor racing

enthusiast involved with Jim Whitehouse's Arden Mini Team. He also happened to be director of product planning for British Leyland and was contemplating a high performance version of one of its road cars. He was fascinated by my RS Capri and asked if he could borrow it for a few days. He offered me a Triumph Stag in return. Although not a very exciting prospect, it did occur to me that the open top Stag would be ideal for taking the cameraman around the proposed Birmingham circuit.

We did the swap and early on Sunday morning I drove around the circuit with the cameraman on the back, with Martin holding on to him for dear life. Well, he did say he wanted to drive around quickly and who was I to argue? I met with Alan a few days later and he was very impressed with the Capri. No doubt the experimental department had been crawling all over it. I can't say I was too impressed with the Stag but they tell me a concours condition one is worth about £35,000 these days.

The Capri could hardly be called a classic but it was an amazing road car. I had driven it to a race in Zandvoort one weekend and had intended to leave it with my good friend Tonio Hildebrand in Amsterdam while I flew back to Birmingham. After the race I was in a big hurry to get to Schiphol to catch a BEA flight and told Tonio I would park the car near the terminal for him to collect. I arrived with minutes to spare, parked in front of the terminal and dashed inside to check in, leaving the engine running and boot open, intending to come straight back and take it to the car park.

I was told I had a few minutes to make the plane. I set off in a panic and it wasn't until I was on it that I remembered the Capri. I explained things to a BEA person and gave them Tonio's phone number. Later that evening I called him and asked what had happened. He'd made it to the airport about two hours later. The Capri was still sitting outside the terminal, engine running and boot open. I didn't mention the incident to Ford team manager Jochen Neerpasch.

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 (furthermost right) with his Capri RS2600 and the rest of the 1971 team (left to right): Jochen Neerpasch, Jochen Mass, Dieter Glemser, Alex Soler-Roig and Helmut Marko

60TH ANNIVERSARY SPECIAL

'DB' IN SEARCH OF

Celebrating 60 years of the DB4, we drive a Series V in the tyre tracks of former Aston boss David Brown, tour his business empire and meet grandson Adam

Words SAM DAWSON Photography JONATHAN JACOB





60TH ANNIVERSARY SPECIAL

In search of DB

Two of David Brown's vehicular concerns intersect - the DB4 and the immortalised tyre tracks of his private De Havilland plane



Crosland Moor, just outside Huddersfield, seems like a strange place to find an airfield. Contained by the Pennines rising to the West and the outer reaches of the city's suburbs to the East, there's no control tower, its runway is short and it's home to more horses than aeroplanes. Today, an Aston DB4 sits waiting, its engine thrumming deeply, parked across a trio of curious stripes formed of white pebbles set in the old tarmac outside Crosland Moor's only hangar.

The stripes are one of the few clues to the significance of this wind-frozen place. They mark out the wheel tracks of G-ARDH, a Riley-built De Havilland Dove - a business conveyance of the immediate pre-Learjet epoch, relatively enormous for its era. Sir David Brown's plane.

In 1946, as his industrial empire boomed in the desperate post-war 'export or die' years, Brown decided he needed a quicker way to travel between his homes and the various outposts of his business, and turned a piece of land he'd used since 1936 for stabling horses and testing prototype tractors into an airfield. A few months later, Brown made the business acquisition that would define him - he bought Aston Martin.

My awaiting DB4 dates from 1962, and represents the ultimate evolution of the first Carrozzeria Touring-styled Aston Martins, a decision brought about after Brown rejected the Frank Feeley-penned in-house proposal for the DB MkIII's successor. By 1962 the DB4's roofline had been altered to yield more headroom,

making it more comfortable than earlier cars. Once my knees have negotiated the bottom of the vast wood-rimmed steering wheel, the DB4 proves to be spacious, extremely comfortable with its deep padded leather seats, and remarkably ergonomic for its era.

The year this car was built at Newport Pagnell in Buckinghamshire, Brown was living at Durker Roods, a grand country house on the hill overlooking his gear works in Meltham, not far from Crosland Moor. It's easy to imagine Brown stepping from the cockpit of the Dove - despite its luxurious rear quarters Brown preferred to pilot it himself - and into the cabin of a waiting DB4, perhaps delivered to the airfield from Durker Roods. The house is my ultimate destination today, but first I'm heading for a place in the Pennines which goes a long way to explaining why a Yorkshire tractor tycoon decided to stamp his influence all over a Buckinghamshire sports car manufacturer.

The DB4 acquits itself well on these bumpy country lanes. The odd pothole occasionally snags the sharp rack-and-pinion steering, but the sheer weight of the car flattens most of the road's surface imperfections into submission at low speeds. Out of Blackmoorfoot and onto Slaithwaite (pronounced 'Slawit') Road, I build up to fast cruising speed. The DB4's directional stability would've been a revelation in the early Sixties, that steering feeling reassuringly solid in a world of vague worm-and-roller setups directed by alarmingly flexible plastic helms. It's an assertive-feeling car, for pulling out into the overtaking lane of a new-fangled motorway, authoritatively stamping on the accelerator and leaving rows of shuddering Ford Populars and Austin A40s agog in its three-figure wake.



DB Air Force One – a De Havilland Dove self-flown by Brown



The Aston DB4 balances comfort with precision



Tadek Marek-designed straight-six is torquy... and a little shouty

The owners: Paul and Jennifer Martin



'I'd wanted an Aston DB4 ever since they were launched in 1958, but couldn't afford one,' says this car's owner, former Merchant Navy engineer Paul Martin. 'There was a step-change in the pricing between the DB MkIII and the DB4, from less than £3000

– still expensive – to more than £4000, which was a huge amount of money in the Sixties. But thankfully, they depreciated quite heavily back then.

'It was 1971. I already owned a vintage Aston MkII – which I've still got – and I saw an advert for a secondhand DB MkIII for sale in London for £2000. I drove all the way down there from Hull to have a look, but having test-driven it, it wasn't quite what I was expecting. I was disappointed, and set off home back up the M1. But just outside London I passed Motorway Sports Cars, which had this DB4 on its forecourt for the same amount of money. I stopped, took it for a drive, and bought it there and then.

'I've had it 46 years now and drive it in all weathers for all sorts of occasions, from club events to weddings. I'm not your typical Aston owner – well, not nowadays at any rate – in that I do most of the work on it myself. There's a lot of mystique surrounding how expensive they are to run and I certainly couldn't meet most specialists' prices, let alone afford to buy the car now; I can barely believe how valuable they are nowadays. It's a fundamentally straightforward, solidly-built car with off-the-shelf parts such as a Salisbury differential, so it's not difficult to work on if you know what you're doing.

'Given parts prices, it often makes more sense to repair than replace. For example, I once spent a while straightening the grille out after encountering a suicidal pheasant. It meant a few days in the garage with the grille in bits on the workbench, but given that a new one costs £1000, it was time well spent!'



'It's easy to imagine him stepping from his De Havilland's cockpit into the cabin of a waiting DB4'

The DB4 not a quiet car, curiously. In fact in the context of the late Fifties it's strangely hard to place. At £4000 in 1962 it was twice the price of the more overtly luxurious Alvis TD21 with its polished wooden dashboard and whispering engine; but it wasn't a supercar by the standards of the time either – it was priced in Ferrari and Maserati territory but was markedly slower and heavier than the 150mph Italians. Then again, by this point the DB4 range had spawned the GT and Zagato variants, so perhaps it merely had nothing to prove. That said, although it's clearly made with the robustness of one of the Victorian factories around here, it's not a luxury car – it's relatively noisy, not particularly opulent and quite hard work to drive. Aston purists will hate me for saying this, but the cars it reminds me most of are the BMWs of the late Fifties, all straight-six torque, hefty build quality and a hint of race breeding overridden by a need to traverse the Autobahn at speed. And then, as I pass Meltham golf course, signal right and start to recall Aston's early history, the reason becomes clear.

The road south of the village of Holme has several names. Officially it's the A6024, but everyone knows it as the Woodhead Pass. Heralded by warning signs directing HGVs away towards the

With Holme Moss Hill's switchbacks etched into memory, Brown could sniff out the smallest handling discrepancies



'Adopt the appropriate mindset and you can hear David Brown speaking to you through the DB4'

friendlier, straighter A628 and A635 and lined with tall reflective posts so the road can be picked out in deep winter snows, it's a rare British equivalent of the dramatic Alpine passes that played host to the Mille Miglia and forged the reputations of Maserati, Mercedes and Alfa Romeo in the Twenties.

Back then, Brown knew this road as Holme Moss Hill. In 1927, he oversaw the build and installation of an Amherst Villiers supercharger for Raymond Mays' Vauxhall racer. Mays was due to come to Huddersfield to test the car, but was delayed by a day. Keen to see if it worked, Villiers asked Brown to drive the car in Mays' place. His pace on the hill impressed Villiers to the point of shock. When he arrived to test the car himself a day later, Mays was unable to match Brown's times over the Pass.

We all have our favourite roads, and Brown was no exception - the Woodhead was his. As a young apprentice he'd learned racing skills on the motorbike he used to commute on by riding the Pass, and when his father Frank forbade a career as a racing motorcyclist

with Douglas in 1921, David built his own special, based on a US-built Reading-Standard V-twin, and entered hillclimbs secretly. Each hairpin bend, blind crest and esses complex of the Woodhead was the young Brown's test track. By the time the Mays-Villiers Vauxhall arrived in Huddersfield, Brown's mastery of the Pass made him as good a test-driver as most professional racing drivers.

On meeting the first hairpin, the DB4 feels alarmingly stubborn, not compliant enough to take on a road like this at speed. The steering is extremely heavy, although the wheel's large rim does alleviate it slightly. Given the direction luxury cars were taking in the early Sixties, drawing inspiration from America with power steering becoming more common, it feels against the spirit of its era. But concentrate on making smooth progress, and the sense of immense heft starts to convey something more crucial - traction. There's a firm surefootedness to its demeanour as it tackles the Woodhead's hairpins, giving me the confidence to press on a little harder even though remnants of ice still glimmer on the shaded edges of the road. The wheel may be heavy but it's precise.

You direct the DB4 through small inputs rather than the dramatic twirls demanded of a contemporary Mercedes-Benz 300 SL. The live rear axle is firmly tied down with radius arms and a Watt linkage, rather than the SL's alarmingly wayward swing-arms. Perhaps what you paid for in a DB4, then, was precision. Its body control is superb compared to most late-Fifties and early-Sixties opposition. Rival Maseratis roll alarmingly in tight bends, but the Aston's rear hunkers down neatly like that of a Nineties BMW M3 when tackling challenging roads, meaning you can feed in more throttle more often. It's an intelligent use of power.



A rare straight section of the Woodhead Pass provides some respite from the DB4's weighty steering

I'm hunching over the wheel like a pre-war racer, steering with the whole of my upper body rather than detached and lazily with my fingers. Adopt this vintage mindset, and you can hear David Brown speaking to you through the DB4. Everything about it has been honed with an industrial engineer's attention to detail. The lever of the David Brown-designed gearbox wrist-flicks across the gate with metallised precision, like the control lever on a lathe, while the twin-cam straight-six snorts like a giant Lotus Elan engine taken an octave lower, crackling through the cabin on the overrun. It's precisely the kind of car a respectable industrialist who'd led a rebellious, motor-racing youth would design.

It's also a car that hints at Aston's future direction as the consummate modern grand tourer. Big GTs in the early Sixties were still a nascent species, still unsure as to whether to embody ponderous yet long-legged Alvis-like luxury, embrace new convenience technology like the Buick Riviera, or focus entirely on rapid race-bred ground-coverage with a garnish of leather as per Ferrari. The DB4 confidently occupies a then-uncontested middle ground, handling almost as well a Ferrari while accommodating like an Alvis. It's a role Aston flagships have fulfilled ever since - always more spacious than supercars, never really committing to the two-seater ethos, managing to still be genuinely luxurious while still being cars for people too young and sporty at heart to submit to a chauffeur-driven Rolls-Royce.

I turn back, and head into Meltham via Acre Lane. Off to the left, hemmed in by railings protecting pedestrians from a Victorian mill race, is Meltham Mill. Established as a silk mill in the 1860s, this Victorian redbrick edifice lived a significant second life as Brown's

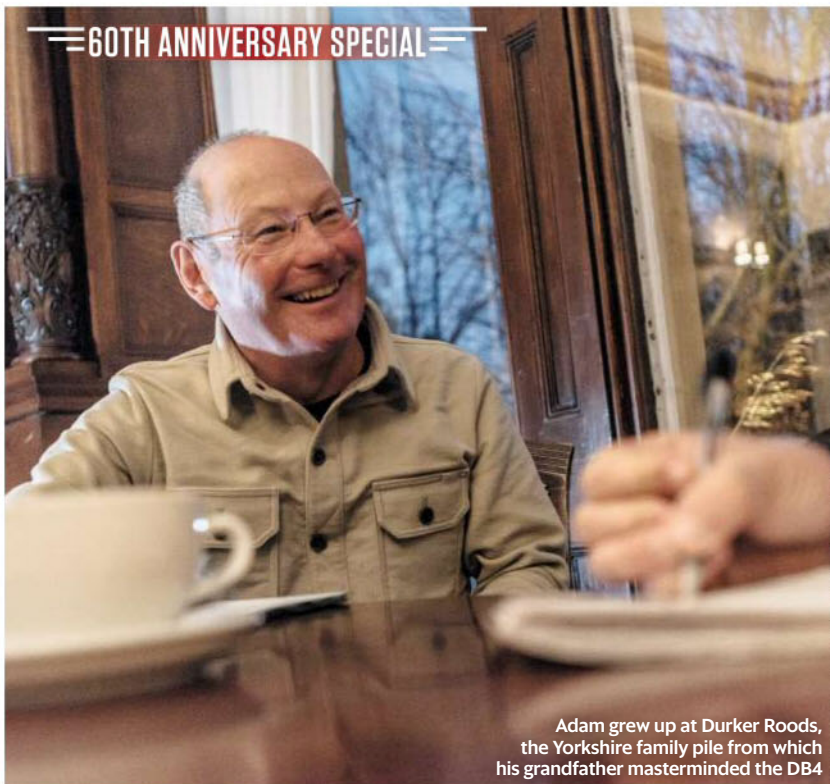
tractor factory from 1939 to 1988. In fact, his various businesses at their peak employed more people in the Huddersfield area than anyone else. Passing locals make spontaneous warm comments as they see the resting DB4. They love the car, but the man behind it inspires even greater affection. He safeguarded the livelihoods, education and health (this complex had an on-site surgery with full-time doctors) of entire generations.

With a deep boom, the DB4 powers its way around the tight left-hand first-gear hairpin and up the steep Huddersfield Road towards Durker Woods. Built in local stone and originally completed in 1878 for Captain Arthur C Armitage, it's a luxury hotel nowadays, but in the early Fifties and between 1960 and 1964 this Victorian manor house was Brown's principle residence.

As tyres crunch gravel it's a forbiddingly Gothic yet welcome sight, a place that would happily inhabit an MR James novella yet with the promise of a warm fire on a freezing December day. I pull up, find a chair in the dark-panelled, high-ceilinged David Brown Bar, and await the arrival of a former resident.

1962 Aston Martin DB4 Series V

Engine 3670cc in-line six-cylinder, dohc, two SU HD8 carburettors **Power and torque** 240bhp @ 5500rpm; 240lb ft @ 4250rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front: independent, wishbones, transverse arms, coil springs, telescopic dampers. Rear: live axle, parallel trailing arms, Watt linkage, coil springs, lever-arm dampers **Brakes** Servo-assisted discs front and rear **Weight** 1545kg (3406lb) **Performance** Top speed: 141mph; 0-60mph: 8.5sec **Fuel consumption** 16mpg **Cost new** £4084 **Classic Cars Price Guide** £280,000-£500,000



Adam grew up at Durker Roods, the Yorkshire family pile from which his grandfather masterminded the DB4



INTERVIEW

ADAM BROWN

David Brown's own MkIII – his grandson Adam – discusses childhood frolics at DB HQ, a stream of extravagant family conveyances and a hidden talent that was never fulfilled

Words SAM DAWSON Photography JONATHAN JACOB

Adam Brown arrives not in his V8 Vantage, but a muddy Daihatsu Terios. He enters the bar dressed in the fatigues of a countryside ranger. Until 1990 he ran the David Brown gear works, but like his grandfather he feels a duty to the area and the land – he's just been up on the moors repairing fences before the worst of the winter sets in.

'This was the living room when I lived here,' he remembers. 'My grandfather would sit by the fire in his armchair, and there was a dining table at the other side. My bedroom was above this room; I used to play Cowboys and Indians on the staircase, and I learnt to swim in an indoor pool which was in what's now the dining room. Across the hall was Sir David's office, effectively the headquarters of the David Brown company, with a boardroom table at one end and a grand piano at the other.'

We settle at a large dining table by the window, overlooking the courtyard where the family used to play tennis – a sport at which Sir David excelled, playing competitively well into his eighties. 'We used to fly into Crosland Moor in the De Havilland Dove from Buckinghamshire, where he had his farm. The plane functioned as both executive transport and family taxi; he also used it to fly

the family down to the South of France to spend summer holidays aboard Astromare, his yacht. There was a very high personal tax rate back in 1960, so everything was technically owned by the company including the cars. David didn't own a particular DB4, but would test-drive cars taken straight off the production line so he'd always have an Aston Martin to hand. My father, also called David, had his own DB4, as did my Aunt Angela.

'Naturally, my grandfather was one of the very first people to drive a DB4. Chassis engineer Harold Beach had been awake all night finishing the first prototype, which he took down to David the next morning at his Buckinghamshire house. He wasn't a man given to displays of emotion, but his words to Beach after that first drive were, "This is a very promising motor car." That represented high praise from him – he was an engineer first and foremost.

'He'd actually designed and built his own car without his father's knowledge, devising it in his bedroom and requisitioning parts including engine blocks from the foundry as he completed his apprenticeship in each part of the family business. David's defence was "well, I've been round the whole factory!" and Frank was furious. But he knew when it was time to step back and focus on the business at large, which is why he preferred to delegate to quality engineers like Beach, Claude Hill and Tadek Marek.

Early DB4 chassis were made at Meltham Mills before Newport Pagnell



David's sense of community spirit lives on in his grandson, a local countryside ranger



A parked DB4 was a familiar sight at Durker Roods in the early Sixties

'The DB4, however, was *his* first Aston, the first where each aspect had been directed by him. When he bought Lagonda in 1948, he did so to access the WO Bentley-designed engines, so the early DB Astons were essentially the result of two different companies, but the DB4 had been designed from scratch. He wanted a car that could do 140mph, and he said he wanted "a comfortable conveyance that could excite me" - and as I said, he never usually expressed emotion. The later DB5 and 6 became more conventional gentlemen's expresses of their era, more luxurious, but the DB4 was exactly as Grandfather specified.'

Outside of Aston Martin, Sir David is best known for the tractors that bore his name, but even this came about as a result of the rebellious spirit that saw him sneak his special out of the factory. 'He took the Group into the tractor business against his father's wishes,' Adam explains. 'The direction of the business really changed when new gear-making technology from the US became available, which helped with the war effort too. After the war, the enormous pressure of supplying the Army came off his shoulders, and he could afford to buy Aston Martin. He'd always tell you these things before ever talking about Aston Martin; it was important for people to know where he'd come from. The reason why he put his initials on the cars was simple - he'd never been involved in a business that didn't have his name on it somewhere.'

'The end of his ownership of Aston Martin was a sad time. In 1971 Rolls-Royce went bust, which had been unthinkable, and suddenly all the banks wanted to know which engineering businesses they had - and Lloyds had us. We'd just built a new factory and both Aston Martin and the tractors were haemorrhaging money so we had to sell both. The tractor business sold well, but Aston Martin went to Company Developments - a bunch of asset-strippers - and nearly went bust itself.'

'After that he felt he had to move on. In 1977, in the wake of the nationalisation of our shipbuilding company, Vosper Thornycroft, he moved to Monte Carlo in disgust. He renounced everything to

do with England in the Seventies and Eighties. The David Brown Group had done a lot of good. At its height we employed 14,000 people. By the time I joined the gear business in 1979 that was down to 5000, and by the time I left in 1990 we employed just 1200. Sadly, that's how engineering in this country has gone.'

However, in 1993 Ford and Walter Hayes approached Brown when devising a new straight-six Aston GT in the mould of the old DB4. 'He gave his blessing to the project, and the permission to call it the DB7,' Adam recalls wistfully. 'He was delighted to be involved again.' Sir David passed away only a few months later.

'But at the end of the day he was an engineer. That was the most important aspect of his personality. Sports cars are how engineers like to test their work, subjecting them to stresses and strains. Nothing challenges engineering quite like racing.'

After today's exertions, I'm getting a sense of another David Brown, private to the point of hidden - the frustrated racing driver. 'Possibly', says Adam, sitting back in his chair after some thought. 'Perhaps he raced vicariously through his drivers. He was certainly no stranger to the paddock during the successes of the Fifties, and very supportive of his team managers. He wasn't the type to go up to Stirling Moss and tell him what to do, but as with the engineers he'd enlisted to build his cars, he had John Wyrer to do that for him! But yes, he could have been a racing driver. He took to any sport naturally, including polo which he only started playing in his forties. He was a very smooth driver, but very, very fast - my abiding memory of him will always be being driven in his purple Series 1 Lagonda V8 at 140mph up the M40, coming up fast behind motorists who thought they were going fast at 70. I've no doubt that had he been allowed to race when he was younger, he would've been up there with the greats.'

'His words after driving the very first prototype DB4 were "this is a very promising motor car"'

Thanks to Anthony Oade, Aston Martin Owners' Club (amoc.org), Crosland Moor Airfield (croslandmoor-airfield.co.uk), Durker Roods (durkerroodshotel.co.uk)



ASTON MARTIN

WGG 7

V10 DDD

8672 NCU

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[Epic Restoration]

'People said we were mad to try'

What sounded like a myth told by Welsh hillwalkers turned out to be a long-lost prototype Aston Martin DB4 guarded by cows – and a formidable challenge

Words SAM DAWSON Photography ALEX TAPLEY

Someone told me that they'd seen an Aston Martin in a shed on a hillside in Wales - it was a rumour among the locals,' says long-term marque specialist and restorer Roger Bennington. It sounds more like the opening lines of a myth that led to the discovery of a Bronze-age Celtic hoard, rather than a classic-car barn-find, but serial collector and restorer Bennington couldn't resist investigating it further. In 2006 he sent one of his Stratton Motor Company colleagues to check it out, and he came back with news of a very early DB4, and an Ordnance Survey grid reference - 50 22 21 21 - rather than a postcode.

'Its owner, Nevill Albert Rees, bought it slightly damaged in 1962, did it up, then he and his wife used it as a runabout until 1982, when it dropped a valve and developed a misfire. Intending to fix it one day, he pushed it into a corrugated tin cow shed on his farm, where it stood, protected only by a pile of rubbish on top of it, for nearly 25 years. There wasn't even a door on the cow shed, there was no insulation, the wind blew straight through it, and the cattle would go and stand in there when it rained.

'When we found the car, it had a vinyl roof that had been fitted in the Seventies, and a tow bar - Rees had used it to pull his caravan. In his ownership it had changed colour several times. It had been maroon, then blue - he'd change its colour on a whim in the space of an afternoon. It wore lime-green Sixties vinyl seat covers, but it was clearly a very early car on account of its frameless doors and rear-hinged bonnet. But crucially, it was all-original underneath.

'According to its chassis plate it was the tenth of a pre-production batch of 12 cars built in 1958. It was first registered in May 1959 to Callanders in Glasgow, which used it as a demonstrator before it was sold to John Richard Inshaw of Newton Mearns, Renfrewshire, on December 23. After a minor accident he sold it to Rees via Brooklands of Bond Street.

'However,' says Bennington, fishing out a 1958 DB4 brochure and a copy of Aston Martin's factory records from the time, 'we think that prior to all this it was used for promotional work as one of the very first cars to be completed. On the original build sheet this car is listed as its only non-standard equipment

being fully chromed wire wheels, and finished in Primrose Yellow - the remnants of which could be seen in the door jambs. Only three of the first 12 were Primrose. The first off the line was incomplete, not even fitted with headlights, and registered to the David Brown Company which was usually a sign that it was a test car, given lots of stick and driven hard - often by Brown himself. The only other Primrose car was apparently left-hand drive with whitewall tyres, clearly built for the US market. Which points to this car being the one used on the launch brochure's cover.

'It's difficult to know how many cars were made in 1958 - Aston used to list delivery dates rather than completion dates, and many of the early cars hung around the factory in a half-finished state until they were bought. The second right-hand-drive car in the country wasn't registered until December 31, 1958, so all the data we could find pointed to this car being one of these prototypes, and one of if not the earliest surviving DB4 in the world. We had to save it.

'Rees was reluctant to sell it at first - after all, he had intended to fix it up again - and it took a couple

Low point

'We inched the seat covers off slowly, catching chunks of old leather trim and rats' nest as it fell out, terrified that a rat might still be in there'

of visits to persuade him, but he sold it to us on the promise that we'd restore it rather than sell it. We stored it for five years, keeping it dry but just looking at it, wondering how on Earth we'd go about starting the restoration. People who came in to see it said we'd be mad to try, but given how important the car was, we had to. I promised

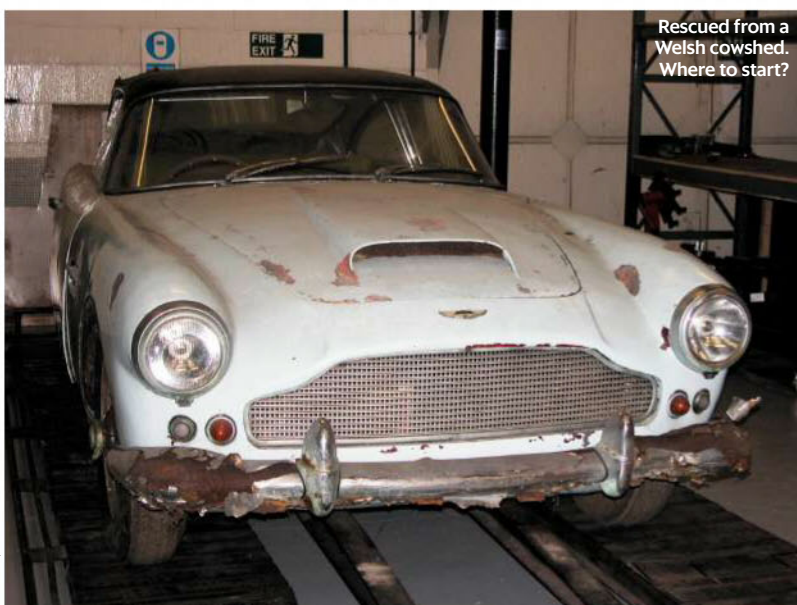
Rees a drive in it once we'd finished, but sadly he died just before we completed it'

Chassis and body horrors

'Much of the body and chassis simply had to be cut out - it was just too far gone,' Bennington sighs, 'but to us it was important to use as much of the original bodywork as possible. Some of the Superleggera tubing was completely rotten through, but once the body's off it's actually quite easy to get to and work on - just cut out the old tubing and weld in new metal. Most of it could be reused, because it's well-protected by the aluminium body, but the chassis was very bad. There was a hole in the boot floor so big that a couple of old golf balls had rolled out through it and got lodged inside one of the sills!

'After shotblasting the chassis, we realised the floor wasn't quite so bad as we'd feared, but it had gone terribly frilly around the wheels and front crossmembers. It needed new metal, but we don't take the old bits out straight away, because for a bespoke car like an Aston Martin, they act as a guide when creating new chassis sections. Only once you've created the replacement section do you cut the old part out, so you only ever weld new metal to old metal.

'In order to get the bodywork just right, I got Alan Pointer of Bodylines involved. He was an Aston Martin apprentice when he was a boy, and learnt his craft working on later DB4s.' Bennington's care in ensuring any rotten chassis sections were replicated before they were removed proved especially prescient in this DB4's case, as Pointer explains. 'Because it's one of the earliest cars, it has an unusual chassis,' he says. 'It's the only one I've seen with a removable panel in the boot



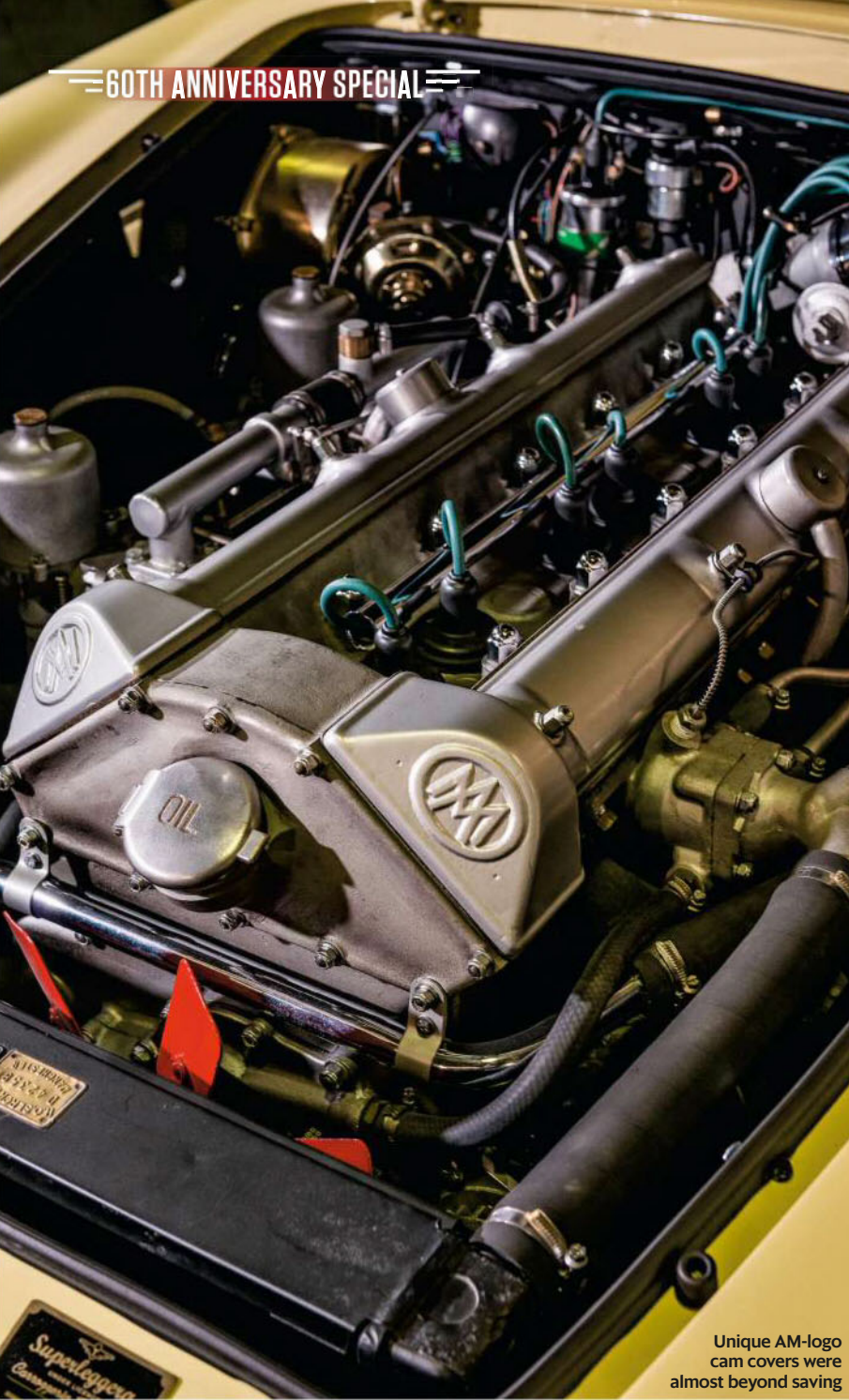
60TH ANNIVERSARY SPECIAL

Bennington's team retained as many of the DB4's pre-production and early-example features as possible - including the rear-hinged bonnet



Chassis required plenty of new metal, which was let in using rotten sections as a guide

60TH ANNIVERSARY SPECIAL

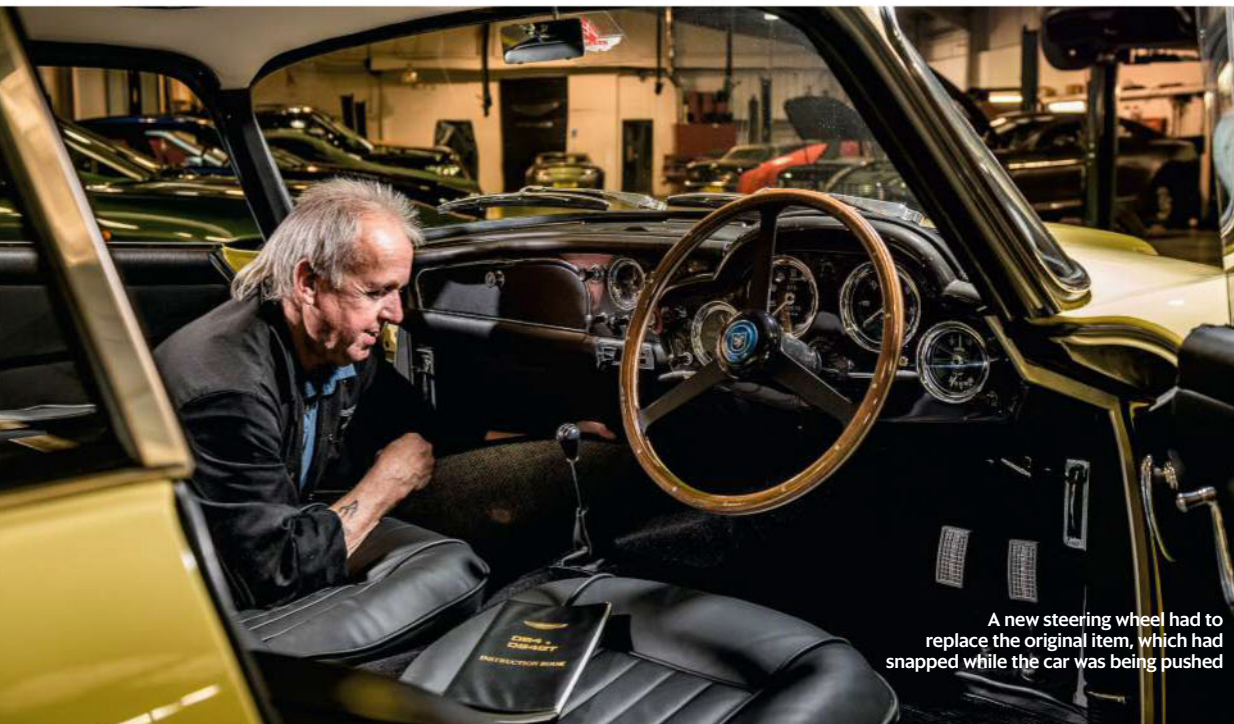


Unique AM-logo cam covers were almost beyond saving

Leftover engine oil had spared the straight-six's internals



Painting was a protracted process started by one Stratton employee and finished by another



A new steering wheel had to replace the original item, which had snapped while the car was being pushed



A rat infestation had taken its toll on the Aston's interior



floor so the exhaust pipes can be accessed from above. It would've been part of the prototyping process, playing with various different exhaust systems to see which one worked best. There were strange sections near the sills, running under the passenger-side seat, and also a pair of gussets underneath where the propshaft emerges. I suspect it was all done to strengthen the chassis - stiffness was a real concern with early DB4s, the Series I and II cars had overlapping box sections to create the floorpan.

'The vinyl had actually protected the old roof by effectively sandwiching it. That probably saved it - it was slightly marked underneath but no worse than if it had been left out in the rain for a couple of years.

'Unfortunately the same couldn't be said for the rest of the bodywork, because corrosion was extensive. It wasn't a complete basketcase - the rot was in all the usual places - but it was in every single usual place, and it was bad. Sills, floorpans, boot floor, around the engine bay - it was all rusty and needed replacing.

'Bodywork-wise, we needed to remake the front and rear ends and re-skin the doors. Thankfully, despite being a pre-production car, its bodywork dimensions were the same as the production cars so it was fairly straightforward to create new panels around the existing bonnet and bootlid. It's a good thing Roger kept it as it should be, because many of the early cars were modified in period and are still like that even today. Especially the bonnets, which were front-hinged soon after this early run.'

Karl Francis was tasked with returning the Aston to its original shade of Primrose Yellow. 'He primed it, rubbed it down, primed it again, gave it a base coat then two coats of clear lacquer, then promptly left the business and gave it to me to finish off!' laughs bodywork restorer Cliff Warner.

Lucky with the engine

Paul Bellenger was tasked with much of the car's reassembly and also tackled the engine, but he had an unlikely stroke of luck. 'There was a little bit of oil left in there from 1982 that had kept the internals from corroding,' he says. 'It was a real relief when it came to keeping everything as original as possible, and in the main it wasn't too difficult to rebuild.'

'However, changing the cylinder liner seals was a tricky job - they'd seized themselves in there and they needed gently heating up in order to take out - always a risky task when there's aluminium nearby. After we removed the liners, we soda-blasted the engine internals, and were able to re-use everything, pretty much - it only needed new bearings, valve springs and a couple of valves.'

The external parts of the engine hadn't fared so well, which posed a risk to the car's originality and uniqueness because the design of the cam covers - slightly narrower than usual and with Aston Martin's

High point

'There was a little bit of oil left in the engine from 1982, which had kept the internals from corroding.'

old pre-war-style 'AM' logos cast into them - hadn't been carried on into production, but the soft alloy surface had started to corrode.

'We had to paint them in the end,' says Bellenger. 'It was the only way to keep them. Originally they would have had a polished alloy finish, but had we done that

we might have damaged the metal itself and there wouldn't have been any hope of sourcing spares - new timing chain tensioners were difficult to find as it was. So we painted them with a hard gloss finish instead, to give a similar effect - they're a bit too shiny now, but at least they're well-protected. Elsewhere we were lucky, because we managed to reuse most mechanical parts - engine, gearbox, rear axle - after all, it had only done 50,000 miles. It did need a new clutch though.'

When rebuilding the engine, Bennington didn't even fit hardened valve seats to cope with unleaded fuel, on the notion that it wouldn't be covering a huge mileage, and to convert it would detract from its true originality.

Rat-eaten interior

The Aston's thoroughly rotten interior was tackled by Phillip Watson, who's worked at the Stratton Motor Company since 1973. Says Watson, 'We obviously tried to keep it original, but it needed completely remaking. All the foam padding in the interior was completely destroyed so it all needed remaking from templates drawn up from another DB4, but because it's a prototype absolutely nothing fitted, and kept falling off. There were no originals from which to make templates, because they'd all been eaten by rats.'

'I stripped the interior with my son; he's an apprentice here and it was his first job. The seat frames and springs were OK and the side-hinges could just be sandblasted and rechromed, but the leather was gone completely. Underneath those lime-green seat covers there was evidence of rat infestation. We inched the covers off slowly, and were basically catching chunks of old leather trim and rats' nest as it fell out, terrified that a rat might still be in there ready to come scurrying out. I've still got the vinyl trims actually - they're in strangely good condition!

'The door leather was mounted on wooden cards, which had rotted although enough survived to form a template for replacements. It was a similar story with most of the interior. Only the rooflining was standard - fitting a new one was just a case of pulling it across and tucking it in.

'The rear armrests had completely disintegrated. We ended up taking another DB4 apart to get to another set, mould some replacements in glassfibre, upholster them and fit them to this car.

'Sadly we also had to fit a new steering wheel, because this one had snapped even before it had started rusting. When people push Astons around they tend to take hold of the wheel to avoid pressing on the soft aluminium bodywork, and end up breaking the spokes.'



MY FAVOURITE TOOL



'Say hello to Mr Hooky!' says Paul Bellenger, laughing at it but entirely serious. 'I can't get through a day without using Mr Hooky. It's technically designed for removing old pipework, but it gets used for absolutely everything - shaping bodywork, removing trim, fitting radios, earwax...'



Restored as close to its prototype spec as possible, the DB4 is in now back in the Primrose Yellow it shared with two of its pre-production siblings

Elusive bodywork

Although the fundamentals of the car were coming together nicely, thanks largely to its remarkable originality, Stratton's parts manager Robert Chapman was hunting frantically for unusual early DB4 parts, working out what could be sourced and what needed to be made from scratch. 'It was a case of tracking down, ducking, diving and following leads,' he says.

'Bumpers are no longer available, and the front one was too rusty to reuse. These early DB4 bumpers were completely smooth-edged, and the only spares available are the types the later cars had, with little flat plinths to screw the numberplates to. So we had to use DB5 bumpers, cut them into three sections, straighten the middle section out, weld them back together and rechrome them - something we had to get done by a firm over the border in Suffolk, because a local health and safety bylaw prohibits the use of the chemicals necessary for rechroming in Norfolk.

'Sourcing brake parts was hard work, in order to keep them as original. The early DB4 has calipers made of multiple sections, and while we could reuse the outer parts, the main caliper and piston assemblies and the discs themselves needed replacing. We had issues with the front grille too - in the end we had to buy a replacement from Aston at great expense. But the front bodywork was subtly reshaped early on in the DB4 production run, so even this had to be recut to fit. That said, it was a walk in the park compared to so-called 'logbook restorations' where basically a new

'We had to buy a brand-new grille from Aston Martin at great expense - and then cut it up'

car is created from scratch. At least we had everything to work with as a starting point, which was particularly important because it's unique - it just didn't fit!

It all pays off

'Usually a DB4 restoration would take us two years - this one took us five,' says Roger Bennington, whose car now takes pride of place in his personal collection. 'We thought we had all the time in the world, but we had to rush the last six months because the Aston Martin Owners' Club found out about it and wanted it for a show. We hadn't finished the seats, boot floor or engine, so we quickly put the originals back in the car. It still came second in the concours!'

It only comes out on special occasions now, destined to cover minimal mileage and embody the DB4 in its earliest form. 'I'll never sell it, I'm honouring the promise I made to Nevill Rees,' says Bennington. 'I knew exactly what it was when I first saw the chassis number, and now it's restored as close to its original form as possible, it deserves to be cherished.'

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DOUBLE



ACT

The Lancia Thema 8.32 and the Mercedes 500E were so solemn for their era it wasn't funny. But as we discover by going for a spin in this duo, owned by comedy legend Rowan Atkinson, straight-faced needn't necessarily leave you straight-faced

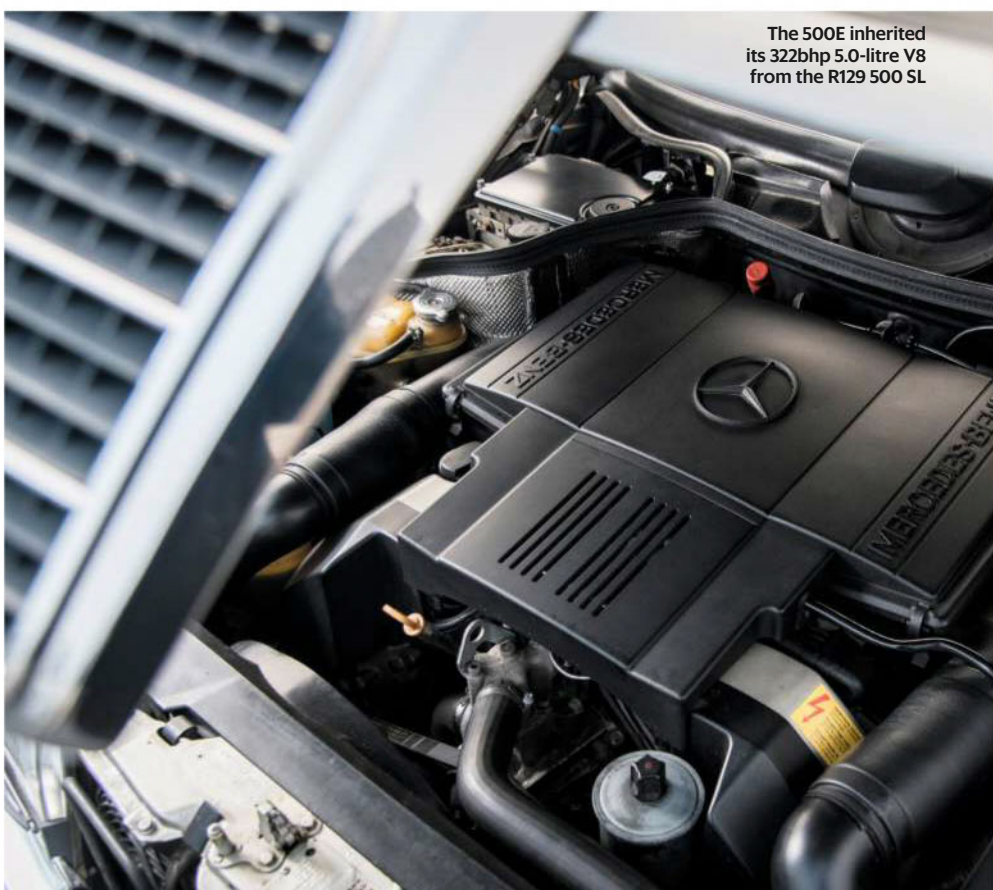
Words EMMA WOODCOCK Photography JONATHAN JACOB




Imposing yet understated, this duo happily allowed their homologated box-flared brethren to take the limelight



Rowan Atkinson specifically sought out a 500E with a cloth interior



The 500E inherited its 322bhp 5.0-litre V8 from the R129 500 SL



Back in the Eighties, when square, sharp styling was the in thing, range-toppers did all they could to stand apart from the me-too mundanity of the average family car. Think of the Vauxhall Lotus Carlton and Ford Sierra RS Cosworth, a pair of modern classics that holler their intent with boxy arches, bonnet vents and high-rise rear wings. They're lauded for looking lairy, and the same techniques were applied further down the food chain. GTis featured bright-red pinstripes and any number of MGs could be had with TURBO graphics down their flanks.

But there was a discreet minority; one that targeted the type who wanted to travel somewhere quickly but arrive there quietly. Perfect if, say, you're an instantly recognisable TV personality who prefers to keep a low profile but demands a certain level of engagement from whatever you're driving. Like comedian Rowan Atkinson, who owns the Lancia Thema 8.32 and Mercedes 500E we're going to be testing today.

The older of the pair of super saloons, the Lancia, was launched in 1986. Based on the Thema, the 8.32 took a conventional large saloon and added a Ferrari-based V8 with 215bhp. Not that you'd be able to easily tell from the outside. Model-specific changes included a hand-painted coachline, yellow 8.32 badging and deeper sideskirts but you'd need a trained eye to notice. The only obvious performance signifiers are six-spoke, 15-inch Speedline alloys, a pair of polished exhaust tips and the pioneering active boot spoiler.

If those alterations sound a little too brash for your tastes, you might want to consider a Mercedes-Benz 500E. Introduced in 1991, the 500 provided buyers with the first official route to a V8-powered W124 E-class, thanks to the 5.0-litre, 322bhp M119 motor from the R129 500 SL.

Again, most would struggle to notice. A 500E bootlid badge is the most obvious change, while the well-informed might catch the eight-hole, forged 16-inch alloys, mildly flared wheelarches and revised front air dam with integrated foglights. A 23mm lower stance and a wider track also feature but the result is subtle.

Lancia and Mercedes had created a new breed of high-class hotrod but it didn't come easy - the 8.32 and 500E each required a convoluted production process. For the Lancia, this meant having every part of the F105L engine cast at the Ferrari factory at Maranello before shipping the finished parts to Ducati for assembly. The engine was then transported to Lancia's Turin production line to be fitted in the car itself. The process would be streamlined slightly for post-facelift, Series 2 cars, with engines still cast by Ferrari but assembled at Lancia's own facilities.

The 500E production process was even more complex. Mercedes lacked the capacity to carry out full 500E assembly at its Sindelfingen plant and instead commissioned neighbour Porsche to

complete some of the work. As a result, each car took 18 days to complete. Beginning life as a bodysell on the Mercedes production line, each was then taken to the sports car manufacturer for strengthening. After the addition of extra bracing, extensive welding around the front and rear windows and a widened, strengthened transmission tunnel, a 500E would return to Mercedes for painting. A trip back to Porsche to fit the driveline, suspension and axles came next, before a final journey back to Merc for the addition of the interior and a final inspection.

The fact that respected car connoisseur Atkinson revisited both models after experiencing them new suggests that all that hard work was worth it - but it's time to find out for myself. Get in and the 500E's door closes with a thick thump. Everything is logically placed and most of it looks familiar. So far, so W124. Only a Sportline steering wheel, a wider transmission tunnel and a quartet of cloth-trimmed Recaro seats deviate from the norm.

As soon as you twist the key, there's another difference to enjoy. The V8 settles straight to an 800rpm idle with an off-beat burble which resonates through the car. Threading through traffic, the steering is light, the ride comfortable and the brakes responsive. Were it not for the muscle car soundtrack, you could be in any executive cruiser. Don't worry, there's still a sporting spirit beneath the refinement, you just need a faster road to find it.

An empty A-road is the perfect place to get better acquainted. Leave the car in drive or third if you want respectable performance and an audible midrange

burr; drop it into manual-override second if you require eyebrow-raising pace and enough noise to wake half the county. Yeah, I went for second.

Start pushing into the throttle and the lengthy pedal travel makes you wait, then wait a little more, before anything happens. When it finally does, I know about it - the 500E squats low and the engine rises through

a growling midrange to a metallic, high-pitched scream. The sound is textbook big V8 and, with a shortened, model-specific 2.82:1 final drive ratio, there's flexibility to match.

Through gentle arcs, the 500E rolls a touch before settling and powering through. It's pleasant but, in a car like this, a twisting minor road feels like the place to be. After all, the 500E was fitted with firmer, shorter springs, a wider track, thicker torsion bars and strut limiting springs for a reason. There's plenty of grip, thanks to 225 section tyres all round. A 500 SL braking system, complete with 300mm front discs, should be good news too. The reality is much more mixed - they offer sharp feel and stop well at first but soon turn long and soft in even moderate road use, a criticism which could also be levelled at the Lancia's anchors.

As the straights shorten and the bends tighten, the 500E shifts from accomplished to outright fun. The wide Recaro side bolsters are just firm enough to keep me in place and the low seating position creates an added sense of speed but they've got nothing on the

'They targeted those wanting to get somewhere quickly but arrive there quietly'





Rowan Atkinson has enjoyed travelling Europe in the Thema and the 500E, but now he's decided to sell

steering, a recirculating ball system also lifted from the 500 SL. Turn in and the wheel bubbles to life, lightening and whispering delicate feedback into my fingers, while longer turns see the messages intensify and weight increase with the rising chassis load. Add a little power as the corner unfolds and the Mercedes leans into its outside rear tyre, yawing the whole car towards a tighter line. It's a magical sensation and one that rewards smooth, considered driving. The 500E feels like it could take time to really unlock.

Over the same stretch of road, the Lancia offers similar thrills, packaged differently. Drop into second, push the throttle to the floor and the front rises as the steering wheel starts to twitch between my hands. Hit 3500rpm and the cabins fills with a fluty baritone that's reminiscent of a flat-plane crank Ferrari. Reach 4500 and it shifts to a rounded bellow, like a larger-engined Mustang with the harsh edges sanded off. The Thema is pulling hard now, having just reached its 210lb ft torque peak, but there's more to be had.

Fight the urge to upshift and head towards higher revs. Above 5000rpm the note changes again, the rounded sound gaining a gravelly, serrated undertone which rises in pitch and volume all the way to the redline. The complex note is thanks to the alterations Lancia made to the Ferrari V8 in pursuit

of greater torque and smoother power delivery. Major changes include a 90 degree non-planar crankshaft, a revised firing order and a complex two-into-one-into-two exhaust system.

Thanks to a short 3.41:1 final drive ratio, the Thema can thunder through second gear without coming close to the national speed limit. Time for an upshift. Depress the numb but weighty clutch and guide the leather-capped lever up into third. It's a long shift but a beautifully analogue one, the weight below my palm ebbing from heavy to light and back to heavy as I find the next ratio.

Cornering is a less organic affair. Compared with a standard Thema, the 8.32 benefits from thicker springs, larger anti-roll bars, uprated wishbones and plenty more and, with the help of modern 205-section tyres all-round, there's more than enough grip and traction if you approach the Lancia correctly. Smooth steering inputs generate nothing but lazy responses and I soon learn to turn hard and late to generate meaningful accuracy or feedback.

When I do, the steering turns from light to tight and heavy as the chassis loads up, telegraphing grip levels with minor fluctuations in steering weight. It's an unorthodox feeling that requires an unconventional approach but master it and the Lancia feels like the

'I buy classics for the way they feel, the way they drive – qualities that you can't find in modern cars'

Rowan Atkinson decided to revisit a Mercedes-Benz 500E similar to the one that he owned new, and a Lancia Thema 8.32 like the car he once test drove, so we asked him why he went back.

'I'm fascinated by unusual cars, ones that other people don't want. In the Eighties there were great numbers of them, often homologation specials and left-hand drive only.'

He bought a Mercedes 500E in 1992, 'The first time I drove it I thought how it had such alacrity, such lift. It was a wonderful car, very Teutonic and not exactly exciting-sounding – a bit Mercedes if you like. But it had superb ride, lots of go, it was comfortable, practical and excellent on long drives – a great all-rounder. And it was functionally discreet. That's very appealing to me. What I grew to dislike about my McLaren F1 was the significance, the status of it.'

After regretting the sale of the 500E he bought the one seen here many years later. 'I welcomed the simplicity of being able to go back to a car where the dash doesn't light up and it doesn't ping and bong at you.' But finding a good example wasn't easy. 'A lot of them have rusted, and I wanted the cloth interior. Few UK cars were supplied with it. All of the cars available now are from Europe or Japan, which imported a tremendous number. It's cool there to have left-hand drive. This one was a private sale and was already in London. It was in very good order and pretty low mileage – 80,000km I think.'

He took it to the south of France in 2016, 'With four people and their luggage it was deceptively quick, without fuss. I'd had it about a year but then my original car came up for sale. One guy had owned it for 24 years since I sold it, and he kept an amazing history of the car.'

Atkinson recalls how he considered buying a Lancia Thema 8.32 new but changed his mind after driving one. 'I thought that it would be a bit more Ferrari-esque – anyone expecting that will be disappointed – but the 2.0 Turbo version was just as quick so I decided that it wasn't the car for me.'

Despite that he decided to give the 8.32 another chance decades later, 'I've had this one since 2010/2011 and I like it as a leftfield, eccentric choice. Unfortunately, the 8.32 was much harder to find in good condition than the Mercedes. Expensive upkeep and a car not worth much is a recipe for low-quality maintenance. So I tried to find one that hadn't been used very much – you still have to have a lot of work done but hopefully the car won't have rusted away. I think it had spent a lot of time in an underground car park in Chelsea Harbour, unused, but unloved. All of the dampers were seized.'

'So I spent an inordinate amount of money getting it in the order I wanted. For example, I went to a lot

of trouble sorting out a vent in the climate control. It's buried deep in the dash and two engineers wouldn't even touch it for fear of what they might be getting themselves into, so I took it to Jim Stokes Workshops.'

The story behind the 8.32 appealed to Atkinson, 'It's a feat of production engineering – a V8 Ferrari engine shoehorned into a saloon. I like the odd, anorak facts, like the engine being built by Ducati.'

As with the Mercedes, it's the way the Lancia drives, its capability, that sees him most animated, 'I didn't have all that much expectation of a £10k car but it's a real pleasure – the way the engine is tuned and mapped makes it lazy and torquey at any revs, in any gear. It's beautiful to drive, it sounds good, it feels good. And I enjoy the fact that that this one has Alcantara rather than leather, which goes hard and brittle with age.'

Once sorted he used the 8.32 as a practical long-distance cruiser. 'I bought it to visit a friend's house in the Alps near Geneva, so I found a set of new-old-stock wheels and fitted them with winter tyres. It's amazing in the snow and wonderfully reliable – 1000 miles without any gip. I demand that of cars.'

'But life changes, I'm living somewhere different now and I don't have the use for it or a convenient space to keep it. I got the best out of the car but now is the time for someone else to enjoy it. If somehow I'm not getting enough use out of a car, it's time to get rid.'

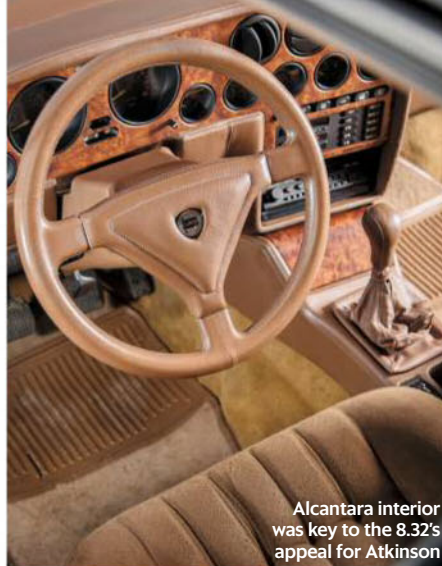
'There's always that moment 18 months after I sell a car when I think, "Hmmm, it's a shame I couldn't just get in that and drive it." But I think it's important to move on and not get stuck with a narrow range of cars or one model. I'm a user, not a collector.'

Phil Bell



Rowan Atkinson's Q-cars

Lancia made significant revisions to the V8 to improve tractability



Alcantara interior was key to the 8.32's appeal for Atkinson



Speedline alloys emulated Ferrari designs of the time



Their niche is extremely narrow, but their abilities are broad

world's largest, most luxurious hot hatch. Tacking through corners in a zig-zag-zig of fast, flat turns, pushing further into the third-gear midrange whenever the road permits, the 8.32 is peculiar, unforgettable and addictive all at once.

There are advantages of taking it slow, one being the opportunity to enjoy the interior. Changes over other Themias included the leather-trimmed three-spoke steering wheel - fitted with a two-phase horn - walnut dashboard, deep-pile carpets and individually contained dials. The seats are different too as is the upholstery, which was available in leather or Alcantara. It's overwrought and old school but, like so much else about the 8.32, it's hard not to love.

Despite their obvious appeal, neither the Mercedes nor the Lancia would make much of an impact on the British market. Only 25 examples of the 500E were delivered to the UK, followed by just four post-facelift E500s, and a mere nine Series 1 Thema 8.32s - with mph speedos and units in gallons - would find their first home here. Though part of that can be attributed to the fact that both models were only ever offered in left-hand drive, the main problem was the list price. Why buy a Ferrari-engined Lancia when the same budget would secure a Ferrari-engined Ferrari?

Success might have been modest but these cars set precedents - the 500E foreshadowing a long line of AMG models and the Thema providing an engine-sharing concept that has since borne fruit for Maserati. But viewing them as a mere brand timestamp would

be a gross injustice. These cars - the examples of which you see here will be sold in tandem at Silverstone Auctions' Race Retro sale on February 24-25 - both possess an appeal that lies so deep it might even take a connoisseur more than one encounter to recognise and fully appreciate. Just ask the man who spent disproportionate sums maintaining these examples so that he could use them for their original purpose - to be driven and enjoyed. If you can find him, that is.

Thanks to Nick Whale, Philip Day, the Lancia Motor Club, Neville Wright, Simon Harrison, the Mercedes-Benz Club and Silverstone Auctions

1992 Mercedes 500E

Engine 4973cc V8, 32 valve, Bosch LH-Jetronic electronic fuel injection **Power and torque** 322bhp @ 5700rpm; 354lb ft @ 3900rpm **Transmission** Four-speed automatic, rear-wheel drive with optional limited-slip differential **Suspension** Front: independent by MacPherson strut, coil springs and anti roll bar; Rear: independent by multi-link, coil springs and anti-roll bar with rear hydropneumatic ride level control **Steering** Recirculating ball with hydraulic power assistance **Brakes** Ventilated discs front, ventilated discs rear, servo assisted with ABS **Weight** 1710kg (3770lb) **Performance** Top speed: 155mph (limited); 0-60mph 6.0sec **Fuel consumption** 16.5 mpg **Cost new** £56,865 **Classic Cars Price Guide** £16,000 - £30,000

1988 Lancia Thema 8.32

Engine 2927cc V8, 32 valve, Bosch KE3 Jetronic mechanical fuel injection **Power and torque** 215bhp @ 6750rpm; 210lb ft @ 4500rpm **Transmission** five-speed manual, front-wheel drive **Suspension** Front: independent by MacPherson strut, coil springs and anti roll bar; Rear: independent by MacPherson strut, coil springs and anti roll bar; optional electronically-controlled dampers **Steering** Rack and pinion with speed-variable power assistance **Brakes** Ventilated discs front, solid discs rear with Bosch ABS system **Weight** 1419kg (3128lb) **Performance** Top speed: 149mph; 0-60mph 6.8 sec **Fuel consumption** 16 mpg **Cost new** £37,500 **Classic Cars Price Guide** £13,000 - £20,000

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[The Collector]

'I've lost count of how many cars I've got'

It's a place where mythical engines burst into life and Edwardian cars seemingly grow out of the ground – welcome to the weird and wonderful world of 'Hicky' Hickling

Words SAM DAWSON Photography LAURENS PARSONS



hope you're not going to make me look like a mad professor!' laughs 'Hicky' Hickling as he steps over various pieces of snow-covered machinery and part-submerged bits of early Dodge and Cadillac to greet me in his yard in rural Worcestershire. It's self-deprecating humour on his part, because he knows full-well how the world sees him. With multiple pairs of glasses perched on his head in the manner of Theophilus Branestawm and a first name that remains a mystery to most, he's best known in the classic world as the custodian of massive-engined Edwardian competition cars that terrorise Vintage Sports Car Club events. 'You'd think vintage cars are owned by another species of people, but they're not the preserve of posh inheritor types at all. The VSCC is a club of 13,000 nutcases, who elect a group of ten eccentrics to run it!' he says.

'It all began with a calendar I had when I was a kid, with pictures of vintage cars on it,' he explains. 'I decided from a very early age that I liked these old, interesting cars, and much preferred learning about engineering and playing with Meccano to football. When I was old enough to drive, I wanted one of these cars but it would have been too big a step so I started off with motorbikes. My first was a 350cc Matchless, SMD 183 - which I've learned is still around and was restored and put on display in a London motorbike showroom - then I graduated to a series of 500cc machines.

'A friend of mine who was also a motorcyclist back then, Pat Baker, turned up to my house one day and said, "guess what I've got?!" It was a very rare and unusual Ford sidevalve-engined Morgan three-wheeler. We took it for a drive, and once I realised this kind of motoring was within my grasp I went out and bought a 1934 Morris 10/4, my first post-vintage car - the term "vintage" correctly refers to cars of the Twenties, although the definition is very loose nowadays. That was followed by an Armstrong-Siddeley Hurricane drophead coupé and an Alvis Grey Lady. Then I read Lord Montagu's book, *Lost Causes of Motoring*, which led me to visit his Beaulieu estate for the first time.

'I've always loved Alvises,' he continues, gesturing towards his three self-built workshops surrounded by piles of what he regularly describes as 'wonderful stuff and nonsense' collected from hoards, autojumbles and scrapyards the world over - 'Somewhere in there I've theoretically got two of them.'

1904 Pope-Toledo

'I've had this too long!' jokes Hicky of one of the most spectacular cars in his collection and the star of a popular online video - his 10-litre Pope-Toledo, which contested the 1905 French Gordon Bennet Race. 'I bought it as a kit of parts in 2003. I thought I could get it done in two years because most of it was there, I just had to build it. But it had gone through three or four owners - as a pile of bits - and its previous owner was too preoccupied with his Lotuses to get round to doing anything with it. I'm bad enough - I spend too long mending Sunbeams and Dodges.

'I reckon it'll take another month to finish. It was supposed to be done by now and I had every intention of taking it out for a drive today, but my modern Toyota Estima daily-driver let me down! It did a number of important races in period. After the

Gordon Bennet it ran in the Vanderbilt Cup in 1906, then the Pikes Peak Hillclimb in 1907, before the Pope firm went bust in 1908. After this it was sold to Art Austria who used it for dirt racing - essentially motorcycle speedway, but with cars - and gave it a different, more streamlined body and fitted this ten-litre Hall-Scott engine. It was built by Nordyke & Marmon - the company behind the Marmon car, a great name in the early days of the Indianapolis 500 - and still has Austria's name stamped into the top of the cylinder block. It's a pity I don't have the original engine from the pre-Austria days, that was a 12-litre!'

Hicky marvels over the cockpit details, pointing out the switchgear which was in all probability sourced from the same manufacturers as domestic light switches in the Edwardian era. 'It has interesting wheels too - they have both wooden and wire spokes, the added metal was for extra reinforcement during hard cornering. Originally it only had a hand throttle, no sprung foot pedal. It's a scary thought - I think the MSA might have had something to say if I turned up to a race circuit with it like that nowadays, especially because it ought to be capable of 110mph and only has brakes on the rear wheels. The 'diver's helmet'-style rear lights are aluminium, as are the housings of the headlights. It wasn't a weight-saving measure, it's just the material the manufacturing company happened to be using at the time.'

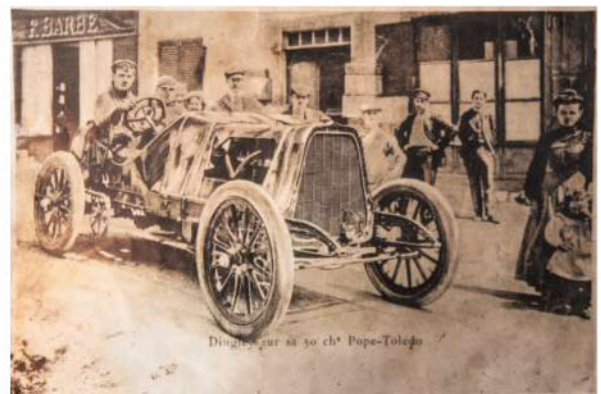
1923 Calcott

'This one isn't actually mine,' Hicky admits of this exquisitely-engineered Coventry-built light-car, 'but I'm doing some work on it for a friend and fellow VSCC member to prepare it for the Light Car and Edwardian Weekend in March. It's typical of the sort of projects I get roped in on though.

'The Calcott was designed to compete with the Austin Seven and Morris Minor, but was so much better engineered. The gearbox alone, with the elegant casting of the casing and that open gate like you see on Ferraris, is a work of art; and there are two sets of drums on each rear wheel, mounted concentrically and operated independently - the handbrake works one pair of brakes, the footbrake operates the other pair.

Right: cherished period photo shows Hicky's 1904 Pope-Toledo in its original 12-litre road-racer form

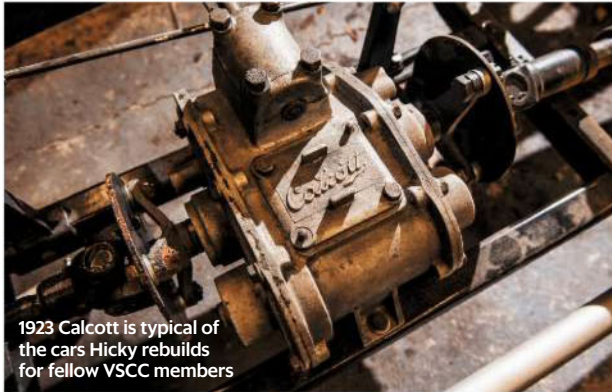
Below: Hicky has owned his duplex-bodied 1917 Dodge for more than 40 years, and has used it for all the events the VSCC can throw at it



KEEPING THEM RUNNING

Hicky is resourceful and mechanically omnipotent. 'Nearly all my cars are in bits, and I've actually lost count of how many I've got,' he chortles. His yard and workshops are the evolution of the childhood Meccano set that got him into engineering in the first place. 'If I want to put one on the road I just go outside, get the parts into the workshop and build it,' he says. Hicky also lent his skills to the film business, spending decades rigging up the mechanical aspects of film sets - it was Hicky who built the cable-car system that George Lazenby uses to facilitate his escape from Blofeld's lair in *On Her Majesty's Secret Service*, for example.

Dodge Tourer
was used for the local
town's Mistletoe Festival



1923 Calcott is typical of
the cars Hicky rebuilds
for fellow VSCC members



Elegant engineering,
but it contributed to
Calcott's ultimate demise



Now with a later 10-litre
engine, the 1904 Pope-Toledo
prepares for another adventure

‘As you can imagine, it was rather expensive to make in a market where the cars were being designed to be cheap, so Calcott went bust, but it’s a real shame it did because they were beautiful cars - you just need to look at the radiator grille surround to see that.’

1916 Dodge ‘Hill Climb Car’

‘Any vintage car that sits for too long in my engine workshop becomes a shelf!’ notes Hicky as he clears armfuls of parts away from a chassis sitting in the corner. A part-rebuilt engine sits clamped to a stand in the other corner, and Hicky dangles the radiator surround in front of it to remind me of its identity. It’s one of four much-loved Dodges that Hicky owns, including a black tourer that’s been roped into local festive duties and a yellow ex-Granville Hornstead Brooklands racer with modular duplex bodywork that’s won Hicky 17 competition trophies, but this one has a surprisingly high-tech secret hiding under a nearby bench.

‘This 1916 car will have a 16-valve cylinder head. It doubles the horsepower of the standard engine to 69bhp in one jump. With twin carburettors it goes to 82bhp, but that’s with the dreadful valve timing of the era - the exhaust valve closes two degrees before top-dead-centre, and the inlet closes two degrees after. It’s a similar technology to the type found on vintage Bentleys. Most things were tried in the vintage era but often the metallurgy wasn’t up to the job. Nowadays we can improve on that - with a proper crankshaft I can get 125bhp.

‘The 16-valve engine uses a single camshaft, with wishbone-shaped rockers acted on by eight pushrods. It’s a very similar design to the Triumph Dolomite Sprint, which won a Design Council award for it in 1973 - history had repeated! It happened again, more recently, when Honda designed a five-valve-per-cylinder engine. It bought a Benz engine to analyse, because Benz had attempted to increase combustion efficiency the same way in the Edwardian era, but had run into problems because it was unsure whether to make the fifth valve an inlet or exhaust valve.

‘I’m looking forward to finishing the Dodge, because it’s a car I’ll be able to drive hard. It’s easy to repair a Dodge engine if it goes bang and I have lots of spares, whereas with the Pope or the Sunbeam they’re essentially powered by one-off engines. It’s also a ‘bits’ car with no significant history attached to it. I bought it half-finished from an American collector and am finishing it with parts from the shipping container I brought over, plus I’ve had high-compression pistons specially made for it. Once the mechanicals are complete, I fancy making a body for it inspired by a picture I have of a long-tailed Edwardian board-track racer. I’ve wanted to make the car ever since seeing the photo.

‘The 16-valve cylinder head is rare, but not unknown in the US. It dates from 1915-16 - the Americans didn’t stop building cars during WWI, which they saw as a skirmish abroad until they joined in 1918, so American industry could afford to keep innovating at a time when European industry was at a standstill.’

Reliant Scimitars

They’re barely visible today, but hiding under several inches of snow are two Reliant Scimitar GTEs - an SE5 and SE6.

‘I love Scimitars, they’re wonderful things,’ says Hicky. ‘I only wish someone would do a similarly-designed sports estate nowadays, with a glassfibre body. They’re a superb design, especially for a supposed ‘non-firm’ like Reliant. They drive well, they’re nice comfortable places to sit in and they have lots of torque from their Ford Essex V6s - they’re like modern vintage cars. I once used the SE5 to tow the 1917 Dodge to the Nürburgring, and all weekend I was fending off Europeans who wanted to buy it - they ignored the Dodge!’

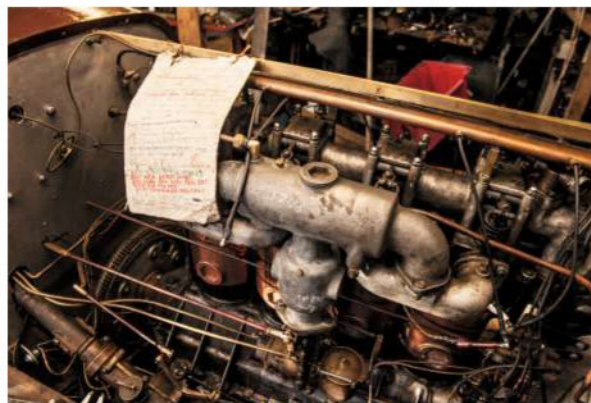
The keeper - 1911 Sunbeam hill climb special

‘This Sunbeam was the car photographed on the startline at Shelsley Walsh in 1912, according to the



Above: somewhere under there is a Reliant Scimitar GTE! Hicky owns two and uses one to tow his 1917 Dodge.

Right: a long to-do list to work through before the 10-litre Pope-Toledo fires up once again, and tackles its next VSC hillclimb



definitive book on Sunbeam by Anthony Heal,’ says Hicky of the pride of his collection, housed in its very own garage. ‘I bought this as a pile of bits from a person who’d had it for 28 years as a pile of bits, and it was a pile of bits when the person before him owned it too.

‘I brought it home, built it back up, and went to see Heal with the unusual drilled conrods. Heal said Sunbeam put 14 holes in the ones in its Brooklands racer and 15 in its factory hill climb car, so mine must be the hill climber - the Shelsley photos certainly back this up. They’re lighter, but that bottom hole nearest the crankshaft makes them rather weak, so they wouldn’t have lasted long. Heal actually made some corrections in biro in my copy of his Sunbeam book - if anyone else had done that I would’ve lamped them. He believed they’d raced this car at Brooklands too and was going to look into it for me, but sadly he died three weeks later.

‘Beyond the evidence in the book we don’t know a vast amount about it - I don’t do paperwork! - but according to Heal it didn’t use the usual 4HP chassis. Louis Coatalen, who went on to design most Twenties Sunbeams, drove it in competition. I took it to the centenary of the 1903 Paris-Madrid road race, which originally had to be stopped at Bordeaux after too many competitors had died.

‘It has Amal carburettors. Amals are usually found on British motorbikes of the era, and I couldn’t make them work, so I called up the company and they denied ever making them! Eventually, I had an apologetic phone call back after they found them in an old 24-page brochure in the archive, which they faxed to me.’

The Joker - Swift 3-Litre engine

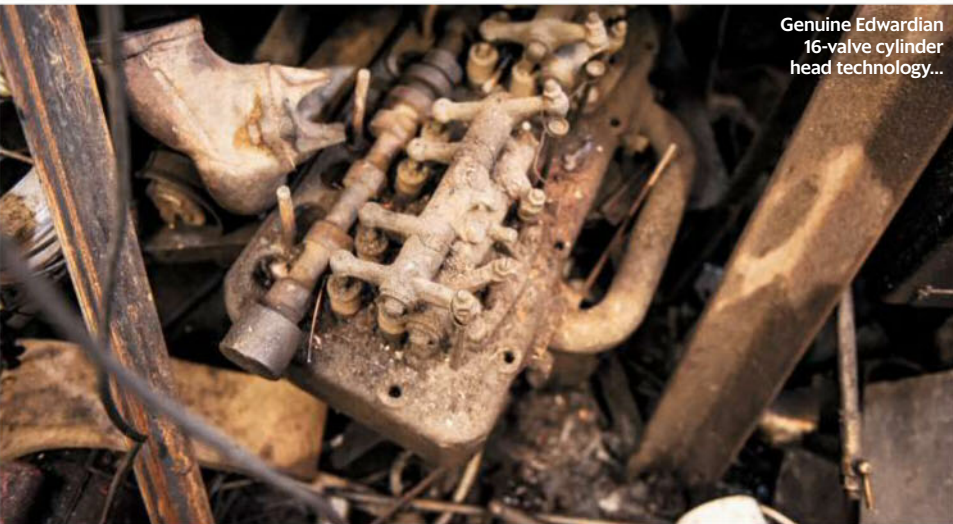
Hicky leads us to another self-built shed to reveal perhaps the most unusual item in his collection - not a car, but a huge engine disassembled in a series of crates. ‘You probably know Swift as a maker of light cars, like that Calcott and the Austin Seven,’ says Hicky. ‘Well, it also built this big 3-litre engine. Most people I meet, even those who know their Swifts, say it doesn’t exist. But there it is! One day I’ll put it back together and get it in a car of some description.’

We’d better let him get back to work.





1911 Sunbeam works hill climber - complete with drilled conrods



Genuine Edwardian 16-valve cylinder head technology...



...will eventually power a spectacular Dodge hillclimb racer



The big end's gone, but duplex Dodge will see the road again soon



Some say it doesn't exist, but this is a Swift 3-litre engine

THE LAST STAND

The Eighties belonged to the hot hatch, but it didn't have it all its own way. We put three Seventies designs, refreshed for that brave new decade, to the test

Words ROSS ALKUREISHI Photography JONATHAN JACOB





Our Eighties oldies from left to right:
Ford Capri 280 Brooklands, Rover SD1
Vitesse and Opel Manta GT/E Exclusive



'The V8 defines its character; it tears along with a gruff, grandiose bellow'

Revenue being king in the motor industry, the unsuspecting public has always been fair game in the rush to shake every last pound out of its collective pockets. As such it's endured badge engineering, profiteering, contemptuous marketing ploys, safety scandals and worst of all, the end-of-the-line refresh.

You can excuse independent companies such as TVR for wringing every last sale it can out of a platform - moreso at the end of each decade when fashions move on and cutting-edge technology threatens to leave them behind. But surely not the big boys?

Hang on, though, cars like the Rover SD1, Opel Manta and Ford Capri had put in the groundwork, selling by proverbial barrow-load and building up a faithful following for good reason. Enough to deserve a fitting send-off, surely? So as hot hatches and front-wheel drive proliferated, each of these old-school rear-wheel drive warriors stood firm, ready for their last stands. Time to find out if they were obsolete dinosaurs or glorious golden hurrahs.

The Ferrari Daytona-derived styling cues designer David Bache incorporated into the BL Special Division's first product, the **Rover SD1**, couldn't have been further removed from its conservative P6 predecessor. Endowed with the same

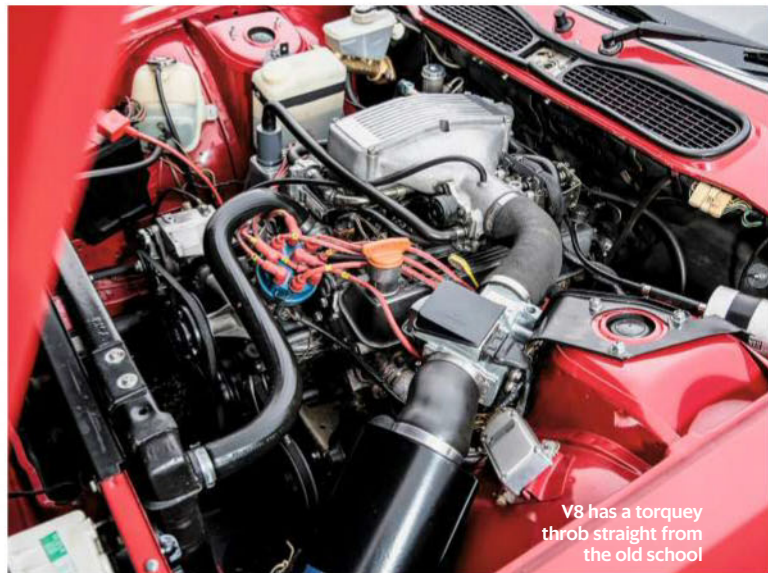
Buick-sourced 3528cc aluminium V8, performance was fairly brisk but more cart-horse than prancing horse. It was a reliable and willing enough lump, decidedly understressed with torque in abundance, but it had to pull this new 1440kg beast in a near-identical state of tune as before.

It took its much-maligned manufacturer six years to rectify matters. Keen to homologate for Group A racing, it finally gave the go-ahead for a high-performance model. With the Vitesse moniker, filched in-house from Triumph, it duly arrived in 1983. Utilising Lucas L-Jetronic fuel injection, an increased compression ratio (9.75, up from 9.35), revised inlet ports and a recalibrated engine control unit, power jumped from 150bhp to 190bhp with an impressive 220lb ft of torque. If not full gallop, the big saloon was now at least capable of a bloomin' fast canter.

Looking at John Jones' example it's clear that the Vitesse wasn't simply given a tickle under the bonnet; it sits an inch lower than a standard SD1 on stiffened springs, and is fitted out with various aerodynamic accoutrements including a large rear wing and deep front chin spoiler, as well as multi-spoke alloy wheels to lend it an altogether more aggressive aesthetic - square-on in your rear view mirror you'd be forgiven the urge to whimper and look elsewhere. It's fussier than the Capri and without the visual pizzazz of the Manta, but what it has in abundance of the former and lack of the latter, it makes up for in sheer presence.

On the hoof, be it at low, medium or high speed, that-big capacity engine defines its character. Feather the throttle and

Polyurethane rear spoiler was one of the Vitesse's numerous visual updates – another was a Monza Red paint option that unashamedly invited more Ferrari connotations



V8 has a torquey throb straight from the old school



Aftermarket Momo wheel replaces the 'squashed' and widely disliked original item

it growls throatily, lay down more power and it tears along the road with a gruff, grandiose bellow. The stubby gear lever delivers a crisp action - superior to Capri but not Manta - with the combination of ventilated four-pot AP brake calipers at the front and drums at the rear also providing the best stopping power of the fellow Eighties golden oldies we've reunited it with today.

The cabin though is a mishmash of cheap switchgear, wood veneer, comfortable but laterally unsupportive seats and a rectangular instrument binnacle housing quartic instruments - fans of chrome and leather would be aghast. It loses originality points for the smaller-diameter aftermarket Momo steering wheel, but it's a good fit and reminds you just how easy a car it is to hustle along at high speed. The steering weights up nicely, with rubber boots providing ample grip as you clip apexes and power down. Get too lairy and it'll do the tragic dad-dance of understeer, but back off the throttle and all's right in the SD1 world again.

Tempted? 'You'll pay up to £20k for the very best,' says Chris Powell, of the Rover SD1 Club. 'A reasonable one that's not been messed with and has some history with will be around £8k to £10k. It's without doubt the most desirable model and is worth around double a standard V8 and three times a six-cylinder car.'

'The SD1 was notorious for body rot, but no worse or better than other cars of the era. The good news is that you can undertake extensive restorations with original panels that are cheap and easy to get hold of. The fuel injection was a bit temperamental when new, but today its foibles are well known so it's easy to maintain.

As a later car - with SD1 production switching from Solihull to Cowley in 1982 - build quality of the Vitesse is significantly better.'

This car provides a reminder of just why the SD1 Vitesse proved the basis for such a competitive multi-discipline competition car, and why the Metropolitan Police was still putting them into service long after other forces had moved on.

Owning a Rover SD1 Vitesse

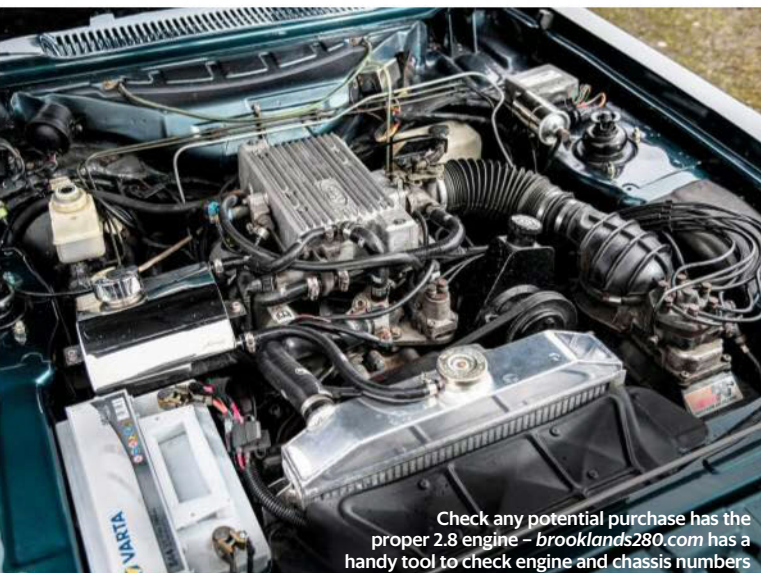


John Jones bought his example in 2000 for £1725. 'It had a good engine with brand-new cylinder heads, but a few scabs on the body. I ran it for a year then the fan broke and punctured the radiator; while doing that I thought I'll tackle the rust spots not knowing I'd open a

can of worms, and I wasn't happy to just patch. Parts were okay at the start, but then became plentiful with Rimmer Bros going to India and bringing back a huge stash of spares. Some things are still unobtainable, such as sunroofs; that said I saw a brand new whole cassette online for £21. It averages 26mpg, which is fantastic for such an old engine.'

Rover SD1 Vitesse

Engine 3528cc ohv V8, Lucas fuel injection **Power and torque** 190bhp @ 5280rpm; 220lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Brakes** Discs front, drums rear **Suspension** Front: independent by MacPherson struts, anti-roll bar. Rear: live axle, torque tube, trailing arms, coil springs, telescopic dampers **Steering** Rack and pinion, power assisted **Weight** 1440kg (3175lb) **Performance** 0-60mph: 7.1sec; Top speed: 135mph **Fuel consumption** 21mpg **Cost new** £14,950 **Classic Cars Pride Guide** £5000-£20,000



Check any potential purchase has the proper 2.8 engine - brooklands280.com has a handy tool to check engine and chassis numbers



The 280's contrasting red pinstripe was applied to the Raven Recaros too

Ford built 1038 examples of the Capri 280, and every one was supplied in Brooklands Green with 1-inch taller alloys



After a dozen years' faithful service in Mark I, II and III guises, it would have been understandable had the **Ford Capri**, the long-snouted everyman GT, been put out to pasture. The blue oval's 'European Mustang' epitomised blue-collar performance during the Seventies, and in 3.0-litre S form smoked around London at CI5's behest in *The Professionals* while its hirsute occupants chatted up birds and nicked villains, in the process becoming indelibly ingrained in the national psyche. Thanks for the memories old boy, here's your gold watch... except there remained, particularly here in Blighty, a rich seam of Capri affection to be mined.

Step forward the gents at Special Vehicle Engineering, Dunton, Essex, who took a Capri MkIII bodyshell in Ghia trim and inserted the Granada's hefty 2.8-litre overhead-valve, Bosch fuel-injected Cologne V6. In came stiffer suspension, Bilstein shock absorbers, firmer springs and 2mm larger front and rear anti-roll bars, with final touches including 13-inch alloy wheels and larger ventilated front disc brakes. Named 2.8 Injection, it arrived in 1981 and just as the world went effete New Romantic, dad had bought himself jeans, a leather jacket, slicked back his hair and pulled in his stomach ready to relive his hard-charging youth.

In the metal this last-of-the-line 280 - now universally referred to as a 'Brooklands' thanks to its model-specific metallic green paintwork - is sober-suited and menacing. With quad headlamps now incorporated in a straight, slatted body-coloured grille,

rather than a dog-bone arrangement, it's shorn of both the MkI's chirpy retro cool and the MkII's somewhat more plain disposition, appearing purposeful and ready for immediate action. The 15-inch alloys and sharp contrasting Capri 280 decals lend a final touch of visual zing, while underneath you get identical mechanicals to the original 2.8i, but with the 1984 Special model's limited-slip differential now as fitted as standard.

Climb in, slam the door shut, and it doesn't feel quite as tinny as the Seventies cars. Cabin finish is also a notch up, with ultra-supportive hide-covered Recaro seats and meaty three-spoke leather sports steering wheel. The driving position is mass-produced perfection, dials in clear sight, controls to hand and the view epic down that long power-bulge-adorned bonnet.

The V6 sparks to life with enthusiastic rasp urging you to roll up your sleeves, wind the window down and adopt the de rigueur pose for barrelling a Ford along. Thanks to the gear lever's long-throw shifts on the five-speed gearbox - also introduced in '84 - are a mite unwieldy, but the V6 pulls vigorously with that customary fuel-injected smoothness of delivery.

It has a less torquey character than the old 3.0-litre unit, but with power up from its 138bhp to 160bhp it revs out a lot harder and is quicker when absolutely nailing it, which you're happy to do at any opportunity just to elicit that satisfyingly throaty bark from the twin exhaust pipes.

Handling is a tad cumbersome, even though it corners fairly neutrally. Road imperfections can jar as it crashes over bumps,



and it rolls through tight bends with all the subtlety of a middle-aged geezer chatting up a young dolly bird in an Essex nightclub. That said, thanks to the considerable efforts the Dunton gang went to in honing the suspension set-up, it's unsurprisingly the best-handling of all Capris. When powering on it's easy to provoke squeals of tortured tyre rubber; continue and the rear end will kick out but it's never disconcerting. It rewards a manhandling approach to steering inputs. So are you man enough to own one?

'Prices of the 2.8i vary massively, from £2.5k for a restoration project up to £15k for a decent special,' says Angus Tick of Dartford-based Capri specialist Tickover (tickover.co.uk). 'A Brooklands 280 fetches more money than all the others and for a nice one you're looking anywhere from £18k-£22k.'

As with all Capri models look out for rust - major areas include sills, footwells and floor joins, particularly at the bottom of the A-post. They leak when it rains and water collects in the soundproofing felt. The V6 engine had reinforced top plates where the Macpherson front struts mount and these are prone to rotting out. The other main check is for signs of coolant stains in the engine bay because they are prone to overheating - other than that they're fairly robust.'

Even when new this model was considered a 'buy it while you can' collector's edition by many, so today, survivors of the original 1038 built are less likely to have been mucked around with. You'll pay a premium though, and in truth any 2.8 Injection will provide that essential last-of-the-line Capri essence.

Owning a Ford Capri 280 Brooklands



'I bought it from a friend in 2005 for £3000,' says Richard Snowdon. 'I then bought his house too, so it ended up back in the very garage I got it from. Since then work has included a top end rebuild by Ric Wood Motorsport - including ported and polished

heads - which saw power rise to 176bhp from the 150bhp it'd fallen to, a £9.5k bare-metal respray and a £400 differential rebuild. Parts have never been a problem because there is a large network of suppliers who, if they haven't got that elusive part, can find it. My car is now in its eighth year of providing dream drives for the Sporting Bears Motor Club.'

'It's the best handling of all Capris - it rewards a manhandling approach'

Ford Capri 280 Brooklands

Engine 2792cc ohv V6, Bosch K-jetronic fuel injection **Power and torque** 160bhp @ 5700rpm; 162lb ft @ 4200rpm **Transmission** Five-speed manual, rear-wheel drive **Brakes** Discs front, drums rear **Suspension** Front: independent by MacPherson struts, anti-roll bar. Rear: live axle, semi-elliptic springs, gas-filled telescopic dampers, anti-roll bar **Steering** Rack and pinion, power-assisted **Weight** 1168kg (2575lb) **Performance** 0-60mph: 8.2sec; Top speed: 126mph **Fuel consumption** 22mpg **Cost new** £11,999 **Classic Cars Price Guide** £10k-£22k



You can't beat a car named after an animal; of course, it helps if it's a deadly one. Cobra, Jaguar, Manta, all conjure an image laced with a frisson of danger, a soupcon of excitement allied to coiled sporting prowess.

The B-Series **Opel Manta** - the coupé version of the Ascona - dated back to 1975, when it arrived to replace the outgoing A-Series. Sharply styled with a long rakish demeanour, the rear-wheel-drive beastie trundled along with a variety of fairly underpowered cam-in-head (CIH), all-iron four-cylinder engines, until receiving Vauxhall's more sophisticated 115bhp 1.8-litre single overhead cam Family 2 unit in 1982 and a styling refresh (gaining, only in the UK, the Manta C-Series designation).

The following year came a new 2-litre version, a seemingly backward step to a CIH unit with a previous Manta appearance, but now in Bosch LE Jetronic fuel-injected form; 5bhp down on its predecessor, it nevertheless had an additional 8.5lb ft torque.

As with Capri and SD1 the suspension was modified with stiffer springs, Bilstein gas dampers and stronger anti-roll bars. A visual update saw the body receive colour-coded bumpers, a rear lip spoiler, a front air dam and flared sill panels, all defined by the hot GT/E model name.

Neil Boylan's 1988 example is most definitely a looker. Like the Ford Capri Brooklands we've pitched it against, this GT/E Exclusive is the Griffin's take on a run-out model. Astonishingly, while both the big Rover and Blue Oval offering bowed out

gracefully in 1986, Opel's old boy soldiered on until 1988, by which time its arthritic knees were definitely starting to creak.

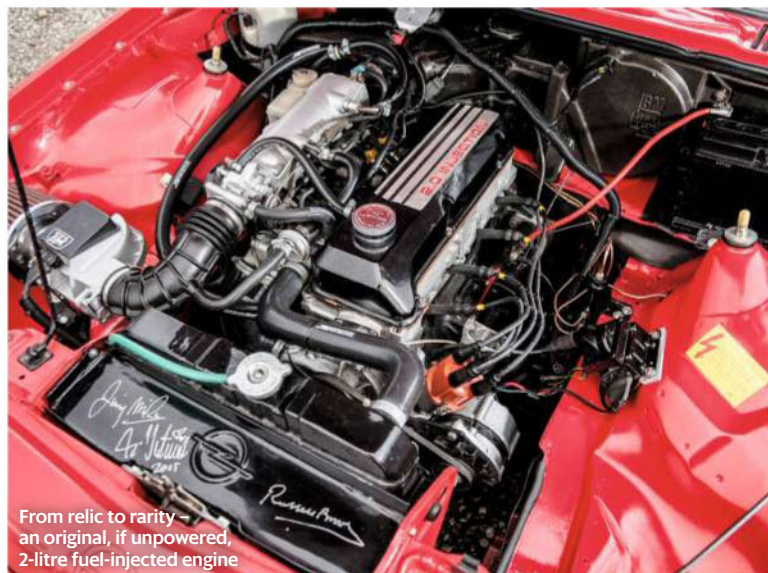
Replete with the Exclusive's twin-headlights, three-piece rear spoiler (a la homologation special 400), infill plate between the rear lights and contrasting black Irmischer decals, it's Premier League, instantly relegating the sober Capri and fussy SD1 to the second flight. Ford owners might say that *'the quad headlight look is sooo last decade'* - or early Eighties are the very least - but there's previous argy-bargy between these two bad lads.

It gets the same cossetting Recaros as the Capri, albeit here shod in fabric, but you do sit a bit higher in them. Combined with a gloriously manly chunky Irmischer leather steering wheel, they lift an otherwise neat, but decidedly basic cabin.

Initially the four-pot engine disappoints. Nail the throttle and it feels crude by comparison; there's none of the resonant glory and instant thrust of V6 or smooth-revving V8 with its deep rumble. The gearbox, though, is a tactile joy - it's light of touch, rapid and silky. That said by 1988 the brakes must have seemed powder puff compared to the modern systems being fitted to road-going Group B spin-offs - adequate, but no more.

Up here, hustling along twisty Peak District roads, the Manta is in its element and it quickly reveals the reasons for its dedicated following. The chassis is a mischievous, balanced imp of a thing and the steering, with altered geometry allied to the firmer ride, much sharper and responsive than a standard Manta. Even at six-tenths you can feel the loads building up satisfactorily,

'Even at six-tenths you can feel the loads building up satisfactorily'



From relic to rarity - an original, if unpowered, 2-litre fuel-injected engine



Ross loses himself in the Manta's cornering delights

providing superb feedback to your fingertips. Crack on and you'll provoke the tail to wriggle free from the shackles of adhesion but again, like the SD1, it's easily controllable with the throttle.

Time spent behind the wheel of the Manta rewards you, because you begin to appreciate the engine's characteristics; period road testers complained of its 'harsh and flat' sound at high revs, but that's where you need to be because there's little torque available under 1500rpm. Rev the proverbial off it and it's transformative, and here with the aftermarket big-bore exhaust toted by Boylan's example, there's more than enough fruit for the ears.

'Value is dependent on condition,' says Simon Peckham of Suffolk County Mantas (suffolkcountymantas.co.uk). 'A GT/E coupé will range from £6k up to £15k, while a hatchback example will be around 30 per cent cheaper. The most desirable variant is the final GT/E Exclusive version.

The earlier cars, up until 1981, were made of much better quality steel and had better corrosion protection, while later cars tend to rust more, so it's worth inspecting one even more closely.

'The chassis can handle a lot more power,' continues Peckham, 'so back when Mantas weren't worth much money people uprated them by putting 16v engines in, adding larger brakes and so on. That's changed now. Five years ago you couldn't give away a standard engine and gearbox; today you'll pay a premium if you can find one. But the modifying brigade effectively ensured these cars stayed on the road rather than being scrapped, so more survived than otherwise would have done.'

The GT/E could be accused of being underpowered - explaining many owners' propensity for engine transplants - but at just 1054kg it's a light car, and performance puts it right on the tail of its bitterest rival, the Capri - V6 and all. Get out on the twisty stuff and it's tatty bye. The Rover is a different matter, but then it's never been a direct competitor.

Owning a Opel Manta GT/E Exclusive



'I bought it online in 2004 for £500,' explains Neil Boylan. 'When it arrived my wife said "you paid what?!" The seller said it just needed a bit of work and some paint but it was a rot-box, so I bought myself a Mig welder and got started. It's had a lot of

surgery including floors, jacking points, two chassis swan necks, full nose cone, wings, A-pillars, sills and arches. Body panels were a nightmare to find and I had to make many of them, but they're starting to be re-manufactured. Mechanical parts aren't that bad, and running costs are reasonable. I don't really budget yearly - I just enjoy driving it.'

Opel Manta GT/E Exclusive

Engine 1979cc CIH four cylinder, Bosch LE-Jetronic fuel injection **Power and torque** 110bhp @ 5400rpm; 119lb ft @ 3400rpm **Transmission** Five-speed manual, rear-wheel drive **Brakes** Discs front, drums rear **Suspension** Front: independent by double wishbones and coil springs, anti-roll bar; rear: live axle, torque tube, twin trailing links, Panhard rod, coil springs, anti-roll bar **Steering** Rack and pinion **Weight** 1054kg (2324lb) **Performance** 0-60mph: 8.9sec; Top speed: 122mph **Fuel consumption** 27mpg **Cost new** £7585 **CC Price Guide** £6000-£15,000

Dinosaurs? Perish the thought.
Defenders of their era, more like'



Tough decision, this one. It's less of a direct comparison - although that element remains - and more a question of which of these cars made the largest performance jump into the new decade. What today has proven is that there was definitely still some life left in these designs at the end of the Seventies. Dinosaurs? Perish the thought. Defenders of their era, more like. Not everyone welcomed the new age of compact cars, what with their front- and four-wheel-drive trickery.

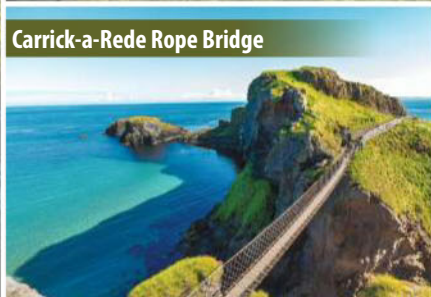
If we consider the SD1 Vitesse against a standard Capri 2.8 Injection and Manta GT/E, then there can only be one winner, and that's the big Rover. Its leap in performance was most significant, transforming it from somewhat roly-poly luxobarge into a genuine high-performance saloon and motor sport contender. There had been hot Capris before and while Ford's jiggery-pokery kept it

relevant, it wasn't quite the same quantum leap. Ditto for the Manta, even if the resultant handling was delicious.

Cynical hat on now, the 280 Brooklands and GT/E Exclusive are both nothing more than end-of-the-line specials with a few extra visual bells and whistles on. And today, that makes them both, eh... most desirable. If you're buying for the future, then these are the ones to have. So which would I have? It's a close run thing; all are definitely 'thumbs-up' cars, even up here in the sparsely populated Peak District. For visual punch and handling joy, it's the Manta GT/E by a nose.

Thanks to: Max Walker, *The Sporting Bears Motor Club* (sportingbears.co.uk), *Rover SD1 Club* (roversd1club.net), *Opel Manta Owners Club* (mantaclub.org), *CR Classics* (crclassics.co.uk), *The Knights Table* (theknightstable.co.uk)

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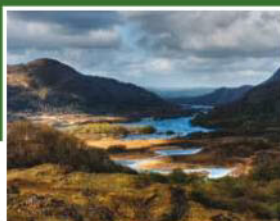
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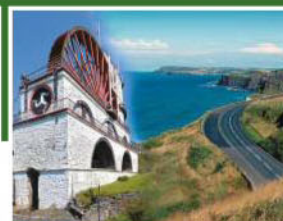
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ARRESTING V8

Beginning life as one of the Met Police pursuit cars, this Daimler SP250 later went on to assist Touring Car hero Win Percy in laying down the law

Words IVAN OSTROFF
Photography LYNDON McNEIL





Take a moment to imagine the scene: you've been up to no good in early-Sixties Croydon and suddenly the weird, deep-sea-fish snout of this Daimler SP250 fills your rear-view mirror, headlights ablaze and police bell jangling. Do you fancy your chances of trying to outrun this V8-propelled, 940kg sports car? That probably depends on how good a driver your pursuant is; chances are he's not as handy as the car's owner from October 2011 to September 2017 - British Touring Car recidivist Win Percy.

During his ownership of 670 ELL, Percy used the car at his residence in Spain, shipping it back to the UK to honour its perennial duties as a course car at the Goodwood Revival. He had the automatic SP250 specially adapted with hand controls, having earlier lost the use of his legs following back surgery. It was also equipped with rack-and-pinion steering from a Triumph Spitfire as well as Spitfire steering-column stalks. The right stalk activates the indicators, while the left was adapted to address Win's inability to use the floor-mounted dip-switch - adding a bonus headlight flash in the process.

The hand-control mechanism is fitted below the right-hand side of the steering wheel; it's pulled to accelerate and pushed to activate the brakes, but I'll be using the conventional controls today. Climbing aboard, I lower myself into the tan leather bucket seats, twist the key and press the starter. The 2.5-litre V8 fires quickly and settles into a 'wroohm, wroohm, wroohm' burble. Mechanical noise is minimal and there is zero vibration at idle.

In place of the original sprung three-spoke Bakelite steering wheel is a Derrington wood rim which, correctly positioned in ban-the-bomb-style, allows a clear view of both major instrument dials. When it was a police car there would have been a specially calibrated speedometer but this was removed when this car returned to civilian use after five years of service. It would also have ridden on steel disc wheels - probably without hub-caps - but now has chrome wire wheels. Though primarily a two-seater, the SP250 does have a narrow but fully upholstered rear bench - useful for children or even a couple of adults with the top down. The seats are comfortable, although the seating position is somewhat upright - how did 6ft-something policemen cope? Percy says it reminded him of driving a Jaguar D-type; you don't know whether to look over the screen or under it.

I move the gear selector into 'D', drop the fly-off handbrake and tentatively accelerate. Being used to the response of my own Daimler 2.5 V8 saloon, I'm immediately struck by the acceleration of this lighter sports car. With the car weighing just 940kg, the 140bhp engine has relatively little to pull; its 0-60mph time of 8.5sec and a top speed of 130mph must have kept Sixties police constables well on top of the game.

Police-spec SP250s were fitted with a gear-hold knob below the heater quadrant in the centre of the dashboard. Pull it out and the gearbox remains in second, which would have given the police a significant advantage in a chase.

Today, charging along Spanish mountains roads, the car is pure enjoyment. Roadholding is generally

good but the tail can break away on these loose, dusty surfaces - something to anticipate and exploit. Brake on entry, flick the wheel, then stamp on the throttle while winding on a dollop of opposite lock. It's a demanding but rewarding routine.

The SP250's all-round disc brakes are servo-assisted, which helped Percy when he was pushing down hard on the hand control. They're first class when I activate them via the foot pedal, with the car pulling up dead straight and with no fade. The Daimler's steering is a tad heavy - even with its latterly fitted rack-and-pinion conversion - and tends to load up going into corners. Nevertheless, the SP250 is terrific to drive, full of character and, unlike contemporaries, its body will never corrode thanks to its glassfibre construction. Indeed, the biggest question is whether you're one of the contingent who find its lines agreeable.

Using the gear-hold mechanism beyond 5500rpm really has the car flying and it stays in second until 90mph-plus. Percy reckons he could hang on until the tachometer showed well over 6000rpm, but with 155ft lb of torque at 3600rpm you're not doing yourself any favours. But on full chat with the tachometer spooling around to 6000rpm, the dark roar of that V8 is utterly intoxicating. It was the brainchild of Edward Turner, an accomplished motorcycle designer who had sired the Ariel Square Four and Triumph Speed Twin, both of which were popular with police forces across the world.

In the late Fifties rumours abounded that he was working on a V8 for a future Daimler sports car, and they were proved to be true in 1958. The 2.5-litre V8 he cooked up was very over-square - 76mm bore, 70mm stroke - a trademark of his motorcycle designs. The Daimler V8's camshaft was positioned high-up between the cylinder blocks, operating inclined valves in hemispherical combustion chambers via short duralumin pushrods and valve gear - just like the Speed Twin.

The SP250 was launched at the 1959 New York Auto Show. At first Daimler named its new sports car the Dart, but Chrysler had already registered that name and threatened legal action. So the name was dropped in favour of the internal model code, SP250 - although to this day people still refer to the model as the Dart.

Original early A-spec cars were flawed by a Triumph TR3-based chassis notoriously prone to flexing. This was addressed by 1961's B-spec version, which had extra chassis outriggers and a strengthening steel hoop between the A-posts. The model was intended for the US market but not many reached American shores. In the UK, however, the SP250 endeared itself to the police, which bought 26 B-spec cars between 1961 and 1964. Their crews thought well of them and they remained in service for nine years. One of the reasons for this is said to be that the cars were so low that traffic officers could sneak up behind speeding drivers without the culprits spotting them in their rear-view mirror - quite unlike big contemporary police Wolseleys with illuminated grille badges that instantly gave the game away.

Most civilian SP250s were manuals with overdrive as an option, but the British police ordered all of its SP250s with the Borg-Warner DG automatic gearbox - an option primarily aimed at the US market. During evaluation the police found the auto to be more economical, and avoided the clutch wear suffered by a car in town use for 18-24 hours per day.



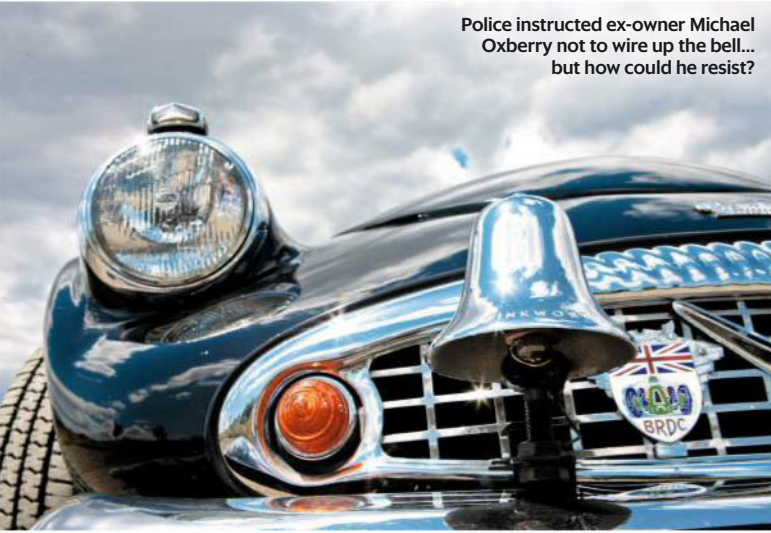
PREVIOUS OWNER WIN PERCY

Win Percy became a racing driver in 1964, turning professional in 1974. Widely considered to be world's number one Touring Car driver, he was three times British Touring Car Champion from 1980-82 and was only ever beaten by one other driver for a class victory in the BTCC.

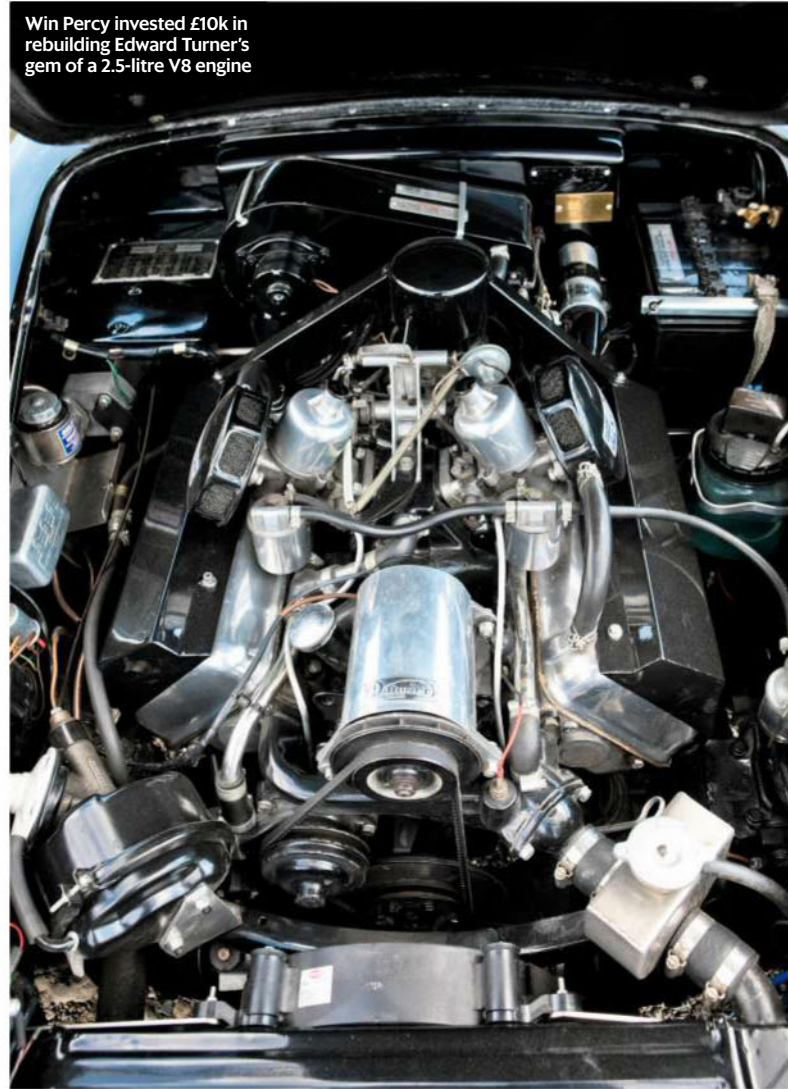
Percy won the Spa 24 Hours twice and is the most successful non-Australian driver in the history of the Bathurst 1000k race - in 11 starts he was placed first, second, third and fifth. He won the Donington 500k, the Tourist Trophy and was twice the winner of the BRDC Silver Star.

In September 1962, a Daimler SP250 driven by brothers Leo and Ian Geoghegan won the Bathurst Six Hour race, finishing five laps ahead of their nearest rival after being timed on the Conrod Straight at almost 130mph. Twenty-eight years later Percy and his team won the Bathurst 1000k in 1990, was second in 1991 and fifth in 1992.

Police instructed ex-owner Michael Oxberry not to wire up the bell... but how could he resist?



Win Percy invested £10k in rebuilding Edward Turner's gem of a 2.5-litre V8 engine



Percy's hand-operated driving controls joined period police modifications



After a five-stretch in service and a spell inside at the Met Police Traffic Museum, 670 ELL was most recently seen pounding the beat in Gibraltar



Making the most of Spain's mountain roads using speed hold to keep the auto 'box in second gear

'Spooling up to 6000rpm, the roar of the Daimler V8 is utterly intoxicating'

It was also less taxing for its driver. 'After several thirty minute pursuits within their eight hour stints, drivers would be physically and mentally exhausted,' says John Dorsett, ex-curator of the Metropolitan Police Historic Vehicle Collection and retired SP250 traffic patrol officer. 'Removing the necessity to change gear made it easier to concentrate on everything else within the surrounding environment.' The gear-hold device ensured it was responsive enough to pursue the street-racing 'ton-up' motorcycle gangs.

From 1979 to 2011, 670 ELL was owned by Michael Oxberry, who at one point loaned it to the Metropolitan Police Traffic Museum in Catford. Oxberry obtained an original Winkworth bell from the police, with the understanding that it could be mounted but under no circumstances should it be wired up or used. He laughs, 'Of course I did both - I simply couldn't resist!' Oxberry was also able to obtain some of the car's early history, which included one particularly comedic carry-on. In the mid-Sixties the car was being driven by PC Peter Gidley, with PC Clem Welling in the observer's seat, when they received a radio message that a bank robbery was in progress in Croydon. Gidley made straight for the bank and mounted the pavement to block the doorway. He succeeded only in terrifying the bank's staff and customers - it was a false alarm.

Another anecdote on file details PC John Warriner's account of driving 670 ELL along the Sutton bypass when he became aware of another SP250 approaching in his rear-view mirror. The car pulled alongside and its smiling driver called out 'Snap!' It was ex-Goon Harry Secombe.

Win Percy bought the car at auction. 'When Lord March asked me to be the driving standards officer for Goodwood the Daimler was being used as a course car,' he explains. 'I knew it was the most reliable course car Goodwood had ever had and really fancied it. Everything about it was right including its police

history, and being an automatic it was just what I wanted. I had it converted to hand controls by John Kempley at Sussex Motor Car Storage and I was over the moon with it from day one.

'One day I flew in for a meeting at Goodwood and Lord March sent a chap to pick me up from Gatwick. The driver was the son of a policeman who used to drive my car. He remembered it well and had some of the original police logs which he gave me to keep with the car. For the eight years when I was driving standards officer I used the SP250 to journey to the circuit and back. Many friends tried to put me off the car. They said, "Oh, you don't want one of those, it's ugly." But there was something about it that I liked.

'After buying the car I discovered the core plugs were leaking, so the engine had to come out and I took the opportunity to have it rebuilt. Over £10,000 later it was back on the road with an overhauled cylinder head, reground crankshaft and new pistons, but it was worth it because it flew and the torque was amazing.

'I belong to the Gibraltar Classic Vehicle Association and on a couple of occasions when I took the car there for an event I was amazed by how many ex-UK policemen approached me to say how well they remembered the car.'

Eventually Percy had to give up his Goodwood post for health reasons. Initially he decided to keep the car, but even with rack-and-pinion steering it was still rather heavy because his right arm was always busy with the hand controls. 'Eventually the low seating became a problem and I found it all too much. But I was really sad to sell 670 ELL. I really was.'

Thanks to Win Percy, Michael Oxberry, John Dorsett, Goodwood Revival (goodwood.com), Gibraltar Classic Vehicle Association (gibraltarclassiccar.com), and Daimler and Lanchester Owner's Club archivist/historian Laurence Jones (laurence@birkenshaw.org)

1962 Daimler SP250 (as modified)

Engine 2548cc V8, ohv, two SU HD6 carburettors **Power and torque** 140bhp @ 5800rpm; 155lb ft @ 3600rpm **Transmission** Three-speed auto, rwd **Steering** Rack-and-pinion **Suspension** Front: independent, wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, leaf springs, lever-arm dampers **Brakes** Servo-assisted discs all round **Weight** 940kg (2073lb) **Performance** Top speed: 125mph; 0-60mph: 8.5sec **Price new** £1605 **CC Price Guide** £14k-£48.5k



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[Life Cycle]

The life story of a Ford Sierra RS Cosworth

From pre-production promo to the longest professional rally career of any Cosworth – via a date with Formula 1 greatness – this Sierra has seen it all

Words: EMMA WOODCOCK Photography LAURENS PARSONS

Seconded to Brooklyn Motorsport in 1986

‘We picked it up from Ford’s Boreham site one Friday in January 1986; it was one of the ten pre-production Sierra RS Cosworths that Ford registered for road use in late 1985,’ says Tim Hill. As one of the three Brooklyn Motorsport mechanics who converted the Cossie to rally specification, Tim was among the first to slip behind C240 HVW’s three-spoked steering wheel. ‘I took it for a spin that night,’ he continues, his grin growing wider. ‘It was something else – I’d never driven anything like that before.’

Few had. Though Ford had announced the fast three-door ten months earlier at the 1985 Geneva Motor Show, series production was still several months away when Brooklyn took delivery of its new whale-tailed warrior. The early access was down to Tim’s father Mike, who was the Brooklyn dealer principal and a fervent rallying enthusiast. As a member of Ford’s Rally Sport panel, Mike had spent

the previous year working with six other Ford dealers to mastermind a promotional motor sport programme to coincide with the Cossie’s release. Together, they created the Securicor Cosworth Challenge, a single-make promotional rally series in which each dealer would collect, prepare and run one of the prototypes.

The teams had to work fast – the Securicor Challenge’s first round was scheduled for early February as part of the Skip Brown Rally, giving the mechanics barely four weeks to prepare their Cosworths for competition. ‘We spent three nights sleeping in the workshop just to get the car finished,’ Tim laughs. ‘The schedule was so tight that we were late for scrutineering and as such ended up far further down the running order than we should have been.’ It was only after a suspension failure put C240 out of the event that they discovered that the round wouldn’t be counted towards the series – none of the other dealers had finished their cars in time to compete.



Brooklyn’s RS Cossie, C240 HVW, was the only Securicor Sierra to arrive at the 1986 Skip Brown Rally



The Sierra Cosworth back in its Brooklyn livery 32 years after it was first applied





[Life Cycle] Ford Sierra RS Cosworth

The Brooklyn car with two of its consecutively registered rally siblings



All seven Securicor Challenge Sierras, January 1986



C240 being campaigned by Dave Paveley in the 1991 British Rally Championship

A driver is found for the 1986 season

Brooklyn had also been quick to secure its driver for the year, rising star Phil Collins. 'I'd been rallying Opel Asconas and Mantas since 1984 but General Motors was dropping its sponsorship,' he explains. 'I was looking for another drive, so I called Mike Hill to ask about the Sierra challenge seat and he replied, "Perfect, I was just about to call you myself!" It took ten minutes and a handshake to seal the deal for the season; Mike was a hard-working, honest guy with great integrity.' Despite occasional mechanical troubles, the team had a good season and arrived at the final round with a realistic hope of series victory.

'I was trying to drive carefully - I was desperate to finish - but we were behind at the first service. I turned to my co-driver and asked for the map. He passed it over, I glanced at it and then I wedged it behind the seat! I remember saying, "We don't need this - we have to do something else." Then I drove the next stage blind, as fast as I could.' Phil would take 15 seconds out of his opposition on that stage alone, winning the event and securing the championship.

It takes something special to relegate a champion rally driver to the passenger seat yet, earlier in 1986, Phil had willingly strapped himself into the left-hand side of the Sierra. He'd been asked to provide his car and tuition for a *Cars & Car Conversions* magazine feature involving a full day teaching Formula 1 driver Ayrton Senna the art of rally driving. The future three-time World Driver's Champion would drive four other cars over the course of the event but it was C240 that gave Senna his very first taste of the rough stuff.

'The first thing I remember was when the service van got stuck under a tree on the way to the stage,' Phil recalls. 'Ayrton was straight up on the roof sawing through the branches himself. Once the car was out of the trailer, I took him for a passenger ride. At the end of the run, he looked over at me and said, "You're a nutcase!" Then we swapped over and he had his first chance to drive. I told him that this wasn't tarmac, wasn't a circuit and you couldn't turn in late.'

'Of course, he did exactly that and understeered into a ditch on the very first corner. He couldn't apologise enough. "Sorry! Sorry! I know what you

mean now!" He wanted to try again later but I was reluctant - it would be only the second time he'd driven the Cosworth... Well, it couldn't have been more different. This time it was poetry in motion. He picked it up so quickly; he was such a natural.'

Before the year drew to a close, C240 made its first appearance on the international stage. With Phil behind the wheel, and alongside two other pre-production Cossies, the Brooklyn car entered the RAC Rally and became the first Sierra RS Cosworth to contest a World Rally Championship round. Were that not remarkable enough, the seven Securicor Challenge cars had also competed throughout 1986 in the Group B category, Ford not having produced enough road-going Cosworths over the year to allow homologation in the production-based Groups A and N.

With the season over, Phil and C240 parted ways. The Cosworth remained with Brooklyn, spending the next two years under the stewardship of Tim Hill and Paul Dyas, but by 1989 C240 was once again in need of a full-time driver. A mere handful of miles down the road, aspiring rally driver Dave Paveley was searching for a chance to prove himself. Fate, and Ford of Britain, were about to intervene.

Dave Paveley becomes C240's new pilot in 1989

'I'd started on the slippery slopes of competition a number of years earlier, and I really wanted to be a professional rally driver,' recounts Paveley. 'I approached Ford in 1989 trying to get a works drive, and was directed towards Brooklyn, one of its satellite teams.' Paveley and Mike Hill soon struck a deal, competing together for the next two seasons.

Yet there was a cloud on the horizon - Ford had decided to shut down its dealer-supported, semi-works rally teams at the end of the 1990 season. As soon as Brooklyn received news of impending changes, it offered to sell its driver the Cosworth. 'It was a no-brainer from where I was sitting but I'll keep to myself how much I paid for it,' Dave remembers. 'It was rather less than it's worth now, that's for certain...'

'Buying the Sierra wasn't a momentous thing to do at the time. Not much had really changed and the car didn't yet have the historical significance it does now.





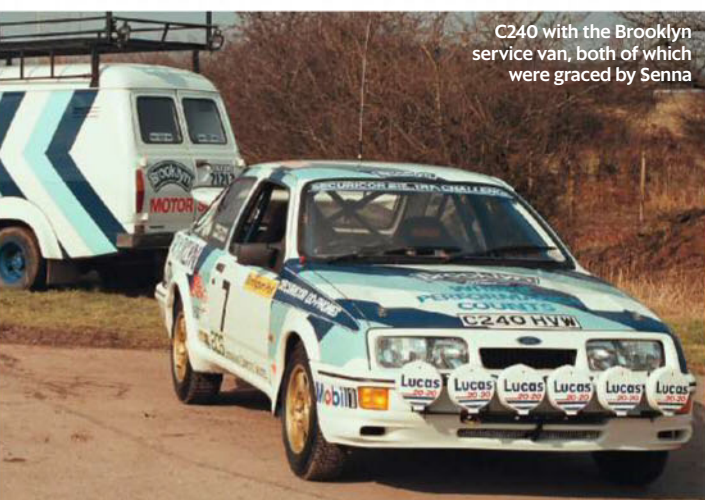
Paveley and C240 at a 1992 promo event. Not fancy dress



Other than returning it to its 1986 livery, current owner Kingsley Beck has kept C240 exactly as it was the day he bought it in 1997



'The first time Ayrton drove it he understeered into a ditch. But the second was poetry in motion'



C240 with the Brooklyn service van, both of which were graced by Senna



C240 outside Dave Paveley's office on the day he sold it in 1997



‘On the night I sold the car, I lay there thinking “What have I done?”’

At that point it was just a tool of the job, just another rally car? Despite the change of ownership, C240 continued to reside in the Brooklyn workshop for a number of years, only moving to Paveley’s nearby Acocks Green premises during the final years of its competition career. ‘It was a pivotal car for me. It took me from being a privateer, to semi-works and finally on to works driver with Rover. That said, it gave us plenty of mechanical heartache along the way...’

By 1995, the Sierra was nearing the end of its homologation for front-line competition and fast becoming obsolete. Dave responded by entering the car in the Circuit of Ireland. It would be the final international appearance not just for C240 but for any three-door Sierra RS Cosworth. ‘Looking back, it was really nice to round off the car’s professional career - it was both the very first and the very last three-door Cossie to rally internationally. That didn’t hit me at the time though - it was straight ahead and look towards the next career move. It affected other people far more - a lot of spectators turned out in Ireland to see two pre-production Cosworths in competition together for the final time. It was a really big deal.’

Dave became more attached to C240 as the years passed but, in 1997, the time came to sell. ‘I can feel driving C240 even now, it’s never left me. Whenever I walked past it I couldn’t help but get in and go for a drive. My daughter Jade remembers sitting in the passenger seat, singing nursery rhymes down the headphones and having the time of her life. On the night I sold it, I lay there thinking “What have I done?” I still remember Kingsley driving it away; my heart sank as I watched it go. I’d buy it back in a heartbeat.’

Sold to Kingsley Beck in 1997 for £10,000

Kingsley Beck, the car’s current owner, has very different memories of the day. ‘I’d been searching for an ex-works Cosworth and a friend put me in touch

with Dave Paveley. The negotiations were simple - there weren’t any. Dave told me, ‘This is the price, don’t come here with less and don’t make an offer or I’ll send you right back down the motorway.’ I arrived in Birmingham with a banker’s draft for the full £10,000. People thought I was mad; I’d looked at one of the other pre-production rally cars, C234, a few months earlier and its owner only wanted half as much. It doesn’t matter though; I’ve always liked Cosworths and I really valued the Senna connection.

‘Driving back home, I couldn’t help but think “What have I done?” I remember feeling really embarrassed whenever I stopped at a service station - who was that sad loser driving around in a fully-stickered rally car?’

Beck spent a decade using it on the road for everything from B-road blasts to picking up the shopping. ‘Historic events weren’t interested in the car back then - it was just an old rally car to them,’ he remembers. Attitudes eventually began to change and the car was invited to a Senna retrospective in 2003. ‘We were parked up with Senna’s 500 SEC when a Latino woman came up to us and demanded to know what the Sierra was doing there,’ Beck laughs. ‘I looked around and the family likeness was astounding - it was clearly Ayrton’s sister. I didn’t know that for certain, mind, so I crossed my fingers and told her “Your brother drove this.” She was satisfied then.’

For Kingsley, the main attraction of C240 is its exceptional history. His first move after buying it was to recreate the car’s 1986 livery, replacing Dave Paveley’s sponsorship decals with the correct Brooklyn items, and rustproof the underside to preserve the original metal. Otherwise, the car remains as it was in 1997, something which won’t change anytime soon. ‘It is what it is; it did what it did. I love the interest people have in it when they see it as it was in period. My main enjoyment comes all about getting it out of the garage so people can see and enjoy it.’

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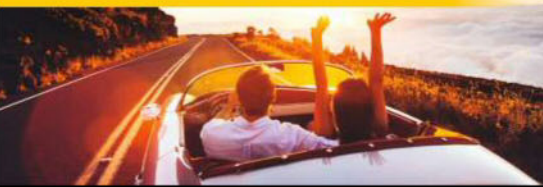
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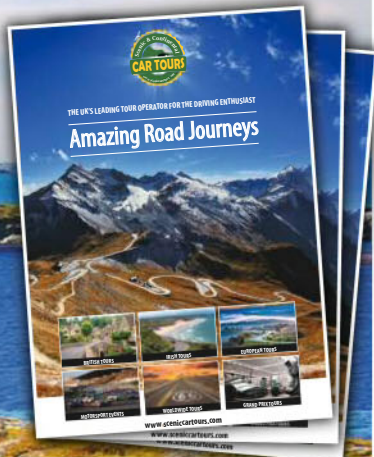


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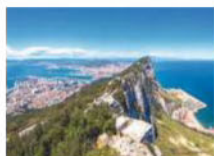
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Nine steps to buying a Alfa Romeo Spider

With prices chasing the coupés now's the time to buy a Spider, with our advice

Words MALCOLM MCKAY Photography JOHN COLLEY

With film-star-gorgeous looks, great handling and a gutsy twin-cam engine, the Alfa Spider is a superb sports car that's better value now than when it was new - especially in Britain, where the cost of right-hand-drive conversion by the UK distributor whacked the price up. There are now more here than ever, imported from many countries over the years; the fact that most recent imports are left-hand drive helps to keep prices down.

Take time to consider which of the four series is best for you, then look carefully for a car that has been well cared for - especially the bodywork.

Sharing their wisdom on Spiders with us on these pages are Stuart Taylor, Alfa Romeo Owners Club Giulia 105/115 Registrar for more than 20 years; Chris Sweetapple, whose company Highwood Alfa supplies and manufactures a wide range of Spider and other Alfa parts; and Peter Smart, whose Classic Alfas company services, restores and race-prepares Guilias, Spiders and other classic Alfas.

[What to pay]

- ▶ Budget **£5k-plus** for a project S1, **£20k-30k** for a good one and up to **£50k** for a concours car.
- ▶ S2s fetch **£2500** for a project, **£8k-12k** for a usable car and **£15k-20k** for concours.
- ▶ For S3 and S4, **£1500** will get you a project, **£5k-8k** a tidy, usable car and **£12k-15k** a superb example.
- ▶ 1750s and 2000s fetch **10-15% more** than 1600s, which in turn fetch **10-15% more** than 1300 Juniors. First-year Duetto 1600s command a **10-20% premium** over 1967-68 cars, even 1750s.

Which one to choose?

There were many variations through the Spider's exceptionally long life, with four engines ranging from 1.3 to 2.0 litres. Over time styling changes and emissions requirements diluted looks and performance, but later cars still have plenty of appeal and pack modern comforts such as power steering, electric windows and electronic fuel injection.

- ▶ **1966-69, S1 'Duetto'**, identified by round tail. Launched in 1966 in 1600 (1570cc) form with 109bhp, joined in 1967 by the 1750 Veloce using the GTV's 1779cc, 122bhp engine, then by the 89bhp 1300 Junior.
- ▶ **1969-82, S2 'Coda Tronca'**, identified by Kamm tail. A steeper windscreen and revised grille and trim accompanied the cut-off tail and bigger rear lights. In 1971 the 2000 Veloce replaced the 1750 with 132bhp, updated interior and options of limited-slip differential and alloy wheels. The 1600 and 1300 continued but the latter was dropped in 1978. A dash restyle came in 1980 and headlight covers were deleted in 1982.
- ▶ **1982-89, S3 'Aerodinamica'**, identified by spoiler tail. A black rubber tail spoiler and restyled grille and bumpers gave the Spider a new look (arguably its



'There are now more in the UK than ever, imported from many countries over the years'

least attractive), still either 1600 or 2000. In 1986 the Quadrifoglio Verde introduced an integrated front spoiler and ugly side skirts, along with the optional three-way catalytic converter with Bosch L-Jetronic fuel injection. Power dropped to 127bhp.

► **1989-95, S4.** Full colour-coding and smoother bumpers gave the Spider a distinctive style again, now all with Bosch Motronic fuel injection, power steering and optional three-speed auto transmission. The 1600 was discontinued in 1992.

Corrosion is, unsurprisingly, the biggest enemy of all models. S4s are particularly rust-prone because the sills fill with water when their drains clog up; the sills are complex structures and replacement costs around £1500 per side. The boot floor and footwells also need careful inspection; when checking the latter have a good prod at the base of the inner sills because it's not unusual for covers to be fitted over rotten outer sills, leaving the metal to fester away inside.

Rot can strike almost anywhere on earlier models. The steel used on Alfas up to the Nineties was very poor and seemed to rot from the inside out even if

attempts were made to protect it. Check that rusty metal has been cut out, new metal has been let in correctly (seam-welded if within 30cm of a suspension mounting or load bearing point as per MoT rules) and protection applied for the future.

Most body panels are available, especially for the S2 onwards; Duetto panels can be costly with front wings more than £1000 each. A full professional body rebuild will cost about £20,000, so project cars are really only for the DIY enthusiast.

Engines are a delight - the compact all-alloy four-cylinder with twin-cam crossflow cylinder head is efficient and powerful in all its guises. When it does wear out (look for excessive oil breathing, leaks, blue smoke in the exhaust and listen for bearing knock), it can be fully rebuilt for £4k-5k.

Many owners discard the Spica fuel injection fitted to meet emissions control on US-market cars from 1969 to the Eighties, although those who can make it work (try Porsche 911 specialists) say it's not at all bad. It's often replaced with Webers or Dell'Ortos but you'll need to budget £1000-plus for the carburettors,

Over four iterations the Spider's appearance, engine capacity and performance evolved markedly - but the common thread running through the whole breed is that they all offer fine looks, performance and handling



Engines range from 1.3 to 2.0 litres – all are straight-fours with a crossflow twin-cam cylinder head and are reliable and fizzy performers if well maintained



'The steel used up to the Nineties was very poor but most body panels are available'

controls and manifold. Carb-fitted cars were given Weber, Solex or Dell'Orto 40s at different points in production; there was no significant performance difference between them. Most owners prefer Webers but Dell'Orto parts availability is the best. Solexes are often replaced when the throttle spindles wear - the spindles ran directly in the aluminium casing, and fitting bushes is a specialist task.

The manual gearbox was a delightful five-speed all-syncho unit throughout. If the clutch is heavy it probably needs a new flexible hose (except Duetto which had a cable clutch). The synchros go eventually; an exchange rebuilt gearbox is £750, or £810 for cable-clutch cars. All bearings and synchros are available but some gears can only be found secondhand.

A ZF three-speed automatic was optional on S4 US and Japanese-market cars. If it's worn out (ensure smooth changes, especially kickdown), budget £2000 for an overhaul, including fitting.

Right-hand-drive conversions vary in quality. Factory imports to the UK were intermittent, but imported cars were converted to right-hand drive on arrival. Cars brought in later from the US, Italy and Germany and

converted to right-hand drive need careful inspection; the car was designed to be left-hand drive and the right footwell is not ideally suited to conversion.

Rear axle leaks are common and an axle running low on oil will be noisy and may seize. Differentials in need of replacement after 60,000 miles are not rare, especially on S3/4; an exchange reconditioned limited-slip unit costs £1000.

Electrics on Italian cars often come in for criticism; Spiders are no worse than most contemporaries. It's important to check everything works, especially on S4s which have electric windows and mirrors as well as electronic ignition and fuel injection. An uprated ECU such as those from Squadra Tuning or Autodelta can boost both torque and bhp.

Interiors aren't a big problem, with new seat covers costing £150-200, although sourcing some smaller trim items can be a lengthy exercise. Dashboards for right-hand-drive cars are also hard to find.

The soft-top is well made and easy to use, but you'll need to budget £750 plus fitting for a replacement. Check the condition of the frame, especially the



New seat covers are available for £150-200 but sourcing other trim, especially right-hand-drive dashboards, can take time



header rail, because it can rust and/or twist. Duetto frames were unavailable for decades but can now be sourced via Highwood Alfa for around €4k.

Exterior trim is not the big issue it once was, with most parts now available for \$1/2, though later cars are not yet quite so well served. Alfa Romeo shows no interest in servicing its historic cars, but specialists have organised production of bumpers; a pair of front bumpers for the Duetto is £900 and rears are £630.

Running gear The suspension and steering have a significant number of joints (six in the steering alone) and a full overhaul with new bushes front and rear can easily be £1000-plus. A little play is permissible in the steering box, but more than 20mm at the steering wheel rim needs investigating. Power assistance arrived in 1989. If the car feels woolly or unsettled, budget to replace lots of bushes.

Brakes were discs all-round and dual circuit from 1970. Most rhd conversions had twin servos, costing £85 each if reproduction replacements are required. The handbrake uses small shoes inside the disc brake hub; never particularly effective, they're prone to seize up from infrequent use and often cause MoT failures.

S1 Duetto's like this example, distinguished by a rounded boat-tail, command the highest prices, but the key to buying any Alfa Spider is finding a car that's not threatened by extensive corrosion

[Owning an Alfa Romeo Spider]



Graham Bayley, Birmingham

'When I saw Dustin Hoffman's Alfa Spider in *The Graduate* I said to myself I'd have one some day. Five years ago that day came; I flew to Edinburgh to see the 1968 1300 Junior seen on these pages. It had some body issues, but the price reflected that.

'It had been imported from South Africa 15 years ago and had recently had a new hood, interior and gearbox rebuild. I've added around 30,000 miles to the 65,000 it had when I bought it; I don't think the engine has ever been rebuilt but it's had no problems at all. After a year I took it to Alfaholics to have the body looked at and they recommended Red Castle Classics in Wales, which replaced the sills and door-bottoms, repaired the rear valances and front lower wings and resprayed the whole car for a total of £5000. The only other thing I've done is change the rubber carburettor mounts to aluminium, because the originals were perishing.

'We've enjoyed using it for holidays all over the UK and going to classic car shows – it's never let me down.'



Vincenzo Iacifano, Surrey

'My 1974 2000 Veloce had been standing in a garage for ten years when I bought it, though it came with lots of history and had been serviced by an Alfa dealer – the last bill was more than £1000. It had very few owners and a genuine 38k miles from new.

'A mechanic friend inspected it and the only thing he could find was a leaking differential gasket. I also had to replace the missing jack and toolkit. The radio has never worked and the lock on the glovebox broke, so I bought a secondhand one.

'After one long drive the rear brakes locked up. I fitted new discs which hold the drum brake handbrake and new cables. Some parts were not available new, but Classic Alfa had secondhand items. The problem kept happening but was eventually traced to the rear flexible hose, which had swelled inside. The only other issue I've had was a snapped rear suspension rebound strap – it was quite a job to replace because of the rust and dirt under the car.'



Nick Foster, Essex

'Having always liked Alfas, I decided to buy a Spider in 1997 and looked at all models from round-tail onwards. A lot were rust-heaps, so in the end I bought a very clean seven-year-old S4 imported from France.

'It had mechanical problems from time to time and I've learnt to replace all the suspension bushes every 40,000 miles or so. I also bought an automatic S4 in 2009 in need of a complete mechanical overhaul. Initially I had work done on both cars by specialists, some good and some not so good. I later started doing a lot of the work myself because I quite enjoy it and you really get to know the cars well, save money and know that the work has been done thoroughly.

'The Alfa is a practical car, comfy with a roomy boot, effective hood, 33-35mpg on a run and great performance. With fuel injection, electronic ignition, power steering and electric windows, it's an easy and reliable drive. Rust can be an issue and it's a bit tail-happy, but you soon get used to that.

'I had the automatic Spider for six years and spent about £16,000 on it in total – I paid £4000 for it, which was £3000 too much. It was a good reliable car eventually, but the three-speed gearbox meant motorway driving was less relaxed than the manual – 80mph at 4000rpm against 3500rpm. I sold it last year to make room for a classic V6 916 Spider, which is a whole load of fun.'

ClassicCarsForSale.co.uk



1969 Alfa Spider Duetto 1750 – £29,950

77,236 miles, left-hand drive, twin Weber carburettors, imported into the UK in 1972. Excellent compression and oil pressure. Subject of a recent major body restoration and bare-metal respray with photographic record. New seat covers, door cards and stainless steel wheel caps. Recent hood and hood cover. History file. MoT to September 2018. Private seller.

Next Month

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

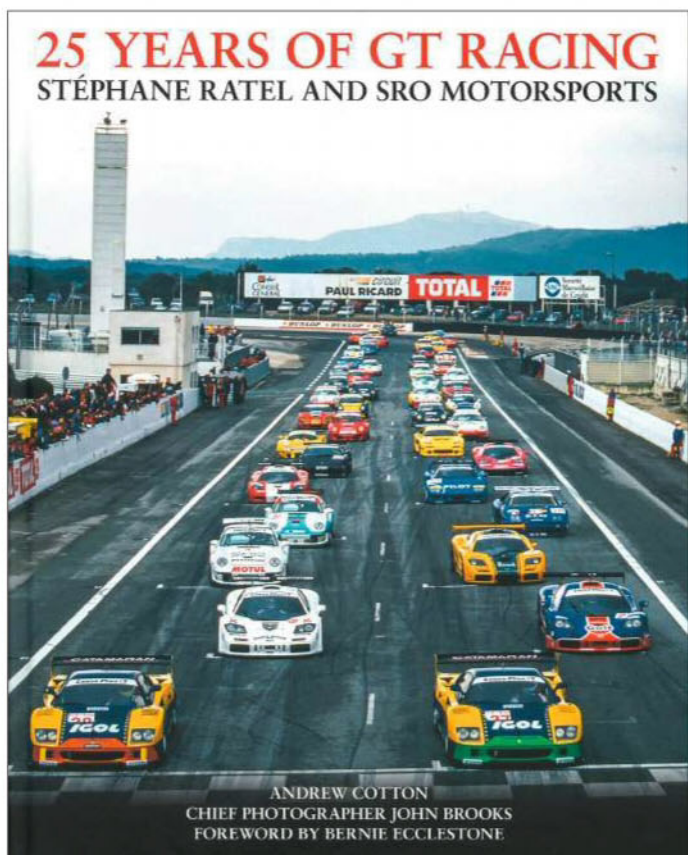


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Bentley Continental R vs Aston Martin Virage vs Ferrari 456

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Saving private racing

25 Years of GT Racing: Stéphane Ratel and SRO Motorsports
By Andrew Cotton & John Brooks, £75, evropublishing.com, ISBN 978 1 910505 26 7

This huge, visually stunning book tells of how a consortium of three enthusiasts saved sports car racing after Group C's collapse, giving rise to the BPR Global GT series, then the FIA GT Championship. It also serves as a semi-biography of Stéphane Ratel, the former French Air Force officer and transatlantic supercar importer, who convinced his clientele of wealthy playboys and industrialists to go racing. The book is exhaustive, garnishing the exciting tale with interviews with organisers and competitors, and tracing the outcome of each season. This book has already made its mark on the secondhand market, a result of its 300-copy print run, but Chater's can source one. Bound to be a key reference work as well as a gorgeous book to enjoy.

Talacrest Classic Ferrari – Dealing in Dreams

By John Collins, £100, talacrest.com, ISBN 978 1 5272 1458 3
John Collins' highly entertaining book about 30 years of wheeling and dealing in Ferraris leaves a strong impression of a very brave man – setting up an exotic car dealership using borrowed cash when you had very little of your own to call upon is risky at the best of times, but there's very little this former rock 'n' roll roadie, science-fiction author and horseman wouldn't turn his hand to.

Collins recalls pretty much every car he's ever sold, plus the characters he's encountered and the unique details that lend each Ferrari its personality. However, it's the mechanics of starting and maintaining the business that make for the most interesting reading. While you'd be insane to follow his lead, it does at least create a sense of awe, wonder, and ultimately hope.

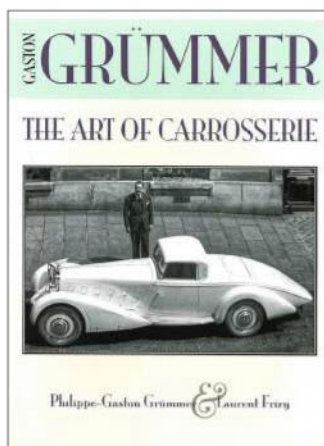
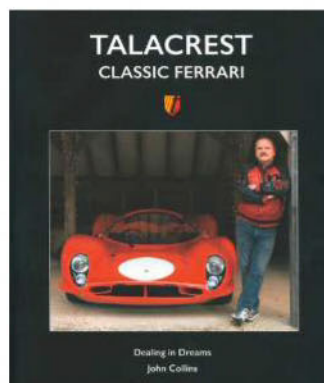
Gaston Grümmer – The Art Of Carrosserie

By Philippe Grümmer & Laurent Friry, £230, daltonwatson.com, ISBN 978 1 85443 294 0

You may not even have heard of Carrosserie Gaston Grümmer, but this French coachbuilder and genuine aerodynamics innovator should be as well-known as Figoni et Falaschi, Saoutchik or Franay – and its designs were often more tasteful too.

This two-volume slipcase set, co-authored by the son of master coachbuilder Gaston Grümmer himself, charts the firm's history from Victorian horse carriages through to the Art Deco streamlining revolution. The second volume functions largely as a catalogue of designs.

As well as being a vital education in an area of French coachbuilding, it's also a sumptuous dive into a world of Twenties and Thirties concours d'elegance, of cars-as-fashion and a glamorous bygone era.



MORE TO ENJOY

Carrozzeria Motto
By Alessandro Sanna, £39.99, ilcammello.it

A story of survival as much as innovation – the life and times of a lesser-known Torinese design house which may have styled the first Ferrari – buy the book and find out!

A-Z European Coachbuilders 1919-2000, £40, herridgeandsons.com

Brilliantly, comprehensively does what it says on the cover – documents every European coachbuilder from the dawn of car styling through to Eighties tuner conversions. Superb value.

The Ferrari Book: Passion for Design
By Michel Zumbunn, Jürgen Lewandowski, Charles Blunier & Michael Köckritz, £90, teneues.com

This photographic study of early Ferrari design appears to have had an unlimited budget – it includes a suede-lined cover and paving-slab size and weight. Staggeringly luxurious.

All these books are available from Chater's Motoring Booksellers, including some with discounts. To find out more, go to chatters.co.uk.

MODELS



1:43-scale Bugatti 57G Spark, £53.99

It may be a 1:43, but Spark's 1937 Le Mans Bugatti is incredible value for such levels of detail. This resin model has a matt finish replicating 24 hours-worth of road grime, and is festooned with tiny grilles, latches and rivets. Best of all is its great interior. An excellent model.



1:43-scale Cooper T60 Spark, £53.99

This model of Bruce McLaren's own 1962-season Cooper is a cut above most resin 1:43 F1 cars. The wishbones, anti-roll bars and trackrods are all there, and a weathered engine pokes out – but the interior impresses most, with legible instruments and a driver that looks vaguely like McLaren.



1:43-scale Morgan Plus Eight Norev, £39.99

Norev has improved in all scales recently, and this diecast Morgan embodies this, especially at such a low price. The exposed cockpit leaves no margin for error but Norev embraces this with cream leather and chrome-edged instruments, adding a great hand-finished quality. Excellent value.



1:18-scale Fiat-Abarth 131 Mirafiori Top Marques, £239.99

We were taken by this striking yellow road car. Although some of the Abarth badges are sloppily applied, it's a beautifully crisp, neatly-executed model with serious presence, if expensive.

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WOW!





Went out to warm up the oil, got carried away

Phil gets lost in Sixties Britain

1962 Jaguar E-type FHC

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

Time owned 8 years

Miles this month 127

Costs this month £63

Previously Decided to take the E-type off the road to start my winter jobs list

This keeps happening. I take the E-type out for a specific purpose, in this case to warm the engine before an oil change, then become so lost in the experience that I forget why I set out in the first place, returning an hour or so later than planned. I enjoy working on this car, but I love driving it, and I'm lucky enough to have a playground of lightly trafficked B-roads and swooping A-roads within minutes of my driveway. It's like heading back to the time that the E-type was born into, before featureless dual carriageways became our dominant conduit of travel. And despite the season, bright sunshine was lighting up the landscape, just like it always did in the Sixties of course.

But eventually the extended loop returned to my garage, where a small stack of Duckhams 20w/50 cans lying in ambush jolted me back to reality.

With a winter jobs list inevitably provoking a period of idleness for the E-type, if not my spanners, I prefer to change the oil and filter beforehand so that the engine internals don't sit around in a cocktail of fuel residue and acidic combustion products.

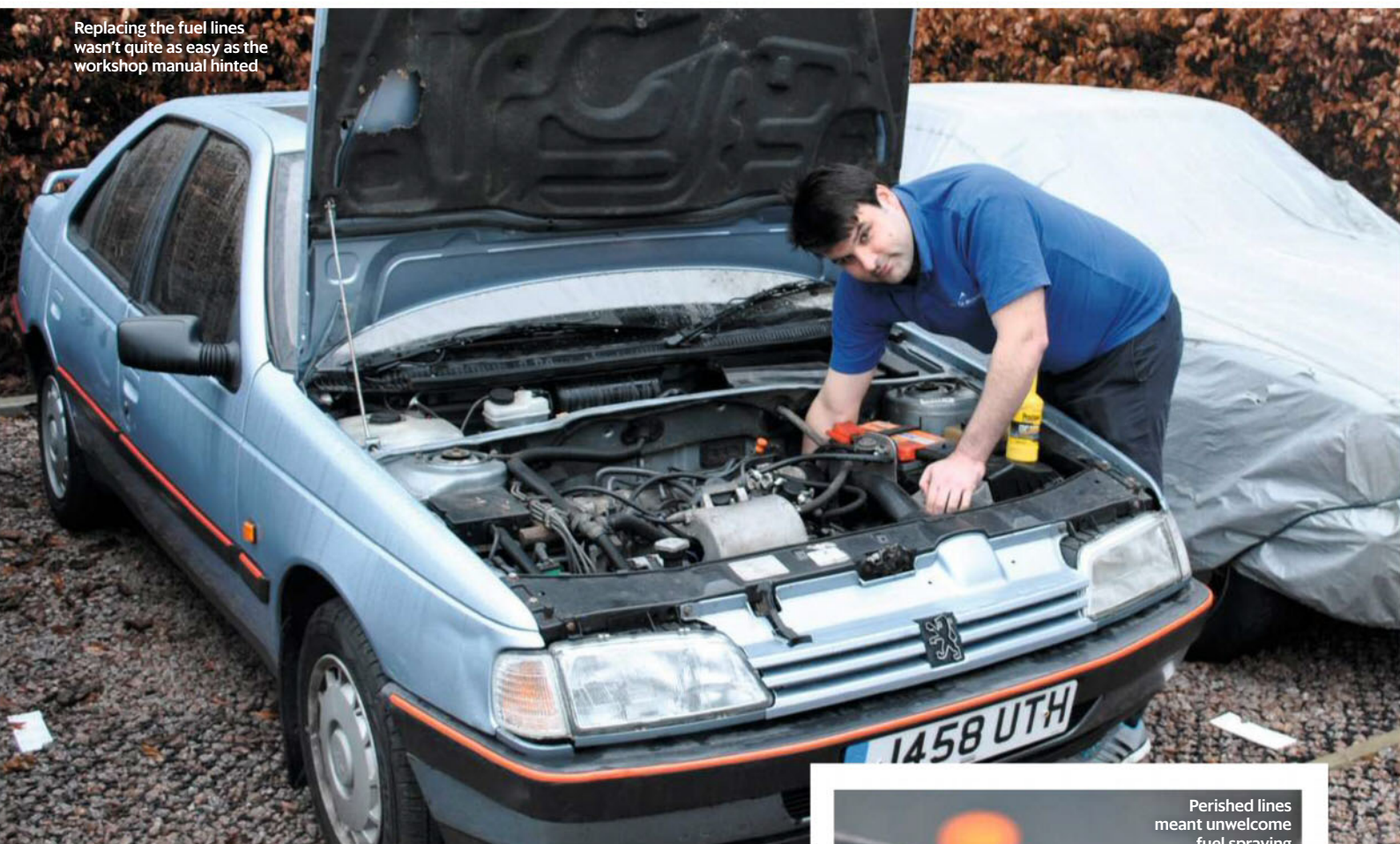
I'd been wondering what to do after the local stockist stopped supplying my usual Millers classic oil when Duckhams relaunched its 20w/50 at the Classic Motor Show back in November, so I took the opportunity to stock up. I did ask whether I could supplement it with a 15-odd-year-old can of Duckhams Q rediscovered under my workbench, but the technical people warned that the blend might have settled in that time. Not worth risking a £6k engine rebuild on a £30 can of oil then. Maybe I could sell it in an automobilia auction.

Like many jobs on this car, replacing the oil filter involves removing other parts for access. It is possible to do it without detaching the aluminium undertray and huge air cleaner canister, but that makes it so much harder to ensure the oil filter

canister is properly aligned on its seal afterwards. Getting that wrong leads to a massive oil slick on the garage floor at best - stained concrete remains as a painful reminder - or catastrophic oil loss out on the road. So, like all the fiddly routines on this car, I've learned to allow extra time and pretend that I enjoy the opportunity to inspect all of the extra parts that must come off and the hidden areas that they expose. And I've convinced myself that the improved dexterity I've developed in fitting the rubber boot between the air filter canister and plenum chamber qualifies me to run a sideline in freelance keyhole surgery. Despite the aluminium sump and brass plug being in good order they've never made a good seal with a new copper washer, so this time I'm trying a steel one with a rubber seal bonded to it.

After the agonisingly slow process of tipping 8.5 litres of cold oil into the nearside cam cover - these charmingly period-style metal cans don't have the handy extendable spouts of the modern age - I summoned my wife to crank the engine over while I checked for leaks. All good, but to be sure the car clearly needed a proper road test and B-road Britain was beckoning once more.

Replacing the fuel lines wasn't quite as easy as the workshop manual hinted



Perished lines meant unwelcome fuel spraying

Pop... bang... ouch!

1991 Peugeot 405 SRI

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

Time owned 10 months

Miles this month 13

Costs this month £22

Previously Halted the spread of the sill rust

It all started so straightforwardly. After the NEC Classic Motor Show, where the Peugeot Sport Club invited me to the 405's 30th anniversary bash at Prescott in summer 2018, I thought I'd make sure all was well under the bonnet. I'm in the middle of moving house at the moment so I'm a little preoccupied, plus it's all too easy to neglect your classic in the middle of winter when a quick glance out of the window can suddenly take the shine off any weekend-drive plans.

Anyway, I'd planned to drive the Peugeot to KartMania at Silverstone (more news on this some other time) with half a mind to taking a long diversion via Ryton-on-Dunsmore, where the car was made, on the way home. The Rootes-era factory has long since been replaced by Jaguar Land Rover's slick Special Vehicles department, but I

figured it would still be a great destination anyway.

Noticing the coolant level was low and with the stark warnings I'd put in my own 205 GTi buyers' guide the other month about looking after the XU engine still fresh in my mind, I fired up the 405 and headed to Halfords to buy some more. It ran fine all the way there, but the fuel gauge needle was dropping a lot. Oh well, probably just finding its feet, it had been a while.

It first coughed at a big motorway roundabout, a sudden cutting-out. The needle dropped yet further. A few splutters later and the cabin was full of pungent petrol fumes. With the fuel gauge now red-lining, the car having gone through £10-worth of fuel in little more than 10 miles, I pulled into the office car park and popped the bonnet. And promptly got a jet of neat petrol in the face. The old fuel hoses running from the underbody lines into the injection system itself were perished. Then I remembered another thing I'd written in the guide, about oil and petrol ingress into the distributor. I opened everything and let the petrol evaporate.

Replacing the fuel hoses is the sort of job covered in the Haynes manual with,



'Unfasten the jubilee clips. Remove old hoses. Replace'. The reality is a little different of course. It's more like 'Rummage around in the dark behind engine. Accidentally snap battery terminal cover with trapped elbow. Swear. Remove clip by mangling with screwdriver. Free hose by slicing with craft knife. Stab self in finger. Swear. Get petrol all over hands. Swear.' But I got there in the end. I missed the drive to Ryton, but it snowed anyway.

Speaking of leaks, there's a minor one somewhere in the power steering system, so I'm giving this new Prestone Power Steering Fluid & Stop Leak a go. Working on a similar principle to the puncture-healing Slime I put in my mountain-bike tyres, it's got an additive in it that promises to relubricate hardened seals in danger of perishing. It may not be a full-on cure, but it's worth a try, especially because I need to get the driver's side front wing straightened out before the 405's 30th birthday party. Oh, and move house...

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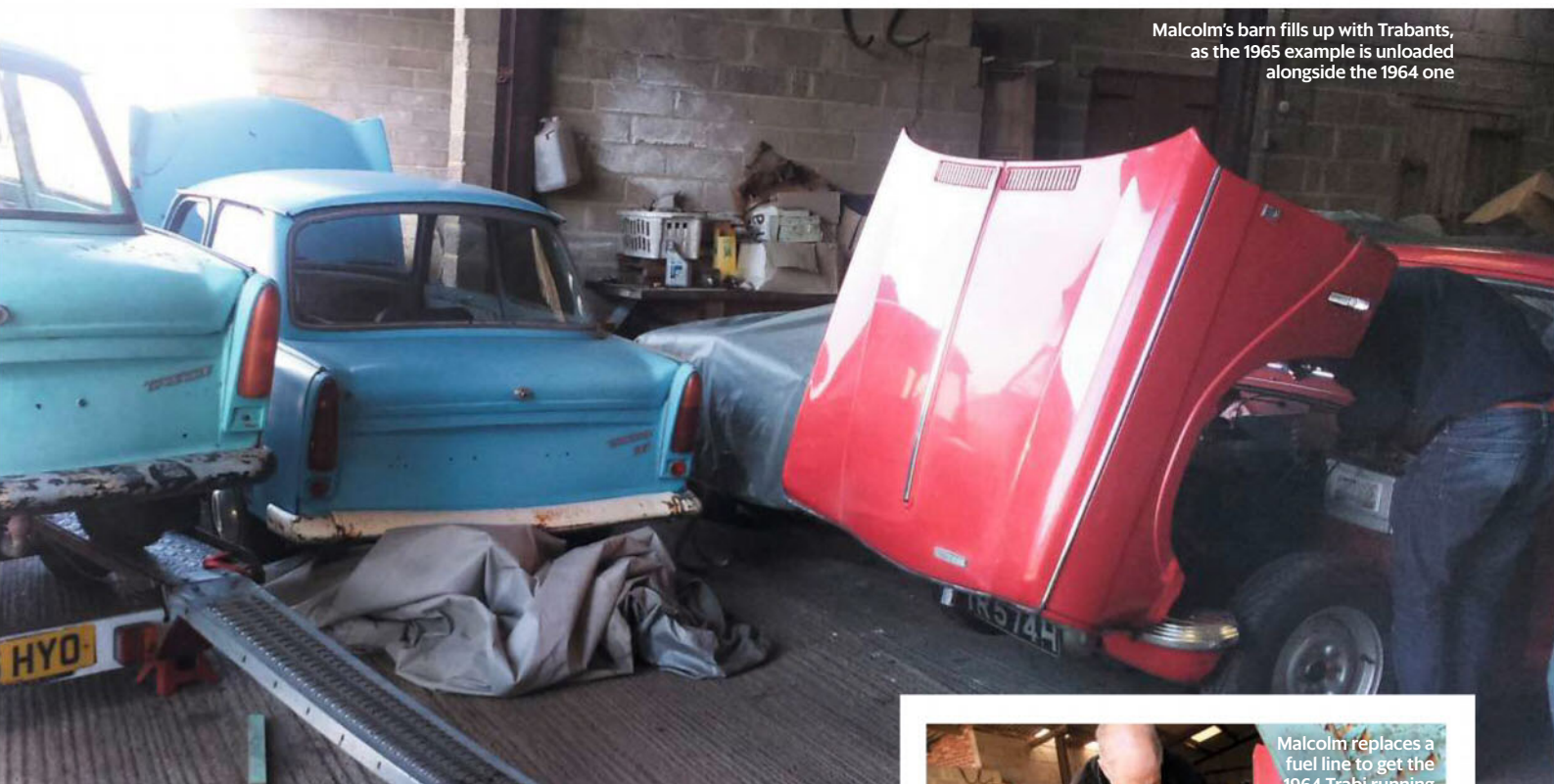
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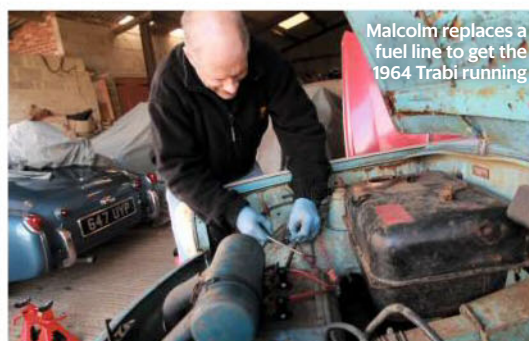
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Malcolm's barn fills up with Trabants, as the 1965 example is unloaded alongside the 1964 one



Malcolm replaces a fuel line to get the 1964 Trabi running

Indulging in Trabi chic

1962 Trabant P50, 1964 & 1965 Trabant P601

Owned by Malcolm McKay, contributor
(MMcKays@aol.com)

Miles this month 25

Costs this month N/A

Previously Malcolm rescues three Cold War icons

I've always championed underdogs. And they don't come much more maligned than the poor old Trabant. Launched in 1957 with all-independent suspension, transverse engine, front-wheel drive, rack-and-pinion steering and a P6-style steel inner monocoque clad in non-structural easily-replaced panels made from recycled industrial materials, it's a car that really deserves a better press.

The trouble is, you never see those early ones. You only see the ones made in the late Eighties, by which time they were seriously outdated. So, when in late 2016

I spotted a 1964 Trabant P601 on eBay, I jumped. Production began in mid-1964, so this was really early - and unusually original because most were steadily updated with later components. It needed work, but wasn't at all bad. Then the next week, a 1965 one popped up. So I had to have it too, figuring there would be economies of scale in restoring two side-by-side. I spent about £750 on parts, shipped from Germany. Original factory panels are still available and I even bought a new door for the 1965 car, which was in worse condition having clearly had a harder life, evidenced by later engine, brakes, seats and other bits.

We did some work on the 1964 car and soon had it running reliably on its original six-volt electrics. I was lucky enough to buy a tranche of spares from a former Trabi owner, who'd acquired parts hoarded by his wife's family in the Czech Republic. These came in handy to get the 1965 car running because it had an electronic

ignition conversion, which had failed and melted a coil. Back on points, it ran a treat.

A year on, man-logic struck again; this time a 1962 original shape Trabant. It needed some work, but not much; engine and seats were later, but not obtrusively so. Some sense did prevail, though - the 1965 project had to go. Young Bryn James was delighted with it and hopes to have it on the road sometime in 2018.

The 1962 car needed some work on the brakes, but not a lot more before I drove it over to West End Garage in Buckingham for an MoT. The look on the tester's face when he returned from a 15-minute Tapley decelerometer test run summed it up, 'I haven't had that much fun in years!' Needless to say, it passed. More on its new adventures next time!

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Rosso Corsa with Crema leather is unusual on a 456



The interior looks original but has very little wear of note



Recent cambelt change is good news for potential owners

1997 Ferrari 456 GTA £69,990

This four-seater Italian exotic has been driven sparingly but obviously cared for well, says **Rob Scorch**

It's more usual to meet Ferrari's Nineties two-plus-two in more subdued colours - blue or silver - but this mid-production 456 in Rosso Corsa over Crema leather makes a striking example. With fewer than 21,500 miles driven (and having been garaged properly), you'd expect the paintwork to retain all of its factory lustre and consistency, and it does.

Finish and colour hue do not vary across surfaces or different body materials and there are no signs of cracking or corrosion on aprons or leading edges. There are several very tiny stonechips to the nose. These have been touched up, though considering the calibre of the car they could maybe have been done a little better but you have to look hard to find them. The black windscreen surrounds show no sign of discolouration or corrosion.

Panel fit remains true. Doors and boot close to leave nicely-matched edges and the big clamshell bonnet rises and falls smoothly and fits precisely. Under that big lid the engine appears as (after reading the blue-chip specialist service history) you would expect. Everything looks factory fresh - wiring, clips, cam

covers and general cleanliness. As well as a fully stamped book, with the most recent services by Migliore Cars of Bromsgrove, prospective buyers will also be pleased to find that the 456 has had a recent cambelt change. Interestingly there are also a couple of notes from previous owners outlining a little specialist lineage on the mechanics who have worked on the car.

The interior of the car mirrors the outside, with very light signs of use commensurate with the mileage. The worst that can be found is a little wear to the driver's seat outer bolster. Otherwise, carpets and hides are clean; steering wheel, gearshift and switches are free of ring or fingernail scratches. There is also a set of fitted Ferrari luggage included, its condition not far behind the car itself.

Nineties Ferraris were more urbane than their forebears and the V12 fires up easily and settles into a refined idle without any oil-starved rattles. The automatic transmission slots easily into gear and the car is away without any thuds or shunts.

As with the car's aesthetics the 456's road manners emphasise refinement and you soon realise that this car is about swift progress from fairly gentle input. Steering

is precise and the suspension sure-footed, handling bumps without clunks. The gear changes seem particularly smooth, even when the driver gets involved to hold/drop the coupé into a lower gear for bends (there are no rattles or creaks in the turns). You have to provoke the Ferrari to really hear the engine and even then its tone has a silky, even quality. The 5.4-litre V12's heft is felt low in the revs, accelerating smoothly through the range. The pressure and temperature gauges threw up no warning signals on our test.

Although prospective 456 owners may prefer different colour/transmission options, this 1997 car is hard to fault. It is a very clean, very usable and swift tourer. And an easier Ferrari to own than many.

CHOOSE YOUR FERRARI 456

- ▶ The Pininfarina-designed 456 GT 2+2 is launched in 1992 at the Paris Show. Its traditional front-engined Ferrari grand tourer layout makes it attractive and practical as well as the fastest front-engined car in the world.
- ▶ Complementing the usual six-speed manual, a four-speed auto is offered in the 456 GTA.
- ▶ In 1998, the 456M (for Modificata) takes over. There are subtle restyling cues, the most notable being a reshaped front grille incorporating fog lamps. The V12 is unchanged in size or output. The biggest mechanical differences are the revised active (self-levelling) rear suspension and traction control.
- ▶ The model is discontinued in 2003 after a total of 3289 of all models have been built.

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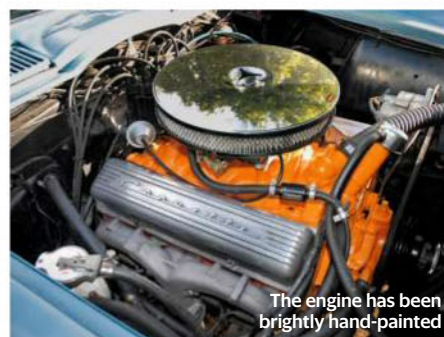
Top speed: 193mph; 0-60mph: 5.5sec Fuel consumption 15mpg Length 4763mm Width 1920mm



Repainted and retrimmed six years ago for £12,000



Some warning lights aren't working



The engine has been brightly hand-painted

1964 Chevy Corvette Sting Ray £56,950

This American icon is a relative bargain compared with an E-type of the same age and condition, argues V8 fan **Paul Hardiman**

This sharp four-speed manual example, from the second year of C2 production, came to the UK in 1978 and was originally fuel-injected as the flank badges still say. Presumably after problems, evidenced by several bills for diagnostic runs which showed plug fouling, it was converted to carburettor in 2015 using a 600cfm four-barrel Edelbrock with pancake filter. That was at 71,473 miles, fewer than 1400 miles ago. Old MoTs confirm the mileage at 57,651 in 1980.

Further options are the hardtop, leather seats, power windows and AM/FM radio - a whopping-for-1964 \$176.50, though 94 per cent of 'Vettes had it.

The car was repainted and retrimmed in 2012 at a cost of £12,000, which included new carpets and soft-top (white vinyl) to go along with the factory glassfibre hardtop which is easy for two people to lift off. The paint is holding up well, with just a few small cracks and blemishes at the front, notably from the top corner of the left headlight aperture, though it's only 5mm long. Headlights line up, which they often don't on C2s, and lift and retract

perfectly. The original bumpers were rechromed because they fit better than repros. Fronts are excellent, the right rear is getting a little speckled. Wheel trims are all good, save for a small ding in the left rear, and tyres are Nexens that were new in 2007 and still show little wear. The exhaust is a custom Vortex stainless system fitted in 2013 along with new Konis.

The motor has been rather crudely brush-painted and should have a less shiny finish. As well as the new carb there's a new fan, viscous coupling and water pump. Coolant is full and blue-green, oil dark and topped up to the max mark.

Inside, seat leather is just starting to crease lightly and the carpets are unworn. Nothing is missing from the dash, and the stock push-button Delco radio still works.

It starts from cold after a bit of a churn and fairly barks into life through the fruity stainless system, before settling to a very untemperamental idle. It's equally straightforward to operate. The clutch and gearchange are easy, there's plenty of go as you might expect, and the exhaust sounds fabulous from what you can hear of its wake, top down. The all-drum brakes pull to the left a bit, but the car hasn't been

driven much in recent years so may well improve with some miles. 'Vette steering of this vintage is low-g geared and vague, but they all do that, sir. Oil pressure is 50psi when driving, 40psi at idle, warm, and temperature sits steady under 90 degrees. Everything works including electric windows, except the warning lights for generator and oil pressure, and the clock.

This Corvette is being sold with a decent history file including handwritten notes from a previous owner going back to 1984, and a new MoT. Sadly the original Rochester injection kit is no longer with the car for potential future refitting, but at less half the price of an E-type of comparable year, condition and performance, this 'Vette is worth a look.

CHOOSE YOUR C2 CORVETTE

- ▶ The all-new Corvette C2 is launched in September 1962 in convertible and fastback coupé form, its difference celebrated by adding Sting Ray to the name. Underneath the Bill Mitchell styling is a new chassis with vastly improved suspension. Only engines remain the same: the 327cu in V8 offered in four states of tune from 250bhp to a fuel-injected 360bhp.
- ▶ For 1964 the coupé loses its split rear window and power outputs creep up. The small-block V8 is joined by a big-block 396cu in option for 1965, offering 425bhp. The following year this grows to 427cu in with the peak power output being the 435bhp L71 option in 1967.
- ▶ The C2 Corvette lasts just five years before replacement. 117,966 Sting Rays have been built.

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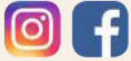
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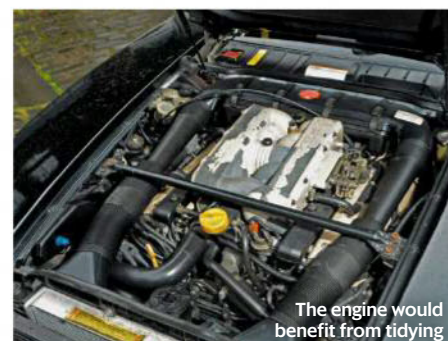
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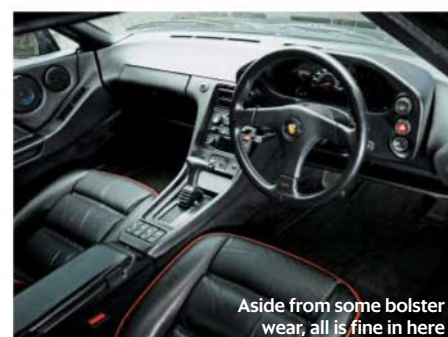
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Wheels come from a 928 GTS but look great



The engine would benefit from tidying



Aside from some bolster wear, all is fine in here

1989 Porsche 928 S4 £22,000

Smooth and sinister in jet black, this later evolution of Porsche's front-engined GT has a lot going for it, says **Nigel Boothman**.

The 928 never fulfilled Porsche's plan for replacing the air-cooled, rear-engined 911, but it carved its own niche as a flagship grand tourer that gave Mercedes, Jaguar and even Ferrari lots to think about. This one is a second generation, launched in 1986 with a five-litre, 32-valve V8 and smoother styling.

It's a deep and glossy black, benefitting from a recent professional machine polish that has removed any distinction we could find between original paint and the one or two panels apparently resprayed. The finisher strips above each door sit slightly proud - not uncommon on 928s - but otherwise there are only small scratches and a star-crack on the lower rear nearside quarter, with a tiny paint wrinkle near the offside rear light unit. The rear spoiler is unmarked, as are the 17in Cup 2 alloys from a 928 GTS, a modern but popular upgrade. They're wrapped in 255/40 R17 Michelin Pilot Sports with almost all tread remaining. There's a collapsible Vredestein spacesaver under the boot carpet; probably now better regarded as a period novelty than a genuine get-you-home option.

The engine bay is rather a let-down after the immaculate exterior but repainting the flakey inlet manifold would improve things a great deal, as would a bit of general detailing and touching up of surface rust on brackets and catches. Oils and coolant levels are all where they should be.

The black leather seats are piped in red and though in generally good order the driver's right-hand side bolsters would benefit from a bit of recolouring and feeding. Carpets are smart and the myriad electric assistances all work, including a new Porsche Classic sat-nav/digital radio unit in the stereo slot, which blends well with the look of the dash and cost as much as a tatty 928 did until recently. When we drove the car there was a faulty brake light and the driver's door card caught on the sill when the door was opened, but we are assured both issues will be remedied.

The Porsche's big V8 started promptly and ran perfectly from cold with no howling noises from slipping belts or power steering pumps. On the road it rides more firmly than earlier 928 models but feels unflappable and utterly planted, without any thumps or rattles from the suspension. It gathers pace relentlessly

rather than savagely - despite its size, the engine saves a lot of its drama for peak revs and the weighty, insulated feel of the 928 blunts the sensation of speed. The brakes do their job perfectly with no grabbing or deviation even when worked hard.

This is a very good example that's clearly been well cared-for. There is a file of history including the original books that supports the 116k miles and the original toolkit is in the boot. There is still room for improvement here and there but even as it is, it should continue to satisfy as a capable weekend GT. And the auto box suits it.

CHOOSE YOUR 928

- ▶ The 928 is launched in 1977 with an aluminium-block V8 engine of 4.5 litres with one overhead cam per bank and 237bhp. It uses a transaxle arrangement for impressive stability.
- ▶ The 928S of 1980 has front and rear spoilers and a larger engine, now 4.7-litres and 297bhp.
- ▶ From 1984 the model is called the 928 S2 for the UK market, bringing a small power hike to 310bhp and a four-speed automatic to replace the previous three-speed.
- ▶ The 928 S4 debuts for the 1987 model year with four valves per cylinder, more capacity (five litres) but only 10bhp extra for 90kg of weight gain. Styling is smoothed out.
- ▶ 1989 brings the manual-only 928 GT, a more sporting variant offering 330bhp, Cup Design alloys and the option of Boge gas dampers.
- ▶ 1992-95 sees the run-out 928 GTS with 5.4 litres and 345bhp along with wider rear wings, but very few RHD cars make it to the UK.

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1989 Porsche 928 S4

Price £22,000 Contact Investor Classics, Edinburgh (0131 510 7131, investorclassics.com) Engine 4957cc V8 qohc Power 320bhp @ 6000rpm Torque 317lb ft @ 3000rpm Performance Top speed: 161mph; 0-60mph: 6.2sec Fuel consumption 17mpg Length 4520mm Width 1836mm



Ford paint colour works so well it could be a factory hue; body is exceptionally straight



Leather recently refreshed and in original shade



Six-cylinder engine performs well

1953 Jaguar XK120 OTS £97,500

Refreshingly inexpensive, this roadster may be an unusual, non-original colour but it drives beautifully, says **Paul Hardiman**

This charming roadster was supplied new to the US via Max Hoffman in New York, but has spent the last decade in the south of France. After leaving its first owner in Toledo, Ohio, it spent 40 years in Michigan and was eventually restored in 2006 for the previous owner by Piscazzi Auto Body in Akron, Ohio. The original pastel green gave way to a fantastic period Ford Polynesian Bronze.

The paint is still very good - with just a few minor stonechips up front and a little light rubbing under the bonnet strap - over a very straight body. The door fit is above-average for an XK - they both close easily and the passenger's side is spot-on for gaps and alignment, the driver's only slightly out of step at the bottom. The spats fit well and the chrome is excellent on the bumpers and grille, and good on the headlight rims. The rear light plinths are smooth and uncorroded so they could be repros. Well-treaded tyres (185s) look like Dunlop SPs but turn out to be Mexican-made Universal copies, new at the time of restoration, with a matching spare. The MV Augusta sticker on the bootlid is a mystery.

Inside, the leather was renewed in the original suede green and is still perfect to the dash and door cards, just settling in nicely on the seat. Carpets are unworn and the vinyl boot trim is all good. The side-screens are original but serviceable and still in their original bag, and the hood is said to be new (though we didn't see it for ourselves) plus the tonneau cover is suede green to match the leather. There are seat belts hidden behind the seat backs.

The chassis is straight and solid and the stainless exhaust is still in good shape. The motor is tidy, with well-polished carburetors and cam cover, and the only leak appears to be at the block union of the oil gauge pipe, which is common. Oil is cleanish and just over the minimum mark, coolant full and green. It wears an electric fan but the rest is refreshingly standard, from air filters to dynamo, and the exhaust manifolds' re-enamelling hasn't cracked yet, suggesting it's done relatively few miles since restoration - the mileometer currently reads 95,550. Early in 2017 a new aluminium fuel tank was fitted in France.

The twin-cam six fires instantly on the button, steering is fluid and lightish, and the gearchange is sweet for a Moss box

with easy changes both up and down to second. The whole plot exudes a general lighthness that's often lacking from a tired XK. It goes well, with a lovely fruity warble from the exhaust and the brakes pull up straight. This is a car that lends confidence, bolstered by a healthy oil pressure of 55psi on the move. The temperature gauge works - though we didn't get the engine properly hot - but the rev-counter doesn't.

It comes with a huge file of mostly old bills dating back to 1972, plus restoration photos, and is being UK-registered.

CHOOSE YOUR JAGUAR XK

- ▶ XK120 is launched as a roadster - or Open Two-Seater in Jaguar-speak - in 1948, essentially as a platform to showcase the new 160bhp 3.4-litre XK twin-cam six. First 242 cars are aluminium-bodied, switching to steel from 1950.
- ▶ XK120 coupé arrives in 1951, and the drophead coupé follows two years later in 1953.
- ▶ XK140 of 1954 has the same 3442cc six-cylinder but with more power (190bhp), and it's moved forwards (along with the front bulkhead) to help passenger legroom. XK140s have rack-and-pinion steering, more suspension travel and telescopic dampers. Identified by one-piece bumpers and fewer, thicker grille strakes. Auto an option from 1956; SE has 210bhp.
- ▶ XK150 of 1957 is still based on same chassis but looks bigger and heavier, with a raised wing line and wraparound windscreen. Most cars have the 210bhp SE engine, the triple-carburettor S has a claimed 250bhp and from 1960 there's a 3.8, with 220bhp or 265bhp in S form, and disc brakes. Production ends in 1961.

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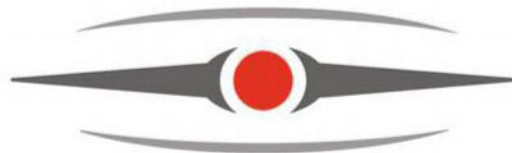
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1953 Jaguar XK120 Open Two-Seater

Price £97,500 Contact Pendine, Bicester Heritage (07770 762751, pendine.co) Engine dohc iron-block, alloy head, inline six, twin SU carburetors Power 160bhp @ 5200rpm Torque 195bhp @ 2500rpm Performance Top speed: 120mph; 0-60mph: 9.0sec Fuel consumption 19mpg Length 4394mm Width 1575mm



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1967 SERIES 1 4.2 OTS

MATCHING NUMBERS, LIGHTLY RESTORED. £140,000



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1968 SERIES 1 4.2 2+2

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Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS100. These cars are very rare only 22 were ever made this is number 12, these cars have triple 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 bullip) 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 tires, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment, probably the finest coach built repo in the world this car is just breathtaking.....POA



Mercedes Sports 300 SL 1987 finished in gleaming signal red,with soft black hide interior,hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used, garaged and stored for many years,making this a very low miles of only 23,500 miles,with service book and old MOTs,this Mercedes could easily be mistaken for new.....£55,750



Jaguar E type 1968 2+2 series 11. Finished in gleaming signal red with black hide interior,automatic,tinted glass,original motorola radio,sparkling chrome wire wheels, known to us for many years, this is a very exceptional original E type, with nearly every MOT,and piles of service history,and handbook, maintained to the highest standard,drives superb,always garaged,very difficult to find another like this one,a fine investment while enjoy driving.....£68,750



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



Mercedes 450SL Sports 1980, finished in champagne gold, with superb contrasting interior, headrests, hard and soft tops, automatic transmission, power steering, alloys, abs, expensive stereo system with modern updates, air conditioning, only 79,000 miles, with service history, original owners manual, complete with invoices, and all tools, garaged from new, drives superb. A fine investment. Hence..... £19,750



London Taxi TX2 2005 finished in Black with super interior, optional seats,power steering, wheel chair access, automatic, power windows, stereo system, glass divider, this is a seven seater cab very rare and only one private owner, low miles, with full taxi history, and handbook very difficult to find another like this one..... £6,750



Mercedes 250SL Pagoda sports 1968. Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops,with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old mot's and history invoices, handbook, looks very similar to new,Drives Superb, Garaged, This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one£139,500



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example £59,750



Daimler Sovereign 420 1967 finished in golden sand with cherry red hide interior, automatic, power steering, badge bar, chrome wire wheels, stereo. These Daimlers are very rare and probably never in the condition of this car, being kept in remarkable condition from new, and only 53,000 miles with a folder full of history and old MOTs. complete with original tool kit, having only three owners from the last owned 34 years,a superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic..... £36,750



BENTLEY 1956 coachbuilt by Hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overmats to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Corvette 1958 Roadster finished in signal red (orange) with white side covers,matching interior,white soft top,4 speed manual,dual quad 283/270 H.P.This very rare 58 Corvette is probably the finest in the world,having covered only 10 miles since full professional restoration every nut and bolt.it boasts every original part with matching numbers even down to the wipers.If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed.This car is just breath taking£145,750



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1936 Jaguar SS100, one of only 17 built, finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full tonau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment..... £145,750



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, bearing trunk to rear, twin side mounts, opera lights, Steiner Marshall 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concrete wins in its time. Winning the Rolls Royce Owners Club concours trophy P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 the 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 volume full of trophies, plaques, events, books, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment..... £275,500



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blue, headrests front and rear, magnolia hide headlining, with royal blue top roll dash, glass like finish burr walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armrest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new, this car is totally stunning £118,750



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior. Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MOTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found..... £89,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect,one of the last of this handsome model,only two previous owners, fabulous history,original handbook, fantastic to drive you can hardly here this car running and could be driven anywhere in the world,it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day..... £86,750



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching, hide interior front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stall CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new..... £250,000



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige Hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmoleted car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E Type, Which has melted to an amazing condition, This car is just remarkable..... £165,500



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..... £129,500



Mercedes sports 280SL 1983 finished in totally unmarked light peppermint green metallic,with light beige interior, which is just stunning, headrests, hard and soft tops, stereo system, power windows, alloys, over mats, factory fire extinguisher, tinted glass, automatic, power steering, twin spots, twin mirrors, complete with all tools, this car is one of the best we have ever seen it is just pristine through out, and drives like new, garaged from new, only 85,000 miles, and only two very care full owners with full history,plus many invoices and many old MOTs, properly the finest there is Superb investment.....£29,750



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



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 327/ci 350HP, L79 V8. A super looking and breath taking Corvette.£118,750



Mercedes E 280 Elegance 6 door 2000 limousine coach built by Binz, face lift model, finished in black with superb hide interior, headrests all round front and rear, glass divider, veneer dashboard, and door rails, automatic, power steering, cruise control, air conditioning, power windows, power mirrors, auto tip tronic, parking sensors front and rear, power seats, stereo, alloys, multiple air bags, only 65,000 miles, original wallet containing handbook and service details. Excellent example and drives superb.....£11,750



Hillman Super Minx Convertible 1963 This very rare model is finished in glacier white with superb cherry red interior with piping, and matching convertible top,original radio, personal number plate, manual transmission, original supplying dealer plaque on dashboard, complete with original tools, handbook, history folder and old MOTs, only 3 owners from new, and only 55,000 miles, excellent restoration thousands spent to bring this car to a high standard, displayed at the N.E.C. classic car show, drives superb always garaged. amazing condition and a fine investment£26,500



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overgates, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new sim band, whitelide tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value....£69,750



Mercedes 300SL 1992, finished in astral silver with dove grey hide interior, rear seats, headrests, hard and soft tops, light up vanity mirrors, power windows, power hood, air bags, abs, alloys, stereo system, only 68,000 miles from new with full history. Superb example£9,750.



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre console, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breathing 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



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, many extras to list just stunning.£169,500



Jaguar 1967 240 MK11. Finished in Midnight Blue with superb Cherry Red interior with walnut veneers, original Radiomobile radio, over mats, sparkling chrome wire wheels, manual transmission with overdrive. This car is in unbelievable condition and must be the best original example there is. Having had only two previous very fastidious owners from new, and only 77,000 very careful miles. With handbook, invoices and old Mot's, even the original complete tool set looks like it has never been used, new stainless exhaust fitted, very smooth and quiet, drives like new, makers oil pressure, Mellowed into an absolute beauty and a fine investment. Impossible to repeat£36,750



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 file full of history, thousands spent to bring this car to its like new condition, if you want the very very best this is it. Just breath taking, more pics on our website. A fine investment....£165,750



Rolls Royce 2025 1934 Coach built 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, new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example£57,750



Jaguar E Type 1972 V12 Roadster, finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25,000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and in totally superb condition, just stunning£145,500



Jaguar E Type V12 roadster 1973. 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.



Jaguar E Type V12 Roadster 1973/4. Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show.....£145,500



Ferrari 1986 328 GTS left hand drive, finished in black with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, and aeroflyte, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example£115,500



Bentley Continental GT 2004 W12 Finished in silver tempest with Bordeaux hide interior, complemented with black piano wood, and complete with every extra, 19 inch split rim wheels (as new) keyless entry and start, only 48,000 miles from new, with full service history, pampered from new, garaged from new£29,750



Corvette stingray coupe 1967 finished in gleaming silver 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.



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, 38,000 miles, F.S.H, probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged£39,750



Mercedes 420 SL sports 1989, personal reg number, finished in brilliant signal red, with superb interior, headrests, hard and soft tops, automatic, power steering, power windows, light up vanity mirrors, stereo system and CD, abs alloys, tinted glass, none smokers car, complete with all tools, and Mercedes first aid kit, only 37,000 miles from new, with impeccable service history, plus service invoices, and almost every MOT since new, maintained to the highest standard, fitted with new stainless steel exhaust system, garaged from new, drives like new, one of the last of this model, totally superb£55,750



Daimler 4.0 hearse 1999, coachbuilt by Eagle Wilcox, finished in gleaming black with gold pinstripes, and superb beige interior, headrests, beamer seats to rear, excellent walnut veneer twin decks, with coffin stops, climate control / ac, dual air system, power windows, remote locking, automatic, power steering, drives silky smooth, this hearse has only covered 46,000 miles from new, with only 2 owners, original handbooks and wallet, just stunning, excellent value at only£12,750



Mercedes 560 SL Sports Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning£38,500



Bentley Bentaga 2016 V8 Diesel finished in metallic thunder with beluga hide interior, muliner spec, with all terrain spec, dynamic ride, 22inch wheels, 9,000 miles£134,000



London Taxi 1999 TX1 diesel bronze model, finished in night fire red, with excellent interior, automatic, power steering, power windows, glass divider, occasional seats, wheel chair access', one previous owner, drives superb, just serviced.....£4,750



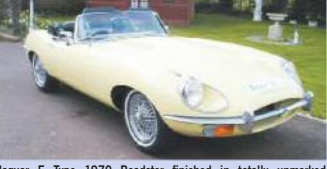
Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MOTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing.....£135,750



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflyte, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning.....£125,500



London Taxi SE TX1, 2001 Diesel. Finished in metallic silver, colour coded bumpers, with superb interior, as new chrome hubcaps, wheel chair access, occasional seats, glass divider, automatic, power steering, many extras including stereo system, drives excellent not many of this model produced. Garaged. These taxis have so many different uses£5,750



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mot's, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types£125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website£125,750



Jaguar E Type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radiocassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.£145,750



Jaguar E Type V12 1971 2+2 LHD finished in British racing green with superb black hide interior, headrests, air conditioning, power steering, chrome wire wheels, drives excellent, lots of maintenance invoices, only two owners, always garaged, not concourse but a very genuine car to drive. Gift one for the enthusiast. at only£48,750



2003 Ferrari Enzo
(LHD)



2006 Porsche Carrera GT
(LHD)



1989 Ferrari F40
(LHD)



1966 Ferrari 330 GT 2+2 Series II
(LHD)



1971 Monteverdi 375L High Speed
(RHD)



1973 Jaguar E-Type Series III V12 Roadster
(LHD)



2001 Ferrari 550 Barchetta
(RHD)



1990 VM Seventy-Seven (Lotus 7)
(LHD)



1994 Aston Martin Virage Volante
(LHD)



.) 1973 Bedford J-Type Recovery Truck
(RHD)



1967 Shelby GT500 Fastback
(LHD)



1964 Volkswagen Beetle
(RHD)

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1997 Ferrari F50 (LHD)

- 5,591 miles only
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- Ferrari factory build photograph dossier
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- Original Tod's shoes
- Original head restraint hoops
- Original tools
- Carbon fibre weave visible throughout
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- 1 of just 349 examples (The 247th to be manufactured)
- Unique opportunity

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A SELECTION OF OUR CURRENT STOCK



1965 ASTON MARTIN DB5 (EX ROBERT PLANT)

£POA

Chassis '1744/R' was built in 1965 and found its way to Led Zeppelin singer Robert Plant's ownership in the early 1970s. Plant, owned the car until summer 1986 when it was sold to father-and-son collectors also based in the West Midlands. Shortly afterwards the DB5 was entrusted to Aston Martin agents Chapman Spooner for a restoration that resulted in its current, exemplary condition.

Entered in a number of AMOC and local concours during the 1980s, the car remained in the same ownership until 2008 when it was purchased by the current owner from ourselves. Used very sparingly and kept in a controlled environment since 2008, '1744/R' has been regularly maintained by local and respected Aston Martin specialists. Mechanically excellent, with only the lightest signs of use, this iconic car can most accurately be described as having received, a Whole Lotta Love...



1963 Aston Martin DB4 Convertible POA



1960 Aston Martin DB4 Series II £535,000



2000 Aston Martin Vantage Le Mans £475,000



1984 Aston Martin V8 Vantage (LHD) £425,000



1952 Aston Martin DB2 £275,000



1987 Aston Martin V8 Vantage Zagato £525,000

A SELECTION OF OUR CURRENT STOCK



2004 ASTON MARTIN DB7 ZAGATO

£325,000

Rekindling one of the motoring world's most iconic partnerships, Aston Martin and Zagato fittingly unveiled the new DB7 in 2002. Based on a shortened DB7 platform, the Zagato employed the 435bhp V12 powerplant mated to a short-throw 6 speed manual transmission. The distinctive styling, including Zagato's trademarked "double-bubble" roof, evoked strong memories of the iconic DB4 GT Zagato from the 1960s, ensured that all 99 cars was quickly sold. Bodied mostly in aluminium by Zagato in Italy, the car was almost 60kg lighter than the standard DB7 GT.

This particular example is car number 14 of the 99 which is finished in Solway Grey with Pacific Blue aniline hide, has been lovingly cared for throughout its life and benefits from a comprehensive service history from AM main agents and respected marque specialists. Having covered just 6,400 miles from new, this sublime Anglo-Italian thoroughbred is a significant part of the marque's history, and has proved to be a fast-appreciating model within the legions of Aston Martin sports GT cars.



1996 Aston Martin V8 Coupe

£120,000



1984 Aston Martin V8 Vantage

£225,000



1986 Aston Martin V8 Efi

£165,000



1988 Aston Martin V8 Efi

£165,000



2016 Aston Martin GT12

£425,000



2002 Aston Martin DB7 Vantage

£46,950

1980 ASTON MARTIN V8. RARE MANUAL GEARBOX CAR

See us
at the London
Classic Car Show
Excel Stand No D150



Finished in Original spec of Kentucky blue with magnolia piped blue trim. Bare metal repaint and retrim just completed, new sills, large history file. Immaculate example

£175,000



1980 ASTON MARTIN V8 VOLANTE, left hand drive
Finished in Masons black with black trim, Just 9000
miles !!!

£175,000



**ASTON MARTIN VIRAGE VOLANTE 6.3 LITRE 'WIDE
BODY'**. One of the last of these rare and unique near 500
bhp spec special order Astons. Finished in 'Galloway Green'
with green leather trim and dark green mohair hood

£POA



**1968 ASTON MARTIN DBS SIX WITH MANUAL
GEARBOX**. VERY RARE original left hand drive US
spec car restored

£180,000



2000 ASTON MARTIN DB7 VANTAGE VOLANTE finished
in Mendip Blue with parchment over blue trim and dark
blue mohair hood. 60000 miles with full service history.
Works service upgrades include Driving dynamics rear light
and sports exhaust.

£39,950



2000 ASTON MARTIN DB7 VANTAGE finished in Silver
with grey over charcoal trim, 52000 miles with full service
history.

£33,950



2001 ASTON MARTIN DB7 VANTAGE VOLANTE.
Finished in Green with magnolia piped green and
green hood. 52000 miles with full service history.

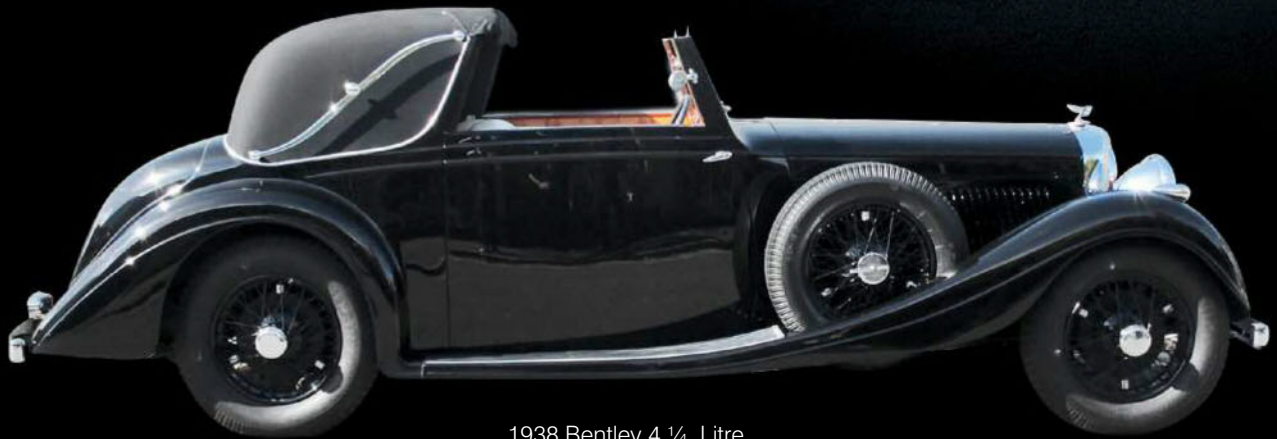
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Sedan Coupe by Gurney Nutting



1956 Bentley S1
Continental Coupe by Park Ward



1961 Bentley S2
Continental Drophead Coupe by Park Ward



1960 Bentley S2
Continental Coupe by H.J. Mulliner



1965 Rolls-Royce Silver Cloud III
Sports Saloon by Mulliner/Park Ward

FOR FURTHER INFORMATION AND COMPLETE STOCKLIST PLEASE TELEPHONE OR EMAIL US AT THE ADDRESSES BELOW

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1965 JAGUAR E-TYPE 4.2 FHC.

Black (Its original and rare colour) Blood Red Hide. Matching numbers, dry stored since 1977, totally restored and upgraded to the very highest of levels. Featured in the book Factory Original Jaguar E-Type: the Originality Guide to the Jaguar E-Type by Anders Ditlev Clausager. With the mechanical side being taken care of by ex Jaguar / Daimler engineer Brian Moody and bodywork by RMG Coachworks, all that was required was the final finishing touches, completed by CMC. Balanced Engine, Rebuilt Gearbox, AP 10" Clutch, Stainless Sports Exhaust and Manifolds, 2:88 Diff, Up-rated Cooling, 6" Comp. Wire Wheels, Avon Tyres, Retrimmed Interior with later sports seats (or original seats if required), Coopercraft Brakes, Correct Period Number Plate, Original Jack Etc. Etc. This, without question, has to be one of the finest E-Types we have ever had the pleasure of having through our doors and could be a true concours contender.

RHD - £199,995



1955 AUSTIN HEALEY 100/4 BN1.

Old English White with Red Trim, Hood and Tonneau, its original factory colour combination. A matching numbers example and in truly outstanding condition throughout. Complete ground up restoration to the very highest of standards. No corners have been cut and this has to be one of the finest examples on offer today. Subtle upgrades include Louvered Bonnet, Balanced Engine with modern lip seals, Narrow Fan Belt conversion, Halogen Headlights, Etc. An appreciating asset that is quickly catching up its 3000 litre stable mates in value and desirability.

RHD - £62,995



1971 JAGUAR E-TYPE SERIES 3 V12 MANUAL COUPE.

Opalescent Silver Grey Metallic with Red Interior. 36,000 genuine miles covered from new. Chrome Wire Wheels. In depth rebuild carried out over recent years including; Complete body strip and total refurbishment to the highest of standards. Total engine strip and rebuild including all oil seals. Gearbox overhauled. Front and Rear suspension totally stripped and recommissioned including final drive, bearings and seals. High Torque Starter Motor fitted. Beautifully original interior with replacement carpets Etc. A superb example throughout and ready to be enjoyed once again.

RHD - £79,995



1991 MORGAN 2.0 PLUS 4 - 5 SPEED.

Finished in Corsa Red with Black Hood, Tonneau and Trim. Only three owners from new with the last being a Retired Aircraft Engineer who has meticulously maintained this fine Morgan during his ownership. Spec. includes; Upgraded Leather Seats with Headrests, Inertia Reel Seat Belts, Walnut Dash, Map Light, 14" Leather Motolita Steering Wheel, Painted Wire Wheels, Stainless Sports Exhaust including Manifolds, 4 pot Calipers, Panhard Rod, Sports Air Filter, Door Handles, Mirrors, High level Third Brake Light. Etc. Etc. Continuous History from day one, including original purchase invoice, Handbook, Invoices and detailed servicing logs. Beautifully presented and impressive throughout.

RHD - £23,995



1960 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



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. Bodyshell 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, Up-rated with Overdrive on 3rd & top, Servo, Gearbox Remote Control, Dunlop Disc Brakes, Front Anti Roll Bar, Oil Cooler, Electric Cooling Fan with Revotec controller, Hi Torque Starter, Alternator, Kenlow Fan, Aluminium Fuel Tank, Seat Belts, 185 x 16 Vredstein Tyres, Up-rated Heater, Flashing Indicators with Working Semaphores, Hazard Warning Lights, Overtaking Mirrors Etc A very advanced four seater Grand Tourer.

RHD - £69,995



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



1967 AUSTIN HEALEY SPRITE MK IV - 1275.

Tartan Red with Black Trim. Ex Jersey car with a recorded mileage from new of 40,840 Miles !! Previously sold by us to its last owner in 2008. Specification includes; Painted Wire Wheels, Heater, Wood Rimmed Steering Wheel. Absolutely Superb throughout and beautifully detailed. Recent works include; New Fuel Pump, New Battery, New Steering Rack, Brake Overhaul, Rear Axle Overhaul. Just Serviced and MOT'd - Ready to go! Has to be 'one' of, if not 'the' very best on the market today. Why waste time looking at the many average examples ????

RHD - £9,995



1972 TRIUMPH TR6.

Sapphire Blue with Black Trim and Hood. This TR6 is in outstanding condition throughout and was last sold by us in 2004 to its present owner. Continual 'works' over the years have ensured that the Triumph has been trouble free and enjoyed trips all over the UK and Europe. Sensible upgrades include Overdrive, Up-rated Fuel Pump, Ram Pipe Air Intakes, High Torque Starter, Kenlow Fan and Sports Seats. A beautifully presented car, now ready to be used and enjoyed by a new custodian. Will not disappoint.

RHD - £26,995

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If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.



Desmond
J. Smail



1965 ASTON MARTIN DB5 • £850,000

Original car in exceptional condition with a genuine 33,000 miles from new!
Finished in Sierra Blue with Dark Blue Connolly



1968 DB6 Manual, Excellent condition, matching numbers and comprehensive history
£290,000



1995 Vantage 'V550' LHD, Buckingham Green, very rare LHD version with full history
£199,000



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Aston Martin DB2/4 RHD



Aston Martin DB6 Manual RHD



**Aston Martin DB4 S2
Left hand drive**



**Aston Martin V8 Volante
Auto 1981**



**Aston Martin V8 Volante
POW Spec LHD Manual**



Aston Martin Virage Coupe



Aston Martin Virage Coupe Manual



**Aston Martin Virage LE
Number 7 of 9 Ex Lennox Lewis**



**Aston Martin V8 Vantage Zagato
Left hand drive**

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Aston Martin DB6 Vantage Man RHD
Aston Martin V8 Vantage V600 Man RHD
Aston Martin Virage Volante Wide Body
Aston Martin DBS 1970 RHD
Aston Martin DB6 Vantage Man LHD

Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 Vantage X Pack Coupe RHD
Aston Martin V8 S2 Saloon LHD
Aston Martin V8 Volante Auto LHD
Aston Martin Virage Coupe
FULL 6.3 Man RHD
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Karman Ghia
Lancia Dilambda Saloon 1931 RHD



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JAGUAR XJ 3.2 Ltr. SPORT (X-300) 1996: Carnival Red with Magnolia hide interior. 16" diamond cut 'Dimple' alloy wheels. Three owners. 35,000 miles only from new. Mesh radiator grill. Air conditioning and other usual refinements..... **£9,995**



JAGUAR XJS 4 Ltr. FACELIFT 1993: Kingfisher Blue with Magnolia hide interior. Alloy wheels. Four owners. 55,000 miles only from new. Full service records and quite the most comprehensive MOT/service invoice history you could ever wish to find. Air conditioning, electric seats and other usual refinements. Superb example.....**£16,995**



BMW 323i (E36) CONVERTIBLE 1998: Metallic Black with a black power soft-top and grey hide interior. Alloy wheels. Two owners. 63,000 miles only from new. Full service history. Automatic/P.A.S. Air conditioning. Rear park-assist.....**£5,995**



MERCEDES-BENZ SL 280 (R129) 1998: Brilliant Silver with Navy blue hide interior and matching soft-top. Silver hard-top. Up rated to 5-hole alloy wheels. Air conditioning, cruise control, heated electric front seats. 67,000 miles only from new **£12,995**



JAGUAR S-TYPE 3 Ltr. 2003: Pacific Blue with Beige hide interior. 16" alloy wheels. Three owners. 38,000 miles only from new. Full service history. Air conditioning and other refinements. Rear park-assist. Wood & leather steering wheel. Birds Eye Maple wood trim etc.....**£8,495**



JAGUAR 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**

LANCIA AURELIA B50 PININFARINA CABRIOLET Right Hand Drive 1951: Silver Grey with matching grey hide interior. Many special features having been the 1951 Geneva motor show car. Supplied new to the UK it spent many years in the USA including a prize winning appearance at Pebble Beach before returning to the UK a few years ago. As recently featured in Classic and Sports Car magazine. Please enquire for further information **£275,000**

JAGUAR S-TYPE 3 Ltr. 2006: Midnight Black with Warm Charcoal hide interior. 18" Mercury alloy wheels. Jaguar body kit with oversize exhaust tail pipes, mesh radiator grill and bumper inserts. 'Aluminium' veneers. Supplying Main Agent plus one lady driver. 34,000 miles only from new. Full service history. Air conditioning, parktronic etc..... **£9,495**

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'BROADSPORT'**

Black with tan interior and all Guy Broad very best upgrades.
Sensational car sold with warranty.
Awesome best of the best £125k



1964 JAGUAR E TYPE SERIES 1
Fully restored to an outstanding standard by Guy Broad.
Best of the best
£160k



**1955 TRIUMPH TR2 'EX WORKS'
RHP552**
Magnificent period race, rally and hillclimb history.
Very Mille Miglia eligible. Being finished to your specification
if you are quick. £Enquire/Discuss



1974 MGBGT V8
Original matching numbers V8. Restored and presenting
in very fine order and sold with warranty
£18,995



MGA TWIN CAM
Concourse restored by the best restorers of this type of car.
Rare and superb
£POA



1958 JAGUAR XK150DHC
Retains registration from new SDRO. Super history file and
matching numbers. Driven 1300 miles by me last month.
Lovely £POA



1960 JAGUAR XK150 3.8 FHC
Presently being bare metal restored. A rare and very
interesting car with magazine and TV history
£84,995



1964 JAGUAR E TYPE FIA RACE CAR
WON over 50 races in period with Tiny Shaw. Amazing
history New FIA HTP. 0 miles race engine
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1979 PORSCHE 928S MANUAL
Bodily and mechanically restored in our workshop and driven
by us with a huge smile for 2 years
£24,995



1960 TRIUMPH TR3A EX WORKS
Registration 46HP a former press car fully restored to fast
road specification 130bhp. Lovely
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1960 TRIUMPH TR3
UK RHD matching numbers freshly restored and uprated
by us. A really fine TR
£35,995



1957 TRIUMPH TR3
Fascinating history and in superb all around condition.
Ready for any challenge
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2008 ALFA ROMEO BRERA S. Prodrive sport limited edition one of only 500 commissioned by Alfa / prodrive. Finished in metallic black with black leather. Comes with the all important Brera sport Limited edition certificate and a fully stamped service book. VERY RARE CAR AND INVESTMENT..... **£6995**



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**



2006 BMW 650 CONVERTIBLE V8. Finished in immaculate metallic silver with unmarked black leather and black hood. Just one family owned from new. Full BMW main dealer history from new. VERY HIGH SPEC CAR IN IMMACULATE CONDITION..... **£9995**



1985 PORSCHE 928 AUTOMATIC. Finished in immaculate Grand-Prix white with unmarked dark blue full leather refurbished alloy wheels 94000 miles full service history and a huge history file. THESE CARS ARE INCREASING IN VALUE RAPIDLY IF YOU ARE LOOKING FOR A 928 DO NOT MISS THIS ONE..... **£16,995**



2000 PORSCHE 996 CONVERTIBLE. Finished Aubergine with tan ruffled leather. Options include factory hard top, 17 inch Alloy Wheels and Base Sound System. 76,000 miles with full service history. Comes complete with the hand book pack, spare keys and cherished number plate..... **£17,995**



1982 FERRARI MONDIAL QV . finished in immaculate gun metal grey with black hide. The car had been in a museum collection in Italy for a number of years before being imported to the UK by the previous elderly owner in 2012 it was taken to a Ferrari specialist for a major service including cam belt and tensioner replacement. LOVELY RUST FREE UNMOLESTED EXAMPLE... **£33,995**



1997 MERCEDES 320 SL. Finished in immaculate brilliant silver with unmarked black leather and black hood ONLY 51000 miles with service history old MOTs and invoices to confirm how well looked after this car has been. Must be one of the best examples on offer today **£13,995**



2007 HARLEY DAVIDSON FXDC SUPER GLIDE CUSTOM. Stage One tuned lots of chrome including hand grips and foot pegs sissy bar engine and chain covers only 4000 miles AS NEW LARGE SAVING AND IMMACULATE EXAMPLE..... **£9,695**



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 Gullford. 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**



1998 ALFA ROMEO GTV T SPARK 16V. Finished in immaculate brilliant silver with unmarked black hide. Only 52000 miles full service history with 11 service stamps in the service book. This immaculate well looked car should not be confused with the normal Alfa GTV of this era **£6,995.**



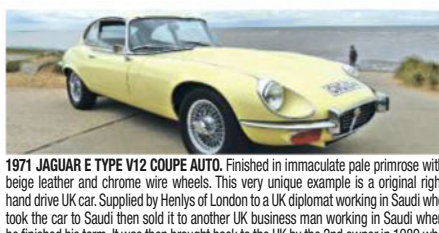
2008 MERCEDES CL600 AMG. Finished in immaculate Magnatite Black with unmarked ivory ventilated leather. The car has every option including command. Heated and cool seats. Multisersonic front seat with bolster adjustment and massage setting, night vision, DVD and sunroof. AMG wheels, distance drive dynamic and much more! The new car invoice is in the file amounting to £108,000 when the car was new! MINT CONDITION! EXCEPTIONAL VALUE! **£22,995**



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**



2005 MERCEDES SL 350. Finished in immaculate Obsidian black with unmarked black leather. Panoramic roof upgraded alloy wheels Mercedes Command system. ONLY 42000 miles with full service history. IMMACULATE LOW MILEAGE CAR **£13,995**



1971 JAGUAR E TYPE V12 COUPE AUTO. Finished in immaculate pale primrose with beige leather and chrome wire wheels. This very unique example is a original right hand drive UK car. Supplied by Henlys of London to a UK diplomat working in Saudi who took the car to Saudi then sold it to another UK business man working in Saudi when he finished his term. It was then brought back to the UK by the 2nd owner in 1989 who kept the car until our recent purchase. The car has now only covered 56000 miles from new has a Jaguar Heritage Certificate and all matching numbers, a large history file for all the maintenance work carried out over the years. The car has never been welded or rusty and only used in the summer months since back in UK. VERY RARE OPPORTUNITY TO ACQUIRE A ORIGINAL RHD RUST FREE UK E TYPE..... **£90A**



1967 JAGUAR MKII 240 AUTO. Finished in immaculate Birch Grey with Stone Ambler interior. Family owned from new and was last on the road in 1975 when it developed an engine problem and was kept in a bus station work shop until last year with the cylinder head removed. The body is totally original and has never been welded or repaired. Seat covers are on from new having left the seats in virtually new condition. Now fully recommissioned and ready for the road. The mileage is warranted at 59,000. Must be one of the best Jaguar 240's on the market and a rare opportunity and investment at..... **£27,995**

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Totally restored 1934 MG PA Midget 4 seat open tourer. All matching numbers with Heritage Certificate and original registration number. Previously owned for 30 years by the well known Motor Sport journalist Arthur Hay. See our website for a full description and photographs. This is our own car and not a commission sale.**£36,000**



1935 Bentley 3 1/2 litre Drophead. With overdrive. Coachwork by James Young. Having covered only 85,000 miles from new. Recently undergone a total restoration including a rebuilt engine. Finished in Black and Ivory. In stunning condition any inspection invited. See our web site for a full description and photographs. This is our own car and not a commission sale.....**£149,500**



Totally restored 1963 Triumph TR4. With wire wheels and overdrive. An original British car with all matching numbers. This beautiful rust free example has a very extensive history file with full photographic evidence of her rebuild. See our web site for a full description and photographs. This is our own car and not a commission sale.**£26,500**



Rare 1933 Armstrong Siddeley 12/6. Being totally restored both mechanically and bodily in the mid 80's. Used regularly and maintained regardless of cost ever since. Totally reliable and rust free a perfect first classic and sensibly priced. See our web site for a full description and photographs. This is our own car and not a commission sale.**£16,950**



Totally restored 1954 Triumph TR2 Original Left Hand Drive with Heritage Certificate and matching numbers. Maintained regardless of cost ever since. Fully documented history with all bills and full photographic evidence. A lovely rust free example. See our web site for a full description and photographs. This is our own car and not a commission sale.**£29,500**



1927 Willys Overland Whippet. Original Right Hand Drive. Totally restored 10 years ago. This 4 seat 4 door spacious open tourer is an ideal way to make the first steps into the Classic Car market without breaking the bank. Totally reliable and rust free. See our web site for a full description and photographs. This is our own car and not a commission sale**£17,950**



1925 Bugatti Type 35 Tribute with all aluminium coachwork professionally recreated in 1980. Not to be confused with the cheaper GRP replicas. Probably the most authentic example on the market. And as near to an original 1925 as you could get. See our web site for a full description and photographs. This is our own car and not a commission sale.**£64,500**



The Best 1939 Buick Straight 8. 'Fireball' in existence. A 100 point concours contender. Having covered only 34,000 miles from new. With over £50,000 being spent on a total nut and bolt restoration in 2011. First person to see this fabulous car will have to own her. See our web site for a full description and photographs. This is our own car and not a commission sale.**£56,500**



1964 Corvette Stingray C2 Convertible. Totally restored in 2013. All brand new American Red band tyres. With her powerful 5.3 V8 engine and automatic transmission she comes highly recommended and sensibly priced, any inspection invited. See our web site for a full description and photographs. This is our own car and not a commission sale.**£49,500**

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1998 Mercedes SL320 Convertible.
Metallic Champagne with Cream leather. Hard / soft tops, climate control, rear seat, heated seats, electric seats, AMG alloys, only 47,000 miles with FSH. Pristine.
£13,995



1999 Mercedes E55 AMG Saloon.
Brilliant Silver with Black leather. Sat Nav, climate control, e-sunroof, e-memory seats, Parktronic, 18" alloys etc. Only 65,000 miles, FSH. Immaculate. Amazing value.
£9,795



2002 Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, e-roof, cruise control, alloy wheels, stereo. Genuine 37,500 miles with FSH. Superb condition.
£5,995



1999(T) BMW E36 328i Convertible.
Metallic Fern Green with Black leather and Black e-roof. Switchable auto, PAS, ABS, A/C, air bags, parking sensors, alloys etc. Only 83,000 miles, FSH, pristine.
£3,995



1955 Cadillac Coupe de Ville.
White with original Turquoise leather and brocade cloth. Correct 5.4 litre V8 with PAS, power brakes, e-w, original radio, Kelsey Hayes chrome wire wheels. Virtually show condition. **£34,500**



1975(N) MG BGT.
Tax exempt. Tahiti Blue with Black trim. Manual O/D. Just recommissioned after 14 years off-road. SS Exhaust. Restored late 1990s inc. rebuilt matching numbers engine. Good condition. **£3,995**



2003 Mercedes CLK320 Cabriolet.
Brilliant Silver with 2-tone Alpaca and Anthracite leather with Black power roof. Sat Nav, climate control etc. Only 21,500 miles from new. As new throughout.
£8,995



1997(P) BMW E36 328i Convertible.
Metallic Samoa Blue with Navy leather, Navy e-roof. Switchable auto, PAS, ABS, A/C, ASC, parking sensors, CD stereo, e-w, alloys etc. Only 62,000 miles, FSH. Very nice.
£5,995



1983 Daimler Sovereign 4.2 Series 3 Saloon auto. Metallic Cobalt Blue with Doeskin leather interior. Chrome hub caps, e-w, PAS. Jersey car from new. Only 39,500 miles, absolutely pristine.
£7,995



2002 Mercedes SLK320 Convertible.
Silver with Anthracite leather. Genuine 10,500 miles from new, 2 owners. E-roof, PAS, ABS, A/C, e-w, e-seats etc. Repeat only 10,500 miles from new. Pristine.
£10,995



2006 Audi A4 1.8T S-Line Convertible.
Avus Silver, Grey leather. 5-speed manual, electric and heated seats, power roof, climate control, 18" alloys etc. Only 50,000 miles with FSH. Pristine.
£6,995



2001(X) BMW Z3 Roadster 2.2i 6-cylinder.
Titan Silver with Black leather. 5-speed, e-w, e-mirrors, e-seats, chrome pack, alloys, PAS, ABS, CD stereo, only 62,000 miles. FSH. Lovely condition. Choice of 2 identical cars.
£5,495



1998(S) BMW Z3 2.8i Roadster. Arctic Silver with Wine Red leather and Black electric roof. 5-speed, PAS, e-seats, heated seats, CD stereo, e-mirrors, e-w, c-locking, factory alloys etc. Only 43,000 miles, FSH. Immaculate.
£5,995



2014 Fiat Panda Lounge Twinair Dualogic.
Metallic Sunset Red with Sand interior. Only 10,500 miles with FSH. Fully automatic or Tiptronic change. A/C, PAS, ABS, alloys, FREE road tax. As new.
£5,995



1982 (X) BMW E21 320 Coupe Automatic.
Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, showroom condition. **£10,995**



2000(X) Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, heated seats, e-roof, CD stereo, 2 keys etc. Only 43,000 miles with FSH. Absolutely stunning. **£5,795**



2001(X) Mercedes SLK230 Kompressor Convertible. Metallic Obsidian Black with Anthracite and Cream leather. Auto, PAS, ABS, A/C, e-roof, CD stereo. Only 55,000 miles with FSH. Immaculate.
£5,295



2005(05) Mercedes C230 K 1.8 Sport Evo Coupe.
Tanzanite Blue with Light Grey trim. Auto, Panoramic glass sunroof, Evo sports pack, Bi-Xenon lights, 17" alloys, climate control, e-memory seats etc. 93,000 miles, FSH, pristine. **£3,495**



2005 Mercedes CLK240 2.6 Coupe.
Brilliant Silver with Anthracite leather. Command, A/C, Sat. Nav, cruise control, alloy wheels, parking sensors, only 43000 miles, FSH. Pristine.
£5,995



2004 BMW E46 318Ci 2.0 SE Convertible
Stepronnic 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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1955 Austin Healey 100/4 BN1 Race car finished in Colorado Red with current FIA papers. Well known, beautifully prepared, competitive racing Healey completely ready for the 2018 season. See website for full description.



1960 Austin Healey 3000 Mk1 in Primrose Yellow with black hide interior. The subject of an older restoration in excellent condition**£59,950**



1958 Austin Healey BN4 100/6 in Colorado Red over Black with red hide interior, only 2 owners in the last 37 years. Fabulous condition**£77,500**



1962 Jaguar E Type semi Lightweight race car in Silver with current FIA papers. Highly competitive with fresh engine and ready for 2018 season. See website for further details.



1959 Jaguar XK150 FHC in Carmen Red with Black hide interior, on chrome wire wheels. Sensibly priced at only.....**£69,950**



1959 Jaguar MkII 3.8 Saloon in Cornish grey with red hide interior. Absolutely stunning motor car, please read website description ...**£59,950**



1956 Aston Martin DB2/4 MkII in red. This 2 owner car has been garaged from new and has the most perfect chassis you could wish to find. After close inspection there is no evidence of any past corrosion making this car quite unique. An extremely rare find. See our website for further details.



1961 Aston Martin DB4 in Wedgewood Blue with grey hide interior with period patina and a delight to drive, Very realistically priced in today's market at**£365,000**



1968 Aston Martin DB6 Saloon in Dubonnet Rosso with Cream hide interior, An older restoration but in superb condition. Last owner since 1979**£285,000**



1997 Aston Martin DB7 i6 Volante finished in Estoril blue with Pacific Blue and Parchment hide interior. For the past 8 years it has been the property of a gentleman now in his 80's and has been extremely well looked after. See website for further details.



1998 Ferrari 355 GTS F1 in Rosso Corsa with Nero hide. Unusually high mileage and unusually competitive price**£67,500**



2000 Aston Martin DB7 Vantage manual in Antrim Blue with Cream hide, stunning car with superb history. A delight to drive.....**£34,950**



1990 Ferrari 328 GTS in Rosso Corsa with Crema hide interior. In lovely condition with the benefit of a new clutch and recent cam belt change by QV London. Slightly up on the miles and well below the average asking price for a lovely 328. See website for full details.



1982 Ferrari Mondial 8 finished in Silver with full red hide interior. Only for sale due to bereavement and being sold on behalf of the estate. Very competitively priced for such a nice motor car and we would listen to sensible offers. Just bid me!!!!



1984 Ferrari 308 GTS in Rosso Corsa with Crema hide interior. This is a high mileage but well maintained example that is in excellent condition and is probably the least expensive 308 GTS currently on offer. See our website for more details.



1972 Aston Martin AM Vantage in Silver with red hide interior. Beautiful restoration in 2013, Manual gearbox, stunning condition..**£129,950**



2009 Ferrari California in Tour de France Blue with tan hide, 37,000 miles, full service history, just reduced to**£74,950**



1990 Aston Martin Virage. Choice of 2, both finished in Green, both beautiful, well maintained cars, see our website for further information.....**Priced from £47,500**

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2014/14 Bentley Flying Spur W12 LHD. Finished in Dark Sapphire with electric sunroof and factory light smoked glass with Linen interior, with Comfort spec. and two tone 3 spoke steering wheel. Picnic tables and Naim premium audio system. One owner, only 25,000 miles with Full Service History. Immaculate throughout **£109,750**



2012/12 Bentley Mulsanne. Finished in Silver Storm with Linen interior, with Imperial Blue stitching and Imperial Blue carpets piped in Linen. Fitted with rear entertainment and internet. Only 21,000 miles with Full Service History. Immaculate condition throughout **£99,250**



2010/10 Bentley Flying Spur. Finished in Cumberland Green with 20 inch alloys and electric sunroof. Special order interior in Portland with Armage style rear seats and picnic tables. Rear park camera and adaptive cruise. Only 31,000 miles, FSH. Immaculate & outstanding value at **£49,999**



2010/60 Bentley Continental GTC Mulliner. Finished in unmarked Granite with 20 inch alloys and a Black Mohair hood. The interior is in Linen with Beluga stitching. Only 29,000 miles with Full Service History. Known to ourselves for last 4 years. Immaculate condition throughout **£62,950**



2008/08 Bentley Flying Spur Mulliner. Finished in Meteor Blue with electric sunroof and electric rear blind. The interior is finished in luxury Mulliner styled leather in Portland with contrasting Nautic carpets. Fitted with park camera. Only 47,000 miles with FSH and just 2 owners. Immaculate throughout, a must at only **£44,950**



2006/06 Bentley Arnage T Mulliner. Finished in Diamond Black with the latest 19 inch Arnage T alloys, privacy glass to the rear and retracting Flying B. Soft Black interior with embroidered Flying B's. Updated sat nav and park camera. Only 44,000 miles with FSH. Immaculate throughout. Outstanding value at only **£42,950**



2007 model/56 Bentley Continental GTC. Finished in stunning Silverlake with French Navy hood and Magnolia interior, with Nautic secondary hide and 20 inch alloys. Only 49,000 miles with Full Service History. Known to ourselves for last 5 years. Immaculate throughout **£49,999**



2006/06 Bentley Flying Spur. Finished in Sapphire Blue with electric sunroof and 20 inch alloys. Luxury 4-seater version with reclining rear seats. Saffron interior with secondary hide in French Navy, Walnut veneers, wood rimmed steering wheel and rear screens. Only 77,000 miles, FSH. Immaculate throughout **£34,950**



2005 Model/54 Bentley Arnage R. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with Walnut door inlays and Flying B's to the waist rails. Fitted with DVD screens to the rear. Known to ourselves for last 3 years. Immaculate condition throughout with FSH. Outstanding value at only **£32,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Magnolia interior, Beluga secondary hide and Walnut inlays and veneers. Only 63,000 miles with Full Service History. Immaculate condition throughout. Value at only **£32,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Autumn interior, Beluga secondary hide and Walnut veneers. Fitted with Bluetooth. Full Service History. Known to ourselves for last 4 years. Immaculate condition throughout **£29,750**



2005/55 Bentley Arnage R LWB. Was Bentley Motors' own car and is a 2007 model. Finished in Black Sapphire with Cotswold interior, complemented by French Navy carpeting. This extremely rare car is in outstanding condition throughout with low mileage and FSH. This car is value at **£45,950**



2003/53 Bentley Arnage T Mulliner. Finished in Silver Storm with electric sunroof. Soft Black interior stitched in Linen with embossed Flying B's and electric rear seats. Known to ourselves for last 3 years. Only 40,000 miles with FSH. Totally unmarked, must be seen. Outstanding value at only **£31,950**



2003/03 Bentley Arnage T. Finished in Black Sapphire with Mulliner wing vents and '07 model 19 inch alloys. Magnolia interior with French Navy stitching and Flying B's. Turned alloy dash and waist rails with Walnut veneers. Electric rear seats. Only 77,000 miles, FSH. Supplied by us 6 years ago. Immaculate **£31,950**



2003 Model/52 Bentley Arnage R. Finished in Peacock Blue with Cream fine lines. Cotswold interior with French Navy carpets and Walnut veneers, with a 2 tone leather trimmed steering wheel. Just 70,000 miles with Full Service History. Immaculate condition throughout **£29,950**



2002/02 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**



2002/02 Bentley Arnage Red Label. Finished in Sherwood Green with 18 inch alloys. The interior is finished in Soft Tan, with Walnut veneers. Fitted with Sat nav. Only 79,000 miles with Full Service History. Immaculate throughout. Outstanding value at only **£23,950**



2000 X Bentley Arnage Red Label. Finished in Silver Pearl with Magnolia interior piped in Slate, with top tinted screen, Granite carpets, Walnut veneers and two tone steering wheel. Electric seats front and rear. Only 89,000 miles with Full Service History. Known to ourselves, immaculate throughout **£22,950**



1999 T Bentley Arnage Red Label Look Alike. Finished in Masons Black with limited edition Le Mans alloy wheels and colour coded bumpers. Magnolia interior with Black piping and Black carpets piped in Magnolia. Only 84,000 miles with history. Immaculate condition **£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**



1992 K Rolls Royce Corniche Convertible Series III. Finished in Vermillion with a Magnolia hood and Magnolia interior piped in St James, with St James carpets piped in Magnolia and Walnut veneers. Only 14,000 miles with full history. Just amazing condition and will only go up in value. Only **£132,950**



1989 F Rolls Royce Silver Spirit ABS EFL. Finished in Silver Sand with Nutmeg coach lines and whitewall tyres. Cream interior with Nutmeg piping and Nutmeg carpets with Cream piping. Fitted with picnic tables. Only one owner from new and only 27,000 miles. Immaculate condition throughout **£23,950**



1980 W Rolls Royce Silver Shadow Series II. Finished in beautiful Silver Sand and with a Nutmeg Everflex roof, complemented by Magnolia interior and Nutmeg carpets. Fitted with near side door mirror and Whitewall tyres. Only 69,000 miles with lots of history. Immaculate condition throughout **£23,950**



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only **£75,950**

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BEAULIEU GARAGE



1955 MG TF 1500
£29,995

The MG TF 1500 was only produced for one year, 1955, thus making it rare and sort after. There is a four-speed manual gearbox and four-wheel hydraulic drum brakes. An older restoration in red with a black leather interior. Fitted with wire wheels and chrome luggage rack.



1957 MGA 1500 Roadster
£37,500

A wonderful example of a 1957 MGA in Old English White, complemented by a red leather upholstery and factory extras including wire wheels, heater and safety belts. Imported from the States in 1989, the car underwent comprehensive restorative works when it arrived in the UK which included a conversion from left-hand to right-hand drive. The car comes complete with an extensive file of bills, receipts, photographic evidence of rebuild and MOT's etc. A luggage rack is already fitted to the boot lid and complete weather equipment with side screens included. A very desirable MG model with the ultimate classic appearance.



1958 Austin Healey "Frogeye" Sprite
£29,995

An opportunity to own number 661 off of production with a newly restored body, finished in its original colour of Primrose Yellow. Complete with its Heritage Certificate, this car is an original UK car with its factory extras, including a heater, laminated windscreen, locking fuel cap and no front bumper. The car has also been fitted with the upgraded 1270cc engine making this a smooth and more comfortable ride. A very rare, early example of the renowned Frogeye Sprite with exceptional body work.



1965 Morris Mini Moke
£24,995

It's becoming increasingly difficult to find an early British built Moke. As can be seen from the Heritage Certificate, this car was supplied in 1965 to a dealer in Glasgow in its most basic form-with only the front passenger seat as an option. Recently restored with all new body panels, rebuilt 848cc engine and finished in its original colour of Spruce Green with green trim. Rear seats have been fitted together with a new green hood, Minilite style alloy wheels complete the package. A rare find and presented in fabulous condition.



1966 Triumph TR4a IRS
£29,995

A magnificent example of the highly sought after Triumph TR4a IRS. An original home market car finished in its factory colour, Triumph Racing Green, complemented by a black Ambla trim and black hood. This particular car left the factory with a few extras including disc wheels, overdrive, independent rear suspension and heater. In 2011 the engine was rebuilt and later a gearbox overhaul in 2015. The car comes with a good file containing a number of receipts, photographs and MOT certificates. An all round well presented car with exceptional body work and tidy interior.



1973 MG Midget
£10,995

This car has recently been unearthed from careful hibernation having been laid up for 17 years. The garage that found it gave a thorough check-over, service and put it through an MOT. We were impressed at how well it has survived. The panel fit is excellent and the underside is as good as we have seen. A sweet engine gives lively performance and car handles very well. This car is finished in Harvest Gold with blue interior and comes with hard and soft tops.



1988 Daimler 5.3 Double Six
£9,995

The Daimler Double Six are becoming ever more rare, especially fitted with the legendary V12 engine. Fitted with its original automatic gearbox, this is a very smooth executive car. With just 4 owners from new and having covered just 44,000 miles, the car comes complete with its original Daimler service pack. The car comes finished in Crimson Red with a complementing Beige leather interior. Central door locking, PAS, electric windows, electric sunroof and climate controlled heating system.



1990 Mini Cooper RSP
£18,995

Newly refurbished by our sister company New Forest Classic Cars, this car has had a full bare metal respray in the iconic colour British Racing Green metallic. The striking interior features black leather and cloth seats piped in red with a brand new vibrant red carpet set. Powered by the MG 1275cc engine, this car is very nippy and a comfortable ride. This is just one of 1,055 John Cooper RSP models built for the home market (No. 766), making this a desirable car for any collection. The car comes complete with a service book, some bills and receipts. A new MOT will be supplied on sale.

WANTED

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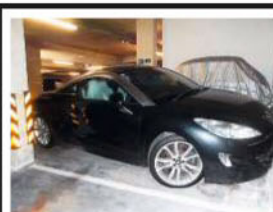
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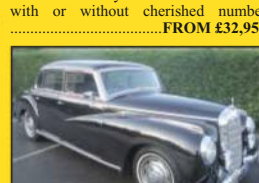
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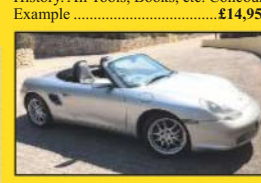
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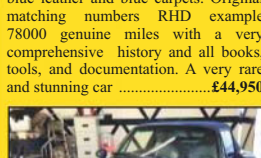
1954 MERCEDES 300 W 180 (ADENAUER). Very rare manual floor-change example, (One of only 12 RHD built). Prepped for classic rallying (Gullwing spec engine with twin Solex carbs. Stainless steel exhaust, stainless steel fuel tank, sump guard and twin spot lamps. Fiva papers past and present available. This 3 owner motor car (first owner 38 years) is finished in its original black with grey leather trim and, although not Concours, is in remarkable original condition.**£49,950**



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**



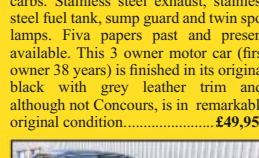
1982 MERCEDES 280SL W107. In stunning Milan brown with beige tex trim. Hard and soft tops, Mexican hat alloys. One previous owner and 45000 miles only. All books, tools, and comprehensive service History. One of the finest known to exist**£39,950**



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**



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best**£47,950**



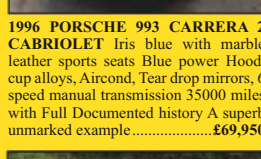
1958 BENTLEY SI. Oxford Blue with Original red leather trim, Factory Power steering, uprated brakes. This superb low mileage example was sold by us to its last owners, and has been maintained to a very high standard**£49,950**



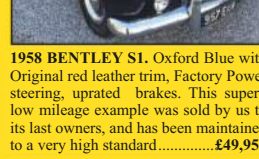
1966 FORD MUSTANG 289 CONVERTIBLE, Auto, Power hood. And power steering. Matching numbers, 53000 miles only. Correct colour scheme. In concours winning show condition. Best known to exist in the UK**£49,950**



1967 ALFA ROMEO DUETTO SPIDER. LHD. Signal red with black trim. Original rust free California car with low mileage**£36,950**



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**



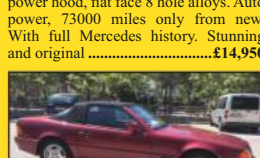
1986 MERCEDES 280SL SPORTS. Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 67,000 miles with full service history. In original, concours winning condition, we have not seen a better example ever. Truly stunning**£32,950**



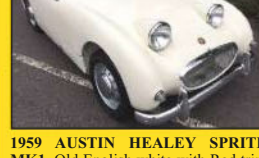
1988 PORSCHE 911 (930 TURBO CABRIOLET). GP white with marine blue leather and blue. Power hood, polished Fuchs alloys, 30000 miles only, stunning example**£119,950**



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 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.**£144,950**



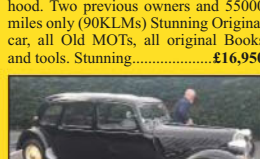
1973 RANGE ROVER (FIRST SERIES) 2 DOOR. Bahama Gold with palomino leather, 51000 miles only, matching numbers, Perfect history, stunning**£39,950**



2008 FERRARI 599 GTB FIORANO F1 Grigio Silverstone with Grigio Scuro leather trim, 20" Alloys, yellow callipers, carbon fibre brakes, Daytona sports seats, wing shields, 16900 miles with FFSH. Stunning original car, with all books and tools**£126,950**



1997 VW GOLF 1600 GLAUTO. 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 11B. Rare 6 light, matching numbers, last owner many years, with superb history**£19,950**



1954 VW BEETLE (OVAL WINDOW). Irisblau met blue with grey trim. 58000 KLMs only from new. Matching numbers, Rare find, Please view our website.**£24,950**

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1981 Jaguar XJ6 Series III 4.2 Automatic – Stunning, 33,000 miles from new and has driven to us from Northern Ireland. Sony Broadcast Ltd in Hampshire bought the car brand new from Jaguar and for two years the car was used by one of the Company's Managing Directors. In 1993, Sony actually gave the car to the then widow of the former Managing Director as a gift. **£17,995**



1965 Jaguar MKII 3.8 Manual Overdrive – Comprehensive history file confirms that from 1971 to 1982 the car was in Jersey. In 1987 the car featured and co-starred with Phil Collins and Julie Walters in the film 'Buster', the Great Train Robbery feature film. The upholstery is a delight with beautifully aged Red leather seats. Superbly presented. **£46,995**



1969 Rolls Royce Mulliner Park Ward Coupe – Beautifully presented, low mileage, exceptional history. 1 of 606 MPW models made, it was professionally re-modelled to Bentley specification by Royce Engineering some 30 years ago. It therefore features the very rare Bentley grill and various badging. This is a beautiful machine, a car of real quality and certainly one for the discerning buyer. **£44,995**



1977 Alfa Romeo Giulia Nuova Super 1300 LHD – Presented and finished in Magenta with complementary Nero hide. This left hand drive example is in outstanding condition and drove to us faultlessly over 200 miles from Gloucestershire. The Alfa only arrived in the UK in early 2017 and has had light expenditure to ensure its ready to use and enjoy. **£13,995**



2017 Aston Martin DB11 5.2 Launch Edition – Registered in June 2017 Absolutely top spec, costing just a few pounds under £187,000. Finished in Magnetic Silver with Tan leather, the DB11 has only covered 3100 miles and is totally immaculate and as new, £17,000 of factory fitted options. **£157,995**



1962 Jaguar MKII 4.2 Manual with Overdrive – A very quick, highly uprated MKII Jaguar with Coombs styling. With a loured bonnet, Coombs spats, competition body coloured painted wire wheels and its original colour of Green, this car does look spectacular. What is even more impressive is the way this car drives. Fitted with a Jaguar 4.2 litre engine. **£49,995**



1969 Austin Healey 3000 MKI – Red over Cream with wire wheels, overdrive and wonderful aged red leather upholstery. 20000-25000 miles touring from 1991-2010 and then in Sweden for a few years prior to coming back to the UK. **£74,995**



1982 Fiat X1/9 – 15,326 miles from new. The car is truly exceptional, particularly the first class rust free bodywork. Superbly documented history including the original bill of sale, service book, original manual and clearly from its mileage and condition, has led a very well cared for cosseted life. **£16,995**



1989 Porsche 911 Carrera 4S – 68000 miles from new and comes to us with an impressive service history. The Guards Red paintwork is excellent, the bodysell first class and the car looks superb on a set of Fuchs alloys. The original alloy wheels are also with the car. The Grey leather upholstery is original and is lovely. **£59,995**



1959 Austin Healey Frogeye Sprite MKI – Iris Blue with Dark Blue trim. Subject of full complete nut and bolt rebuild with Wheeler & Davis Stage 3 bodysell. 775 miles since, £20k spent on parts alone. Truly top class. **£29,995**



1971 Rolls Royce MPW Convertible – Ordered new by Peter Rogers at Feature Film Facilities, Pinewood Studios (Carry on Films). 76k miles from new, £50k of service history/maintenance. Original colour, gleaming paint, lovely original interior and hood. **£69,995**



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**



1968 Triumph TR5 PI – Original RHD with overdrive, heater, tonneau cover and is a genuine home market UK car. Spent almost its entire life in Sweden and was brought back into the UK in 2015. presents very well with a high standard of paintwork, lovely straight panels and an excellent underside. Delightful, on the button example that is ready to be used and enjoyed. **£43,995**



1981 BMW E12 M535i – This stunning, rare BMW M535i has just arrived with us having recently undergone a major programme of work including an engine rebuild. **£29,995**



1965 Ford Mustang Fastback 289 V8 Auto - £8,000 spent throughout this year. Work includes re-trimming door cards and seats, fitting a Master Power front brake disc conversion kit, new correct steering wheel, Halogen headlamp conversion, new fuel tank sender seal, radio with iPod, a new set of BF Goodrich tyres and work to the carburettor and throttle and gearbox control linkage. **£39,995**



1948 Triumph Roadster 1800 - Recently stripped down to the rolling shell and treated to a complete, top class re-paint. Various chrome work was also carried out and a complete interior re-trim in red leather and new Black mohair hood. The car presents superbly and is a lovely usable example, further enhanced by a floor change four speed gearbox. **£36,995**



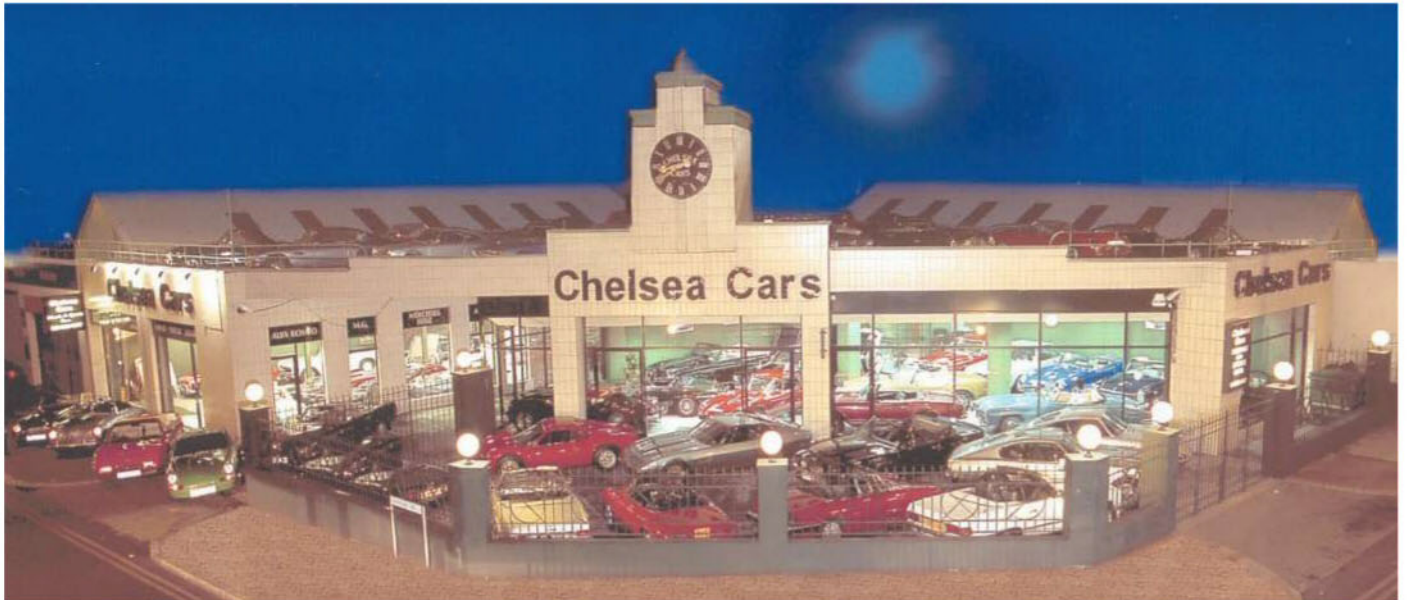
1975 MG B Roadster – Known by us for over ten years. Late chrome bumper car, full Heritage Shell rebuild in the late 1990's and was finished to an exceptionally high standard. Still drives and presents in outstanding condition. **£15,995**



1931 Humber Pullman Laundaulette Limousine – Most of its life in Scotland spending 50 years with the same family. Comes with its original Hackney Carriage 8 seats plaque as it was used to transport holiday guests from Granton Station to Aviemore Resort in Scotland. Last owner since 1999 and 6000 faultless miles covered. **£34,995**

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1988 ALFA ROMEO SPIDER - 2.0 LITRE, RHD. PRESENTED IN PRIMROSE YELLOW COACHWORK WITH BLACK INTERIOR. SHOWING JUST 44K MILES AND LOW OWNERSHIP. BODY AND PAINTWORK VERY GOOD WITH CORRECT PANEL FIT AND ORIGINAL RUBBER MATS, NO SPLITS ON DASH OR SEATS ETC £22,995

1965 ASTON MARTIN DB5 - CALIFORNIAN SAGE COACHWORK MAGNOLIA INTERIOR £675,000

1966 ASTON MARTIN DB6 VANTAGE - MANUAL GEARBOX, WHITE COACHWORK, LOW MILEAGE. PREVIOUSLY OWNED FOR MANY YEARS BY AN ASTON MARTIN SPECIALIST. THE ONLY WHITE DB6 VANTAGE PRODUCED. THIS IS A VERY HIGH END CAR £450,000

2008 ASTON MARTIN V8 VANTAGE ROADSTER. SPORTMATIC. SILVER COACHWORK, BLUE LEATHER, S UPGRADE BODY KIT AND LIGHTS, 32K MILES £39,995

1966 BMW 2000 CS COUPE. LHD. SILVER COACHWORK. RESTORED £29,995

1949 CADILLAC SERIES 62 CONVERTIBLE CUSTOM 'CAD ATTACK' - WELL KNOWN CUSTOM CADILLAC WHICH HAS APPEARED IN MANY MAGAZINES £POA

1966 CORVETTE 427 BIG BLOCK 7.0 LITRE CONVERTIBLE - DUBONNET RED COACHWORK BLACK INTERIOR, MANUAL TRANSMISSION £59,995

1962 FERRARI 250 GTE. LHD. MATCHING NUMBERS. SILVER COACHWORK, BLACK LEATHER £POA

1982 FERRARI 512 BBI BOXER, LHD - GRAPHITE GREY COACHWORK, MAGNOLIA LEATHER, RESTORED £249,000

1998 FERRARI 355 F1 SPIDER, LHD - PRESENTED IN BLACK COACHWORK WITH BLACK INTERIOR. LOW MILEAGE, MUCH RECENT EXPENDITURE £62,995

2001 FERRARI 456 GTM RARE MANUAL GEARBOX. RED COACHWORK, 44K MILES £89,995

1970 FIAT 500 - BURGUNDY COACHWORK £9,995

1972 FIAT 500 F RHD - BURGUNDY COACHWORK, MANY UPGRADES INCLUDING REBUILT 650CC ENGINE, SYNCRO GEARBOX, RESTORED BODY £14,995

2008 FORD MUSTANG GT 500KR LIMITED EDITION - SILVER COACHWORK, JUST 500 MILES FROM NEW £59,995

1966 FORD MUSTANG FASTBACK - BLACK COACHWORK. AUTO, POWER STEERING, DISC BRAKE MODEL £39,995

1955 JAGUAR XK140 FHC. RHD. WHITE COACHWORK, BLACK LEATHER INTERIOR £59,995

1956 JAGUAR XK 140 ROADSTER RHD - RED COACHWORK. RESTORED £99,995

1966 JAGUAR E TYPE FHC - ORIGINAL RHD UK CAR. GREY METALLIC COACHWORK, SUEDE GREEN LEATHER, LOW MILEAGE, EXTENSIVE SERVICE HISTORY £75,000

1972 JAGUAR E TYPE ROADSTER - UK RHD, RED COACHWORK, TAN LEATHER, AUTOMATIC TRANSMISSION, WIRE WHEELS. JUST RESTORED £95,000

1972 JAGUAR E TYPE V12 ROADSTER ORIGINAL RHD - PRIMROSE YELLOW, TAN LEATHER INTERIOR, AUTOMATIC TRANSMISSION. JERSEY CAR SHOWING LOW MILEAGE. WAX OIL TREATED. LIGHT RESTORATION £59,995

1975 LAMBORGHINI URRACO P300S. RARE 3.0 LITRE MODEL. LHD. BLACK COACHWORK, BLACK LEATHER £85,000

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1964 MERCEDES 230 SL. RHD. AUTOMATIC - P/S. MIDNIGHT BLUE COACHWORK, BLACK LEATHER INTERIOR. THIS CAR HAS BEEN FULLY RESTORED AND UPGRADED TO 280 SL SPEC BY SILCHESTER INCLUDING DISC BRAKES, A/C WITH INVOICES AND PHOTOGRAPHS TO THE TUNE OF OVER £50K £POA

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1967 MERCEDES 250 SL LHD - MIDNIGHT BLUE COACHWORK, BLACK INTERIOR, AUTO, JUST REPAINTED £89,995

1967 MERCEDES 250 SL - MIDNIGHT BLUE COACHWORK, BLUE INTERIOR, AUTO £55,000

1968 MERCEDES 280 SL - DARK BLUE COACHWORK, TAN INTERIOR RHD, AUTOMATIC TRANSMISSION £POA

1969 MERCEDES 280 SL LHD - WHITE COACHWORK, DARK BLUE INTERIOR AUTO, P/S. RESTORED, NEW INTERIOR £79,995

1969 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - AUTO - RECENT FULL RESTORATION £POA

1969 MERCEDES 280SL - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR £POA

1970 MERCEDES 280 SL RHD - AUTOMATIC TRANSMISSION. SILVER COACHWORK WITH DARK BLUE LEATHER INTERIOR. VERY SENSIBLY PRICED AT £85,000

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1986 MERCEDES 560SL - LHD. WHITE COACHWORK, BLACK LEATHER. 1 LADY OWNER FROM NEW WITH JUST 36K MILES. FSH..... £24,995

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1988 MERCEDES 300SL - BLUE BLACK METALLIC COACHWORK, MAGNOLIA INTERIOR, REAR SEATS £19,995

1988 MERCEDES 300SL - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR £17,995

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1957 JENSEN 541 DELUXE

Fully restored in the 1990's and used little since. Well maintained and serviced with perhaps some early racing history to be researched. Comprehensive file. Gunmetal and black leather interior, manual with overdrive.



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PEUGEOT 205 GTI 1.6. 1990

57,000 miles, silver paint with red & black interior. Consistent service & maintenance records. 2 owners. Excellent condition throughout.



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1972 JAGUAR E TYPE SERIES 3 RDSTR

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One of 35 RHD made, service history, 2 owner 28,000 miles. Black/tan interior. SS exhaust, manual. 1980's icon.



£115,000

1950 FORD V8 PILOT

Low mileage Ford V8 with extensive recent mechanical overhaul and body restoration in 2000. Original leather seats 50,000 genuine miles. Excellent driving car.



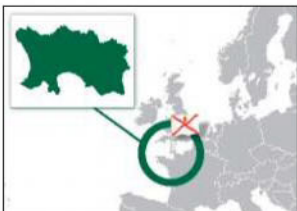
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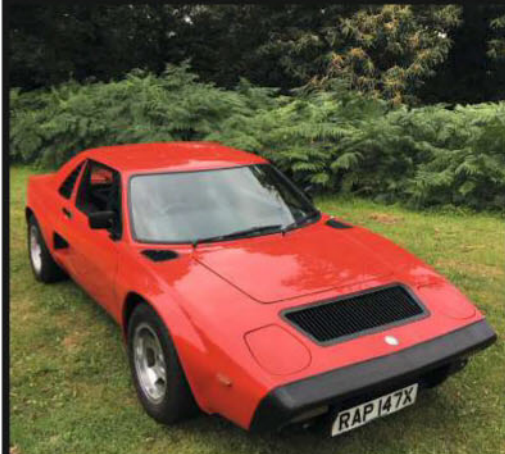
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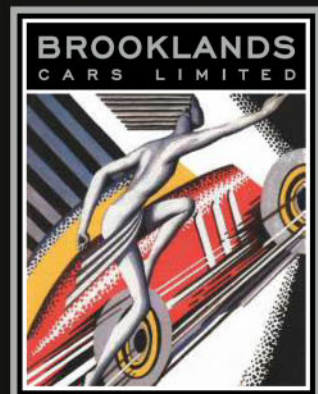
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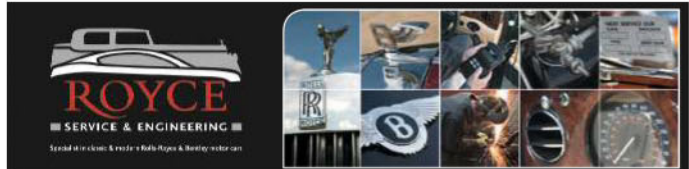
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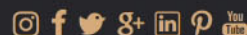
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MERCEDES-BENZ 280SL PAGODA 1969. 27,000 miles. Hard & soft tops, automatic, power steering. Unmarked, brilliant signal red & tan hide interior. Always garaged, superb example. www.kinsonmotorcompany.co.uk £79,950 TEL: 02380 766200 HANTS (T)



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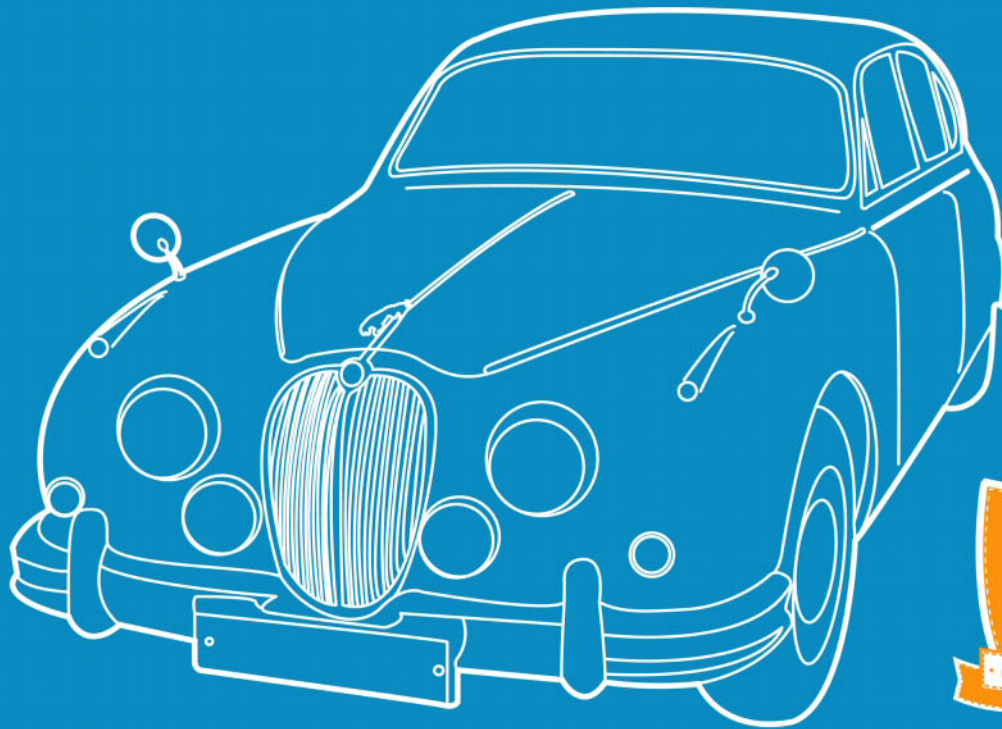
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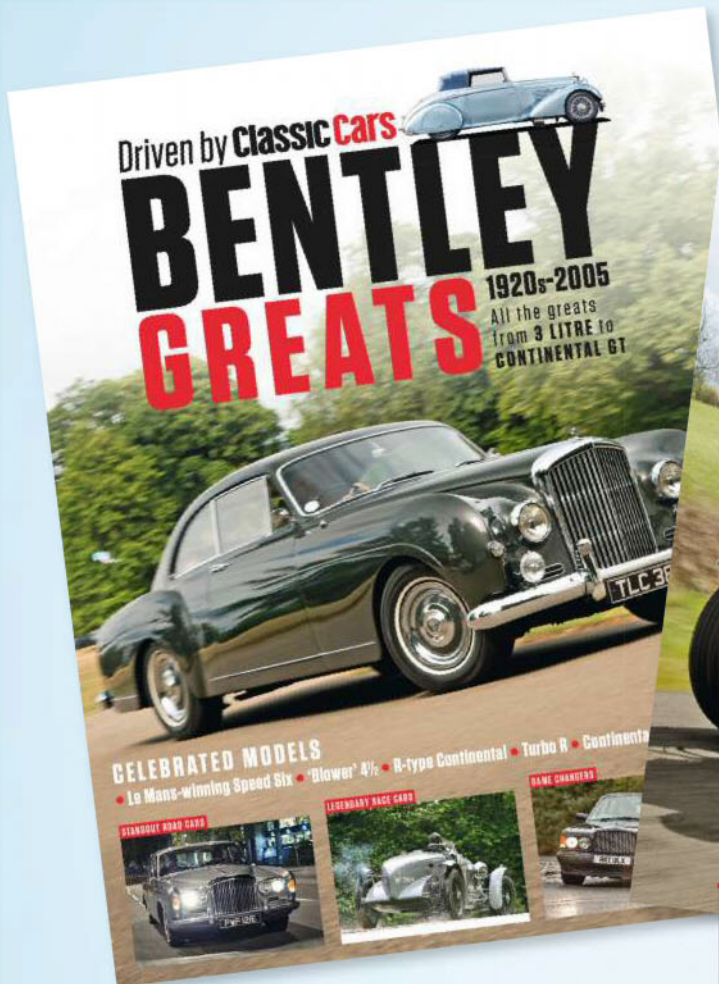
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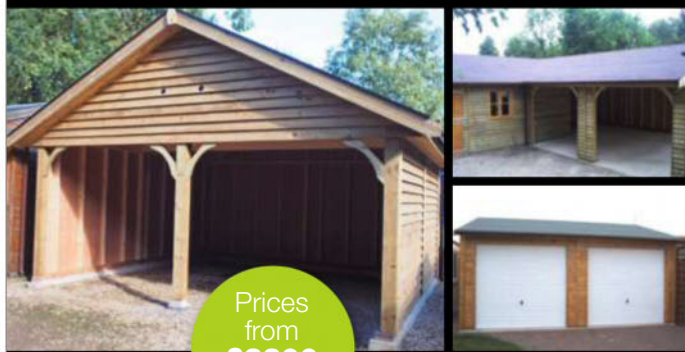
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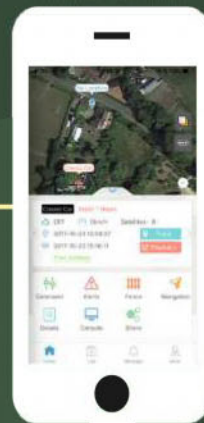


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Price Guide

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WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE

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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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	97,500	80,000	60,000	45,000	747	95	▲
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80	▲
AC AC Owners' Club (01904 793563)								
2-litre	47-56	15,000	11,000	6,750	4,000	1991	83	▲
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9,000	1991	83	▲
Ace (AC engine)	54-63	200,000	150,000	110,000	80,000	1991	102	▲
Ace-Bristol	56-63	275,000	210,000	150,000	100,000	1971	118	▲
Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120	▲
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	▲
Cobra 427	65-67	850,000	675,000	525,000	425,000	6998	145	▲
428	67-73	160,000	125,000	90,000	60,000	7014	143	▲
428 con	67-73	200,000	150,000	110,000	70,000	7014	143	▼
3000 ME	79-84	15,000	11,000	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	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.85m	1.4m	1.1m	950,000	1754	95	▼
6C 2300 Touring	33-37	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	48,500	30,000	20,000	1570	108	▲
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	30,000	1570	120	▲
2000 Spider	58-62	80,000	55,000	26,500	16,000	1975	111	▲
2600 Spider	62-65	95,000	70,000	32,000	18,500	2584	124	▲
2600 Sprint	62-66	47,500	35,000	17,500	8000	2584	125	▲
SZ-1	60-62	350,000	300,000	250,000	200,000	1290	120	▲
TZ-1	63-65	800,000	625,000	525,000	450,000	1570	124	▲
Giulia Ti/Super	62-74	16,000	11,000	5500	2750	1570	105	▲
1750/2000 Berlina	68-76	11,000	7000	3000	1400	1962	115	▲
Giulia Sprint GI/Veloce	63-68	40,000	30,000	16,500	8500	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	37,500	27,500	14,000	7000	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	67,500	49,500	27,500	17,500	2593	132	▲
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	▲
Alfasud Sprint	76-90	7000	4750	2400	900	1490	104	▲
Alfetta sal	72-84	10,000	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	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALLARD Allard Owners' Club (01438 773428)								
155	92-97	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	▲
ALPINE-RENAULT Club Alpine-Renault (01902 895590)								
A110	65-77	75,000	55,000	36,000	27,500	1565	115	▲
A310 1600	74-77	27,500	20,000	12,500	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	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308)								
Speed 20 Tourer	32-36	120,000	100,000	75,000	52,500	2762	90	▲
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	▲
4.3 Litre Tourer	37-39	170,000	125,000	105,000	95,000	4387	100	▲
TA14	46-50	16,000	11,000	6000	3250	1892	72	▲
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	▲
TA21/TC21/100	50-55	20,000	15,000	8500	4000	2993	100	▲
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95	▲
TD1	56-63	33,500	24,000	13,500	7500	2993	104	▲
TD21 convertible	56-63	72,500	52,500	32,500	18,500	2993	102	▲
TE/TF21	63-67	42,000	30,000	16,500	9750	2993	110	▲
TE/TF convertible	63-67	89,000	65,000	37,500	22,500	2993	107	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
AMPHICAR IAOC (amphicar.com)								
770	61-65	44,000	30,000	22,500	15,000	1147	70	▲
ARMSTRONG SIDDELEY 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	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	250,000	180,000	125,000	85,000	2580	110	▲
DB2 con	51-53	325,000	250,000	180,000	140,000	2580	109	▲
DB2/4 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	5m	4.5m	3.75m	n/a	2922	145	▲
DB MkIII	57-59	520,000	165,000	115,000	85,000	2922	120	▲
DB MkIII con	57-59	500,000	425,000	330,000	250,000	2922	120	▲
DB4	58-63	475,000	390,000	300,000	225,000	3670	141	▲
DB4 Vantage	61-63	520,000	430,000	330,000	260,000	3670	149	▲
DB4 con	61-63	900,000	825,000	650,000	500,000	3670	140	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
DB4								
DB4 GT	60-63	2.4m	2m	1.5m	1m	3670	155	▲
DB4 GT Zagato	60-63	11m	9.5m	8.5m	n/a	3670	154	▲
DB5	63-65	650,000	520,000	375,000	285,000	3995	143	▲
DB5 con	63-66	1m	875,000	700,000	550,000	3995	141	▲
DB6	65-70	300,000	235,000	175,000	135,000	3995	140	▲
DB6 Vantage	66-69	400,000	300,000	205,000	160,000</			

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
1100/1300	63-74	3000	2000	900	450	1098	85		
1300GT	69-74	8000	5500	2500	1200	1275	96		
3-litre	68-71	6750	4750	2400	1100	2912	106		
1800/2200	64-75	4000	2500	1000	500	1798	96	▲	
Allegro 1100-1500	73-82	2000	1250	550	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	4,500	3,000	1,350	750	998	82		
Mini Cooper 997/998	61-69	22,500	16,000	9,000	6,000	998	90	▲	
Mini Cooper 1071S	63-64	42,500	32,000	20,000	14,000	1071	95		
Mini Cooper 970S	64-65	40,000	30,000	19,000	13,500	970	82	▲	
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96		
Mini C1 1275S MklII/III	67-71	32,000	22,500	14,000	9,500	1275	96		
Mini Moke	64-85	20,000	15,000	8,000	4,500	998	70		
Mini 1275GT	69-80	11,000	8,000	4,250	2,000	1275	89	▲	
Mini Clubman	70-80	4,500	3,000	1,300	650	1098	82		

AUSTIN-HEALEY		Austin-Healey Club, 4 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	625,000	510,000	440,000	380,000	2660	119	
100/6 BN4/6	56-59	47,500	35,000	22,000	13,500	2639	105	
3000 Mkl	59-61	50,000	37,500	25,000	13,000	2912	112	
3000 Mkl BN7	61-62	75,000	50,000	35,000	25,000	2912	117	
3000 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	500,000	275,000	210,000	160,000	2996	▲	
4.5-litre Tourer	27-31	1.2m	800,000	650,000	500,000	4398	92	▲
6.5 Litre Speed Six	28-30	3.25m	2.75m	1.9m	1.1m	6597	86	▲
4.5 Litre 'Blower'	29-31	11m	8m	4.6m	3m	4398	98	
8 Litre	29-31	2.6m	1.65m	950,000	500,000	7982	101	▲
Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	300,000	200,000	100,000	42,500	3669	91	
Derby 4.25 PW	36-39	125,000	87,500	52,500	32,500	4257	96	
Derby 4.25 coachbuilt	36-39	390,000	265,000	120,000	45,000	4257	96	▼
MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,000	8,750	4566	100	
MkVI con	51-52	110,000	80,000	42,000	27,500	4566	100	
R-type saloon	52-55	40,000	29,000	16,000	9,000	4566	106	
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106	
R-type Continental	52-55	950,000	800,000	600,000	500,000	4566	115	▼
S1/52 saloon	55-62	39,000	29,000	16,500	8,000	4887	101	
S1 Continental Mulliner	55-59	500,000	365,000	185,000	140,000	4887	115	
S1 Cont PW coupé	55-59	375,000	275,000	140,000	100,000	4887	114	
S1 Cont P Ward con	55-59	550,000	400,000	275,000	200,000	4887	114	
S2 Cont Mulliner	59-62	275,000	200,000	125,000	85,000	6230	115	▲
S2 Park Ward con	59-62	325,000	225,000	145,000	92,000	6230	115	▼
S2 Flying Spur	59-62	170,000	120,000	75,000	46,500	6230	120	▼
S3 saloon	62-65	42,000	32,000	18,000	850	6230	116	
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120	
S3 MPW con	62-65	250,000	175,000	100,000	60,000	6230	116	▼
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6,500	2,500	6750	120	
T2 saloon	77-80	15,000	12,000	6,000	2,250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	6,000	2,000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6,500	2,400	6750	135	
Turbo R/RL	85-97	18,000	12,500	6,750	2,500	6750	135	▼
Continental MPW con	84-94	70,000	52,500	40,000	25,000	6750	140	▲
Continental R	91-02	42,500	30,000	22,500	16,500	6750	151	▼
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6,500	6750	140	
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	

BERKELEY		Berkeley Enthusiasts' Club (01483 475330)						
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65	
Sports SE492	58-59	12,000	7,000	3,750	2,500	492	80	
B95/B105	59-61	12,500	7,500	4,250	2,750	692	90	
T60 3-wheeler	59-61	8,000	6,000	3,600	2,000	328	60	

BIZZARRINI		(sobizclub.com)						
5300 GT Strada	65-69	600,000	500,000	400,000	300,000	5354	165	

BMW		BMW Car Club (01225 709009)						
328	36-39	675,000	550,000	425,000	350,000	1971	100	

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
327	37-40	150,000	115,000	75,000	50,000	1971	78		
501 V8/502/2.6/3.2	55-63	44,000	28,500	17,000	11,000	2580	100	▼	
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115		
507	56-59	1.5m	1.2m	1m	800,000	3168	135		
Isetta 250/300	55-65	20,000	14,500	10,000	6500	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	11,500	8000	3900	1900	1990	112	▲	
2002 cabrio/targa	71-74	20,000	15,000	7000	3000	1990	110		
2002tii	71-75	24,000	16,500	7500	3250	1990	120		
2002 turbo	73-74	65,000	50,000	35,000	20,000	1990	130		
2800CS/CSA	69-71	25,000	17,500	10,000	5000	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	▲	
320i/325 Baur cabrio	81-85	7500	5000	2500	1250	2495	135		
5-series (E12)	75-81	5000	3750	1850	900	2788	133		
M535i (E12)	80-81	26,000	19,000	11,000	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	18,000	12,500	9000	6000	4941	155		
3-series (E30) conv	86-93	7500	5000	2200	850	2494	130	▲	
325i Sport (E30)	89-91	10,000	7000	3500	1750	2494	133	▲	
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143		
M3 Evo II (E30)	88	70,000	55,000	36,500	26,500	2302	143		
Z1	86-91	30,000	24,000	15,000	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	10,000	6000	3201	155		
Z3 4-cyl	96-01	4000	2650	1350	600	1895	127		
Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139		
Z3M Roadster	98-02	20,000	15,000	10,000	6750	3201	155		
Z3M Coupe	98-02	30,000	22,000	13,500	8500	3201	159	▲	
Z8	00-03	135,000	110,000	85,000	65,000	4941	155		
M3 (E46)	01-06	25,000	19,000	12,000	6000	3246	155		
M3 CSL (E46)	03-05	60,000	52,500	45,000	37,500	3246	155		

BOND		Bond Owners Club (0121 784 6626)						
Minicar MKA-G	48-65	6000	4250	1900	900	250	55	
GT2+2	63-64	7000	4500	1600	850	1147	83	▲
GT4S	64-70	4750	3100	1500	800	1296	92	▲
Equipe GT	67-70	5500	3750	1500	700	1998	100	▲
Bug	70-74	10,000	7000	3250	1750	701	75	

BORGWARD		Borgward Drivers' Club (01536 510771)						
Isabella TS	54-61	10,000	7500	4000	2000	1493	93	
Isabella coupé	55-61	28,500	20,000	12,000	7000	1493	98	

BRISTOL		Bristol Owners' Club (01403 784028), Owners & Drivers Assn (bristoloda.com)						
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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1000SP/A Union sp	58-65	17500	12,500	6500	3750	980	80	▼
1000/1000S sal/cp	58-63	10,000	6750	3400	2000	980	82	▼
F102 saloon	64-66	3250	1950	950	550	1175	84	▼

DODGE

Viper RT 10/GTS	92-02	40,000	30,000	21,000	16,000	7974	165	▼
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ELVA

Elva Owners' Club (01903 823710)								
Courier sports/cp	58-61	27,500	21,000	12,000	6750	1498	100	▼
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7000	1798	110	▼

FACEL VEGA

Facel Vega Car Club (01621 818608)								
FV 4.5/4.8/5.4/5.8	54-59	175,000	125,000	80,000	60,000	5801	125	▼
HK500	59-61	190,000	145,000	100,000	70,000	6286	130	▼
Facel II	62-64	315,000	265,000	175,000	125,000	6286	132	▼
Facellia/Facel III	60-64	72,500	50,000	30,000	16,500	1647	114	▼

FAIRTHORPE

Fairthorpe Sports Car Club (01895 256799)								
Electron Minor	57-73	5000	3750	2250	1250	948	80	▼
TX-GT/SS coupé	67-73	4500	3250	1850	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	11m	950,000	825,000	700,000	2562	120	▼
340 America	51	3m	2.6m	2m	1.35m	4101	136	▼
250 Europa S/Sl	53-55	1.85m	1.4m	950,000	750,000	2963	126	▼
410 Superamerica	56-59	3.3m	2.75m	2.2m	2m	4962	165	▼
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157	▼
250 GT Cabrio S1	57-59	4.4m	3.8m	3.4m	3m	2953	155	▼
250 GT Berlinetta TdF	57-59	5.5m	5m	4.5m	4.25m	2953	143	▼
250 GT PF coupé	58-62	550,000	425,000	325,000	225,000	2953	145	▲
250 Cal Spider Lwb	58-62	8.75m	7.25m	5.75m	5m	2953	155	▲
250 Cal Spider swb	60-63	12.5m	11.5m	10.5m	n/a	2953	149	▼
250 GT SWB (steel)	60-63	6.5m	6.2m	5.75m	5.25m	2953	150	▼
250 GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2953	155	▼
250 GT Cabrio Se2	60-62	1.3m	1.1m	850,000	675,000	2953	160	▲
250 GTE 2+2	60-63	375,000	285,000	190,000	145,000	2953	140	▲
250 GTO	62-64	38m	33m	n/a	n/a	2953	158	▼
250 LM	64-66	13.5m	11.5m	10m	n/a	2953	159	▲
250 GT Lusso	62-64	1.5m	1.3m	1m	850,000	2953	150	▲
400 Superamerica 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	1.4m	1.2m	950,000	3286	150	▼
275 GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3286	150	▲
275 GTS	64-66	1.6m	1.3m	1.1m	900,000	3286	150	▲
275 GTB/4 (4-cam)	66-68	2.4m	2.15m	1.9m	1.7m	3286	165	▼
330 GT 2+2	64-67	240,000	180,000	130,000	85,000	3967	150	▼
330 GTC	66-68	650,000	525,000	425,000	350,000	3967	150	▲
330 GTS	66-68	1.8m	1.5m	1.2m	1m	3967	150	▼
Dino 206 GT	68-69	450,000	400,000	320,000	250,000	1987	145	▼
Dino 246 GT	69-73	275,000	220,000	135,000	90,000	2418	150	▼
Dino 246 GTS	72-74	300,000	240,000	150,000	100,000	2418	150	▼
365 GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152	▼
365 GTC	68-70	640,000	550,000	460,000	375,000	4390	155	▼
365 GTB/4 Daytona	68-74	585,000	495,000	365,000	265,000	4390	173	▼
365 GTS/4 Spider	72-73	2m	1.8m	1.6m	n/a	4390	170	▼
365 GTC/4 2+2	70-72	250,000	200,000	150,000	120,000	4390	152	▼
365 GT4 2+2	72-76	65,000	45,000	27,500	18,500	4390	150	▼
365 BB	75-76	325,000	260,000	200,000	150,000	4390	163	▼
512 BB, BBi	76-85	235,000	190,000	145,000	110,000	4942	188	▼
308 GT4 2+2	73-80	52,000	40,000	25,000	18,000	2926	155	▲
308 GTB (grp)	75-77	140,000	115,000	80,000	50,000	2926	154	▼
308 GTB/GTS	77-80	77,500	60,000	42,500	30,000	2926	155	▼
308 GTBi/GTSi	80-82	60,000	42,500	29,000	20,000	2926	155	▼
308 GTB qv/GTS qv	82-85	65,000	50,000	32,000	22,500	2926	155	▼
328 GTB/GTS	85-88	72,000	55,000	37,000	26,500	3195	163	▼
400/400i/412i manual	76-89	40,000	30,000	17,500	10,000	4823	158	▼
400/400i/412i auto	76-89	32,000	22,000	12,000	8000	4942	158	▲
Mondial	81-94	32,500	23,500	14,500	9,500	2926	143	▼
Mondial cabrio	84-94	38,500	28,000	18,250	12,000	2926	146	▲
348/Spider	89-94	60,000	50,000	35,000	27,500	3405	170	▼
F355/GTS	94-99	80,000	70,000	50,000	40,000	3496	185	▼
F355 Spider	95-99	82,000	72,000	52,500	42,000	3496	183	▼
360 Modena	99-05	69,000	62,000	55,000	47,500	3586	184	▼
Testarossa	84-90	100,000	80,000	55,000	37,500	4942	181	▼
512 TR	91-94	127,500	99,000	65,000	50,000	4943	193	▼
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194	▼
456 GT	92-98	50,000	36,000	24,000	17,500	5474	184	▲
456M GT	98-03	54,000	42,000	28,500	21,000	5474	185	▼
288 GTO	84-87	1.6m	1.35m	1.2m	1m	2855	190	▲
F40	88-92	850,000	750,000	640,000	550,000	2936	201	▼
F50	95-97	1.75m	1.5m	1.25m	1m	4698	202	▲
550 Maranello	96-02	90,000	75,000	55,000	45,000	5474	199	▼
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186	▼
575M Maranello	02-06	100,000	85,000	67,500	n/a	5748	202	▼

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Enzo	02-04	1.85m	1.65m	1.4m	n/a	5998	220	▼

FIAT

Fiat Motor Club (0208 372 4028)								
500 Topolino	48-55	14,000	10,000	5000	2500	569	60	▼
600/600D	55-70	10,000	7000	3000	1250	633	66	▼
600 Multipla (MPV)	55-60	30,000	22,000	12,000	6750	767	59	▼
500 D/F/L/R	57-75	11,500	7750	3600	1750	499	61	▼
1500S/1600S Ocsa sp	59-66	42,500	30,000	16,000	10,000	1568	105	▼
2300S	61-68	35,000	25,000	16,500	9500	2280	120	▼
850 Coupé	65-73	8000	5500	2600	1250	903	96	▲
850 Spider	65-73	15,000	9500	4500	2400	903	96	▲
124/Special 12/1.4	66-73	2650	1750	850	400	1438	100	▼
124 Coupé	66-75	8900	6500	3000	1100	1756	115	▲
124 Spider 14/16	66-74	24,000	18,000	10,000	3500	1608	112	▼
124 Spider 1.8/2.0	75-81	18,500	13,000	6000	2500	1756	108	▼
124 Spider Abarth	72-75	35,000	27,500	20,000	12,000	1756	118	▼
Pininfarina Spider	82-85	20,000	15,000	7500	2750	1995	104	▼
Dino Spider 2.0/2.4	67-73	130,000	100,000	62,500	45,000	2418	130	▼
Dino Coupé 2.0/2.4	67-73	42,500	32,500	21,000	15,000	1987	122	▲
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	▼
130 Coupé	72-76	17,500	12,500	7000	3500	3235	114	▼
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	▼
128 3P coupé	75-78	6000	4500	2000	1000	1301	102	▼
X1/9	77-89	4250	3000	1400	650	1290	100	▼
Panda 4x4	84-92	4250	2500	1250	750	999	83	▼
Coupé/Turbo	94-00	4500	2900	1250	400	1998	149	▼
Barchetta	95-02	6500	4200	2200	1000	1747	118	▼

FORD

AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sporting Escort OC (01359 231884); Mustang OC GB (mcogb.net)								
Prefect	40-53	6000	4000	1850	1100	1172	68	▼
Pilot V8	47-51	15,000	10,500	6000	3500	3622	82	▼
Anglia/Popular 103E	46-59	6500	4250	2000	1250	1172	61	▼
Anglia/Popular	53-62	5500	3500	1600	800	1172	71	▲
Prefect 107E	59-61	6000	4500	2000	1100	997	73	▲
Anglia 105E	59-68	6750	5000	2000	1000	997	74	▲
Anglia 123E	62-68	8000	6000	2750	1500	1197	82	▲
Consul MkI	50-56	8500	5500	2750	1350	1508	73	▼
Zephyr Six MkI	50-56	12,500	8000	3750	1850	2262	82	▼
Zephyr								

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
HUMBER Post-Vintage Humber Car Club (01604 404363)								
	Hawk MkI-III	49-50	7000	5500	2500	1200	2267	80
	Hawk MkIV-VI	50-57	6750	4500	2200	1100	2267	80
	Hawk SHV	57-68	6000	4000	2000	1000	2267	86
	Snipe	45-48	9000	7500	3000	1400	2731	72
	Snipe/Pman MkI-IV	45-56	9750	7000	3250	1500	4139	91
	Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80
	Super Snipe 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	800	1725	90
	Sceptre MkIII	67-76	3750	2500	1100	500	1725	98

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ISO Iso Bizzarini Club (020 8891 6663)								
	Rivolta	62-70	87,500	65,000	37,500	30,000	5359	140
	Grifo	63-74	260,000	210,000	150,000	110,000	5359	161
	Grifo 7-litre	69-74	300,000	250,000	175,000	125,000	6998	170
	Lele	70-74	35,000	22,000	14,000	8000	5736	145

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)								
	SS90 sports	35	300,000	225,000	175,000	135,000	2663	90
	SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94
	SS100 3½-litre	38-39	420,000	320,000	225,000	165,000	3485	104
	1½-litre	45-49	32,500	21,000	12,000	6,750	1176	70
	2½-litre	46-51	39,000	28,000	15,000	8000	2663	87
	3½-litre	46-51	56,000	39,000	20,000	10,000	3485	92
	MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87
	MkV 3½-litre con	49-51	92,500	68,500	40,000	20,000	3485	92
	XK120 alloy rdstr	49-50	285,000	240,000	185,000	135,000	3442	132
	XK120 roadster	50-54	110,000	78,000	54,000	31,000	3442	122
	XK120 dhc	50-54	105,000	72,500	49,000	30,000	3442	122
	XK120 fhc	51-54	87,000	60,000	38,000	25,000	3442	121
	C-type	51-54	3.8m	3.5m	3.25m	3m	3442	144
	XK140 roadster	54-57	110,000	82,000	55,000	32,000	3442	126
	XK140 fhc	54-57	82,500	57,500	37,500	25,000	3442	125
	XK140 dhc	54-57	115,000	85,000	55,000	32,000	3442	125
	D-type	54-57	6m	5m	4.25m	3.75m	3442	160
	XK150 roadster	58-60	95,000	67,500	40,000	26,500	3781	130
	XK150 fhc	57-61	70,000	52,500	34,000	22,500	3781	128
	XK150 dhc	57-61	90,000	65,000	38,000	26,000	3781	127
	XK150S 3.4 roadster	58-60	160,000	122,000	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	105,000	70,000	50,000	34,000	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	6,000	3442	105
	MkX/A20G	61-70	20,000	14,000	7000	3500	4235	120
	Mk1 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96
	Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	120
	Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	114
	Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121
	S-type sal	63-68	22,000	15,000	6750	2750	3781	121
	240	67-68	16,500	11,500	6000	3000	2483	105
	340	67-68	24,000	16,500	8000	3650	3442	123
	420	66-68	14,000	11,000	5000	2000	4235	123
	E-type 3.8 roadster	61-64	220,000	165,000	105,000	72,500	3781	145
	E-type 3.8 coupé	61-64	160,000	120,000	80,000	52,500	3781	145
	E-type 4.2 SI rdstr	64-67	165,000	125,000	85,000	57,500	4235	145
	E-type 4.2 SI coupé	64-67	130,000	100,000	65,000	45,000	4235	145
	E-type S1+2	66-67	57,500	38,500	19,500	11,000	4235	136
	E-type S1½/S2 rdstr	67-70	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	2500	4235	120
	XJ12 Coupé	75-78	24,000	16,000	9000	3000	5343	143
	XJR 3.6/4.0 sal	88-94	6000	4250	1750	750	3980	142
	XJ12 (XJ81) sal	93-94	4850	3500	2200	1000	5994	155
	XJR X300 sal	94-97	5000	3650	1800	800	3980	155
	XJ-S manual	75-80	12,000	9000	4500	2250	5343	154
	XJ-S auto	75-81	6000	4250	2000	750	5343	143
	XJ-S V12 HE	81-91	6500	4500	2250	700	5343	150
	XJ-S 3.6	83-89	7500	4750	2000	700	3590	141
	XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134
	XJ-SC V12 cabrio	85-88	8000	5000	2750	1250	5343	150
	XJ-S V12 con	88-91	15,000	10,500	5000	2400	5343	150
	XJS V12	91-96	8500	6000	3200	1600	5994	161

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
JENSEN Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)								
	S41R/S	54-63	48,000	35,000	17,500	11,000	3993	123
	C-V8	62-65	47,500	33,500	16,500	10,000	6276	143
	Interceptor	67-75	40,000	28,500	14,000	6750	6276	140
	FF	67-71	120,000	80,000	50,000	20,000	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

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)								
	Javelin	47-54	9000	6250	3250	1600	1486	77
	Jupiter	50-54	26,500	20,000	14,000	8500	1486	85

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
LAGONDA Lagonda Club (01252 845451)								
	2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100
	2.6/2.9 con	49-57	90,000	65,000	35,000	22,000	2922	100
	Rapide	61-64	170,000	125,000	80,000	60,000	3995	135
	Saloon SH-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

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)								
	350 GT/400 GT Inter	64-67	540,000	475,000	400,000	300,000	3497	147
	400 GT	67-68	400,000	325,000	265,000	200,000	3929	150
	Miura P400	66-69	950,000	700,000	550,000	420,000	3929	170
	Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172
	Miura SV	71-75	2m	1.75m	1.5m	n/a	3929	175
	Islero	70-78	225,000	175,000	125,000	90,000	3929	160
	Jarama	70-78	135,000	90,000	55,000	37,500	3929	162
	Espada I/II/III	68-78	110,000	75,000	50,000	32,000	3929	154
	P350 Urraco	73-74	45,000	32,000	20,000	15,000	2463	148
	P200 Urraco	75-76	55,000	40,000	25,000	18,000	2997	158
	Silhouette	76-77	75,000	55,000	30,000	20,000	2997	160
	Jalpa	82-86	70,000	47,500	30,000	17,500	3485	153
	Ctach LP400 Periscopio	74-76	1.2m	900,000	700,000	550,000	3929	192
	Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192
	Ctach LP400S	78-82						

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	600,000	490,000	400,000	260,000	3692	147		
Quattroporte 41/47	63-71	54,000	37,500	24,000	13,000	4136	130		
Quattroporte III	79-90	19,500	12,500	6,500	3,500	4930	122		
Mexico	65-72	80,000	60,000	35,000	25,000	4719	150		
Indy	66-74	75,000	55,000	32,000	22,500	4719	156	▲	
Ghibli 4.7	67-70	195,000	140,000	80,000	57,500	4719	155		
Ghibli Spyder	69-71	600,000	500,000	400,000	320,000	4719	154		
Ghibli 4.9 SS	70-73	225,000	170,000	100,000	72,500	4930	172		
Ghibli SS Spyder	71-72	700,000	600,000	475,000	390,000	4930	170		
Bora 4.7/4.9	71-79	160,000	130,000	85,000	60,000	4719	160	▼	
Merak	72-75	46,000	30,000	17,500	10,000	2965	135	▲	
Merak SS	76-83	60,000	40,000	22,000	14,000	2965	147	▲	
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151		
Kyalami 41/4.9	76-83	62,500	48,500	30,000	15,000	4930	150		
Biturbo 220-425	81-88	7000	4750	2250	1000	2491	138	▲	
Biturbo Spyder	84-91	10,000	7000	4000	2000	2491	138		
Ghibli II	94-97	13,500	9500	5200	3000	2790	155		
Quattroporte IV	94-01	11,500	9000	6000	4000	3217	158		
3200GT	98-01	13,900	10,250	7750	5500	3217	180		

MATRA		Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	10,000	6500	3000	1250	1442	102
Murena	80-83	11,000	7000	3500	1500	2155	121

MAZDA		mazdarotaryclub.com; MX-5 Owners' Club (mv5oc.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	4750	3250	1750	500	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	5500	3750	1750	1000	1597	121	
MX-5	91-97	4000	2750	1250	500	1839	123	

McLAREN								
F1	93-98	10m	8m	7m	n/a	6064	240	

MERCEDES-BENZ		M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)						
500K Cabrio A/B/C	34-36	1.4m	1.1m	700,000	425,000	5016	102	
500K Tourer	34-36	1.2m	1m	650,000	375,000	5016	102	
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	2m	1.6m	1m	725,000	5401	101	
540K Cabrio B/C	36-39	1.4m	1.1m	675,000	475,000	5401	100	▼
540K Special Roadster	36-39	5.35m	4.65m	3m	1.75m	5401	106	
180/190 Ponton sal	53-62	14,500	10,500	5000	2500	1897	87	▲
219/220S Ponton sal	56-59	16,500	12,500	6250	3500	2195	101	
220S/SE cabrio	56-60	120,000	82,000	55,000	35,000	2195	101	▲
220S/SE coupé	57-60	57,500	40,000	24,000	16,000	2195	101	▲
300A/B/C/D saloon	51-62	60,000	39,500	22,000	15,000	2996	101	▲
300 Cabrio D	57-62	250,000	175,000	100,000	55,000	2996	100	▲
300S cab/rdrstr	52-55	400,000	300,000	200,000	125,000	2996	112	
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	118,000	90,000	55,000	36,000	1897	109	▲
190/200 Fintail sal	61-68	12,500	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281	100	
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109	
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	7000	3200	1500	2778	116	▲
250SEC/280SEC cpé	65-69	45,000	32,000	21,000	13,000	2778	116	
250/280SE cab	65-69	90,000	70,000	36,000	20,000	2778	116	
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778	116	
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	45,000	25,000	3499	127	
280SE 3.5 cabrio	69-71	280,000	210,000	150,000	100,000	3499	127	
300SE/SEL saloon	65-69	11,500	7500	3750	1750	2996	115	
300SEL 6.3 saloon	67-72	50,000	30,000	16,000	9500	6292	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	8500	4200	2000	2746	125	
280/300 SE/SEL 3.5	69-72	17,500	12,000	5750	3000	3499	128	▲
280/350/380/420SL	71-89	22,500	14,000	6500	2750	4196	130	▲
500/560SL sports	82-89	25,000	16,000	7500	3000	5547	142	
300SL (R107)	85-89	23,500	16,000	7500	3200	2962	124	▲
350/380/450SLC cpé	71-81	11,000	7500	3400	1250	4520	137	
280S/SE sal	72-80	7000	5500	2600	1000	2746	118	
350/450SE/SEL sal	72-80	10,000	7000	3250	1200	4520	130	
200/230 saloon	75-84	5500	3500	1500	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	6000	4000	1650	700	2746	124		
230/280CE coupé	77-85	11,000	7500	3000	1200	2746	125		
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8000	6834	140		
300SL/SL300 (R129)	89-01	11,000	7500	3500	1500	2960	142		
500SL/SL500 (R129)	89-01	11,500	8000	4000	2000	4973	155		
600SL/SL600 (R129)	92-01	15,000	10,000	6000	3500	5987	155		
380/420/500SEC	81-91	13,500	9000	3500	1500	4973	138	▲	
560SEC	86-91	16,000	11,000	4500	1500	5547	151		
300SE-500SE sal	86-91	5250	3250	1500	400	4973	147		
500/560SEL sal	86-91	6000	3950	1800	700	5547	156	▲	
190E sal	82-92	4250	2500	1000	400	1997	119		
190E 2.3/2.5-16	85-93	25,000	17,500	9500	5000	2299	143	▲	
230/300CE	87-93	5750	3250	1250	375	2962	139		
E200, E320 Cabrio	91-97	12,750	9250	4500	2500	3199	142		
500E saloon	92-94	30,000	22,500	12,500	8000	4973	155		
SLK 230 Komp'	97-04	4800	3000	1500	700	2295	140		
CLK-GTR	98-99	1.9m	1.5m	n/a	n/a	6900	199		
SL55 AMG	02-08	18,000	13,500	10,000	6000	5439	155	▲	
SLR McLaren	03-10	225,000	200,000	150,000	n/a	5439	208	▼	

MESSERSCHMITT		Owners' Club (01293 87147); Enthusiasts' Club (01483 769270)						
KR175/200	53-64	26,500	19,000	12,000	7000	191	65	▼
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75	

MG		Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)						
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80	
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80	
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80	
VA tourer/dhc	37-39	45,000	32,000	20,000	13,500	1548	81	▲
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91	
TA/TB/TC	36-49	35,000	26,500	16,500	10,000	1250	78	
TF 1250/1500	53-55	31,500	23,500	15,000	9000	1466	85	
YA/YB	47-53	16,000	11,000	5000	2750	1250	71	
YT con	48-51	30,000	20,000	10,000	5500	1250	71	
Magnette ZA/ZB	53-59	13,500	10,000	4500	2000	1489	82	
MGA Roadster	55-62	32,000	22,500	13,000	8500	1489	98	
MGA Coupé	56-62	22,000	16,000	10,000	6250	1489	98	
MGA Twin Cam Rdrstr	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	5750	4000	1800	950	1622	87	▲
1100/1300	62-71	5750	3750	1750	850	1275	97	▲
MGB roadster	62-67	16,000	12,500	6000	2750	1798	103	
MGB GT	65-67	13,000	8000	3750	1850	1798	103	▲
MGB MkII roadster	67-71	13,500	10,500	5000	2000	1798	103	
MGB MkII GT	67-71	10,500	7000	3200	1500	1798	103	
MGB MkIII roadster	71-74	12,500	9500	4500	1800	1798	100	▲
MGB MkIII GT	71-74	9000	6000	2650	1100	1798	96	▲
MGB roadster	75-80	9000	6000	2750	1200	1798	96	▲
MGB GT	75-80	6000	3950	1800	700	1798	104	▲
MGC roadster	67-69	24,000	16,500	8000	4000	2912	120	
MGC GT	67-69	20,000	14,000	6500	3000	2912	120	
MGB GT V8 chrome	73-74	15,000	11,000	5500	2950	3528	125	
MGB GT V8 rubber	74-76	13,500	9500	4500	2500	3528	125	▲
Midget MkI</								

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
911S 2.0	66-69	145,000	115,000	80,000	60,000	1991	140	
912	65-69	45,000	35,000	24,000	16,500	1582	112	
911L/T	67-73	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	140,000	110,000	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	125,000	90,000	60,000	42,000	2995	156 ▲	
Carrera 3.0	76-77	75,000	52,000	36,000	24,000	2994	146 ▼	
924	76-85	3250	2250	1500	400	1984	126	
924 Turbo	78-83	15,000	10,000	4,500	2,000	1984	144	
924 Carrera GT	80-81	70,000	55,000	36,000	24,000	1984	150 ▲	
924S/Le Mans	85-88	6750	4200	1800	850	2479	136	
928S/S2	77-87	20,000	15,000	8,500	3,500	4664	155 ▲	
928 S4	86-95	24,000	17,500	10,000	4,000	4957	161 ▲	
928 GT	89-92	33,000	24,000	15,000	9,000	4957	168 ▲	
928 GTS	91-95	50,000	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	87,500	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	95,000	75,000	46,500	33,000	3299	158	
911SC	77-83	37,500	27,500	18,500	12,500	2994	149 ▲	
911SC cabrio	82-83	40,000	30,000	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	39,000	29,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	38,500	28,500	18,000	12,000	3164	155	
Carrera Supersport	84-89	67,500	50,000	30,000	22,000	3164	158 ▲	
911 Speedster	88-89	115,000	90,000	67,500	48,500	3164	158	
959	87-88	750,000	660,000	550,000	465,000	2994	190 ▲	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	8250	5500	2500	1000	2479	134	
944 Turbo	85-91	18,500	13,500	6,750	3,250	2479	157 ▼	
944S	86-88	9,000	6,000	3,000	1,400	2479	140	
944 S2	88-92	10,000	7,000	3,750	1,750	2990	149	
944 S2 Cabrio	89-92	12,500	8,500	4,250	2,300	2990	149	
944 Turbo Cabrio	91-92	30,000	23,000	12,000	7,000	2479	150 ▼	
911 (964)	89-94	44,000	30,000	22,000	13,500	3600	158 ▲	
911 Turbo (964)	90-94	100,000	75,000	45,000	28,500	3299	167	
911 Carrera RS (964)	92-94	185,000	160,000	130,000	99,000	3600	162 ▼	
968	92-95	15,000	11,000	7,500	4,000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7,250	2990	154	
911 Carrera (993)	94-97	59,000	45,000	30,000	20,000	3600	160 ▼	
911 Turbo 4 (993)	95-98	130,000	107,500	75,000	50,000	3600	180	
911 Turbo S (993)	97-98	300,000	250,000	200,000	150,000	3600	182 ▼	
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	230,000	200,000	170,000	135,000	3746	172	
911 RS Clubsport	95-96	255,000	220,000	187,500	150,000	3746	175	
911 GT2 (993)	95-96	850,000	775,000	650,000	500,000	3600	187 ▼	
Boxster 2.5	96-99	6750	5500	3500	1750	2480	149	
Boxster 2.7	99-04	9400	6900	4250	2000	2687	156	
Boxster 3.2S	99-04	10,750	8900	5500	3200	3179	164	
911 Carrera (996)	97-05	39,000	28,000	12,500	9,000	3387	170	
911 GT3 (996)	99-05	80,000	67,500	55,000	45,000	3600	188 ▼	
911 Turbo (996)	99-05	69,000	55,000	45,000	30,000	3600	189	
911 GT2 (996)	01-05	124,000	112,000	100,000	90,000	3600	198 ▼	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	10,000	8,000	5,500	2,500	2553	110	
Scimitar SE4/a/b	64-70	8,500	6,500	3,500	1,950	2994	121	
Scimitar GTE SE5/5a	68-75	7,000	4,750	2,200	950	2994	123 ▲	
Scimitar GTE SE6/6a	75-80	6,000	4,000	1,650	650	2792	120	
Scimitar GTC	80-85	10,000	7,000	3,250	1,500	2792	119 ▲	
Scimitar GTE SE6b	80-86	6,250	4,500	1,800	750	2792	122	
Middlebridge Scim	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	3,900	2,500	1,100	450	1596	108 ▲	
Scimitar SS1 1800Ti	86-89	4,500	3,000	1,500	700	1809	126 ▲	

RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	9,000	6,500	3,250	1,650	747	65	
Dauphine	54-63	6,000	4,250	2,000	1,000	845	70	
Dauphine Gordini	58-67	12,500	9,000	5,000	2,500	845	83	
Florie/Caravelle cpé	59-68	10,000	7,500	3,000	1,400	1108	90	
Florie/Caravelle con	59-68	13,000	9,000	4,000	2,000	1108	90 ▲	
R4	62-80	5,000	3,500	1,650	850	1108	72	
R8/R10	62-71	3,750	2,500	1,250	600	1108	84	
R8S	68-71	6,500	5,000	2,500	1,200	1255	90	
R8 Gordini	67-70	33,500	28,500	17,500	12,500	1255	108 ▼	
16 GL/DL/TX/TX	65-79	4,750	3,000	1,400	650	1565	105	
177S/Gordini	72-78	7,500	5,000	2,500	1,200	1565	110	
5 hatch	72-84	3,000	2,400	1,500	400	1289	96	
5 hatch	84-96	2,500	1,250	450	150	1397	109	
5 Gordini/Turbo	76-84	9,000	6,000	2,500	1,250	1397	116	
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397	124	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
5 GT Turbo	86-91	9,500	7,000	3,250	1,650	1397	123	
Clio Williams	94-95	8,500	6,000	2,500	1,100	1998	134	
Sport Spider	95-97	20,000	16,000	12,000	9,500	1988	134	

RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	15,000	10,500	5,250	2,250	1496	81	
RMB/RMF 2½ saloon	46-53	20,000	15,000	8,000	3,750	2443	91	
Roadster RMC	48-50	50,000	35,000	17,500	8,750	2443	100 ▲	
RMD convertible	48-51	30,000	22,500	13,500	7,000	2443	91	
2.6/Pathfinder	53-59	11,500	7,500	3,000	1,500	2443	101	
One Point Five	57-65	6,750	4,750	2,400	1,200	1489	85 ▲	
4/68, 4/72	59-69	5,750	4,000	1,850	950	1622	88 ▲	
Elf Mk/II/848/998	61-69	7,500	5,250	2,625	1,250	998	75 ▲	
Kestrel 1100/1300	65-69	5,000	3,250	1,600	800	1098	87 ▲	

ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	6,500	5,000	3,000	1,250	1172	85	
Olympic	60-73	8,000	6,750	4,250	2,750	1489	105	

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	2.25m	1.8m	1.5m	1.2m	7428	75	
Silver Ghost	18-25	375,000	300,000	225,000	150,000	7428	78	
Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80	
Phantom II	29-35	300,000	185,000	90,000	45,000	7668	88	
Phantom III	36-39	250,000	150,000	75,000	37,500	7340	92	
Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9,500	4257	92	
Silver Dawn sal	49-55	40,000	28,500	16,000	9,000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8,500	4887	101	
SCI Mulliner con	55-59	300,000	225,000	160,000	110,000	4887	101	
Silver Cloud II sal	59-62	37,500	27,500	16,000	8,000	6230	115	
SCII Mulliner con	59-62	225,000	160,000	100,000	70,000	6230	112 ▼	
Phantom V MPW lim	60-68	100,000	70,000	40,000	25,000	6230	107	
Silver Cloud III sal	62-66	42,500	32,000	18,500	9,000	6230	116	
SCIII MPW con	62-66	250,000	175,000	100,000	60,000	6230	116 ▼	
Phantom VI limo	68-77	110,000	75,000	44,000	29,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6,250	1,750	6750	120	
MPW/Corniche cpé	66-80	37,500	27,500	17,000	9,000	6750	119	
MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	6750	119	
Camargue	75-86	60,000	42,500	26,500	17,500	6750	115 ▲	
Silver Spirit/Spur	80-89	12,750	10,000	4,500	1,500	6750	119	
Corniche II/III	87-94	65,000	47,500	35,000	19,000	6750	119	

ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SDI Club (08451 306230)							
P3 60	48-49	10,000	7,500	3,750	1,650	1595	75	
P3 75	48-49	12,500	9,500	4,500	2,000	2103	85	
P4 75 Cyclops	50-52	17,000	11,000	5,000	2,200	2103	84 ▲	
P4 60/75/80	52-62	6,500	4,500	1,900	700	2286	85	
P4 90	54-59	8,500	5,750	2,250	850	2638	90 ▲	
P4 105R	57-58	7,500	4,500	1,850	750	2638	91 ▲	
P4 105S	57-59	9,500	7,000	3,250	1,350	2638	96 ▲	
P4 95/100/110	60-64	9,000	6,250	2,500	900	2625	100 ▲	
P5 3-litre	58-67	9,000	6,500	3,250	1,250	2995	113	
P5 Coupé	63-67	12,500	9,500	5,000	2,250	2995	113	
P5B 3½-litre	67-73	13,000	10,000	5,000	2,000	3528	113	
P5B 3½-litre Coupé	67-73	20,000	15,000	9,000	3,500	3528	113	
P6 2000/TC	63-69	6,500	3,500	1,500	850	1978	115	
P6 2000/2200/TC	70-77	5,500	2,850	1,350	600	2205	112	
P6 3500	68-76	10,000	5,000	2,000	800	3528	117	
P6 3500S	71-76	12,000	6,500	2,750	1,100	3528	126	
SDI 350								

Price Guide

Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	tc			
TRIDENT Trident Car Club (020 8644 9029)								
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140	
1800/2000/Renown	46-54	8000	6000	2750	1250	2088	74	
Venturer/Tycoon	69-78	20,000	13,000	7000	4000	2994	120	

Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	tc			
TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77	
1800/2000/Renown	46-54	8000	6000	2750	1250	2088	74	
Mayflower	50-53	4500	3000	1400	750	1247	65	
TR2	53-55	36,000	27,500	17,500	10,000	1991	107	
TR3/3A 20/22	55-61	32,000	23,500	14,000	7500	1991	106	
TR4	61-65	28,500	20,000	11,250	6250	2138	109	
TR4A	64-67	30,000	21,000	12,000	6500	2138	110	
TR5 PI	67-68	40,000	31,000	22,000	16,000	2498	121	
TR6 'CP'	69-73	22,500	16,500	10,000	5500	2498	119	
TR6 'CR'	73-76	20,000	15,000	9000	5000	2498	116	
TR7	75-81	3600	2250	1000	450	1998	110	
TR7 convertible	80-81	5250	3500	1650	600	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,500	9000	5500	2500	3528	130	
Herald/S saloon	59-64	4650	3200	1350	675	1147	76	
Herald coupé	59-64	7250	4750	2200	1100	948	79	
Herald conv	60-61	6750	4500	2000	1050	948	79	
Herald 1200	61-70	4500	3000	1250	600	1147	80	
Herald 1200 conv	61-67	6500	4250	2000	1000	1147	80	
Herald 12/50	63-67	5000	3500	1500	750	1147	84	
Herald 13/60	67-71	4500	3000	1250	625	1296	87	
Herald 13/60 conv	67-71	7000	4500	2000	950	1296	85	
Vitesse 1600	62-66	5750	3750	1750	950	1596	88	
Vitesse 1600 conv	62-66	8250	5750	2750	1400	1596	91	
Vitesse 2-litre Mkl	66-68	6000	4000	1750	850	1998	95	
Vitesse Mkl conv	66-68	8750	6000	2750	1400	1998	95	
Vitesse MklII	68-71	6250	4250	1800	900	1998	102	
Vitesse MklII conv	68-71	10,000	7000	3250	1650	1998	100	
Spitfire 4	62-65	15,000	10,000	4500	2750	1147	94	
Spitfire Mk2	65-67	14,000	9000	4000	2250	1147	94	
Spitfire Mk3	67-70	12,500	7500	3750	1850	1296	100	
Spitfire MkIV	70-74	7200	4750	2250	950	1296	92	
Spitfire 1500	74-78	7500	5000	2200	900	1493	101	
GT6 Mkl/II	66-70	15,500	10,000	4750	2500	1998	109	
GT6 MklIII	70-74	13,500	9500	4250	1850	1998	112	
2000 Mkl	63-69	6750	4650	2250	1100	1998	98	
2000/2500 MklII	69-77	6000	4000	1750	900	1998	98	
2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107	
2500S	75-77	7500	5500	2850	1400	2498	108	
Stag	70-77	16,500	12,000	5500	2000	2997	117	
1300/1500 fwd	65-73	3000	2000	850	400	1296	86	
1300TC fwd	65-70	3250	2250	1000	500	1296	93	
Dolomite 1850	72-81	3200	2200	1000	500	1854	100	
Dolomite Sprint	73-81	8500	5500	2750	1350	1998	117	
Acclaim	81-84	1650	1000	500	250	1335	97	

TUCKER (tuckerclub.org)							
Torpedo	48	1.3m	1.15m	1m	n/a	5474	120

TURNER Turner Register (01895 256799)							
803/950 Sports	55-59	12,500	9000	5500	2000	948	90
Climax	58-66	17,500	15,000	10,000	5000	1098	102
Mark I/II/III	59-66	16,000	12,000	7500	3500	1498	100

TVR TVR Car Club (01952 822126)							
Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107

Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	tc			
NE DENOTES NEW ENTRY TO PRICE								
Griffith 200/400	63-65	65,000	52,500	40,000	30,000	4727	155	
Tuscan V6	69-71	30,000	22,500	15,000	10,000	2994	125	
Vixen S1-4	67-73	25,000	16,000	10,000	7000	1599	107	
1600M	72-77	21,000	15,000	8500	5000	1599	105	
2500M	72-77	19,500	14,000	8000	4500	2498	109	
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121	
3000S convertible	78-79	27,500	20,000	11,000	7500	2994	119	
Tasmin/280i inc 2+2	80-87	5500	3750	2200	1100	2792	128	
Tasmin/280i con	81-87	6000	4400	2500	1500	2792	126	
Tasmin/350i inc 2+2	83-89	6000	4750	2500	1400	3528	136	
V8/350i convertible	83-89	7000	5250	3000	1750	3528	130	
390SE	85-88	7500	6000	4000	2200	3905	143	
400/420/450 SEAC	86-91	15,000	12,000	8500	6000	4441	165	
400/450SE	88-91	9500	8000	6000	4000	4441	155	
S 2.8/2.9	86-92	6850	5000	3250	1600	2922	141	
V8S	91-94	15,000	11,500	7500	4750	3943	150	
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	19,500	16,000	12,000	8250	4988	161	
Chimera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152	
Chimera 450/500	96-03	15,500	12,500	9000	7000	4988	162	
Cerbera 4.2	96-03	21,000	15,000	10,000	7000	4280	180	
Cerbera 4.5	97-03	32,000	28,500	23,000	20,000	4441	195	
Cerbera Speed Six	00-03	22,500	20,000	16,000	12,000	3948	170	
Tuscan Speed Six	99-05	27,500	25,000	20,000	16,500	3996	184	
Tamora	02-06	22,500	19,000	16,000	12,000	3605		
T350	02-06	32,000	26,000	21,000	15,000	3605		
Sagaris	04-06	69,000	59,000	n/a	n/a	3996		

NE DENOTES NEW ENTRY TO PRICE							
VAANDEN PLAS VoP Club, Cherry Trees, Llanyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	13,500	10,000	4500	2000	3995	89
3-litre I/II	59-64	8000	6000	2850	1400	2912	105
4-litre R	64-68	8500	6500	3200	1500	3909	110
Princess 1100/1300	63-74	5000	3400	1600	750	1275	87
1500/15/1.7	74-80	2250	1500	700	300	1748	90
VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Wyvern/Velox L sal	48-51	5500	3950	1650	900	2275	75
Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82
Cresta E	54-57	11,500	8000	3000	1500	2262	84
Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94
Victor F	57-61	6000	4500	2100	1000	1507	74
Victor FB	61-64	3650	2650	1200	600	1594	77
VX4/90 FB	61-64	4300	3200	1500	750	1507	88
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94
Victor 101 FC	64-67	3350	2250	1050	525	1594	83
VX4/90 FC	64-67	4000	2750	1400	750	1594	89
Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99
Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95
VX4/90 FD	69-72	3750	2500	1200	650	1975	98
Ventora FD	68-72	4400	2600	1250	650	3294	105
Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100
VX4/90 FE	73-76	4200	2750	1250	700	2279	104
Ventora FE	72-76	4000	2400	1100	650	3294	106
Viva HA	63-66	3200	2100	1000	600	1057	76
Viva HB	66-70	3000	2000	900	450	1159	82
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90
Viva HB GT	68-70	6750	5000	2250	1000	1975	101
Viva HC	70-79	2600	1750	800	400	1256	83
Firenza/Magnum	72-78	4750	3250	1400	650	VAR	100
Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125

Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	tc			
NE DENOTES NEW ENTRY TO PRICE								
Astra GTE Mkl	83-84	7500	6000	3250	2000	1796	110	
Astra GTE MklII	84-91	5000	3500	1750	850	1998	134	
VX220	00-05	10,500	8500	6500	4000	2198	137	
VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151	

VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs W57 8SB							
Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	66
Cabrio	49-53	36,000	25,000	17,500	10,000	1131	66
Beetle (oval)	53-57	18,000	12,000	6500	4000	1192	69
Cabrio	54-58	25,000	18,000	11,000	7000	1192	66
Beetle 1200/1300	57-68	12,000	8250	4000	1800	1192	72
Cabrio	58-67	15,000	10,750	5500	3250	1192	72
Beetle 12/13/1500	68-7						

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WHY I LOVE...



... the piano and the Nürburgring. **Christabel Carlisle** reveals the synergy between her lifelong love for music and her passion for motor racing



Christabel masters 'the huge challenge' of the Nürburgring in 1963

I entered for a race at Silverstone and bought a crash hat from a motorcycle shop, asking whether it was suitable for motor racing. The assistant replied, "Who do you think you are – Stirling Moss?"

I love both playing the piano and motor racing because there is a strong similarity between learning an intricate passage of music and memorising the bends of a demanding circuit,' says Christabel. 'Reading bars of music as they lead from one phrase to another is like watching a circuit unfold ahead. I attended the Royal Academy of Music, qualified as a piano teacher and by bizarre circumstances was lured into racing.'

Christabel was 21 when she got a Mini and friends took her to watch them race at Brands Hatch. 'Soon I was bored watching cars going round and round. I said I would only go again if I took part. I applied for a competition licence and entered a race at Silverstone. I bought a crash hat from a motorcycle shop and asked whether it was suitable for motor racing. The assistant replied, "Who do you think you are - Stirling Moss?"'

Christabel started having dreams that she was entering Paddock Hill Bend at Brands Hatch but had no idea what happened next. 'It must have developed from watching the cars entering the corner. They then disappeared and were hidden from view until emerging at the bottom of the hill. Only taking part would reveal the answer.'

Before racing she went to a Silverstone test day. 'The only other car there was an Austin-Healey driven by Jack Sears, supervised by BMC competitions manager Marcus Chambers. Marcus was impressed by my decreasing lap times and suggested that Jack might like to show me around the circuit, pinpointing the correct line through the corners.' Then, after reading Piero Taruffi's book *The Technique of Motor Racing*, she was ready for her first race.

From then on Christabel was totally committed. 'There was never any time to actually enjoy racing; the satisfaction came from learning the circuits and improving the whole time. It was just like learning a piece of music - only with perseverance could I hope to achieve success.'

By 1961 Christabel had the support of BMC's competitions department. 'I enjoyed the long-distance races most of all,' she recalls. 'The Nürburgring was a huge challenge - 22.8km long with 84 right-hand and 88 left-hand bends, the track rising and falling by almost 1000ft. After two days of practice I was able to think my way round the complete circuit. Memorising music came to my aid. And therein lies the link between my love of the piano and the intricacies of motor racing.'



1993 Subaru Legacy RS Group A Ex-Prodrive Rally Car
See website for details



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