



Deep Purple's Ian Paice
and his supercharged
Mercedes 500SEL



We put a **Porsche** nut in an **F355**



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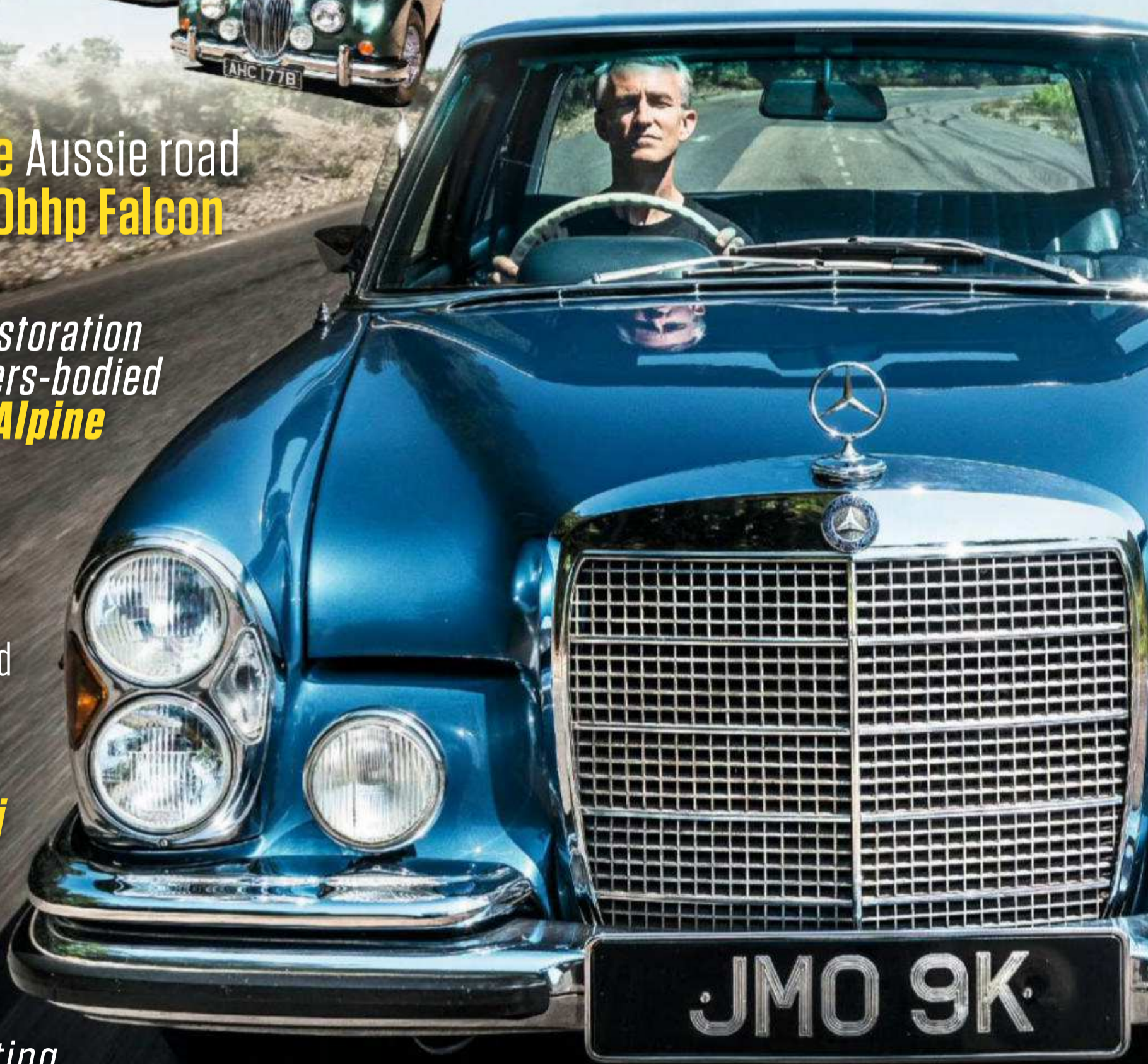
4000-mile Aussie road
trip by **400bhp Falcon**

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Harris
explains
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Welcome

November 2018 Issue 544

A game of word association connects performance saloons to a Deep Purple concert. In Phil's mind...



Let's play word association. When I say saloon, what pops into your head? 'Family', 'practical', or maybe 'sensible'? How about 'power', 'menace' or even 'outrage'? You could apply almost any of those words to the five supersaloons in our big test this month. Yes, even 'sensible' if you chose to drive them gently. But apart from when you really do have the family on board, why would you? From the Jaguar Mk2 with its race-winning 3.8-litre twin-cam to the quad-cam, V8-propelled Audi S8, these performance heavyweights come laden with an intent that's criminally appealing. In 2018 nearly every new large saloon can be bought with a deliciously absurd surfeit of power and wheel size, but our five decades of classic bruisers

represent times when the concept was more of a novelty, and more special.

Despite their fictional portrayal as the cars of choice for villains in a hurry, these machines were really bought by successful people who enjoyed sports car performance but shunned look-at-me styling and hear-me soundtracks on the drive back from the office, business meeting or arena gig. People like Deep Purple drummer Ian Paice who, in a separate feature, shared his supercharged Mercedes 500SEL with us for the day, along with stories of late-night, high-speed drives and more.

While I pushed my friend's Triumph Dolomite Twin Carb out of a muddy Knebworth Park following the 1985 Deep Purple comeback gig, I imagined Ian Paice would be making his escape by helicopter.

But it seems he would more likely have been powering home through the night by car, just like we were. Well, with a bit more power than Andy's student transport, and probably without the need for Gillan, Blackmore et al to get their trousers dirty pushing him out of a muddy field. He didn't buy the supercharged Mercedes until later that year, so I'd like to think that my concert ticket paid for a tiny part of it.

Enjoy the issue, and the funny, crazy, powerful memories that it evokes.

Phil Bell, editor



Grace, pace – but is there enough space in your dream garage for a supersaloon?

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‘Never before had so much performance been available in a four-door, four-seat package’



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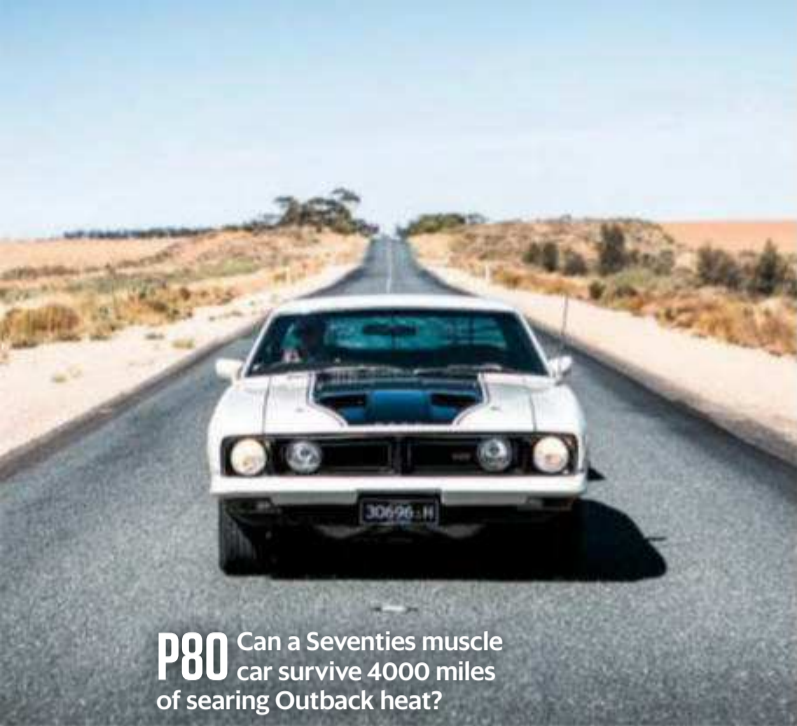
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Quentin Willson
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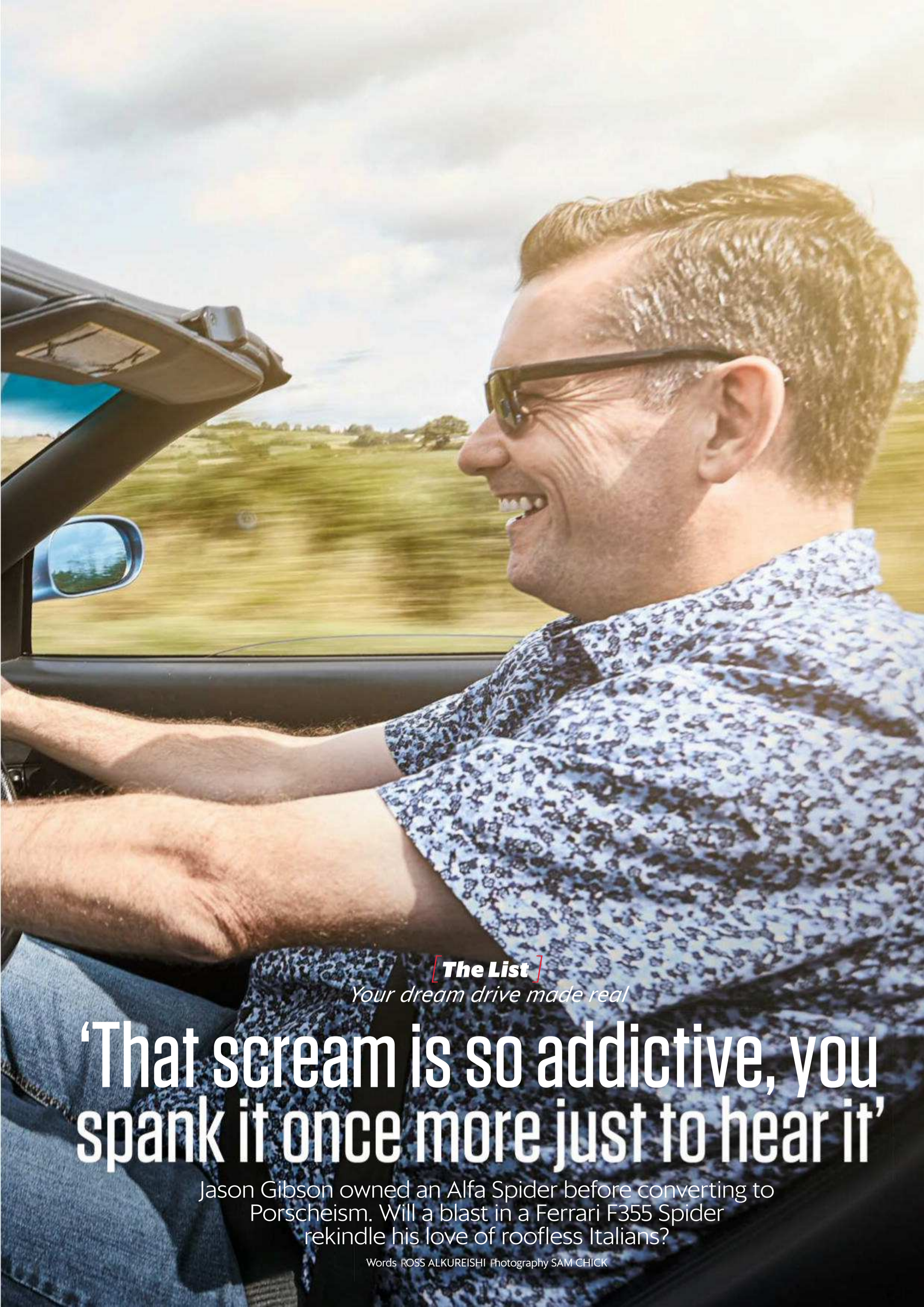


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[The List]

Your dream drive made real

'That scream is so addictive, you spank it once more just to hear it'

Jason Gibson owned an Alfa Spider before converting to Porscheism. Will a blast in a Ferrari F355 Spider rekindle his love of roofless Italians?

Words ROSS ALKUREISHI Photography SAM CHICK

He's over there,' says Daniel Till, pointing across the Slade's Garage showroom. My eyes follow, rolling slowly over a smattering of modern fare including a Mercedes-Benz SLS in a matt grey wrap and a white McLaren 570S, before a head and torso pop up from the interior of the Sepia Brown 1972 Porsche 911 2.4S tucked in just behind. 'There are some toys in here,' says *Classic Cars* reader and today's lucky dream drive candidate, Jason Gibson.

I've known Jason in two incarnations, firstly when we both owned Fiat 124 Spiders (him a '73 CS, me a CSA of the same vintage) and secondly in his later life when he crossed to the dark side and became chairman (now retired) of The Independent Porsche Enthusiasts' Club. None of his fellow Spideristi ever understood his forgoing of Pininfarina and Lampredi for the cold Teutonic efficiency of Stuttgart - as Egon Spengler rightly advised in *Ghostbusters*, 'Don't cross the streams'.

When editor Bell sent through a familiar looking name for this month's aspirant, a quick glance at the cars on his top ten - four Italian and three German - was all I needed to confirm the identity of the man in question.

I could have put him behind the wheel of a Mini Cooper, Morris Minor Traveller or Chevrolet Corvette C1, but with Jason's best interests at heart I tell him to step away from the Porker. It's time for a bit of re-education with the Nineties sports car poster boy - the Ferrari F355 Spider.

As we lay eyes on today's car, unusually dressed in Blu, Steve reveals, 'Most Ferraris are red and in the case of the F355 often yellow, but I like this colour, it's lovely and subtle and suits the car. As for body shape, I love convertibles. I owned my Fiat Spider for 13 years and have had two Porsche Boxsters. I think closed cars can be a bit claustrophobic, but in an open one you feel free.'

We hit a mild impasse as Jason works out how to open the door. After a bit of scallop recess fumbling the driver's door opens, and he joins me in the cabin.

He studies the simple, elegantly crafted dials and slight curvature continuation of dashboard into door card. 'I'm known for my cars not being totally standard, but it's almost perfect in here. I'm not a small lad - 6ft and 15 stone, in old money - and the seat is spot on, firm but with big enough bolsters.

'If I'm honest, the only thing I'm not a big fan of, is this,' he says, gripping the leather steering wheel in both hands. 'It looks like it's off a Mondeo and had a Prancing Horse badge stuck on it. Give me an old-fashioned three-spoke Momo Prototipo or Montecarlo and I'd be happy. Sadly the large airbag isn't my cup of tea - maybe the F575 and F360 wheels are a better compromise?'



Jason feels at home in the F355 F1 Spider after owning a Fiat Spider for 13 years

JASON'S DREAM DRIVE LIST

 <p>Ferrari 288GTO 'My money-no-object, dream car. To be driven!'</p> <p>Fiat 124 CS Spider 'My old car, nothing else I've driven makes me smile quite as much.'</p> <p>Corvette C1 'Plenty to choose from Late-Fifties America, but this is Rock 'n' Roll.'</p> <p>Porsche 928S/S2 My head was well and truly turned by the 928's perfect backside.'</p> <p>Ferrari F355 'Until a few years ago when prices went into a different universe this was on my (one day) shopping list'</p>	<p>Morris Minor Traveller 'I have fond memories of being bundled into the back of my friend's dad's Traveller on day trips out'</p> <p>Lancia 037 'Absolute beast - still enjoy watching Walter Rohrl giving it plenty back in the Eighties.'</p> <p>Mercedes-Benz 300SL Gullwing 'A thing of beauty, with performance to match.'</p> <p>Mini Cooper 'The original has never gone out of style and you can chuck it around.'</p> <p>Porsche 911 'My pick? The simple clean lines of early cars - 1966 911S, please.'</p>
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'The naturally aspirated V8 fires with a sensuous quad tailpipe rasp, before settling into a belligerent tick-over – think angry hornet mollified momentarily'



Reader Jason dislikes the steering wheel but loves the cabin's open feel

The V8 soundtrack makes you want to downshift at every opportunity



There may be a bigger one coming up. ‘Eh?’ states Jason, as he reaches for the gearstick - cue a double take, before he clicks. ‘I didn’t realise we were testing an F1.’ Me neither, like Jason I’d assumed it was the blue manual Spider on the company’s website. ‘Is that a deal breaker?’ I ask. ‘No way, it’s the first production car fitted with the so-called “flappy paddles” - let’s see what it can do.’

He pulls both paddles to put the ’box in neutral and the naturally aspirated V8 fires with a sensuous quad-tailpipe rasp, before settling into a belligerent tick-over - think angry hornet, mollified momentarily. Flipping into first, he releases the fly-off handbrake and we’re away, heading towards the Chiltern Hills.

As we gather speed he shifts into second and a sharp jolt passes through the chassis. ‘Blimey, that’s a bit agricultural. Perhaps it’ll be better when warm. I’ll tell you what though, it’s a user-friendly thing. I was expecting it to be less well behaved, especially around town. It’s as easy and comfortable as any modern saloon.’

It’s true. Perhaps the biggest contributor to that is the power steering (a first for the company) although a lack of supercar histrionics plays a part too. Having had the life scared out of it by Honda’s NSX, Ferrari consigned complacency to the past by re-engineering the disappointing 348 in every conceivable way. In came two-stage electronic dampers and relocated suspension mounting points to offer handling that didn’t cause owners to scream in surprise as things went Fronty McBackwards.

Borrowing heavily from Ferrari’s F1 technology, the new 3456cc V8 featured five valves per cylinder, forged aluminium pistons and titanium alloy con-rods for 380bhp and a screaming 8500rpm redline. The one thing it didn’t have on its 1994 launch was the F1 ’box, which appeared three years later.

It’s ironic that we’re circumventing High Wycombe, waiting for this once-new tech to warm up - more so because the manual featured double cone synchromesh on first and second, so it was the first Ferrari gearbox not to have a difficult second until warm.

‘It’s getting better already,’ states my driver, flipping down to demonstrate. ‘I’ve driven modern cars with similar shift systems and the Porsche PDK ’box is awesome, but even though it’s markedly slower I like the feel of this one - it’s nice and positive.’ Finally, after 20 minutes of driving, we escape Civvy Street only to be stuck behind a bloomin’ white van.

It turns right, sloooooowly. Jason drops a couple of gears in anticipation and, as the road clears, nails the throttle; suddenly the rev needle hits the 5500rpm sweet spot and the F355 begins to sing a howling urgent song. ‘Oh, that’s a sweet, sweet sound,’ he says above the cacophony. ‘There’s a big hit of Axel Rose, mixed in with an angel on a harp - it’s heavenly, but it’s absolutely screaming at you. Oh boy, I could get used to this. I never understood why Ferrari owners did such low mileage in cars they obviously love. I understand it now, it’s to keep the points down.’



'As he continues playing with the throttle, I point out he's grinning like a Cheshire Cat'

'I remember reading period road tests and reviewers saying the F355 'screamed like a banshee'. Now I've never actually heard a banshee scream, but I'll bet it's not far off this.' As he continues playing with the throttle I point out he's grinning like the proverbial Cheshire Cat, but that only provokes a wider smile - fair play, he's had to wait a while before giving it the full beans. 'If I could go back and tell the teenage me that one day I would get to drive this, I'm sure he'd scream like a banshee too.'

As we whip round a long sweeping corner a broken down lorry causes his first serious use of the brakes. 'That warmed them up. I hadn't needed them other than the odd dab to adjust speed before entering some of the bends. They do their job perfectly, no fuss - not even a squeak.' We head cross-country; Jason knows these roads well, having organised numerous road trips in the area for his Porsche crew.

The first bend is a sweeping right, going uphill into a tighter left-hander and then it's foot to the floor, before he slows for a blind right. He's working the car harder now but still nowhere near its limits. 'My grin's starting to hurt,' he says. 'The tyres' sidewalls and suspension damping take out the road's small ruts; I can't feel

the bumps, but it doesn't feel soft either. It's a nice compromise, unlike today's rock-hard suspension and crazy low-profile tyres.

'Every bend feels like it'll take much more than I'm prepared to give; from turning in to powering out it's so well balanced. Keep inputs smooth and it rewards you with total control. Modern sports cars are brilliant but you don't feel like it's you driving them. This feels like you're in control. It's very obedient and the steering gives great feedback to what's going on with the tarmac.'

I've not been paying attention to the direction of our journey, allowing Jason to go where his fancy takes him. After an hour and a half we're deposited from our rural playground at Princes Risborough, and just as quickly Thame flashes past. And 20 minutes later and we're ensconced in the car park at The Akeman Inn, between Bicester and Aylesbury.

It's National Burger Day and it'd be rude not to, so we sit outside to eat, admiring the F355 and discussing the day so far. 'The reason it's on my list is that it's the last of the smaller Ferraris; it feels like a sports car, rather than a big GT. In fact, it's actually smaller than my old 993 (only just), and that's something I wasn't expecting.'

1998 Ferrari F355 Spider F1

Engine 3496cc, V8 dohc-per-bank, with Bosch Motronic fuel injection **Power and torque** 380bhp @ 8250rpm; 267lb ft @ 6000rpm **Transmission** Electro-hydraulic F1 six-speed, rear-wheel drive **Brakes** Ventilated discs, with servo and ABS **Suspension** Independent, double wishbone, coil springs, hydraulic dampers, anti-roll bar **Steering** Power-assisted rack and pinion **Weight** 1450kg (3197lb) **Performance** Top speed: 183mph, 0-60mph: 4.8sec **Fuel consumption** 18mpg **Cost new** £83,000 **Classic Cars Price Guide** £52,000-



A day in the F355 Spider has challenged reader Jason's Porsche addiction

I ask him to justify his perverse Italo-Deutsche leanings. 'My first car was Italian and my first job was in my dad's Fiat workshop. I love so many Italian cars. There is a passion and they are made from the heart - not perfect, but they stir something deep inside. The Porsche love was always there, but it's different. They're great everyday driving machines. Turn the key and they start, get you from A to B, sometimes via C, D and E. No dodgy electrics, great build quality, very efficient and very German.'

We pull out of the pub car park and bomb along the A41 before hitting road works. Jason stops at the lights and there's a bleep neither of us pays attention to. At green he prods the throttle... but we're going nowhere. Jason smiles, engages first and we're finally off. 'I forgot it does that. If you take your foot off the brake, after about 30 seconds it tosses you into neutral. Don't worry, you only make that mistake once or twice.'

On our return journey Jason takes the opportunity for some analysis. 'This car is the same vintage as my old 911 and in many respects they're very similar; dimensions and weight are almost identical. Both are so very agile on my favourite types of roads - tight and twisty. The F355 has around 90bhp more but then it wasn't a direct competitor; that would have been the 993 Turbo, which had 35bhp more than the F1 - I'd still have this, though.'

'Despite its supercar aspirations it reminds me more of my Fiat Spider. It too had Pininfarina styling, and ex-Ferrari man Aurelio Lampredi designed the engine, although it was a mere 1.8-litre, modified to give 130bhp, so only a few ponies compared to this and half as much bhp/tonne. However, it was a fair bit smaller and lighter. The twin-cam engine loved to rev too, though the red line was only 6500rpm. The F355 feels like its big brother.'

As we return the car to Slade's it's time for Jason's final thoughts. 'I expected it to sound great and I wasn't disappointed. It was everything I had dreamt it would be, but better. I'd have to drive a manual before deciding on which 'box, but the F1 acquitted itself well. That engine scream is so addictive, you spank it just to hear it again - it'll stay with me long after the grin goes. The real surprise is that it's so damned easy to drive. If it were mine it would be a daily - sod the mileage and resultant devaluation.'

My job here is done, Jason arrived in a Cayenne but tonight he'll be dreaming Italian.

Thanks to Slade's Garage (slades-garage.co.uk, 01494 812115), where this Ferrari F355 F1 Spider is currently for sale

JASON GIBSON'S CAR CV

His list of cars are Italian effervescence meets German solidity head on

FORD CORTINA MkIII

'Not sporty, but practical and reliable. Easy to work on with acres of room in that engine bay - I wish today's cars were as simple to tinker with.'

FIAT STRADA 105TC

'Not quite the Abarth 130TC but still great and my first Fiat with the Lampredi designed twin-cam engine. Still not sure why I sold it.'



FIAT 124 CS SPIDER

'My dad specialised in restoring these beauties, and 'Kylie' was one of his finest. When the owner was selling it I had to have it; I begged, borrowed and stole to get the funds and we spent 13 glorious years together, until an engine bay fire took the love of my life.'



PORSCHE 928 S2

'My first Porsche and, as with all of my cars, it was used as my daily driver for the three years I owned it. A bit heavy on V-Power (other fuels are available) but worth every penny. A car that I had to look back at every time I walked away.'



PORSCHE 911 (993)

'Sadly only owned for a year, but still managed around 12k glorious miles. A wonderful car with power and handling to match. I bought a Fiat Tipo to use for short trips, but it ended up mouldy with just 50 miles covered that year.'



PORSCHE 924S

'I didn't really want a 924. I was running my local Porsche Enthusiasts Club and was short of funds. A fellow member lent me the money to buy it. It's fantastic, great handling and balance, and 50 times the car I thought it'd be.'

[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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Nissan Skyline GT-R R32 heats up

The Playstation icon is now picking up a new wave of fans sending values north

Who would have thought a PlayStation icon would become a hot classic? The Skyline GT-R R32 of 1989 to 1994 - affectionately known as Godzilla - could crack sixty in five seconds and run to 156mph, thanks to a 276bhp, 2.6-litre twin-turbo six-cylinder. Nissan threw every bit of engineering it could at the third-gen Skyline and designed it as a Porsche 959 chaser. The R32 won every Group A race it entered, and is still among Japan's most respected performance classics. With one of the best four-wheel drive systems ever designed and rear-wheel steering, the R32's on-the-limit handling is now legendary.

Interest round the globe is growing as a new breed of younger enthusiasts remember the R32 as the car they spent hours in their bedrooms power-sliding on games consoles playing *Gran Turismo*

or *Need for Speed*. Prices in Japan and the US have been climbing steadily and now UK values are hardening fast. The good news is that all R32s were right-hook from the factory but finding a stock, unmodified example at sensible money might be a tough call. The chassis was engineered to take 600bhp-plus so many have been relentlessly modified for more power. Low-mileage original cars are the ones everyone wants and collectors shun anything that's been heavily tuned.

Performance Cars in County Armagh, Northern Ireland has a '93 in desirable Gunmetal Grey with 56k miles, totally stock apart from coilover springs and with a 'huge folder of invoices', for a very reasonable £23,995. Tiny-mileage R32s are now charging towards £50k with the

Supercar Clinic in Lancashire offering a mint '91, also in Gunmetal, with just 9000 warranted miles and bone-stock factory spec for £47,995. There's a worldwide shortage of mint cars because the home garage is a rare thing in Japan, so many have faded and cracked interiors from the sun and rusty bodies and seams from snow and rain.

Specialist Skyline dealers are buying up low-mileage survivors and there's a steady flow of imports coming into the UK. Look for an official Japanese auction grade of 4.5 or above and you'll be buying an exceptional low-mileage car.

It really is worth snapping up a proper GT-R R32 now before the retro-gamers put them into a second orbit. One day really perfect cars could hit £100k.

And yes, the R32 really is that good.

VALUE 2010
£10,250
VALUE NOW
£30K

'Finding an unmodified R32 GT-R at sensible money might be a tough call'





Fiat 130 saloon mixes sinister overtones with top value

Fiat's 130 four-door has always been the ugly sister to the swish coupé. The transport of Italian politicians and Vatican high-ups, it was designed to be Italy's answer to the BMW E3 saloon and Jaguar XJ6. But sales between '69 and '74 were only 15,093 units and few have survived. Series 1 cars had a Lampredi-designed 2.8 V6 while the '71 Series 2 got the gutsy 3.2 engine, improved dash, optional leather trim, aircon and a button to remotely open the front passenger door. On the road they're poised with precise power steering and decent ride from all-independent suspension. The optional Borg Warner three-speed auto was the most popular and ZF five-speeders are rare.

These days the unloved 130 Berlina looks alluringly sharp in a Mafiosi sort of way, especially

VALUE 2012
£4750
VALUE NOW
£6500

in black or dark blue. Watch Charles Bronson screeching up Italian hills in *The Mechanic* and you'll see the appeal. This is a car that should carry a Walther P38 or Luger in the glove box. Saloon 130s appeared in dozens of Italian art house films with titles like *L'assassino*, typically with gangsters spraying bullets from the side windows – it exudes a Seventies Mafia getaway car vibe.

Classics and Cabriolets in Essex has a smart '69 in factory black and just two owners for £6495 while Classic Italians in Popoli, Italy has a perfect silver one-owner 1975 car with 15,000 miles for £10,500. For something so exclusive and distinctive these are low prices for examples that don't need work. I'm not saying the 130 saloon is a sure-fire investment, but ten grand for a 15k minter feels extremely good value to me.

CLASSIC ON THE CUSP



Porsche Cayman GT4

Now before you start being rude, understand this – the Cayman GT4 is very nearly as good as a 911 GT3. That's right. A proper hardcore track-centred Porker that's preternaturally poised. Launched in 2015 and built at Porsche's Weissach 'Motorsportzentrum' racing centre using many GT3 suspension parts, the most powerful Cayman yet is good for sixty in 4.2 seconds and a 182mph top speed. But behind those lightning numbers is a chassis so sublime that some say the GT4 could be one of the best-handling Porsches ever. In 2015 there was so much hoop-la with every car pre-sold and £30k premiums being paid to jump waiting lists. Three years later things are calmer and instead of costing £110k, a modest-miler could now be yours for £75k.

The magic of the GT4 is its balance. By cranking the 380bhp 3.8 Carrera S engine at an angle amidst the weight distribution is near perfect. Throw in a wider track, lower ride height, adjustable rear spoiler and anti-roll bars you can fine-tune at home, the most perfect electronic power steering system you'll ever use and you have a machine that displays startling poise and fluency. What's also captivating is that there are so few hi-tech gizmos on board that you never suffer mode anxiety. The GT4's default setting is simply hang on and scream out loud with joy. There are compromises – firm ride, motorway noise, speed bumps that should be taken at walking pace and town driving makes you feel like you're holding back a caged animal. But get the GT4 on a track and its precision on corners is divine.

At launch, Porsche talked of only building a limited number of the most powerful Cayman in the model range, but according to the DVLA database there are currently 530 GT4s. There are also 30-odd for sale with at least a dozen with reduced asking prices. GC Motors in Harrogate, Yorkshire, has a 2015 in silver with 11,000 miles and FPSH for £74,990 while RPM Technik in Hertfordshire has a 2016 in Racing Yellow with 2000 miles, the Club Sports package (£2670 option), 918 seats (£1907 option) and ceramic brakes (£5000 option) for £89,995. That's the sort of specification and colour I'd chose for a long-term keeper.

Porsche is now saying it will build another Cayman GT4, so as the first incarnation of the model run, the original version is likely to become increasingly desirable over time.

COST NEW
£64K
VALUE NOW
£72K



Alfa Romeo Brera S V6 Prodrive packs limited appeal

Odd thing, the Brera S. Back in 2008 Alfa Romeo UK spent £1m with Dave Richards at Prodrive, tweaking and shaving 100kg from the standard Brera, resulting in a much crisper and more fluent car. The £28,450 list price (a £1450 premium over stock) lost the four-wheel drive, and gained hollow anti-roll bars, aluminum uprights, Eibach springs, Bilstein dampers, new Brembo brakes, 19-inch teledial alloys, and improved interior detailing with red stitching. Forget the 182bhp 2.2-litre four-cylinder, but go for the 256bhp 3.2 V6 and you'll see 60 in seven seconds and a 155mph top speed. It's one of Prodrive's best transformations and the front-drive Brera S V6 is much more adjustable on the throttle with strong grip and alert responses. The ride is harder but tarmac connection is much improved;

VALUE 2012
£14K
VALUE NOW
£12K

drive one and you'll wonder why it had four-wheel drive in the first place. Alfa UK claimed it just broke even on every car and the conversion was a flagship exercise. That's good news for collectors because there were only 500 produced.

They've stayed under the radar for the last decade but I'm seeing prices tickle up. Make sure anything you buy has the all-important Certificate of Authenticity that lists the

build number. A private seller in Devon has a black 2008 with 76k and six services for £10,495 while Auto Lusso in Bournemouth has a black 2009 with 64,000 miles and full history for £12,995. There aren't many budget classics made in such limited numbers that are so quick and usable day-to-day or rewarding. The Prodrive Alfa Brera S V6 could be a shrewd buy for the future.

MORE
QUENTIN
WILLSON
p 45

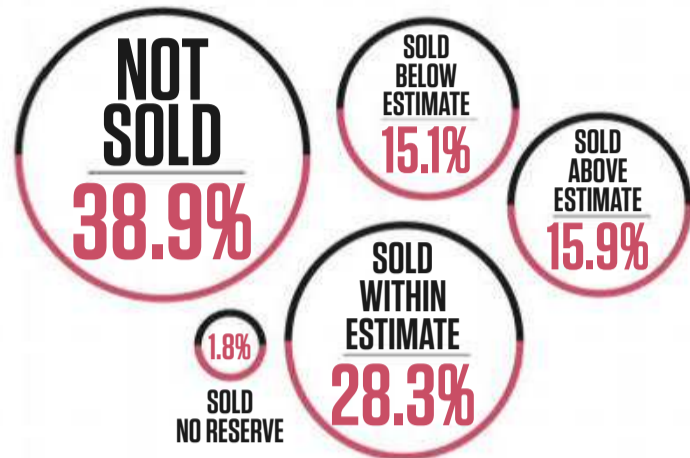


Not the sales revival hoped for

Mixed fortunes but nothing outrageous as enthusiasts call the market shots

It's hard to know where the market is at the moment, with sales rates varying from SWVA's 94.2% reported on last month down to the 51% RM Sotheby's managed in London recently. And that number was helped by offering 28% of the cars at no reserve. At Goodwood, Bonhams bucked that growing trend and offered only two cars without reserves, presenting its 61.1% sales rate in a better light.

There's now little interest in low- or no-mile hypercars, but it was surprising to see that none of the four nice Bristols offered by a marque collector found homes at the Revival sale. However, the two period race transporters really flew - £64,400 for the BMC one and £402,500 for the Fiat-Bartoletti that appeared in the Steve McQueen *Le Mans* film. As well as the SS100 below right, it also did well with pre-war machines from Aston, Bentley, Bugatti and Rolls. The market is still in reset mode since the investors left the party to the enthusiasts.



Bonhams' Goodwood Revival sale was most notable for not relying on 'no reserve' offerings to get the job done. Percentages relate to the 113 vehicles offered.



404 was one of four Bristols that failed to sell at Goodwood

Market indicators Unrepeatables remain in demand, while bargains can be found even at the bouyant lower end



▲ **1972 Ferrari Dino 246GT £442,750**
Bonhams, Goodwood, September 8
For celebrity ownership to make a real difference to a classic's value, it has to be meaningful, not something bought on a whim and rarely driven. Rolling Stone Keith Richards properly fulfilled that requirement with his Dino, clocking up 25,000 miles driving it to European tour dates and keeping it for 14 years. Without its 'Keef' provenance, this 30,000-miler was probably a £300k car, putting his premium at around 50%.



▲ **1965 Wolseley Hornet £7632**
Anglia Car Auctions, King's Lynn, August 25
There's something so quaintly British about the grilled and booted Wolseley version of the Mini. It's hard not to think of them parked in a village street by a red telephone box. Like other small cars of their era they are bucking trends and rising in value, like this superb estimate-beating 63,000-miler. But considering a Mini of the same age and condition would probably have made £5000 more, there's room for extra growth here.



▼ **1970 Maserati Ghibli SS Coupé £218,500**
RM Sotheby's, London, September 5
One of two Ghibli SSs in the sale, the arguably more striking right-hooker in *Gemma Verde* failed to sell. But this one did, and being fairly fresh from a McGrath restoration in its original colour scheme, and a magazine cover car last year, it confirmed values for these - like Ferraris of the same era - have slipped. In this case that's roughly 10% off where they peaked. At this level they're starting to look good value again.

Vantage point on the new Aston Martin hero

It's not that we're saying 'told you so,' but three years ago the Virage-derived V8 Vantage came out as the top pick from our *Aston Martins to Buy Now* feature (September 2015 issue). At the time we pointed out that the best examples were making £120k – but they could still be found for less. Since then their values have accelerated at a rate to match their 4.6-second 0-60mph time. £125k doesn't even get you into the game now, and the very best are now more like double

that. Get a strong hankering for one of the special edition Le Mans or V600 cars and you can add another 30%.

With the kind of performance on offer, and one of motoring's great badges, it's really no surprise that this has become Aston Martin's last hero car for the old-school pre-Vanquish era. Even if they have now vanished out of a lot more people's reach, do all you can to try to drive one of these awesome roadgoing dragsters at some point.



Not all GTis come from VW and Peugeot

Some time during the growth of interest in more everyday classics that has come to the fore in 2018, the world collectively woke up one morning and remembered the Citroën BX GTi. Sold from 1986-93 in both eight-valve 120bhp and 16-valve 158bhp form, they have until now been little more than cult cars to Citroën fans or donors for Peugeot 205 tuners.

For years you could pick them up for a couple of grand, but now it's suddenly more like £3500, which is still not a lot, or more than £5k for the best. However, with the current rate of interest seeing good ones snapped up in a blink, don't expect

prices to stay that way for long. They're still less than half the cost of even a 1.6 Peugeot 205GTi, and there are far fewer BXs to supply the new demand. Prices are set to head one way.



▼ 1967 AMC Rambler Rogue £2070

Bonhams, Beaulieu, September 1

A perfect illustration of why we go to auctions. This wasn't the best car on the planet – ripply bumpers and some panels and a split in the driver's seat – but it was a Sixties US coupé with a 4.7 V8 engine and long MoT. The £8-10k estimate and lack of paperwork may have put some off waiting to the end of the sale, but crucially it was a 'no reserve'. For a super-rare rumbly classic this was a real bargain.



▲ 1937 Jaguar SS100 3½-litre £631,000

Bonhams, Goodwood, September 8

Though most pre-war cars remain in the doldrums, it's far from across the board. Some smart money is buying the most notable cars of the era. The SS100 falls into that category. One raised eyebrows at the recent Monterey sales when it topped £500k, but this went much further, ignoring its sensible £400-500k estimate. Period race/rally history helped, as did a six-year-old resto. It's probably not a blip.

PRICE GUIDE MOVERS

▲ On the up

V8 Aston Martins continue their drive skyward while selected Austin, Fiat, Maserati, Jaguar and Sunbeam models make significant leaps in value this month

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alpine-Renault A310 1600	74-77	37,500	25,000	15,000	10,000	+36%
Alpine-Renault V6	77-86	40,000	28,000	19,000	12,000	+14%
Amphicar 770	61-65	50,000	35,000	25,000	16,000	+14%
Armstrong Siddeley Whitley	50-53	14,000	9000	4500	2500	+17%
Armstrong Siddeley Sapphire 346	53-59	16,000	11,500	6000	3000	+14%
Armstrong Siddeley Sapphire 234	56-58	16,000	12,000	6250	3250	+19%
Armstrong Siddeley Star Sapphire	58-60	89,000	65,000	37,500	22,500	+4.7%
Armstrong Siddeley Lancaster	46-52	21,000	15,000	7000	4000	+24%
Aston Martin V8 Vantage	93-00	250,000	185,000	125,000	n/a	+56%
Aston Martin Vantage V600	98-00	325,000	240,000	165,000	n/a	+63%
Austin A40 Somerset con	52-54	16,000	10,000	5500	3000	+60%
Austin A55/A60 Cambridge	59-69	6000	4000	1800	850	+20%
Austin 3-litre	68-71	7500	5500	2500	1250	+11%
BMW 2000/ti lux/tii	66-72	9750	6750	3250	1600	+22%
BMW 3.0CS/CSI	71-75	42,500	27,500	18,500	12,500	+21%
BMW Z1	86-91	40,000	26,000	17,000	10,000	+33%
Citroën BX GTi/16V	87-93	3500	2250	1000	550	+40%
Fiat 127 Sport 1300	81-83	5750	3200	1600	800	+15%
Fiat X1/9	77-89	6750	4250	2000	1000	+59%
Ford Prefect	40-53	6900	5000	2500	1250	+15%
Ford Zodiac MkIII	62-66	13,500	9000	3750	1750	+13%
Ford Cortina MkII	66-70	7500	4500	2000	1000	+25%
Ford Escort GT/Sport	68-73	12,500	9000	5000	3000	+14%
Ford Escort XR3i/XR3i	81-86	6000	4000	2000	800	+14%
Jaguar SS100 3.5-litre	38-39	500,000	400,000	300,000	200,000	+25%
Jaguar XJR 3.6/4.0 sal	88-94	10,000	6500	3000	1500	+67%
Jaguar XJ12 (XJ81) sal	93-94	6000	4000	2200	1000	+24%
Jaguar XJ-S manual	75-80	25,000	17,500	8500	4000	+92%
Jowett Javelin	47-54	10,000	7000	3500	1750	+11%
Maserati A6G/2000 Zagato cpé	54-57	3.5m	3m	2.5m	2m	+133%
Mercedes-Benz 250/280S/SE sal	65-72	13,000	9000	4500	2000	+18%
Mercedes-Benz 300SE/SEL sal	65-69	14,500	9500	4750	2200	+26%
Mercedes-Benz 500SL (R129)	89-01	13,500	8500	4000	2000	+17%
MG Magnette III/IV	59-68	7500	5250	2500	1200	+20%
MGB MkIII GT	71-74	10,000	6500	2850	1250	+11%
MGB roadster	75-80	10,000	7000	3000	1250	+11%
MGB GT V8 chrome	73-74	20,000	13,000	6900	4000	+14%
Morris Minor MM lowlamp sal	48-51	9500	6000	3500	2000	+19%
Morris Oxford V-VI	59-71	6000	4000	1800	850	+20%
Nissan Skyline GT-R R32	89-94	30,000	24,000	15,000	10,000	+25%
Opel Monza cpé	78-87	6750	4000	1800	800	+13%
Peugeot 205GTi 1.6	84-90	11,500	6500	2750	1000	+15%
Peugeot 205CTI cabrio	86-92	6000	4000	1800	800	+14%
Porsche 914-4	69-75	20,000	13,000	6500	3750	+25%
Porsche 928 S4	86-95	27,500	17,500	10,000	4000	+15%
Porsche 92GT	89-92	37,500	24,000	15,000	9000	+14%
Porsche 944	82-87	9500	6750	2750	1200	+15%
Porsche 944S	86-88	10,000	7000	3750	1400	+11%
Renault Clio Williams	94-95	10,750	8250	4000	2000	+26%
Riley 4/68, 4/72	59-69	7250	5000	2400	1100	+12%
Rover P4 60/75/80	52-62	8750	5250	2250	800	+17%
Rover P4 90	54-59	11,000	7250	3000	1000	+22%
Sunbeam Talbot 80 sal	48-50	8500	5000	2500	1400	+42%
Sunbeam Talbot 90 sal	48-57	9750	6250	3000	1600	+22%
Sunbeam Talbot 90 DHC	49-57	16,000	12,000	6000	3650	+14%
Triumph Mayflower	50-53	5000	3400	1600	800	+11%
Tucker 48	48	1.4m	1.2m	1m	n/a	+12%
Volkswagen Kombi/Camper	50-67	75,000	50,000	24,000	11,000	+15%
Wolseley 1100/1300	65-73	5000	3200	1600	800	+11%

▼ On the slide

BMW M635CSi drops by double figures, leading a downward selection of mainly sporting and expensive money-losers

Make and Model	Year	Concours	Mint	Good	Rough	% dwn
Aston Martin DBS 6 Vantage	67-73	140,000	105,000	70,000	47,500	-6.7%
Austin-Healey 3000 MkII BN7	61-62	68,000	47,500	32,000	22,000	-9.3%
Bentley S2 Park Ward con	59-62	325,000	225,000	135,000	90,000	-7.1%
Bentley Mulsanne Turbo	82-86	14,000	11,000	6000	2400	-6.7%
Bentley Turbo R/RL	85-97	16,500	12,500	6500	2500	-8.3%
BMW 2002 cabrio/targa	71-74	18,500	14,000	7000	3000	-7.5%
BMW M635CSi	85-89	27,500	20,000	14,000	7500	-14%
Arnolt-Bristol	54-61	280,000	230,000	175,000	100,000	-6.7%
Chevrolet Corvette Sting Ray	63-67	65,000	50,000	25,000	17,500	-9.7%
Healey Silverstone sports	49-50	150,000	125,000	100,000	75,000	-9.1%
Lagonda Rapide	61-64	160,000	110,000	70,000	52,500	-5.9%
Maserati Ghibli 4.9 SS	70-73	220,000	165,000	105,000	75,000	-8.3%
TVR Cerbera 4.5	97-03	30,000	27,000	23,000	19,500	-6.3%
TVR Cerbera Speed Six	00-03	20,000	17,500	15,000	11,000	-11%



JD has showrooms in Maldon, London and Newport Beach

IN THE TRADE



RM TO HOLD ASTON SALE

Auction house RM Sotheby's has signed a deal to become Official Auction Partner to Aston Martin. From 2019 it plans to stage an annual Aston Martin sale in America as part of Monterey Car Week. Paul Spires, president of Aston Martin Works, said, 'The market is booming so it is vital Aston Martin is represented by the best auction house in the business.' The announcement was made on August 24, after RM had sold the Aston Martin Works Le Mans racer 'DP215' for \$21.5m at Pebble Beach.



CLASSIC LEGAL EAGLES

Healys LLP has set up a bespoke Classic and Collector Car Group to provide legal advice on buying and selling classic and collector cars. It is being headed by solicitor Clive Robertson, who is a classic car enthusiast, racer and motoring commentator. He says, 'We felt enthusiasts had nowhere to go in terms of getting advice on issues with cars in their collections, or with potential future additions.' Services include provenance issues. For more information email clive.robertson@healys.com

JD Classics in administration

Buyer sought for Essex-based sales and restoration specialist

One of the UK's largest classic car restoration, sales and race preparation specialists, JD Classics Ltd, has gone into administration. On September 10, administration firm Alvarez and Marsal Europe LLP (A&M) was appointed to work with the company to find new investors for the business.

JD Classics was established by Derek Hood and Jonathan Body in 1987. After Body left in 1998, Hood

continued to run the business, which declared a turnover of more than £138m for the financial year 2016/17.

A&M has stated the existing situation is a result of the company uncovering a number of historical financial irregularities.

It further stated that a new management team was put in place in June, led by former Lotus chief executive officer Jean-Marc Gales. Companies House records show Hood as leaving the business in July of this year.

'During the administration process JD Classics will continue to trade,' said Mark Firmin, managing director of A&M. 'We are hopeful of a sale in the upcoming days, which will allow the workforce to remain. Customers, creditors and parties with cars currently being restored or situated at the premises will be contacted in the next few days.'

At the time of writing JD employs 60 people and holds a stock of more than 70 classic vehicles for sale.

See jdclassics.com for updates.

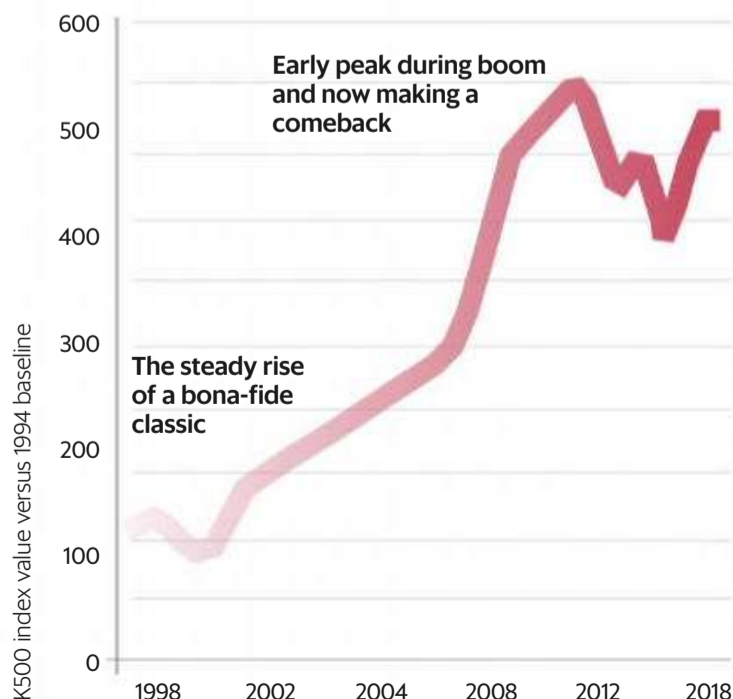
WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Jaguar XK 120 alloy Roadster



K500's Simon Kidston says, 'It's the car that set the scene for Jaguar's emergence in the Fifties as a world player.

Affordable and fast enough to win thousands of races, the first alloy-bodied XK120 also helped put Stirling Moss on the map. Barely lighter than a steel car (it had a wooden frame), alloy XK120s - often chopped-up club racers - have been rescued from obscurity in the recent boom. Twice at the top of the charts, the first car to the US, chassis 670005, was sold for \$385k in 2011, then \$451k in 2013. Sir Stirling would approve of that..'



FLOATS LIKE A BUTTERFLY

At its Zoute sale in Belgium on October 8, Bonhams is to offer a Rolls-Royce MPW Convertible bought new in 1970 by boxing legend Muhammad Ali. One of several Rolls-Royces owned by 'The Greatest', the car was later sold to a Dutch enthusiast and has remained in the Netherlands ever since. The seats wear the black leather Ali sat on - it carries some age-related patina. Without its history it would probably be a £30-35k car, so Bonhams' estimate of £36-53k is realistic.

DM HISTORICS

SALES | BROKERAGE | RESTORATION | BODYWORK



Restoring this 1954 Aston Martin DB 2/4 to its former glory, available in our showroom.

'Although there is always a large choice of restored E-types on the market, very few have been done to such a perfect level'



One cool cat

This E-type coupé topped half a million at auction. Here's why

Hampered by weight of numbers, Jaguar E-types have always looked like a poor relation alongside Astons and Ferraris, despite their undoubted beauty and iconic status. Then RM Sotheby's sold this 1961 fixed-head in Monterey for £560,310. Exactingly restored by a marque expert using original sheet metal and theoretically unobtainable new-old-stock parts, it has been described as the Holy Grail of E-types. But does its status as one of just 24 coupés with external bonnet catches really make that much difference? We asked Henry Pearman of Eagle E-types to put this car's sale into perspective.

'I was actually sitting behind the successful buyer of this car in Monterey, who is a very well respected and astute collector who faced strong competition with the bidding in the room.'

'Based on the fact that we spend more than 4500 hours in restoring an E-type coupé, with the additional fact that any really early - say 1961-built - E-type coupé requiring restoration is likely to command in excess of £85,000 as a starting price, I don't think this car was overpriced when looking for the best. Although there is always a large choice of restored E-types on the market, there are very few indeed that have been done to a perfect level and therefore these other examples would arguably need to be



restored again, if being brutally honest. It is also relevant and becoming more widely recognised that a genuinely well-restored E-type is still head and shoulders above even the best of the contemporary competition as a driving experience.'

In addition, and perhaps most importantly, this is something extremely rare as an outside-bonnet-lock car, of which just a handful were built. 'A further fact is that the E-type was not caught up in the recent hyped values of some Ferraris and Astons, which have since received a circa 15% price correction to bring them back in line to a more realistic value, so there is more comfort when searching out the very best E-types.'

It might seem drastically overpriced on face value, but this E-type had all the ingredients to justify the £560k price to at least two bidders in the saleroom

Right find has six appeal

▼ **1963 Porsche 356C Carrera 2 2000 GS**

For sale at Silverstone Auctions, Warwickshire, September 28, silverstoneauctions.com

Why buy it? Among 356 fans this is the Holy Grail, with its quad-cam 2.0-litre flat-four. Just 101 of these Carrera 2s were made, only six with right-hand drive. And this is one of them. Superb, and its fully documented history includes 20-year ownership by one of the (even rarer) Porsche four-cam engine experts. **Estimate** £550,000-£650,000.



◀ **1971 Maserati Indy 4.7 America**

For sale at Silverstone Auctions, Warwickshire, September 29, silverstoneauctions.com

Why buy it? One of fewer than 50 UK market Americas made. It has the standard aircon and power steering, plus optional Borg-Warner automatic. Attraction? The £23,000 spent on restoration in recent years. **Estimate** £45,000-£50,000



▲ **1962 Austin Mini Cooper 997**

For sale at South Western Vehicle Auctions, Poole, October 26, swva.co.uk **Why buy it?** This very early Cooper is one of a few to survive with its original 997cc engine. Restored in 2006 by an Edinburgh Mini specialist for his own use, it was a rebuild not a reshell, and has covered just 8500 miles since. The car has been authenticated by the Mini Cooper Register. **Estimate** £19,000-£19,750



▲ **1988 Peugeot 205GTI**

For sale at H&H, Duxford, October 17, handh.co.uk **Why buy it?** This recently restored 89,500-miler looks very sharp, but isn't quite all it appears to be. The wheels say 1.9 but in reality it's a 1.6 GTI, a fact reflected in the car's pre-sale estimate. On the other hand, if it can be bagged at the lower end of that estimate, it should quickly look like a good deal. **Estimate** £10,000-£12,000

UPCOMING SALES

SEPTEMBER

Fri 28, Warwickshire. Silverstone Auctions' Porsche Sale, Dallas Burston Polo Club, Southam. silverstoneauctions.com

Sat 29, Warwickshire. Silverstone Auctions' Classic Sale, Dallas Burston Polo Club, Southam. silverstoneauctions.com

OCTOBER

Fri 5, Belgium. Bonhams' Zoute sale, Brussels. bonhams.com/cars

Mon 8, USA. Bonhams' Preserving the Automobile sale, Simeone Foundation Automotive Museum, Pennsylvania. bonhams.com/cars

Thu-Fri 11-12, USA. RM Auctions, Hershey Lodge, Hershey, Pennsylvania. rmsothebys.com

Wed 17, Cambridgeshire. H&H Classics, Imperial War Museum, Duxford. handh.co.uk

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

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

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

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

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



Autumn Classic Car Auction

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Future shock at Pebble Beach

Familiar winner crowned, but a Seventies concept stuns the world's finest Concours

The Pebble Beach Concours d'Elegance awarded the coveted Best in Show to the 1937 Paris Auto Salon Alfa Romeo 8C 2900B Touring Berlinetta, winner of the Most Elegant Closed Car award at the 2001 event. This year's recognition came as a result of a fresh restoration that saw the car returned to its 1938 Berlin Motor Show specification. However, elsewhere on the fairways of Monterey, previously unseen cars vied for the classic car world's attention.

Ferrari Modulo

This is the first time Pininfarina's most radical concept, complete with forward-sliding roof entry, has been seen outside of Italy by the public. And this time, it's running.

Explained owner James Glickenhaus, 'I have always wanted to buy the Modulo, but initially Pininfarina wouldn't sell it to me. However, I stayed

in touch with the design house over the years and one day they called and agreed to sell.'

'It was built on a 512S platform that had also later been modified to 612 specification to race in Can-Am, but was never driven since it became the Modulo in 1970 because the engine and transmission didn't even have any internal parts. There is a video out there somewhere supposedly showing it moving, but it had actually been rolled down a hill!' The Modulo was one of the many concepts that ultimately led to the Ferrari 365GT/4 Berlinetta Boxer.

'We put a huge amount of time turning it into a running car, which is what I always wanted, and now that it is together I plan to drive it and enjoy it, like I do with all my cars,' said Glickenhaus.

Duesenberg JN

This film-star's Duesenberg JN is unique thanks to the directions of its original owner, but also hides a

heart-breaking story behind its swooping lines and pristine coachwork.

'It was originally commissioned by Clark Gable in 1935,' said owner Sam Mann. 'It started off with a Rolston body, but Gable had it modified by Bohman & Schwartz. Gable actually sketched out what he wanted, and I still have his drawings.'

'He had a romance with the actress Carrol Lombard [the highest paid star in Hollywood in the late Thirties] and the pair married in 1939. She was sadly killed in 1942 in an aircraft crash, flying home from entertaining the American troops in Europe. Gable was heartbroken and never wanted to see the car again because it reminded him of her.'

'After that, the car passed through a series of owners until I acquired it about 15 years ago. I spent three years restoring it and have done about 7000 miles in it since.'

The Duesenberg was also a Special Award winner at the 2007 Concours d'Elegance.



Futuristic Ferrari Modulo is Pininfarina's most radical concept car



Bugatti sports original green colour scheme. Note matching outfit

Bugatti Type 57C

This striking green Bugatti was making its post-restoration concours debut, and thanks to some diligent restorative detective work, we can see its vivid original hue again.

'When I bought this car, it needed absolutely everything doing,' explained owner Jim Hull. 'The body was in good condition thanks to having spent 40 years almost never leaving its garage in Southern California, but mechanically there isn't a nut or bolt on the car that we haven't touched during the restoration.'

'I knew the family who owned this car for 66 years prior to me. In the Fifties it was given to the son of the owner who drove it around for a while and then painted it "resale red", which was popular at the time for Bugattis. Luckily, when we stripped the bodywork for repainting, we found this original green paint in the door jambs. Now it's restored, this is how it appeared when coachbuilder LeTourneur & Marchand built it in 1938.'

Ruxton Model C

This 1930 Ruxton made its post-restoration Pebble Beach debut, and the work was tricky because of its paint job, complex even for a Ruxton. But owner Jim Fasnacht found an unusual way to get it just right, 'It took us four years to restore this car. I didn't want to proceed past any step until I was

sure it was exactly right. Getting the colours right for this restoration was very hard! But we were desperate to revive this colour scheme and have it be authentic. We had mixed over 90 colours by the time we were done.

'When we started, all we knew was that the bottom colour was Brewster Green and the top was Light Mint Green. But we only had black and white photos of this car, plus some details from another, similar car which used a similar progression colour scheme, but in blue. We fed all the details into a computer and let it extrapolate the colours. Then we converted the output to black and white to try to match it as best as we could. After that we had a colourist come in and tweak our formulas.'



Ruxton was painstakingly returned to its original colours



Duesenberg JN harbours heart-breaking Hollywood memories



Steyr required painstaking rebuild back to racing spec



Osca MT4

Ruxton Model C CONTINUED

'I have owned and restored a number of cars over the years including Cords and Mercedes Gullwings – anyone can restore a Gullwing, I wanted to leave a little impact on the hobby and raising awareness of these cars allows me to do that. Hopefully it is something that people will remember long after I am gone. We started on our first one sixteen years ago and now my wife and I own ten of the 19 Ruxtons known to exist.'

Steyr Type VI Targa Florio

This imposing Targa Florio-veteran Steyr is back in original racing condition for the first time in more than 40 years, and is an early example of the engineering of Hans Ledwinka, best known for his Tatra. His work directly influenced Ferdinand Porsche. 'I got this car about five years ago,' said owner William Evans. 'It had been discovered back in the Seventies and was in pretty rough shape, having been altered and modified a lot by various owners over the decades. We restored it so that everything on it is now actually right, back to racing specification.'

'This car contested the Targa Florio four times, in 1923, 1926, 1927 and 1928. It is both awesome and scary to drive!'

Osca MT4 TN

This Osca is now back to original condition. 'When I got the car it had been cosmetically restored, but

'The Steyr contested the Targa Florio four times. It's awesome to drive!'

I wanted to use it as well,' said owner Mitch Eitel. 'I have now mechanically restored it back to the way it was on day one.'

'The car was first owned by "Gentleman" Jim Kimberley, nicknamed for his polite on- and off-track conduct. He was one of the earliest members of the SCCA (Sports Car Club of America), and raced the car successfully through the US in 1956. At that year's Road America endurance race it was co-driven by Carroll Shelby and the pair finished in first place.'

'It was also raced and had wins at Sebring, Nassau and Marlboro. I was lucky enough to meet Carrol Shelby once and he even signed the inside of the door for me.'

Talbot-Lago T26 Grand

This recently-restored Talbot-Lago remained part-restored for decades, but following owner Robert Kudela's restoration, it's now as it was when new in 1948. It was first built for an M Fayolle, a French tailor who was known as 'the zipper king' on account of being one of the first to incorporate zip-flies into men's trousers. In tribute to this innovation, it sports a unique line of horizontal chrome strips above the centre headlight, resembling a zip. Despite its eccentric appearance, nothing is currently known about its history between its creation in 1948 and its arrival in the United States in the Sixties.



Talbot-Lago was built for the zipper king

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Second comings at Laguna Seca

Historied racers enjoy a new lease of life at the **Monterey Motorsports Reunion**



Ex-Paul Newman 300ZX

Japanese racing classics, Datsuns and Nissans in particular, provided a dramatic counterbalance to the traditional diet of Trans-Am and Can-Am veterans pounding the Californian asphalt at Laguna Seca.

1984 Nissan 300ZX

'This is probably the first time this car has been driven in 33 years,' said Matt D'Andria, co-restorer and friend of the owner of this ex-Paul Newman Nissan 300ZX Turbo, which the racing actor used to win the 1985 IMSA GT1 Championship.

'We have spent the last couple of years restoring it and this weekend is both our test and first race, all in one. The owner, Adam, bought the car quite a while back, and it just sat in the workshop until about two years ago. But before we were able to start we had to do a huge amount of research. We spoke to a lot of people from Newman's race crew back in the Eighties who gave us lots of

reference information on everything, even optimum suspension set-ups and tyre pressures.

'As a result, the car has been restored as close as possible to the way it was when it won the Championship in 1985, with a few modern safety upgrades so that it can still race today.'

1938 Bugatti Type 57

'We have spent the last nine months finding all the missing parts and rebuilding this Bugatti; we finished it a few days ago and this is its first event,' said owner Mike Gertner.

'It was originally built from a kit of parts that arrived in the USA in the Sixties. It's a Type 57, but has a body



designed to emulate the Wimille Type 59 Monoposto, which lives at the Schlumpf museum.

'This car fell into disrepair in the early Eighties and was kept in the storage area at Peter Mullin's museum, having parts taken off it to fix other Bugattis.

'David North, who restored it in the late Seventies, told me about the car, so I arranged to buy it. He restored it for the second time to the wonderful condition it is in today.'



1973 Porsche RSR 2.8

This ex-Penske Racing Team Porsche has recently been returned to the track following a particularly convoluted restoration.

Explained Bill Follmer, George Follmer's nephew, 'My uncle raced this Carrera RSR in the 1973 Daytona 24-hour race, paired with Mark Donohue as part of the Penske racing team. They led for more than nine hours until the engine failed.'

'When we acquired the car it had been rebodied following an accident. It had been built into kind of a tribute car but was lacking probably 75% of the original parts. Luckily I was able to locate the correct items and use them during the restoration, which

meant we have been able to return the car as closely as possible back to the way it was.

'We are very happy with how it has turned out, and we have Roger Penske coming to drive it at the upcoming Rennsport meeting - that's very exciting.'

1966 Shelby GT350R

Chad Raynal's Shelby made a rare appearance, and was still driven hard despite its fiery past.

'It was originally a GT350H - a Shelby Mustang rented out by Hertz - that got burnt out,' said Raynal. 'It was sold by Hertz for just \$100 to a local racer, Richard 'Dick' Gamboni, here on the West Coast in late 1966. He rebuilt the car using parts from his wrecked GT350R, painted it green, and went racing.

'I don't really care about the R parts on it - I really wanted a car with a period race history. This car was raced for 14 years until 1980 and I have four full log books of all the races it competed in.

'It was pretty ugly when I bought it, and not that sorted. So about two-and-a-half years ago we got onto it in earnest, stripped it down to a bare bodyshell, and restored it. This is only its third time out since.

'When we restored the car we were lucky to find two small samples of the unique green paint colour Gamboni had painted it, one hidden in the rear wheelarch and the other in the door opening, which allowed us to match it and put it back to the way it was in late 1966.'

Samples of this GT350R's unique paint were found in wheelarch and door opening



Events

LAGUNA SECA CONTINUED



1968 Datsun Fairlady

It's the first time this distinctive Datsun has seen action on the historic racing scene.

'Once every eight or ten years there were rumours of Rock Vest's SCCA Runoff-winning Datsun Fairlady Roadster still being out there,' said owner Michael Anderson. Prior to his own racing career, Vest was chief engineer for SCCA National Champion Jim 'Fitzy' Fitzgerald, and turned the diminutive roadster into a Porsche-beater.

'In 2017 after I had bought another Datsun Roadster with a little race history my friend Ron arranged for me to see the car, he told me the price, and we hopped on a plane to go and look at it. I thought I was going to negotiate a deal but when I arrived, Rock Vest interviewed me for 45 minutes about me and my plans for the car before I was even allowed to see it.

'Once he decided I was a good enough potential owner for his car, he took me into the climate-controlled garage he had built for it and there it was, sitting up on jack stands, covered in a fine layer of dust, just as it was when he parked it in 1994. It became very clear the price wasn't much of a concern to him, he just wanted to find the right guy to look after his car.

'We got it running first at Willow Springs, just with a stock motor, to see what we had. Then we stripped the car and checked everything. After the rebuild we were doing a shakedown run here at Laguna Seca three months ago, and broke an axle and rolled the car pretty badly.

'We spent the last three months rushing to have it ready for this event. The rear glassfibre wheelarches were a particular challenge. We were very lucky, though, and found the original moulds for them in the attic of a Volvo dealership. Now we own the moulds.'



1971 Porsche 914-6

It was the first time out for this Porsche since the Seventies. 'This car was originally raced only in Mexico,' explained owner Frederico Della Noce. 'It won the 1972 1000kms of Mexico, one of the biggest endurance races of the era, driven by Guillermo 'Memo Rojas' who also became the Mexican Sports Car champion in that year.

'After its Mexican racing career was over, the car moved to the US, but the SCCA series at the time only seemed to have one rule - 'free for all' - so the car ended up disfigured by modifications.

'We have spent the last two-and-a-half years restoring it to racing condition and gone to great lengths to return it to just the way it was in 1971. Getting all the little trims and decals just right has taken an awful lot of effort.'

California's Little Italy

Latin classics charm at this year's Quail gathering



With the 50th anniversary of Lamborghini's Espada and Islero recognised and Ferraris and Maseratis in abundance, this year's concours at The Quail, A Motorsports Gathering on the Monterey Peninsula had a distinctly Italian theme - although surprisingly the exquisite, historied road cars upstaged the ex-works racing machines.

1969 Lamborghini Islero S

'There were only 98 S models made, and ours is the only one in this colour combination,' explained Dr Perry Mansfield of his recently-restored Lamborghini Islero. 'We recently spent three months getting the car back up to show standard.

'We rebuilt the engine and transmission, which are extraordinarily strong now, and detailed the undercarriage and interior. We also had to create new tail light lenses from scratch, and I am very happy to have refitted the correct original type of tyres with the original tread pattern'.

The car was delivered new to Switzerland and was test-driven in several car magazines in 1970. It had a single owner until 1999 when it moved to the US. 'I bought it in 2002 and have had it ever since,' said Dr Mansfield. 'I have owned other Lamborghinis but this is by far my favourite. The Islero is not very well known, despite being a really great car. It has a 3998cc 350bhp engine, it is a genuine four-seater with a wonderful trunk, and has a very well-balanced chassis.'

1952 Siata Gran Sport V8

It's the first time this unusual Siata has been shown at The Quail, although it's lucky to have survived at all. An article in *Hot Rod* magazine in 1952 inspired



the engine swap from the original Fiat 1400cc unit to a 3.8-litre Studebaker V8 in the early Fifties.

Owner Roger Hoffmann said, 'The car was imported new into New York and owned by Henry Pearson from 1955 until 2014 when he died. He bought the car for his wife and it mainly got used for Sunday drives until 1960 when the rear axle snapped and it was laid up.

'We are very fortunate that the car is still around because their Mercedes-Benz 190SL, parked next to it in the garage, burned to the ground.

'A broker found the car in 2014 and I bought it from him. I am a preservation guy, so the car is perfect for me. Most of it was in great shape so we left everything we possibly could alone when we revived it. For example, the three trailer lights at the rear, and the singed seat and steering wheel are just as they were when it was found.'



1971 Maserati Ghibli

Restorer Erik Larsson finished working on this Maserati a few days before The Quail, then drove 'for 40 hours straight' to get it to the show on time.

'This restoration was made more difficult by the car being sold three times while in our workshop as the values climbed. It was a very start-stop restoration - the car was owned by a Pebble Beach judge who brought it to us in the early 2000s, then it was sold to a guy from England and just when we had it all crated up in the shipping container ready to head to the UK he sold it again and we had to unpack it and go back to work.

'We had to do everything on this car, the body was acid dipped, we fitted new floors and sills, and quite a few other rust repairs were required too. The whole drivetrain was rebuilt and we also had to rerun all the fluid lines.'

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Elegance, brutality and wackiness

A wild cross-section of classics lays siege to the gates of **Hampton Court Palace**

The seventh Concours of Elegance brought everything from Twenties coachbuilt one-offs to battle-hardened Nineties endurance racers to the gravelled boulevards of Hampton Court Palace.

McLaren F1 GTR

McLaren launched its certification programme with the unveiling of a 1997 Le Mans F1 GTR Long Tail, fresh from a two-year restoration. Said heritage manager Tom Reinhold, 'It was the last contemporary McLaren F1 race car and the first time a GTR has been restored to this level. We were up until four or five o'clock yesterday to get it ready.'

A fire forced Ray Bellm, Andrew Gilbert-Scott and Masanori Sekiya to retire chassis O25R from Le Mans in 1997 after 326 laps, but O20R and O26R came home second and third.

'From 1999-2005 it was campaigned by Hitotsuyama Racing in Japan, before ending up in a collection, painted white. Our brief was to take it back to completely original 1997 Le Mans specification, right down to the aerial. It still had the original tub, though it had been repaired a few times, but it has seen a lot of changes to both the mechanical specification and body to keep it competitive.'

'Around 90 per cent of the parts needed were available from stock – even the tyres and magnesium wheels. We had to open a lot of

packing cases to discover just what we had. The hardest job was working out exactly how the car ran at Le Mans that year, because specifications, even sponsorship decals, changed from race to race. Fortunately we have an accurate archive, including old emails and letters, and could talk to people like original team principal Michael Cane and lead technician Russell Hancox.'



Fiat 1200 Wonderful

One of two surviving Fiat 1200 Wonderfuls made its post-restoration debut at Hampton Court. It was one of five bodied by Vignale to a Giovanni Michelotti design. Said Scott King, who managed the restoration for owner Stephen Bruno, 'It's the perfect blend of Italian and American styling. It was built in 1958, making it the first-ever targa top. And unlike the later Triumph TR4, when the top comes off it fits in the trunk.'

'The car was found in Italy with the third owner, who hadn't completed the restoration. The trickiest part was adhering to authenticity and using the correct materials. Most of the car is original, even the glass, but we

had to fabricate the stainless steel side trims from photographs – each car is a little different. It needed new wheel covers, which are from a Dual Ghia, but fortunately we found a restoration shop that had made a batch of them and had some spare.'

1957 Ferrari 500 TRC

The last four-cylinder Ferrari ever built made its UK event debut since being imported from Japan. Said owner Chantal Chamandy, 'When I found the car it had been kept in the owner's living room. It looked pristine but I had to do a mechanical overhaul – it hadn't been driven. It's chassis O708MDTR and was ordered new by John Von Neumann, who had it painted in the racing colour of Germany, but with the red stripe in honour of Ferrari. I picked it because it was the prettiest car I'd seen, and it drives so well. It just wants to go. Although I've driven it on track I haven't raced it, but it's wonderful to drive on a rally.'

In 1958 the TRC was bought by Jack Nethercutt, who raced it successfully through to 1960, after which subsequent owners fitted a



Buick NASCAR V8 and then another TRC engine before it was reunited with its original straight-four in 1990.



Rolls Phantom I

Frédéric Leroux sums up his taste in classics with the likes of Bizzarrini 5300GTs, so the Rolls-Royce Phantom I Coupé Chauffeur he bought last year, complete with vanity set and passenger-to-driver intercom, sits oddly. 'I was flicking through an auction catalogue and went back to it three times.'

'I found I couldn't avoid buying it. It represents the time when wealthy people had no shame in showing their wealth. It's a caricature of ostentation, ordered by a wealthy widow, Irene Schoelkopf Carman in 1929, just before the financial crash, with gold-plated everything.'

'The gold wicker-effect on the rear bodywork would have taken the craftsman at Brewster three months to complete, applying it with a device like a cake icer. As soon as Irene's second husband died, she bought this car. But his family decided that she didn't deserve the money and made her give it back.'

Restoration of the McLaren F1 GTR back to original 1997 Le Mans spec was completed just hours before the show



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1939 Steyr 220
making its show
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Beauty at Blenheim

Salon Privé Concours moves up a gear

A move across the Blenheim lawns to beside the palace added extra glamour to the thirteenth Salon Privé Concours, the first of three show days at the Oxfordshire venue. Cars included a Hollywood prop and Thirties coachbuilt style.

Steyr 220 Cabriolet

Twenty years after its Latvian restoration started, a rare 1939 Steyr 220 Cabriolet made its show debut. Said owner Felix Vencko, 'When I first found it I didn't like it much, but in the process of the restoration I gradually fell in love. Now I couldn't imagine selling it.'

The car was one of 20 bodied by Gläser, of which five are thought to survive. 'It was displayed at the 1939 Berlin Show and bought by the Austrian ambassador to Latvia. A friend of mine who restores old cars found it in 1995,' said Vencko.

AC Cobra 260

The fifth Cobra 260 built, CSX2005, was shown for the first time in the UK since restoration. Florian Seidl,

who looks after the 1962 car for Kurt Engelhorn, said, 'He bought it via a broker from Donald Bell, who had owned it since the mid-Seventies, and what we found was fascinating. It still had its original 260ci engine when most were upgraded to 289. It's an important piece of history.'

After first owner Richard Neil became frustrated with its reliability problems, including a breakdown on a trans-USA trip, he traded it back to Shelby against another Cobra.

According to Seidl, Shelby decided to use it to gain some publicity, and hired it to Universal Studios for the film *Killers*, starring Lee Marvin, Angie Dickinson and Ronald Regan, later invoicing the company \$397.50 for damage during filming. He then sold it to



Lancia Astura of 1938 came with an electric hood

the Shelby Performance Driving School. Engelhorn decided to restore the Cobra to Driving School specification, complete with holes in the bodywork where bumpers, the luggage rack and antenna had been.

1938 Lancia Astura

When owner Lavrentiv Stratulat first saw this 1938 Boneschi-bodied Lancia Astura SIV, the only survivor of four, it was in a German collection. 'When I later found it for sale I was very happy to meet

the car again,' said Stratulat. 'It's fabulous – a spectacular design and very *avant garde* for a 1938 car. It has an electric hood that opens at the touch of a button, very advanced for the time. And it has such impressive presence – it's *haute couture* for cars.'

Apart from a repaint, the cabriolet, which starred on Lancia's Turin and Brussels show stands in 1938, is believed to be in preserved, original condition. Even the seats have never been retrimmed.

GRAND PRIX RETRO DU PUY NOTRE-DAME

Stars of closed street circuit racing and parades

French rarities shine at 22nd annual celebration of pre-war classics

Benjamin Type B

Only a handful of Benjamins still exist, and the Puy event was this field-find's first sortie on track.

'Maybe ownership of this car is a reward for my efforts,' said owner Bernard Faure. 'I've owned it for eight years but known of it for much longer. It belonged to my neighbour, who was a serious vintage car collector and former president of the Club de Véhicules d'Epoque in Saintes. He found it abandoned in a field in 1980.'

'We rebuilt it together. It was a major project because we wanted it entirely original. It took over a year and involved a complete chassis rebuild and fabrication of a new open boat tail body, although its original 750cc Le Maître et Gérard four-cylinder engine, three-speed gearbox

and mechanics were still usable. Benjamin was a small company manufacturing only from 1921 to 1927. Mine, as a 1922 example, is one of the earliest.'

1925 Mathis MR

This ex-works racing Mathis, one of three survivors, was making its Puy debut. The car was developed from the RRB, which won the voiturette classes at the 1923 Tours and 1924 Lyon GPs.

Driver Nicolas Geslot said, 'The RRB had a 1495cc Mathis engine whereas the MR has an 1099cc SCAP. The MR was only produced in 1925, and develops 24bhp. With a weight of less than 400kg, it can achieve 100kph. I'm still trying to trace its pre-1988 history.'



CLASSICS AT HOGHTON TOWER

Towering success in Northwest

Classics at Houghton Tower, held in a stately setting on the outskirts of Preston, attracted many unusual cars – none more so than Frank Hubbard's Mini.

Oyler Contessa Mini

It's this spectacular Clubman's first show since Hubbard's three-year restoration came to an end.

Built in 1978 by coachbuilder Oyler of Halifax – 'Coachtrimmers to the carriage trade since Queen Victoria's reign' according to its period advertising – its specification was high even when compared with



better-known custom Minis from the likes of Harold Radford and Wood & Pickett.

Based on a Mini Clubman 1100, the shell was deseamed and retrimmed with leather, Wilton carpet, woollen headlining, an Everflex vinyl roof and a Weathershields sunroof. Oyler's modifications included a surfeit of bespoke chrome detailing, a redesigned burr walnut dashboard, a Pioneer stereo, a gold leaf monogrammed key fob for the original owner, and a spirit flask with four tot glasses.

'When I found it sitting on a drive in 2015, the Cadulac and bitumen-based rustproofing was still doing its job,' said Hubbard. 'It meant the full restoration didn't need as much metalwork as your average Mini!'

Barrie 'Whizzo' Williams, 1938-2018

Barrie Williams, the touring-car and rally driver nicknamed 'Whizzo' and known for his flamboyant oversteering driving style, has died aged 79.

The nickname came about when a rally commentator labelled him the 'Welsh whizzkid' after an impressive drive despite his youth. Williams was not actually Welsh, but hailed from the English side of the border, in Herefordshire.

Although Williams was known for his enthusiasm for the most diverse of cars and his willingness to race anything anywhere, especially historics, he made his most lasting mark on the British Saloon Car Championship. He helped to introduce Mitsubishi to motor sport, scoring its first class wins. He also raised the profile of several one-make support championships for the likes of Ford and Renault by competing in them, often winning outright.

Williams was a friend to, and reader of, *Classic Cars*, and was never short of entertaining, insightful comments, often taking on test-driving duties for features. He will be sorely missed.



MORTAGNE '65

Jamming in style

Only the French would commemorate a traffic jam. Bastille Day had the steep, narrow main street of Mortagne-sur-Sèvre, once the RN160 from Paris to the Atlantic Coast, crowded with slow-moving post-war vehicles.

They were re-enacting the huge holiday season *bouchons* of the Fifties, Sixties and Seventies as a piece of street theatre – staged breakdowns; drivers begging water for overheated engines; others standing through sunroofs arguing priority at pinch points; cars abandoned on pavements.



Triumph TR2

Mortagne '65's traffic saw this rare 'short-door' TR2 run for the first time in 45 years.

Said restorer Eric Clenet, 'We'd known of the car for years. It was imported new into France in 1955 and its last owner bought it in 1958. He prepared it for rallying and ran it until 1972 when it suffered a broken driveshaft and was laid up under a tarpaulin in his garden in Nantes. He wouldn't part with it until last year when he gave it to us, conditional on us restoring it.'

Co-restorer Pierre Groisard continued, 'Our objective was to have the TR2 running at Mortagne '65. Despite not having turned for nearly half a century, the engine hadn't seized. It was soon running.'



Simca 5 Découvrable

This 1938 Simca was a holiday purchase, and is running for the first time after a ten-year restoration.

'I'm passionate about Simca 5s – I have three of them, and bought this in Puy-l'Évêque in 2001,' said owner Christian Fonteneau. 'I was on holiday and discovered it by chance in a collection of 30 old cars. Its engine was dismantled and in a box – but not seized. It was basically sound and a good project. I bought a second Simca 5 as a donor.'

'The restoration was nearly all consuming I did everything myself. It took ten years and many thousands of hours, but I'm pretty satisfied with the result.'

October-December highlights



Blurred Lyons at the Castle Combe Autumn Classic

October

1-27 Rally Round Africa. Dar es Salaam-Cape Town rallyround.co.uk
1-15 Peaks of the Caucasus Rally. Georgia via-flaminia.com
3-19 MG Portugal. Porto, Portugal traveldestinations.co.uk
4-7 Zoute Grand Prix. Zoute, Belgium zoutegrandprix.be
5-7 CSRG Charity Challenge. Sonoma Raceway, California, USA csrgracing.org
6 Castle Combe Autumn Classic. Castle Combe, Wiltshire autumnclassic.co.uk
6-7 American Autumn Classic. Prescott, Gotherington, Gloucestershire prescott-hillclimb.com
7 WRC Street Stage Festival. Llandudno, Conwy, Wales walesrallygb.com
11-14 Malta Classic. Mdina, Malta maltaclassic.com
12-14 Dijon Motors Cup. Dijon-Prenois, Burgundy, France mastershistoricracing.com

12-14 Motorclassica. Melbourne, Victoria, Australia motorclassica.com.au
13 VSCC Welsh Trial & Rally. Presteigne, Powys, Wales vscc.co.uk
14 Mike Hawthorn Grand Prix of Farnham. Farnham, Surrey mikehawthorngrandprixoffarnham.co.uk
18-November 17 Grand Prix of South America. Buenos Aires-Cartagena bspokerallies.com
26-November 4 Hilton Head Island Concours d'Elegance & Motoring Festival. Hilton Head, South Carolina, USA hhiconcours.com

November

3 Regent Street Motor Show. Regent Street, London regentstreetmotorshow.com
3-4 Walter Hayes Trophy. Silverstone, Northamptonshire silverstone.co.uk
4 The London to Brighton Veteran Car Run. Regent Street, London-Madeira

Drive, Brighton, Sussex veterancarrun.com
8-11 RAC Rally of the Tests. Harrogate, Yorkshire-Bristol, Avon heroevents.eu
9-11 The NEC Classic Motor Show. NEC, Birmingham necclassicmotorshow.com
9-11 Daytona Classic 24 Hours. Daytona, Florida, USA classic24hour.com
10-December 9 In The Spotlight: Pegaso. Autoworld, Brussels, Belgium autoworld.be
17 VSCC Cotswold Trial. Prescott, Gotherington, Gloucestershire vscc.co.uk

December

1 VSCC Winter Driving Tests. Launton, Bicester, Oxfordshire vscc.co.uk
7-9 Retro Classics Bavaria. Nürnbergmesse, Nürnberg, Bavaria, Germany retro-classics.bavaria.de
8-11 LE JOG. Land's End, Cornwall-John o'Groats, Caithness, Scotland heroevents.eu



5 THINGS YOU NEED TO KNOW ABOUT THE NEC CLASSIC MOTOR SHOW, NOVEMBER 9-11

It has the most clubs

Expanding into more halls of Birmingham's NEC and covering more than a million square feet, this year's show will be the largest gathering of historic vehicle clubs in the world, eclipsing Techno Classica Essen and Rétromobile.

New arrivals to the classic fold

A new Debutant's Hall welcomes clubs catering for more modern classics, including the Fiat club United Centos, Club Calibra, FordSport and Racing Puma. The MINI Y Register will present preproduction examples built in the Rover era.

Richard Burns honoured

The Richard Burns Memorial Club will present a selection of rare homologation-special Subaru Imprezas honouring the World Rally Champion.

Built To Last

The show's theme is 'Built To Last', recognising the rewards of long-term classic ownership in the face of built-in obsolescence. Each exhibitor will interpret this in their own way, so expect incredible stories of classic survival.

Book your tickets

Adult day tickets start at £26.50, although a multi-day pass is recommended. Discounts are available online, and if you book before October 26 you'll be entered in a prize draw to win a handbuilt Amalgam model Jaguar E-type. Go to classicmotorshow.seetickets.com to book.

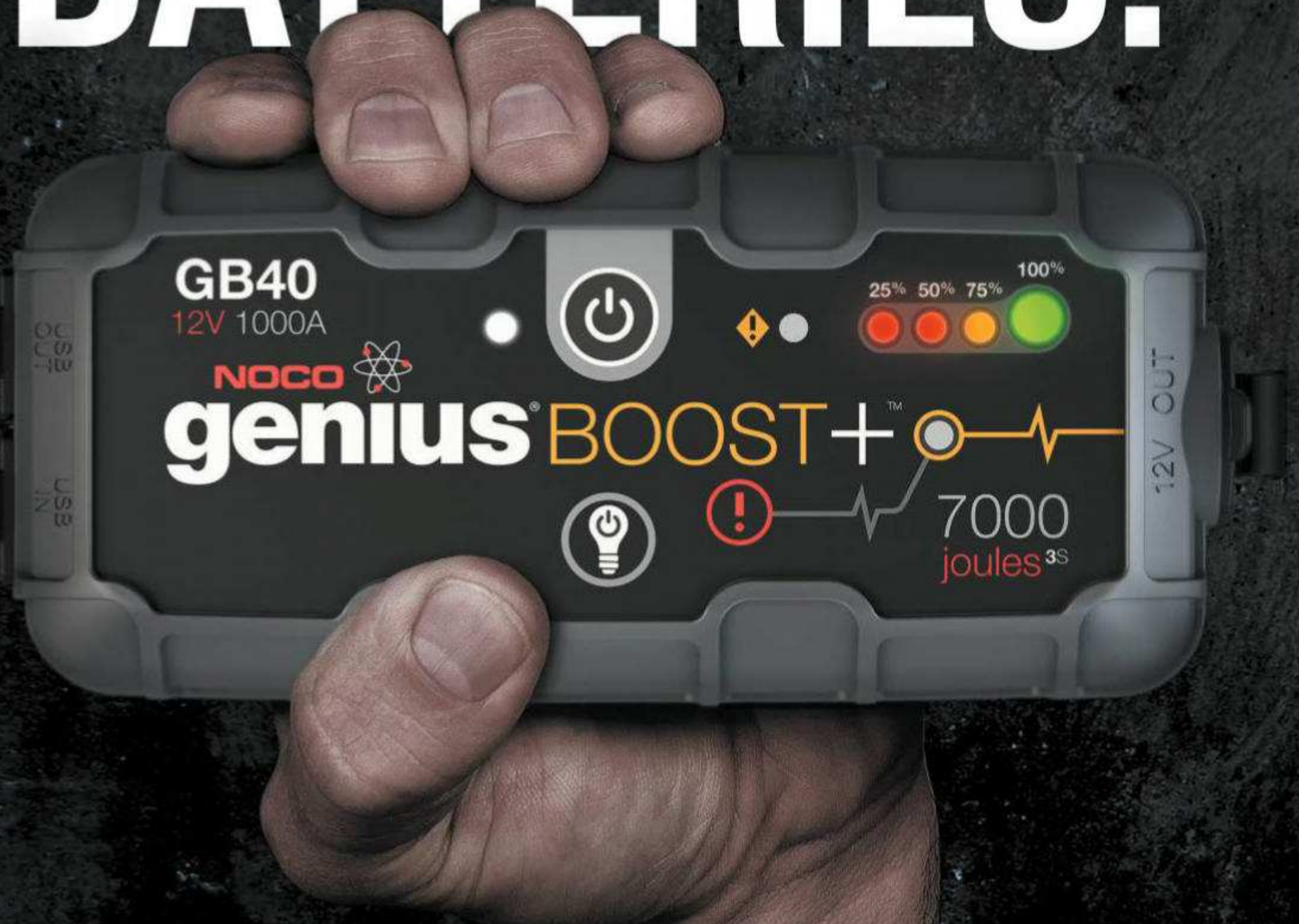


WHAT'S
NEW

Mike Hawthorn Grand Prix of Farnham, October 14

Celebrating the 60th anniversary to the day since Farnham's Mike Hawthorn became the first British F1 world champion at the Casablanca Grand Prix. Racing cars from his career, including Jaguars and Ferraris, will parade through town past the location of Hawthorn's workshop, and a service of celebration will be held at the local church. The event is free to attend, although closed roads will mean travel to Farnham will need careful planning. Go to mikehawthorngrandprixoffarnham.co.uk for more.

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Barn Finds



1967 Shelby hack 'Little Red' tracked to a field in Texas

Shelby Mustang prototype found

Super sleuthing uncovers experimental Shelby GT500 hack long thought destroyed

How does a CEO of one of the US's biggest classic car auction companies fill his spare time? By hunting muscle car unicorns - unique prototypes from Shelby American. Craig Jackson of Barrett-Jackson declared in August that they had identified 'Little Red', a 1967 Shelby GT500 prototype, resting in a field of junked cars in rural Texas.

This car, one of only two notchback Mustang coupés produced by Shelby

American (Jackson already owns the other, known as Green Hornet) was thought long since destroyed. It was used as an experimental hack at Shelby with body changes and a Paxton supercharger added to the big-block V8, but after a year or so it seems to have been sent to storage and lost. Jackson's colleague Jason Billups explains how the car came to light, 'After our initial research we realized that we were using the wrong search criteria. Everyone looked for Little Red using the

Shelby serial number, which eventually led to a dead end. We took a different approach and located the car's original Ford VIN number, which wasn't easily found. That VIN led us to its original registration and eventually to its last owner.'

The car's identity has since been cross-referenced and confirmed in various ways, but Jackson is keen to fill in the gaps in the history. Anyone who can add personal memories of the car can contribute these via shelbyprototypecoupes.com.



1973 BMW 2002 hasn't turned a



MG Metro Turbo is a two-owner example



House search turns up Cosmos

This is probably the first Mazda Cosmo 110S we've featured in Barn Finds and we may have a long wait for another one. Most of the 1176 that escaped Mazda's Hiroshima Plant between 1967 and 1972 remained in Japan, although a few right-hand-drive examples were sold in the UK. It was Mazda's first sports car and its twin-rotor Wankel engine just beat the NSU Ro80 to become the first rotary unit in production. This home-market example was a one-owner car from new, until it was discovered by Eizi Suzuki.

'It was delivered in 1971 and the original owner kept it for 47 years. When he died it transferred to his wife's name, and I rescued it from under the eaves of the house this year. I will try to sell it to cover the restoration expenses of other vehicles.' Until then it will remain with Eizi in Japan.

Interested? Contact us at the magazine.



Japanese-found Cosmo has had three owners from new



Paige Detroit has unusual two-stroke triple engine

Not started since the 1930s... Paige Detroit oddity surfaces

This 1910 open roadster is one of two remaining Paige Detroit cars and it sounds a fascinating machine – it features a two-stroke triple of 2.2 litres; quite a novelty then and now but very short-lived, because Paige swapped to four-cylinder, four-stroke power soon after. This car entered the Ford Museum in 1930 and left in 1985, arriving in Belgium in 1993 to enter a private museum, probably without ever being returned to running condition. However, the engine is not seized and the car is apparently complete and very original. Its estimate was £45k-£65k when it went to auction at Bonham's Beaulieu sale in September but didn't sell.

In the same sale was a highly original 1959 Jaguar XK150S fixed-head coupé, off the road for 43 years but started regularly, in running condition and fit to drive around the field adjacent to its garage, apparently. Bar some alarming rust below the rear quarter windows, it made a tempting project. A supercar by Fifties standards thanks to performance figures of 0-60mph in 7.3sec and 135mph, it sold for £66,125 against an estimate of £70k-£90k.



XK150 does drive apparently and sold just below estimate



Jaguar XJ-SC has only been laid up for a few years

Cheshire collection needs new homes

It's something we come across quite often in Barn Finds – a car enthusiast acquires plenty of storage space and has no particular need to sell anything. The decades go past, and what were once exciting runabouts become dusty discoveries. These three cars represent part of a collection in Cheshire, and will be sold by H&H at its Imperial War Museum sale at Duxford on 17 October.

The 1986 Jaguar XJ-SC has only been off the road a few years, and as a result is probably the easiest to return to regular use, despite its 5.3-litre V12 engine. The other two, a 1973 BMW 2002 and the 1983 MG Metro Turbo haven't been out of the shed this century. The Metro is a two-owner car, bought by the vendor in 1985 and had only 49,000 miles on the clock when last taxed in 1990. It looks

complete and intact, though the Hydragas has sagged at the rear. The BMW is also a two-owner car, off the road since 1999.

'The owner is a life-long petrolhead and he had a fair number of cars,' says H&H's Damien Jones. 'He tended to lay them up and keep them, though age has now caught up with him. These will be sold without reserve.'

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Sprite 60th anniversary

LETTER OF THE MONTH

I was pleased to see the baby 'Healey recognised in *Classic Cars* ('Happy 60th!', August 2018). In 1967 and 1968 the Sprite won the Motor Trophy for the first British car to finish at Le Mans and was displayed at the London Motor Show in both years. I'm the proud owner of this car as part of the purchase from the late Ian Polley, who successfully competed with it for 27 years. I joined the historic parade ahead of the Le Mans 24 Hours race in 2000, and watched as Ian and John Rhodes drove it at the 2000 Goodwood Revival. It just shows how a cheap little roadster was developed into a class competitor utilising the same basic chassis and drivetrain.

A search of Sprites in competition shows many great drivers including Stirling Moss, Bruce McLaren, Steve McQueen, John Sprinzel, Clive Baker, Paul Hawkins, Alec Poole, John Rhodes, Andrew Hedges and the infamous Manny Moore.

Joe Armour



1971 London Motor Show - part two

I enjoyed Antony Barrett's memories of attending the 1971 Earls Court Show with his father ('Letters', October 2018) and admiring the Jensen SP. I was there with my father too (I was 12) and remember loving the Jensen SP, not least because I had a yellow Dinky Toys Jensen FF.

What was special was the treatment I had from the Jensen staff, who invited me and my father onto the stand. I was given a tour, shown its mighty V8 under the louvred bonnet, and told that to change the spark plugs, one had to jack the car up. I don't know if that's true, but it was Top Trumps gold to a 12-year-old car nut.

Obviously, I wasn't a potential customer, even if they might have thought so of my father, but those 15 minutes have stayed with me ever since, and put a warm feeling in my heart for Jensen products ever after. All because a salesman saw a small boy who loved cars and had time for him.

David Knowles



My Capri years

The life story of a Ford Capri Special (October 2018) reminded me of my first car - a 1973 Capri MkI in poverty L specification. It didn't even have a rev counter, but made up for its lack of kit by its Ford Le Mans green colour. Bought for £300 in the early Eighties from a mate in a pub, it was relatively tidy with two previous owners and a mileage of

approximately 65k. It was a tough old car - I boiled it dry twice and on both occasions it got me home. Once I managed to squeeze in six friends for a trip to the pub.

I changed it for a nearly-new Capri MkIII Calypso in a more sombre two-tone grey and silver, which did have a rev counter! I sold the MkI to a trainee estate agent in the well-heeled area of Clifton, Bristol. He took great pleasure in ensuring the Capri was parked in front of any house that was being marketed so that it appeared in the photographs of the property details.

Matt Benoy

No, no, no

I am a fully paid-up member of the petrolhead club. I've owned a Ferrari Dino, 308, 456 and 575, a Porsche 911 RS and 964 RS, a Lotus Elan Sprint, a Lancia Evo Integrale, a BMW Z8, an Eagle E-type, a 289 Cobra and more. In all that time I've never bought a car as an investment or with leveraged money; I bought and drove what I could afford at the time. I must have 'lost' millions by selling cars rather than hanging on to them (the 911 RS sold for £55k, the Dino for £60k, etc) but owning and enjoying cars is what it's all about.

Far too much ink flows in this magazine describing how a reader can make money out of their hobby, even owning a car simply because it may rise in value. Please stop the propagation of the myth of seemingly inevitable price rises.

If profit on a car is making you smug, sell. If enjoyment of your collection is what makes you tick, keep 'em. Bear in mind that the number of future buyers is dramatically diminishing. Many people born after 1990 cannot or do not wish to drive cars with no aircon, traction control or an automatic gearbox.

Now, I'm off for a drive...

Mark Grenside

Classic Cars

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Quentin Willson



Classics without a good paper trail are suffering as market correction deepens. So check the history file before you even see the car, warns Quentin

There's a tide of classics coming on to the market from private sellers and I'm seeing marked polarisation. The average stuff is either not selling at all or making well below last year's prices. The well detailed and carefully documented cars are still, for the most part, making decent money and finding willing buyers. You can see this shift clearly across auctions and online ads.

Glinting classics with credible mileages and supporting paperwork attract plenty of watchers, multiple bids and usually sell quickly for predictable money. But demand has trailed off for scruffy, no-history cars or brave projects and you see them advertised again and again with lowered asking prices or reserves.

There's so much unsold stock out there that buyers, quite rightly, are being particular and taking advantage of the heavy oversupply.

If you're buying or selling you need to understand how much value the market is now attaching to provenance. The days of

guaranteed profits flipping unremarkable cars are long gone and there's a perceptible softening across all segments. Uncertainty and financial distress are pushing private owners to liquidate their cars and they're finding it's tough out there. Anything that needs work, has an unverifiable mileage or scant history just isn't moving and auctions houses are turning away cars that aren't well restored or mint and original. This is a deepening of the market correction we've been seeing since 2014 but it has started to become more prevalent over the last six months as a weakening in UK disposable income and flat wage growth has begun to bite hard.

When a classic comes with a bulging history file, it's infinitely more attractive and valuable than one without. And when an indicated low mileage can be supported by a verifiable paper trail, the value of that classic rises. Old cars with a continuously documented lifecycle have become like the genuine, proper barn finds of years ago. They create a buzz among buyers because they have the purity of a provable past. And I've never seen such a strong

emphasis on supporting paperwork and low mileages as there is right now. The increasing allure of a documented history is the effect of a much more discriminating buyer base. Knowledgeable enthusiasts are making today's market mood music.

If you look at the classics of 2018 that sold strongly at auction, the vast majority had either carefully documented and photographed restorations or significant past paperwork to support originality.

That means all those who paid too much for mediocre classics are going to have to take a hit. Prices of dog-eared stuff will fall further. This is going to cause ripples, shake confidence and, for some, generate losses. Weight of numbers and slowing demand means ragged, paperless classics are largely unwanted.

Sellers need to be realistic with their expectations and quickly trade out of disaster cars, and buyers need to make sure they choose classics that come with a hefty ring binder of history. Look at the history file before you even look at the car. Provenance is a really dominant market force now. Don't buy without it.

Quentin Willson had a nine-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.



Documented history can be the deciding factor in an oversupplied market



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Gordon Murray



Purists look away now – Gordon's ideal Escort Mk1 is close to completion, along with a Cosworth 2.3 Duratec, six-speed gearbox and working heater

In one of my earlier columns I wrote about classic car replicas and how they divide opinion among enthusiasts and collectors. I covered the subject of continuations in last month's issue, but there's a third area in the replica-continuation debate – one that will generate further heat. It's when an enthusiast like me buys a classic and modernises the mechanicals to make the car quicker and more usable.

I like to drive all my classic road cars as much as possible and this summer has provided the weather for so many great trips. However, as winter approaches, I prepare myself for the disappointment of garaging them. This is not so much about the worry of wet weather and salty roads, but more about the practicalities – misted windscreens, heaters that don't heat and the lack of all the everyday conveniences we take for granted in our modern cars.

I have always loved the Ford Escort Mk1 even though it arrived on the scene after my early Ford years. I thought the concept, the design and the styling were fantastic. What helped, too, was the fact that all the

early Fords were so tunable, and the Mk1 spawned so many fast versions.

My favourite was always the Twin Cam because it has the most interesting engine and the most understated styling with the off-white body, split front bumper and a subtly lower stance with wider steel wheels and hubcaps – a 'Q' car in its day.

I had been watching Twin Cam prices rise to a point two years ago when, by my reckoning, they had reached the 'expensive' bracket. Added to the fact they didn't pass my 'winter test', I went off the idea of buying one. But I then discovered a company called Retropower, which essentially takes your favourite classic and builds it to whatever updated specification you require. After an initial consultation, Project Escort began with the Retropower guys finding a fairly good right-hand-drive bodyshell in South Africa.

My spec for the car was that, when finished, it should look very much like a standard Twin Cam externally, with no flared wheelarches or any other hot-rod appendages. But I wanted the interior to be redesigned to provide modern

conveniences while retaining a Sixties feel. The project has now been running for about a year and the design is pretty much complete, with the bodyshell ready for paint. Because Sixties saloon cars were not famous for their torsional stiffness we have seam-welded the shell and reinforced it at strategic points. Cosworth has built me a 250bhp version of its 2.3 Duratec twin-cam to commemorate my first Ford Cosworth Grand Prix win at Kyalami in 1974, and this is mated to a six-speed Mazda gearbox.

The differential is from a Sierra and we have gone for independent rear suspension, which is very well located to handle the torque from the Cossie engine.

To cover the everyday-use requirement, the car will have a proper heater, electric screen and central locking. Another great advantage of a modern rebuild is that we can mould the interior around my 6ft 4in frame so I won't have to squeeze myself into a typically cramped Sixties interior.

I recently calculated the projected top speed to select a differential ratio - and that came out somewhere north of 150mph. I can't wait!

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



Gordon's restomodded Escort will be put to regular use whatever the weather



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John Fitzpatrick



Our Lord of the 'Ring admits that half a lap of the Nordschleife helps him drift off to a deep sleep in far less time than the current track record

There has been a lot of publicity lately about Porsche breaking the lap record at the Nürburgring. Timo Bernhard drove a five minutes 19 seconds lap in the Porsche 919 Hybrid on the Nordschleife to beat the existing record of 6min 11sec. That had been set 35 years ago by the late great Stefan Bellof in a Porsche 956 while qualifying for the 1000km race. I was there that day in my own 956 and, along with several other 956s, was about 20sec a lap slower. We couldn't believe it when we saw his time because many of us knew the Nürburgring well. In fact, that was my 41st and last race at the 'Ring.

My first visit there was in 1964 driving in the Six Hour race in the Mini Cooper team. I was overawed by the sheer size of the place. In those days there were no guardrails and the track was lined with bushes and hedges. British Mini driver John Aley showed me around the track

and pointed out various landmarks, including gaps where various drivers had disappeared into the undergrowth.

The elevation changes are considerable and there are numerous flat-out, blind corners. I spent two days thrashing round in my Mini Cooper road car and by the time qualifying arrived I had a pretty good idea of the lines and what was over the next brow. As the power and speed of the various cars I raced there increased, so the flat-out brows and corners decreased.

In the 20 years that I drove there, the track hardly changed except for the guardrails and some run-off areas where there was space. That is still the case today.

In my early days there, the track was opened to the public when the race finished and it was not unusual to see a family set off in their Volkswagen to explore the circuit. Many a time I would see a chap with his helmet and seatbelt on, with the wife hanging on in the passenger seat and granny in the back with the kids.

After the race we would get changed, have a drink and go for a leisurely drive around the track, which would be strewn with damaged cars, some upside down, with people wandering around the track, dazed.

People often ask me if the obvious dangers of the track influence the way you drive there, but once in the car it's just another track and you're concentrating on the next corner, not thinking about what might happen if you get it wrong.

The 'Ring is my favourite circuit and I have been fortunate to have had my share of success there. My favourite has to be winning the Six Hour race with Rolf Stommelen in the Schnitzer BMW CSL in 1972. We beat the works Ford Capris fair and square and it put me on the map in Germany, and that led directly to my career driving Porsches.

As an interesting aside, even today, if I'm having difficulty sleeping, I imagine I am driving a lap of the Nürburgring. I have never got past halfway before I slip into a deep and satisfying sleep.

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.



Some of John's performances at the Nürburgring were the stuff dreams are made of – quite literally



From left to right: BMW E28 M5,
Audi S4, Lotus Carlton, Jaguar Mk2
and Mercedes 300SEL 6.3

POWER

TO



MORE

PEOPLE

Drop a mad engine into a big car and you get a supersaloon that can move four people very, very quickly. We drive five of the best back to back.

Words ANDREW NOAKES Photography JONATHAN JACOB



What happens if we take the engine out of our racing car and drop it in our executive saloon? What if we haul the motor out of a limo and shoehorn it into a smaller shell? Or take our fastest, biggest-engined saloon, make the motor even bigger, and add a couple of turbos for good measure? These are the kind of questions engineers ask themselves in drawing board breaks, and usually a few quick calculations or perhaps even a lashed-up prototype demonstrate the folly of the idea. But just occasionally that idle thought becomes a serious project, and then a fully-fledged production car, and it's that rare and remarkable process that produced these five epic saloons gathered in a menacing gang before me. Between them they represent every decade of engineering madness from the Sixties to the 2000s.

The earliest is the **Jaguar 3.8 Mk2**, which wrote the rule book of the performance saloon when it started to burn up race tracks and Britain's new motorway system in 1960. Never before had so much performance been available in a four-door, four-seat package, and at such a remarkably low price. It was soon dominating saloon car racing, and became the bank robbers' favourite getaway car.

Pull the curvaceous chrome handle to open the driver's door and you're greeted by a trad wood and leather interior that fixes

the Jag firmly in the middle of the 20th century. A cabin upgrade distanced the Mk2 from the original compact Jaguar saloons of 1955, so the instruments that sat in the centre of the dashboard on the earlier car have moved to a binnacle in front of the driver, behind an American-style two-spoke plastic steering wheel with a chromed horn ring filling the lower half. The interior is much brighter than a Mk1's thanks to slimmer pillars (the Mk2 has 18 per cent more glass area) and the view out over the curves of the bonnet is as evocative as they come.

The electric fuel pump ticks away for a few seconds after I turn the ignition key, then I can punch the starter button on the dash and the 3.8-litre XK engine of this superbly restored example bursts immediately into life. At the time this was Jaguar's largest engine. Developed for the D-type and then productionised for the XK150 and Mark IX in 1958, it was a big bore version of the 3.4-litre unit. A deep bass boom fills the cabin when you tickle the throttle, and even if Jaguar's contemporary claim of 220bhp was a mite optimistic it has serious urge thanks to the wide spread of torque.

Road tests recorded a 125mph maximum and 0-60mph times in the mid-8s, in spite of the slow, ponderous change of the four-speed Moss gearbox. Unless you're familiar with the 'box it's all too easy to get reverse when you're aiming for first, and the dainty little gearlever with its tiny black knob operates in a gate which is claustrophobically narrow sideways, yet so expansive fore and aft that engaging first or third gear has your fist almost punching the radio speaker at the front of the centre console. The optional Laycock de Normanville overdrive, operated by a stalk on the right



The Mk2 3.8 created the blueprint for the supersaloon with its cool curves, 125mph potential and amazingly low price



The 3.8 was Jaguar's largest capacity engine at the time



Generous helpings of wood, leather and guages...



...curves and chrome made this the archetypal classic car

'Never before had so much performance been available in a four-door, four-seat package'

of the steering column, is a boon. But this car lacks another option - power steering - so parking is a chore and even on the move the wheel needs a fair amount of effort despite gearing which gives more than four turns from lock to lock. Swinging the wheel through a big arc has the body rolling like a galleon in a swell, but the Jaguar hangs on to its line as long as the road is smooth enough not to upset the live-axle rear end. Stick to sweeping A-roads and the 3.8 Mk2 is a great entertainer.

They're strong cars, but the monocoque bodies are prone to rust with the sills, floor, wings and door bottoms the most vulnerable areas. The 3.8 engines tend to burn oil but can achieve high mileages if well maintained. Rattling timing chains and leaks from the rear crankshaft oil seal suggest an expensive rebuild is looming. Spares and specialist support is excellent, though Mk2s are not cheap cars to restore and inevitably the 3.8s are the most expensive to buy. A concours car like this one, with matching numbers and overdrive, could fetch £40,000 though half that will buy a worthwhile car with room for improvement. Just over 30,000 3.8s were built, but probably only a few hundred remain.

Owning a Jaguar 3.8 Mk2



'It's all about the shape says Mk2 owner Trevor Aitken. 'Since I was 15 or 16 a Mk2 was my dream car, and I wanted one in green. I bought it in Wales in 1989 in very sad condition. I had the engine rebored, along with having new sills and floors fitted, but then I ran out of money. It was stored for about 25 years, then Dovedale Garage totally rebuilt it.

'It wasn't in such a bad state, but Dovedale took out the engine and cleaned it up. The doors were rusted out at the bottoms, and a lot of time and skill has gone into getting the shutlines even. Much of the brightwork has been rechromed. The carburetors have been rebuilt and it starts on the button. I mainly take it out on Sunday mornings and for shows. I don't know much of its early history, but if people look particularly gullible I tell them the rumour is it was owned by Ronnie Biggs!'

Jaguar Mk2 3.8

Engine iron block/alloy head 3781cc in-line six-cylinder, dohc, 12-valve, two SU HD6 carburetors **Power and torque** 220bhp @ 5500rpm; 240lb ft @ 3000rpm **Transmission** Four-speed manual, optional overdrive, optional Borg-Warner three-speed automatic, rear-wheel drive, limited-slip differential **Suspension** Front: independent, double wishbones, coil springs, anti-roll bar. Rear: live axle, radius arms, leaf springs. **Steering** Recirculating ball, optional power assistance **Brakes** Discs front and rear, servo-assisted **Weight** 1448kg (3192lb) **Performance** Top speed: 125mph; 0-60mph: 8.5sec **Classic Cars Price Guide** £12,500-£40,000



The 250bhp V8 was intended for the vast 600 limousine



White wheel was chosen by original owner, Donovan



Power steering means easy low-speed wheel-twiddling



A waft through the English countryside is just a starter for the big Merc. It would be quite content to carry on with a full banquet of inter-continental cruising

Like Jaguar, Mercedes-Benz had been successful at Le Mans in the Fifties with production-based six-cylinder engines, but when more power was needed for its vast new 600 limousine in 1963 Mercedes went a different route, developing its first V8. The 6.3-litre M100 was a huge and heavy iron-block unit, but that didn't stop Merc engineers led by the maverick head of the testing department, Erich Waxenberger, from trying to squeeze it into engine bays never designed for it. A V8-engined 'Pagoda roof' SL proved unsatisfactory, but engineering boss Rudolf Uhlenhaut drove a prototype M100-engined W109 S-class and backed it for production as the Mercedes-Benz 300SEL 6.3. Launched at the Geneva show in 1968, 6526 were made before the W116 S-class took over in 1972.

Like all the **W108/109 family** the 6.3 is a handsome, imposing beast. Next to the curvaceous Jaguar, the rectilinear Mercedes, penned by Paul Bracq, is a massive contrast. Yet it's not as severe a shape as you might imagine, relieved by subtle curves and concave surfacing. There's little to demonstrate that this is the 6.3 rather than one of the lower-echelon S-classes which, for many buyers, was part of the car's appeal. At the front there are auxiliary driving lights that didn't feature on lesser models, above the heavyweight chrome bumpers and between the big chrome grille with its classic three-pointed star gunsight and the *lichtenheit* headlamp/turn indicator units. At the back there's a 6.3 badge on the bootlid, and sharp eyes will spot wider radial tyres on the optional light-alloy

wheels that are half an inch wider. That wasn't a lot to show for your outlay, which came to £8483 when this car was built in 1972 - nearly £2000 more than a 300SEL 3.5. It was still £1400 cheaper than a Rolls-Royce Silver Shadow, however.

Slim pillars and a low waistline give the W109 a bright, airy interior. Inside this car there's thick German leather swathing the wide seats, a polished timber dash and a flamboyant white steering wheel - the preference of the first owner, Sixties singer-songwriter Donovan. He wasn't much of a driver, so usually employed his brother-in-law Stewart as a chauffeur and sat in the back, often alongside musician friends like Beatle George Harrison and Bobby Whitlock from Derek and the Dominos, while the Merc hustled them into town at 110mph. How they whiled away the time in the back seat is not recorded, though owner Steve Barratt says the original headlining was heavily stained from cigarette smoke. They probably weren't just ordinary cigarettes...

The fuel-injected V8 is virtually silent at idle and never intrusive on the road, but it delivers effortless performance. Though the Mercedes is considerably heavier than the Jaguar it's noticeably swifter, hitting 60mph from rest in about 6.5 seconds. Wriggle the selector for the four-speed automatic through its serpentine gate into the drive position - actually labelled '4' - and the 'box selects second at a standstill to protect the driveshafts against the abundant torque of the V8 (first gear is reserved for steep hills). Swift kickdown and sharp throttle response from the big motor make overtaking easy, and there's plenty of accelerative urge even at high speeds thanks to surprisingly short overall gearing.



'The fuel-injected V8 is virtually silent at idle and never intrusive on the road, but it delivers effortless performance'

Power assistance for the big white wheel makes the Mercedes easy to handle at any speed, but it's not a car that's at its happiest on a winding lane. Instead its preferred habitat is fast, straight roads where its stability and the composed ride of the air suspension add up to impressive cruising ability. Even now this is a car that could eat up autobahn kilometres with ease.

All W108/109s are tough but expensive to restore and maintain, even more so in the case of the 6.3. Rust attacks the sills, front crossmember, A-pillars, spare wheel well and the chassis rails where they curve over the rear axle. Repairs to heating and air conditioning are expensive and time-consuming, as is work on the air suspension. Anything involving the engine is difficult because there is so little space around it in which to work. Few of the 650 or so right-hand drive 6.3s remain, and the better ones go for £45,000-£85,000. Left-hand drive project cars can be sourced in Europe or the US for £15,000 - but consider the cost and complexity of restoration before you get too committed.

Owning a Mercedes-Benz 300SEL 6.3



Says owner Steven Barratt, 'The first owner, Donovan, specified a Blaupunkt radio, and had the sunroof fitted at great expense. I bought it in 2003 and had a lot of work done on the body, but the interior is still original, although I did re-dye the leather and carpets

and refurbish the wood. The engine is crammed in, with very little space around it and it can overheat when idling in traffic. Because I hire it out for film work and weddings, reliability is vital, so I've fitted a thicker radiator and a big Kenlowe fan with a manual switch, and I use a waterless coolant. I've also fitted Pertronix electronic ignition.

'Parts for the air suspension are expensive. There are some good specialists in the US and, as unusual as it sounds, I send things there for rebuilding because it's cheaper than going to Germany and you get the same quality.

'Running costs are very high and it can be very labour intensive to find parts. I tell people not to buy 6.3s unless they have very deep pockets.'

Mercedes-Benz 300SEL 6.3

Engine 6332cc V8, sohc per bank, Daimler-Benz mechanical fuel injection **Power and torque** 250bhp @ 4000rpm; 371lb ft @ 2800rpm **Transmission** Four-speed automatic, rear-wheel drive **Suspension** Front: independent, double wishbones, air springs, anti-roll bar. Rear: swing axle, air springs, anti-roll bar. **Steering** Recirculating ball, power-assisted **Brakes** Discs front and rear, servo-assisted **Weight** 1780kg (3924lb) **Performance** Top speed: 137mph; 0-60mph: 6.5sec **CC Price Guide** £16,000-£52,000



Rare, hugely rewarding to drive and little more than 2000 built. No wonder E28 M5 values are rising rapidly

The **BMW M5** looked almost as anonymous on its debut in 1984 as the Mercedes had 16 years earlier. The Claus Luthe shape had been around since 1981 when it replaced the first-generation E12 5 Series. While the M5 added wider wheels and tyres, a slightly different front valance, lower and stiffer suspension and discreet badges, it didn't look much different from a 518 - unless you specified the optional Motorsport bodykit, but many buyers preferred their M5s to be understated. Sit inside one today and you can spot a few more clues to its character, among the generic Eighties BMW features like the centre console angled towards the driver, and the preponderance of houndstooth-patterned cloth. The driving position is upright but there are heavily bolstered sports seats and a lovely leather-wrapped three-spoke steering wheel to hint at the M5's purpose, while the 170mph speedo and the rev-counter red paint starting at 6500rpm underline its potential.

Under the bonnet is the ultimate roadgoing version of BMW's 'Big Six' engine, introduced in 1968 for the E3 2500 and 2800 saloons. It was bored out to 3.0 litres for the E9 CS and CSL coupés in 1971, stroked for the 3.2-litre CSL in 1973, and formed the basis of the M49 race engine for the European Touring Car Championship CSLs, developing over 460bhp in four-valve, 3.5-litre form. A roadgoing version of the M49 was developed for the 1978 BMW M1, swapping from gear drive to a single-row

chain for the double overhead camshafts and fitting Kugelfischer mechanical fuel injection. A wet-sump form of this engine, known as M88, went into the M635CSi five years later and the M5 the year after that. BMW had replaced the troublesome mechanical injection with the latest computer-controlled electronic injection system from Bosch, and the compression ratio had been increased to 10.5:1. With these changes the engine produced 286bhp (later catalyst cars had slightly less) and delivered more torque lower down the rev range than before to make it easier to live with and better suited to powering bigger, heavier cars.

Fire up the big six and the urgent bark through the exhaust lets you know that this is an engine that means business. The mushroom-shaped, M-badged gearknob slots left and away from you into first - none of the M5s had the dogleg gearbox fitted to some M535is - and while the clutch is long in travel and not very distinct in its bite, it's not as heavy as you might fear. The engine is as docile as you could wish for at low revs, despite its racing

'The M5 flies, with no sign of the force tailing off as the rev-counter needle sweeps past 6000rpm'



Supersaloons [The Big Test]

M88 six was developed from the M49 Touring Car race engine



Dash focus and weighty controls mean driver's car



Signals of the BMW's potential are subtly stated

parentage, but keep the throttle pinned in the indirect gears and you're left in no doubt about the power the multi-valve six produces. The M5 flies, with no sign of the force tailing off as the rev-counter needle sweeps past 6000rpm with a glorious howl emerging from the tailpipes.

With stiffer springs and dampers than a regular 5 Series the M5 has a well-controlled ride, but it's by no means uncomfortable even on a bumpy road. With uprated anti-roll bars compared to lesser Fives it corners without excessive roll, but at speed it needs a firm hand to keep it on line and despite power assistance the steering needs enough effort to mark this out as a car for drivers rather than chauffeurs. All the controls need meaty inputs, in fact, from the chunky gearchange to the weighty column stalks. But it's worth it. The M5 is hugely rewarding, whether you're reeling in the horizon on a straight road or winding down a country lane. In the dry, at least - when it rains the camber changes imparted by the semi-trailing arm rear suspension mean you need to handle the M88's 251lb ft with care.

M5s are well-built cars, but susceptible to rust in sills, wings, jacking points and suspension mountings. The hand-made M88 engines are durable, though the single-row cam chain can cause trouble at high mileages and is expensive to replace. Prices are on the rise now buyers have woken up to the sheer rarity of the E28-series M5 - just 2191 were built and a mere 187 of those were right-hand drive. When new it cost over £30,000, which was bordering on Ferrari money. Today a decent one will fetch the best part of £50,000 and low-mileage cars are heading for six figures.

Owning an E28 BMW M5



'I bought it at the height of the fuel crisis in 1993 when nobody wanted them,' says E28 M5 owner Stuart Blount. 'It's been very well used - it's covered over 150,000 miles and we've done over 100,000 of them. I've driven 1000 in the last fortnight.'

'It was written off in 2015 after it was hit by a Land Rover square-on at 60mph, but I couldn't bear to be parted from it so the rear end is new and it's had a complete glass-out respray. It took two years to get all the parts together.'

'They need regular maintenance and you must stick to the service schedule - don't let it run for years on the same oil, which you could if you're only doing a limited mileage. I bin the tyres after five or six years, regardless of mileage. The radiator blew recently and I found a new one through BMW, and I had a stainless steel exhaust built for it in 1993 which is still on the car. Other than that, all it's needed in 25 years were wear-and-tear items. On a run it returns 22mpg, which is not bad.'

BMW M5 (E28)

Engine 3453cc in-line six-cylinder, dohc, 24-valve, Bosch Motronic fuel injection **Power and torque** 282bhp @ 6500rpm; 251lb ft @ 4500rpm **Transmission** Five-speed manual, rear-wheel drive, limited slip differential **Suspension** Front: MacPherson struts, anti-roll bar. Rear: independent, semi-trailing arms, coil springs, anti-roll bar **Steering** Rack and pinion, power-assisted **Brakes** Discs front and rear, servo-assisted **Weight** 1465kg (3230lb) **Performance** Top speed: 155mph; 0-60mph: 6.1sec **CC Price Guide** £13,500-£38,000

When they were new

The secrets of the supersaloon phenomenon, as revealed by those who experienced them straight off the factory floor – including Rauno Aaltonen, Jasper Carrott and Larry from *Ronin*

The E28 BMW M5 was an understatement,' says **race and rally driver Rauno Aaltonen**. 'It looked a normal mid-size four-door saloon. When you got inside and sat in the driver's seat it felt right. The so-called 'cockpit-design' instruments were easy to read. After starting the engine both the inlet noise and the exhaust revealed it was not intended just for going shopping. The six-cylinder Motronic-fed engine gave around 280bhp with nice torque curve. A delight to drive. The engine-speed-variable power steering was good - easy for parking but with good feedback at higher speeds. It understeered at speeds below 50mph, which is right and safe for a normal driver. With increasing speed it got well balanced. Of course without slip control it was easy to provoke oversteer, which would be a horror for today's drivers groomed with electronics. It is difficult to find a car for any price with the qualities and feeling of the original M5 because I think the acceleration and straight-line performance of today's supersaloons don't compensate for the handling of the more compact, lighter E28. The smaller and lighter M3 was handier on twisty roads but at higher speeds the M5 was directionally more stable and more comfortable because of the longer wheelbase.'

Aaltonen's in-period experience of supersaloons didn't end there. 'I like big engines and the Mercedes 300SEL 6.3 was an impressive vehicle, I had the honour to be invited to race it 1969 in the 24 hour race in Spa-Francorchamps together with Dieter Glemser. The V8 was bored to nearly 6.9 litres and made close to 500bhp. And it was quick! I believe we reached about 260kph [161mph] at Spa but it was so sensitive I could not take my eyes off the road to look in the rear-view mirror - the car would start drifting. We tested the car in Hockenheim and did some quick laps. I think I was the fastest in night practice. But we had a problem - the wheel rims were too narrow and the wider ones were not homologated. The tyres would only last three laps at racing speed so the whole team had to be withdrawn. In those circumstances it was perhaps the most exciting car I've ever driven.'

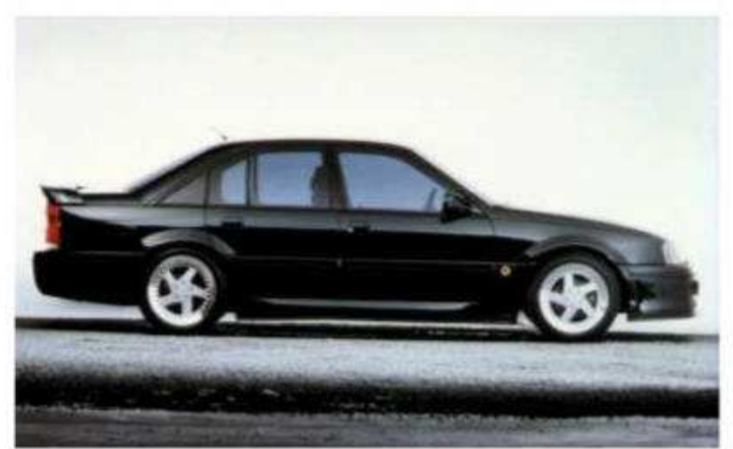
Journalist and author Peter Dron road-tested the Lotus Carlton in period. With a 140mph limit imposed on him at Millbrook because banking of the test track's bowl confused the self-levelling suspension, he headed to the A92 autobahn for the V-max. It runs north-east from Munich to Deggendorf and is completely level and straight for 25 miles - the majority of which is unrestricted.



'After considerable frustration, we achieved a mean of runs in opposite directions of precisely 170mph,' Dron recalls in his book *The Good, The Mad and the Ugly... Not to Mention Jeremy Clarkson*. 'I am sure that the car had peaked and was not going to go any faster, but I wanted to do a run or two more in each direction to be certain. But it was not to be. I had just shed 100mph or so for a speck which became two blobs which then metamorphosed into a dirty trailer-truck from Hungary passing a dirtier trailer-truck from Romania. I depressed the clutch to change down a couple of ratios but there was a noise like a washing machine minus its balance weight. I struggled 70 miles back to Munich in fifth gear, accompanied for some distance by a low-flying police helicopter.'

'A bolt had dropped out from somewhere. When the Vauxhall delivery driver came to collect the car he said, "I hear you had a spot of bother with the transmission. You're not the only one!"'

Comedian Jasper Carrott also encountered Lotus Carlton bother, albeit of a different nature. 'In the early Nineties I was strolling round the Motor Show at Birmingham's NEC and, in a spur-of-the-moment madness, I bought a Lotus Carlton,' he said in his Sunday Mercury column in 2013. 'I drove it for about ten months and then it had to go. Not only was it broken into three times but on the motorway I had every neutered rally wannabe challenging me to a race with their *Exchange and Mart* bargain banger.'



Clockwise from top: Jaguar Mk2 came with effortless acceleration as standard; Audi S8 had low-key credence galore; Lotus Carlton was a Parliament debate subject; Mercedes 300SEL 6.3 was most exciting car Aaltonen drove; E28 M5 had tail-happy tendencies

Car collector and American TV host Jay Leno worked in a Mercedes-Benz dealership in Boston at the age of 22. ‘They didn’t bring the car to the dealership on a transporter,’ he recalled of a Mercedes 300SEL 6.3 in an episode of Jay Leno’s *Garage*. ‘We had to fly down to Port Elizabeth, New Jersey and pick them up as they came off the boat and drive them back to Massachusetts. Trying to get back to Boston in under two hours, that was my favourite part of the job. I spent a night in jail in Roanoke, Virginia. I got flagged at 128mph at about one o’clock in the morning. I got taken to the judge’s house, just like in that movie. The judge came out in his pyjamas, sat down at his desk, banged his gavel and fined me - I could spend a week in jail or pay the fine. I had cash in my sock so I paid the fine and kept going. There were cars that were faster, and cars that handled better, but there weren’t cars that, when you put the combination together, were better than this.’

Actor Skip Sudduth played Audi S8 driver Larry in *Ronin* and did much of his own stunt driving. ‘John Frankenheimer was pretty direct,’ Skip said in a behind-the-scenes *Ronin* documentary. ‘He said, “You don’t get any points for smashing it into a wall. And I don’t want to see those brake lights.” There was a replica built from scratch to look like the actual car. That had a stunt driver sitting in the trunk who’s driving the car. They put a box over the pedals so my feet can’t go to the brake or gas if I panic.’

William Boddy, former editor of *Motor Sport*, heaped praise on the Jaguar Mk2 when he tested it as a new car for the magazine’s September 1960 issue. ‘The big-engined Jaguar is a fascinating car because it has such enormous powers of effortless acceleration that there is little need to wear oneself out hurling it at corners or playing angry bears in traffic. It hunches itself up and streaks away from corners and congestion and, with retardation to match, can afford to behave with dignity in adversity.’

‘For this reason alone the 3.8 Jaguar is an effortless motor car in which to cover many miles. If its road-holding is bettered in some sports cars or in Continental GT vehicles costing fabulous sums, this is scarcely relevant if the driver is in sympathy with the style of driving this Jaguar encourages.’

Former CAR magazine editor Gavin Green tested the E28 M5 as deputy editor in the magazine’s May 1987 issue. ‘As with all BMWs, the engine is easily the highlight. It’s the motor that’s responsible for the £34,000 tag. You could call it a £21,000 option for the 520i. You’d expect a gold cam cover for that sort of money. There’s no gold in sight when you open the bonnet, though, but what is on show is still lovely. The engine looks like a mechanical work of art; it behaves like one, too. It is so refined, so smooth, so pleasant in note, and so powerful, that it soon establishes itself on a different plane from all but the most exotic of six and 12-cylinder engines.’



The Lotus Carlton was fast enough to cause tabloid outrage in its day and it's still shockingly quick and amazingly agile

Successive generations of M5 kept BMW in the supersaloon market, but in 1990 they had a new and unexpected rival: the **Vauxhall Lotus Carlton**. The Luton-based manufacturer, then a British offshoot of US giant General Motors, was far better known for humble family cars than for supercar-chasing machinery. But it had built fine sporting cars early in its history and there was a revival in the Seventies, first with Gerry Marshall's track exploits and then with the impressive Chevette HS/HSR rally cars. The Eighties brought the aerodynamic Astra GTE with a fine Cosworth-developed 16-valve engine and a high-performance version of the big Carlton saloon, the GSi 3000.

Evidence of a collaboration between Vauxhall-Opel and Lotus to produce a super-Carlton surfaced in 1989, when a Lotus Carlton concept was displayed at the Geneva Motor Show. The rumour was that at one stage Lotus - at the time another GM subsidiary - had considered replacing the Carlton's six-cylinder engine with the V8 it had developed for the Corvette ZR-1, and it investigated four-wheel drive and active aerodynamics. But the production Lotus Carlton which appeared in 1990 stuck with rear-wheel drive and a huge, fixed rear wing. Its 24-valve straight-six gained its extra power through a combination of a longer stroke, to take the capacity out to 3.6 litres, and the addition of twin turbochargers. The result was an extraordinary saloon car that hit 176mph at the Nardo track in Italy, when most competitors were artificially

limited to a 'responsible' 155. It had the tabloid press in a tizz, and questions were asked in the House of Commons. TV comic Jasper Carrott wondered which family needed a car that could go that fast - the Fittipaldi's? (Ironically, Carrott later bought one.) Joyriders and bank robbers loved them, but the police weren't so keen, because they had nothing that could keep up.

This Lotus Carlton is Vauxhall's own car, lovingly preserved in its Heritage fleet at Luton, and from the driver's seat it's hard to see why anyone got so excited about it. The rucked leather is attractive, if a bit fussy, and the simple four-spoke wheel looks businesslike, but the quality of the trim and switchgear lags behind contemporary Fords, never mind Nineties BMWs and Audis with their hewn-from-solid cabins. Start the engine and there's none of the musicality of the Jaguar or BMW sixes, and at idle it doesn't sound special at all. First impressions aren't improved by a clutch that needs plenty of muscle, and the heavy, baulky and vague shift quality of the Corvette-sourced gearbox.

The Lotus Carlton will almost reach 60mph in first gear, and such long gearing takes the edge off its initial acceleration. All the more remarkable, then, that it will dispatch the benchmark 0-60mph sprint in a little under five seconds. Even at low engine speeds there's plenty of torque but the impetus just keeps building as the revs rise, while the engine note develops into a deep bellow and the Lotus Carlton punches forward with unremitting pace. With performance like that it needed serious brakes, and it got them - enormous ventilated discs, clamped by Group C-spec AP calipers, which haul the speed down impressively.



Twin turbocharged 3.6 took the car to 176mph at Nardo



Mundane interior belies the bonkers performance



Handling is well up to the standards the badge implies

“Four-seat supercar’ sells it rather short. The Lotus Carlton is as impressive for its all-round ability as for its outright speed’

For such a big machine it’s also amazingly agile, and the suspension is supple enough that the Carlton is undisturbed by road imperfections, and able to put its power down cleanly. Transformative detail suspension work by Lotus’s Tony Shute delivered a chassis that makes the Carlton a supremely confidence-inspiring car to drive quickly. Yes, it has the performance to humble some Ferraris, but to think of it as a four-seat supercar is to sell it rather short. The Lotus Carlton is as impressive for its all-round ability as for its outright speed.

If you’re looking to buy, check for rust where the add-on panels meet the body. Wheelarches, the spare wheel well and the edges of the front and rear screens and sunroof are also problem areas. Mechanically there are issues with the clutch pivot pin, which can fail leaving the clutch pedal on the floor, and timing chains can rattle and ultimately break. Parts shared with other Vauxhalls are easily obtainable but anything Lotus Carlton-specific is either rare, expensive or both. A low-mile car can cost upwards of £50k.

Owning a Vauxhall Lotus Carlton



‘My car was up for auction online for £10k,’ says Lotus Carlton owner Paul Rees. ‘It had very rusty sills, rear arches and bottom rear quarter panels, and very tatty paintwork.’

‘The Lotus Carlton has always been my dream car. It’s such an awesome, iconic machine and is an absolute dream to drive. The handling is outstanding in dry conditions but it’s a handful in the wet.’

‘The bellhousing is prone to fracture if the weak clutch-fork release pin snaps – Autobahnstormers supplies a strengthened one. Lotus Carltons also suffer from a hot spot between cylinders five and six that can be catastrophic to the head and gasket, but thankfully this can be overcome by fitting an auxiliary water pump that circulates cooler water after the engine is turned off.’

‘I have experienced both bellhousing failure and the head gasket issue, but through the Autobahnstormers club I managed to source the parts. It’s a good idea to join the club if you’re thinking of buying a Lotus Carlton.’

Vauxhall Lotus Carlton

Engine 3615cc in-line six-cylinder, dohc, 24-valve, GM fuel injection
Power and torque 377bhp @ 5200rpm; 419lb ft @ 4200rpm
Transmission Six-speed manual, rear-wheel drive, limited-slip differential
Suspension Front: independent, MacPherson struts, anti-roll bar. Rear: semi-trailing arms, coil springs, anti-roll bar.
Steering Recirculating ball, power-assisted
Brakes Discs front and rear, servo-assisted
Weight 1663kg (3666lb)
Performance Top speed: 176mph; 0-60mph: 4.8sec
CC Price Guide £17,500-£45,000



A big 4.2-litre V8 and lightweight aluminium structure adds up to no shortage of shove

You don't need anything like such deep pockets to buy a first-generation **Audi S8**, despite it being almost as fast and in many ways a much more advanced design. Audi had started to develop an innovative aluminium body structure in 1982, using extruded aluminium beams joined together at diecast nodes, with the exterior panels adding rigidity. Called Audi Space Frame, the new system was demonstrated at the 1993 Frankfurt motor show on the mirror-polished ASF concept car, forerunner of the production A8 saloon of 1994. Remarkably, the complete unpainted body weighed just 249kg.

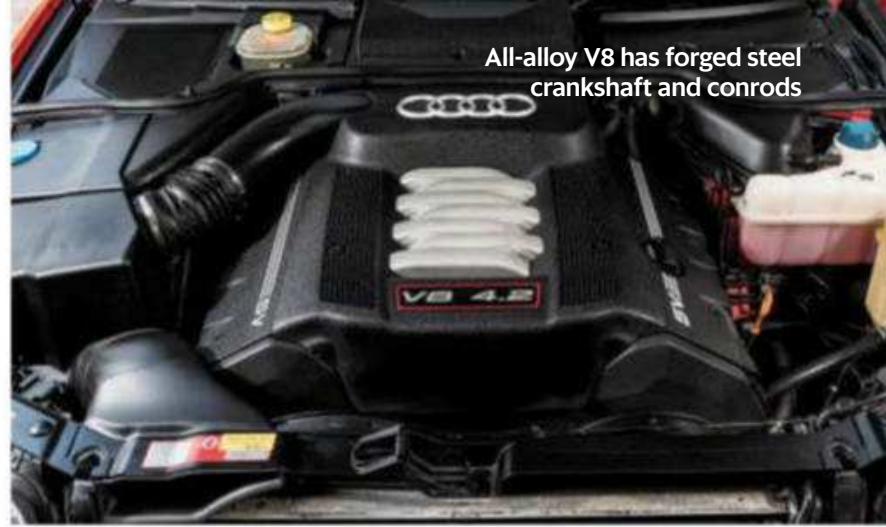
The high-performance S8 arrived two years later. Settle into its soft leather driver's seat and the first thing that strikes you is the extraordinary quality of the interior. Every switch clicks into position with smooth precision, every trim panel aligns exactly with its neighbours, everything on show is pleasing to the eye and the touch. It's as good as, and possibly better than, anything BMW or Mercedes-Benz were producing around the turn of the century. It's packed full of equipment, too, from electric sun blinds to satellite navigation and double glazing for the side windows.

But it was the S8's combination of speed and space, not its equipment list, which made it a movie star. John Frankenheimer's action thriller *Ronin*, starring Robert De Niro, is famous for its car chases, and an S8 is one of the main automotive protagonists in the early part of the film. The Audi chases a Citroën XM around

Nice, and it's not giving away too much of the plot to reveal that it comes out on top. It's even referenced in the dialogue, when wheelman Larry says the car he needs is, 'Something very fast. Audi S8. Something that can shove a little bit.'

Shove the S8 certainly can. The early A8s used the VW Group's V6s and V8s with up to 295bhp and the S8 adopted the bigger 4.2-litre V8, which was reworked for more power. The all-alloy engine had a forged steel crank and conrods, and double overhead camshafts on each cylinder bank. A toothed belt operated both exhaust cams, which in turn drove the intake cams by a short chain, and there were four valves per cylinder with sodium-filled exhaust valves to aid cooling. A two-stage variable-length intake system helped to fill out the torque curve at low revs while still allowing the engine to breathe at high revs and deliver 335bhp. This late S8 has even more power, because Audi fitted a new five-valve version of the V8 when the S8 was given a mid-life update in 1999. The three intake valves and two exhausts were operated by roller rockers to minimise friction, and there was a more sophisticated engine management system to help liberate 355bhp.

'The first thing that strikes you is the extraordinary quality of the interior'



All-alloy V8 has forged steel crankshaft and conrods



Interior is all about precision and efficiency



Torque is shared among all four wheels

A six-speed manual transmission was available in some markets, but the UK only ever got S8s fitted with a five-speed ZF automatic. The gear selector can be pulled to the right to select a manual mode, and there are gearchange buttons on the steering wheel, which sound like a good idea but in practice are rather fiddly to operate. Left in Drive the transmission does a pretty good job of selecting the right gear for any situation, though it's flattered by the V8's superbly linear delivery. You can barely hear the engine at all until you're really pressing on, and then there's just a subdued burble to signify that the V8 is working hard. This one still has its standard exhaust system, but many owners fit straight-through exhausts to liberate a little more of the V8's music. The Quattro four-wheel drive system puts the power down without drama, and the S8 scythes through corners with barely a hint of roll. Numb steering and the sheer size of the S8 count against it when the road is twisty, but on open roads its unflappable character makes high-speed cruising a breeze.

The S8's Achilles heel is its auto 'box, which needs regular servicing. If it clunks or slips during changes it needs a £3000 -plus refurb. You can get water ingress into the interior if the sunroof drains block up, and there's a hole in the bulkhead sealed with a paper sticker which deteriorates and lets water into the fuse box, so you get wet floors and electrical issues. Being aluminium it's not cheap to fix dings and scrapes on exterior panels, and look for rust on the sunroof and filler cap, because both are steel. A full service history is essential, and a car with one won't break the bank - even the best S8s struggle to reach five figures.

Owning an Audi S8



'I've only had it three months,' says S8 owner Dean Smith. 'I'd been looking for an S8 for quite a while but couldn't find a decent one, so I had two A8 2.8s.

'This one is a Final Edition, which came in four colours. I know of only one other Misano Red S8. Oddly, despite being run-out models, Audi didn't spec them up - it doesn't even have the auto-dipping mirrors my 2.8s had. I looked at the service history and the condition, and it didn't need much doing to it.

'We had a meet in June with people coming from Sweden, the Netherlands and Germany, and the Germans voted this as the best example they'd ever seen. I initially thought it would be a daily driver but now I just use it at weekends - it needs to be preserved in this condition.

'I've added a hidden Bluetooth kit so I can stream Spotify and take phone calls, and fitted wheel spacers just to make it look a bit beefier.'

Audi S8

Engine all-alloy 4172cc V8, dohc per bank, 32-valve/40-valve, Bosch Motronic fuel injection **Power and torque** 335-355bhp @ 6600-7000rpm; 302-317lb ft @ 3400-3500rpm **Transmission** Five-speed automatic, four-wheel drive **Suspension** Front: , double wishbones, coil springs, anti-roll bar. Rear: independent, multi-link, coil springs, anti-roll bar. **Steering** Rack and pinion, power-assisted **Brakes** Discs front and rear, servo-assisted **Weight** 1750kg (3858lb) **Performance** Top speed: 155mph; 0-60mph: 6.5sec **Classic Cars Price Guide** £5000-£10,000



Five decades, one mission – to move a great hunk of four-door metal with huge pace

'Given the Audi S8's extraordinary ability, it's surprising that you can still buy a great example for under £10,000'

There can be little argument about which of these cars offers the best value for money. Given the Audi S8's extraordinary ability both as a cruiser and a performance car, not to mention its film star provenance, it's surprising that you can still buy a great example for under £10,000. If the Audi's just too modern then the closest in character is the Mercedes-Benz 300SEL 6.3, which offers crushing performance, effortless cruising and plenty of space - though it's much more expensive, both to buy and to run.

Classic style is the strong suit of the Jaguar 3.8 Mk2. It's a usable, characterful car with iconic

looks and plenty of driver appeal, and for such a well-loved classic prices are remarkably reasonable. The BMW M5 offers a more modern take on a similar theme, yet it still dates from an era when cars were relatively simple, DIY-friendly and fixable without a degree in computer science or racks of diagnostic kit. It offers a deceptively swift combination of classic and modern.

The one that's hardest to pigeonhole is the Vauxhall Lotus Carlton. In this company it's a mongrel amongst thoroughbreds, and in some ways it's the most flawed of the five. But it's the fastest of this group, too, and backs up its epic straight-line pace with surprisingly deft and forgiving handling, and bags of character. Owning one wouldn't be cheap and it probably wouldn't be trouble-free. But it would be a whole lot of fun.

Thanks to: Terry Birt at the Jaguar Drivers Club Mk1 & 2 Register (jaguardriver.co.uk), Mercedes-Benz Owners (mercedesclub.org.uk), Vauxhall, Mikki Jayne, A8 Owners Club (A8oc.net), Lucy Birch and Richard Baxter at BMW Car Club GB (bmwcarclubgb.uk), Autobahnstormers (autobahnstormers.org.uk), Richard Gunn, Barratt's Classic Car Hire (barrattscarhire.co.uk)

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WE COULD BE HEROES

This is a car that evokes the very spirit of the true-blue Brit hero.
But a glance tells you this is no ordinary Aston DB2/4;
we delve into this unique example's history

Words ROB SCORAH Photography ADAM SHORROCK





Bespoke DB7-like snout was an in-period modification dating back to at least 1966

Oh wow, look - there's a... oh, a...? Yes, you're not sure, are you? The back end, with that E-type pre-empting hatch, is telling you Aston Martin DB2/4. But the front end? Well, that's telling you Aston as well, but it's as if somehow time has spiralled back and this is an evocation of cars yet to come - the DB7 perhaps, complete with muted bonnet hump and sultry mouth.

Looking at that long Sixties-esque nose, and without seeing the badge, you could have so many thoughts. A proto-Griffith perhaps, or even Osca/Alfa (long shot maybe). It is actually an Aston Martin DB2/4 with a custom, coach-built snout. When you sit behind it, the vents and scoops looking back at you, it begins to colour your vision of how the car might drive and handle.

Is there such a thing as approaching a classic car objectively? There very likely isn't. And anyway, I probably never want to do such a thing. I want to be told stories by it, to feel the car, to feel things other machines can't give me, not even other classic cars. And I want somehow to 'sense' that badge - Aston Martin.

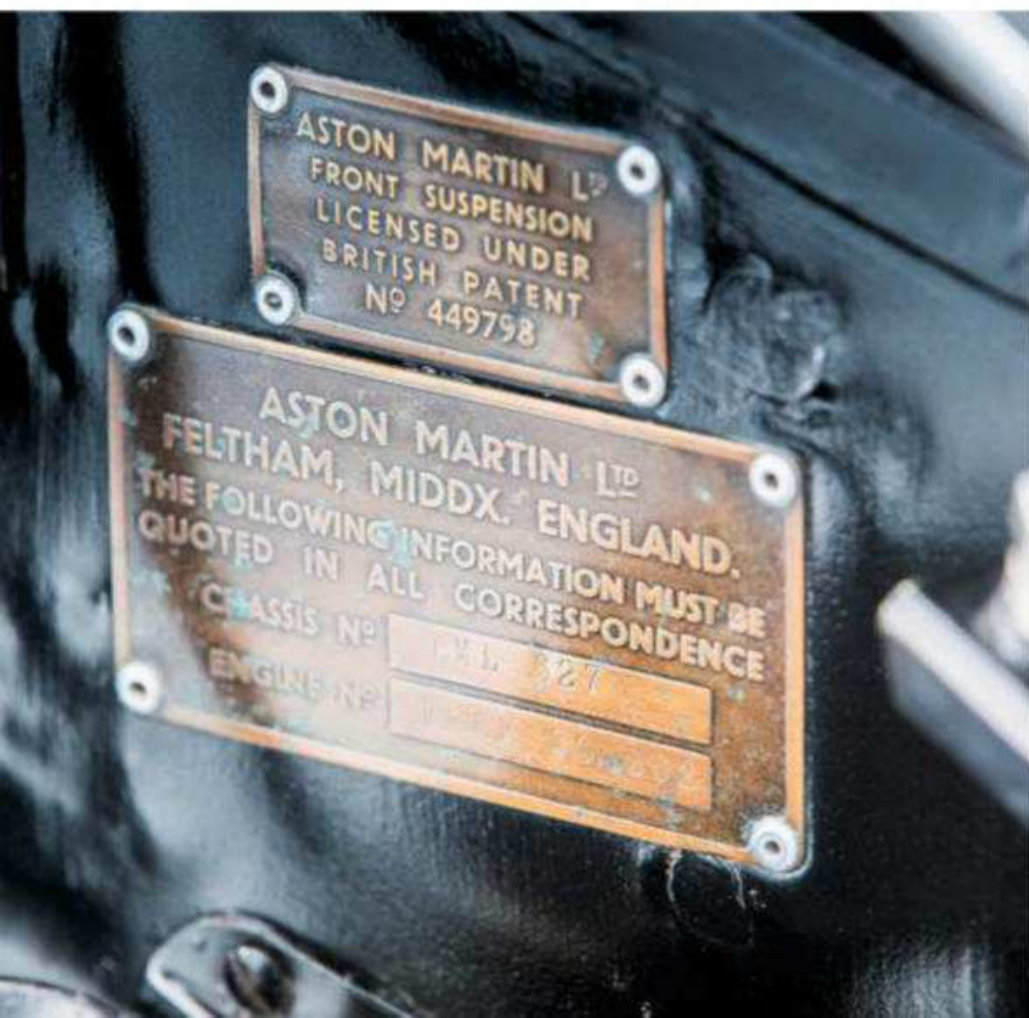
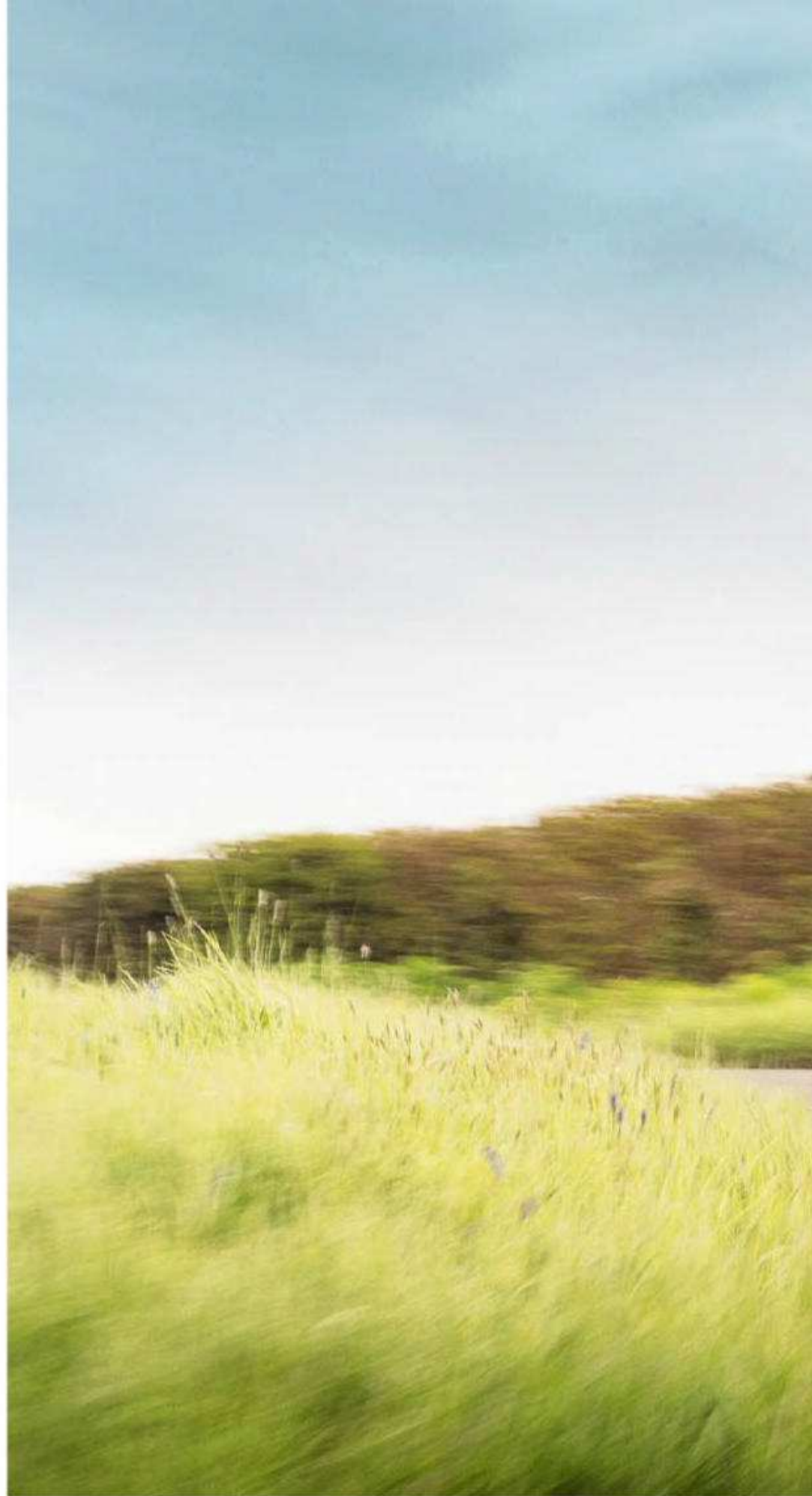
Sitting behind the big, rather upright steering wheel - arms bent, elbows almost at my sides - the car immediately has a bespoke feel. That is, once you've climbed/slid/limboed in. For a gentleman's carriage, there's a fair bit of high-sill, low steering wheel ducking and sliding to be done.

Once there, there's that whole English thing going on in the cabin - the deep, rich walnut burr (though as yet not fully extended across the scuttle) and those large, white-on-black Smiths clocks. And probably, if you're to maintain control at the wheel without strain creeping across your chest from the unassisted steering, you'll maintain that upright Englishness. But then again your legs will lie comparatively flat to a close floor. That isn't to say straight if you're tall.

It's a little bit like settling into a pair of once-expensive and well cared-for brogues you've found in some eccentric boutique. Wish I'd worn a hacking jacket now.

But if I'm not careful I'll quickly get sidetracked by half-reflexive, secondhand references to those I imagined once drove such a beast - British heroes, real or imagined, like Richard Hannay or Bulldog Drummond. And, of course, James Bond bombing down the A2 in a DB2/4 in *Goldfinger* (the book, that is).

Well, thank you gentlemen, but I'll leave it there. I'll do my own bombing, and try and take my cues from the automobile itself. Luckily this is something that's not difficult to do.



Sprightly straight-six is a tribute to designer WO Bentley



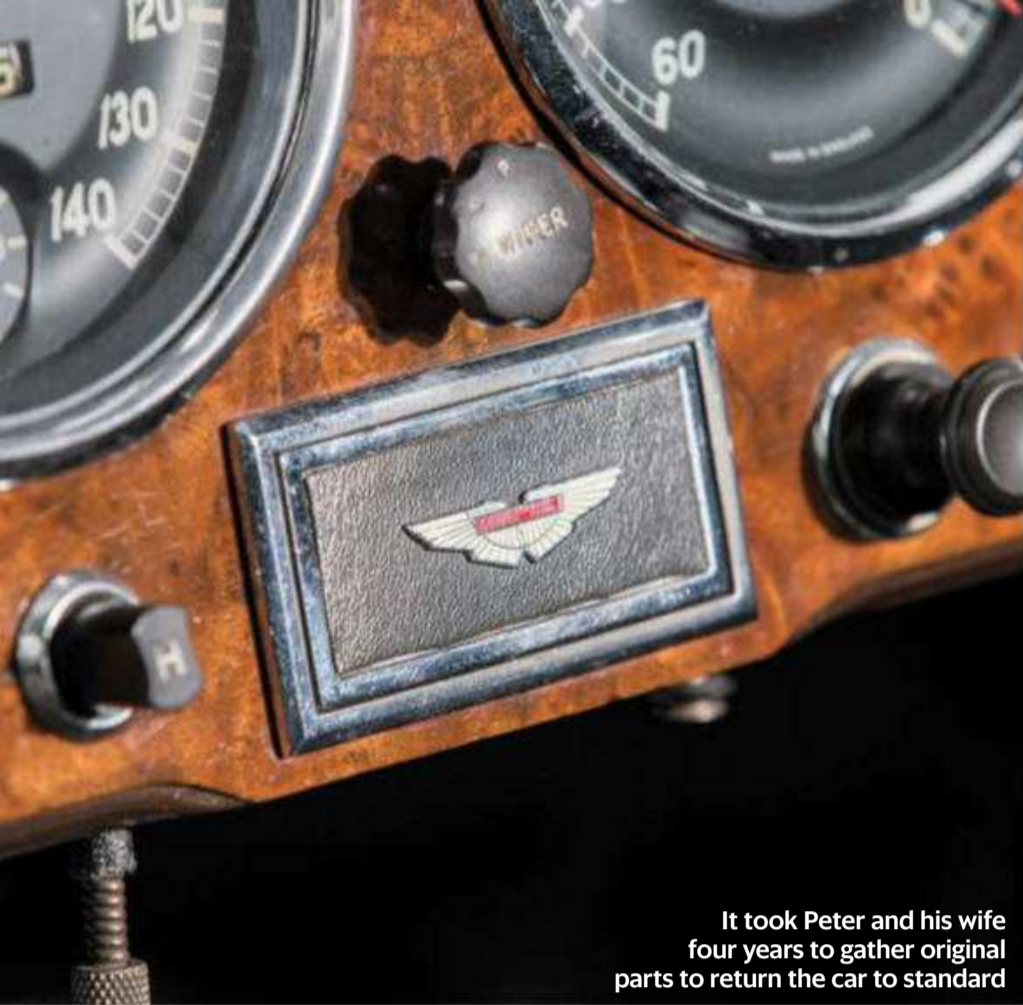
The car's steering has been brought to 21st Century standards



Almost all the panels had to be hammered straight after years as a kids' plaything



Interior parts had to be sourced secondhand or fabricated



It took Peter and his wife four years to gather original parts to return the car to standard



Owner-restorer Peter Brown services the car every 3000 miles



Elegant cabin belies the car's history - it was stripped out for racing before restoration



The origins of that nose are lost in the mists of time – but surely it exudes an Italian aura?

This is one of those cars in which, at least taking it moderately, the engine thrums. I'm not sure I've really got a clue what that word means, but if you say it long enough in quick succession, you get a vague approximation of how this motor sings as it lopes along – it's rhythmic, even, burring in a low tenor register, taking small pushes to the pedal with equanimity, a mutedly busy thrashiness tapping along over the darker tones.

It is, in tone, the very model of an English six, designed as it was by another English hero, WO Bentley. It eschews the brawling burble of the American V8 and pulls up short of the coloratura of an Italian V12. If I keep my foot moderately placed, maintaining 2000rpm or so, there's a watch-like quality to its metre that brings to mind Breguet or vintage Longines – sounds that are even and predictable, shaped by measured and constant mechanical operation. Like those watches, it's seductive. You're quite happy to amble on for miles listening to the mechanical discourse. You can chat, swap stories... listening to the radio would be sacrilege.

Promenading in an old Aston is wonderful of course, but beneath the equanimity, quite close to the surface you can feel an innate gutsiness. There's just something in the push of the pedal that quickly translates into grunt. The car doesn't make a big show about it, it remains reserved, but when you want to go, it obliges – and in any car with power, you want to go.

A deliberate prod brings forth more thrashiness, a more jagged growl and immediate movement. With a 'racing downchange', old Bond would have been quickly overtaking all those Morris Oxfords and Ford Zephyrs on the A2.

At 2000rpm it's an easy 40mph, and even with a relaxed slotting from third to second, the resulting 3000rpm will quickly take you to 60mph-plus. I'm impressed by the ease of moving between gears – a snickety, mechanical feel, although I wish there were an overdrive to calm things a little when cruising at higher speeds. Very quickly you feel at ease with where the power lies and can easily bring it forth with a quick change or a stab of throttle.

I think at first I was driving this car like a DB5 or 6. If you're not careful everything 'Aston' is referenced by the DB5, but the more I'm in this car the more both mine and the DB2/4's operation and reaction times are shortening. The revelation to me is that this is a sports car not a GT, and I'm having more fun driving it as a sports car – going tighter into the turns and quicker out of them, it remains poised with little roll. I'm doing more downchanges, holding the gears longer. This car is basically riding on the Claude Hill chassis design that won the 1948 Spa 24-hour.

I'm getting that long-distance dash feeling; imagining driving hard through a rainy night or over the Dolomites, a pipe clenched

Looking after a DB2/4



'You have to apply the standards of the period when looking after these cars,' advises Peter Brown. 'Don't merely look on it as a car that's going well, so it doesn't need such frequent checking.'

'We used to do about 5000 miles a year, but now it's more like 3000. I change the oil – making sure it's a proper classic oil – and filter, plugs and points every year, and grease up the various nipples every three to four months to prevent gravel getting into the ball joints. I also change the oil in the differential and the gearbox.'

He reckons it only costs him about £200 to £300 a year in maintenance costs, but of course, he does all the work himself.

'So far the only body parts I've needed since putting the car back on the road in 1979 are new headlight covers after someone backed into the nose. The insurance company stipulated polycarbonate composite and these had to be custom made.' However, as Peter stresses, this would apply to any of the alloy body panels too, should they ever be needed.

'The one-off nose doesn't really make any difference – no one produces any of the body parts the way in which, say, BMH does for MGs. You'd have to start from scratch.'

in the corner of the mouth job. Oh dear, you'll have to excuse me – I'm regressing into that Forties/Fifties hero quest thing again. The DB2/4 has a certain gruffness, perhaps even a veiled, but never unleashed, brutishness.

It's a car I'd be happy to do the Mille Miglia in; it has that kind of chuckability you get from cars that aren't *too* big. All the controls are close, just where you want them, with well-spaced pedals – though they're not great for heel and toeing – and the gearshift hard by your left hand. And the steering? Well, here's the thing – that's good too. Should I sound surprised? Frankly, yes.

You have to remember that the parent companies of David Brown – the man who bought and merged Aston and Lagonda – made, among other things, agricultural gearboxes and tractor/dumper components. And sometimes, just sometimes, with Feltham-era Astons (and even with later DBs) you reckon, by the feel of things, that a few too many tractor bits might have been tipped into the mix – like the steering rack, for instance.

However, I don't believe I happen to have got lucky and be driving a 'good 'un', but rather a good 'un' bought this Aston and fettled it properly. Its owner, Peter Brown, is a retired engineer who, as a teenager, benefited from an informal apprenticeship at the garage-cum-race preparation shop of Bromley-based mechanic Roland York. Alongside general motor engineering, York taught him the finer points of suspension geometry and the inner mysteries of differentials. So – about that steering?

From this angle only the ventilation gills hint that this is an exceptional DB2/4



'The revelation to me is that this is a sports car not a GT, and I'm having more fun driving it as a sports car'

'Well,' smiles Brown, 'like everyone else at that time David Brown used what was available, so basically the DB2 had the same steering as a Thwaites dumper truck. In the Fifties that was probably OK, but with new radial tyres and modern tolerances it didn't feel very good at all.'

Brown took the DB's steering box to Silverstone-based specialists GSW which re-engineered/re-manufactured the meshing components. 'They changed from phosphor bronze to needle bearings,' he adds. 'Of course, the steering's an old design - there are a *lot* of linkages.'

It doesn't feel that way now. The nose is faithfully following the turn of the wheel into the bends - and what's more, as the radius tightens there doesn't seem to be that huge exponential rise in heft as I bring it round. Apparently he also tweaked the castor from two and a half to three degrees 'for less effort'.

There's also a plantedness about the car, the feeling that all four tyres are going to stay on the road whether the gradient and camber change or not. Like the steering, the suspension has been tweaked, the damper and spring settings optimised. This car is actually the third Aston that Brown has fettled and tweaked, so he is rather getting the hang of it.

However, he didn't have a lot of choice but to fettle the DB2/4. It arrived at his house in the Seventies as two trailer-loads of bits from a deceased estate, lacking a crankshaft and interior trim.

'When we first got hold of it, it was a hobby car for me. We'd just started a new business, so it was basically something to occupy my mind in the evenings,' he remembers. 'It had been totally stripped out as a competition car. It had an Astrali steering wheel and a single resin bucket seat.'

It would take him and his wife four years to piece the car back together, buying what were, back then, simply secondhand Aston

Martin spares, and finding or remaking some interior parts along the way.

Almost all of the aluminium body panels had been damaged and dented by children playing in the barn where the car had been laid up, so he had to hammer them out and repair them. The couple discovered scraps of the car's

original colour of Teal Blue, and repainted it in a non-authentic but more period-appropriate looking non-metallic rendering of it. And did they add the custom DB7 evocation nose?

'Oh no,' says Brown. 'That was a period modification.'

Unfortunately, details of its commissioning and manufacture are lost to history, though there is a picture of it in the paddock at Silverstone in '66. The one clue about the snout's fabrication that surfaced in restoration is that it is of multi-panel construction, suggesting Italian craftsmanship rather than one-piece English.

Perhaps if whoever had made this nose had banged out a few more - as he probably did for other marques in his shirt sleeves with a fag in the corner of his mouth - we'd be talking about the Aston Martin Fangonelli or the DB2/4 Valbone, or whatever his name was. If they'd raced it (beyond the club events this car took part in), maybe it would be the Aston DB2/4 Sebring or some such.

'Have you ever driven a DB2/4 Sebring?'

'Oh yes, magnificent thing.'

As it is, it remains a curiously prescient one-off, and a car that's so much more racy than the rather matronly standard version, with a dynamic character nearer to what you'd hope such a silhouette would offer. Like Bond or Drummond, its persona carries echoes of things that never were, but its aura and abilities still have great resonance in the real world.

1953 Aston Martin DB2/4 Mk1

Engine 2922cc, in-line six-cylinder, OHV, twin SU carburettors **Power** 140bhp @ 5000rpm **Torque** 178ft lb @ 6300rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Worm and nut **Suspension** Front: independent, trailing arms, coil springs, hydraulic dampers. Rear: live axle, trailing arms, radius arms, coil springs, lever-arm dampers, Panhard rod **Brakes** Drums front and rear **Weight** 1250kg **Performance** Top speed: 120mph; 0-60mph: 11.1sec **CC Price Guide** £65k-£185k

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HIGHWAY STAR

For Deep Purple drummer Ian Paice, winding down after concerts involved high-speed, late-night blasts in his customised, supercharged Mercedes 500SEL

Words RICHARD MASON Photography DEAN SMITH





Trawling online classic car ads my attention is caught by a supercharged Mercedes 500SEL with an AMG bodykit. Even more intriguing, it belongs to Deep Purple drummer Ian Paice.

Having spent seven months driving the ex-George Harrison 500SEL AMG I'm keen to speak to the owner of another, and being supercharged it's possibly the only one in the country. Incidentally, Ian and George were great friends. My curiosity is rewarded and I'm now standing in a farmyard in deepest Oxfordshire, to rendezvous with Ian.

Swirling dust on the unmade road alerts me to a black VW Golf, the rhythmic flash of its lights suggesting this is our man. Sure enough, Ian jumps out wearing a blue shirt and

jeans, with hair in a ponytail. He mentions he's busy, which is an understatement - he's in the middle of a 110-concert tour taking in 34 countries that began in May 2017 and ends in Mexico in November 2018. It's aptly named *The Long Goodbye Tour*.

On the short drive to his house we pass through electric gates guarded by stone eagles and cruise up a long curving drive, eventually swapping tarmac for gravel. Entering a homely atmosphere of grandkids and toys, Ian directs me to a room decorated with gold discs. Deep Purple has sold over 100 million albums. Soon he returns with a cup of tea that I'm sure he's brewed himself, such is his down-to-earth no-nonsense manner.

'When I first passed my test I drove a Hillman Minx automatic - I thought it was better than walking while I waited for delivery of my Jaguar XJ6. Later I got a straight-six Aston DBS, but in Germany I was being blitzed off the road by Golfs. This great heavy lump with the underpowered engine, I hated the damn thing. I replaced it with one of the first XJ12s, simply fabulous. Driving that flat-out, six-up, was, shall we say, not good for your health. I got into Porsches and Ferraris but then eventually Rolls-Royces because I was going too fast - I needed something more sedate. Plus the heater in the Porsche was no good - what's the point of paying all that money if you're freezing?'

I ask if George Harrison's 500SEL had influenced his purchase, especially with its extrovert AMG treatment? 'Not really. Having been through all the sports cars and done the Rolls-Royce thing I decided I needed something with more room but more fire. In the early Eighties there weren't many fast, dependable luxurious cars around - Mercedes had it completely bottled up then.'



Ian Paice relaxed by driving home from Deep Purple gigs



Ian bought the car in late 1985 and sent it straight to Duncan Hamilton & Co for some upgrades, hence it not being registered until May 1986 with the local Reading plate C875 RJH. 'It had twin reclining heated bucket seats, but otherwise it was a standard 500SEL. Hamiltons installed a rear entertainment system - I wanted a little Sony Video Walkman but they installed an eight-inch telly, which turned it into more of a chauffeur's car. Two years later someone smashed a window while it was parked outside a studio in London and nicked the lot. It did me a favour - I could then replace it with what I wanted originally. Despite that and the rear bucket seats I hardly ever sat in the back. I was having too much fun driving it.' And the obligatory boot-mounted boomerang TV aerial? 'When the Sony was installed it worked well enough from a small external aerial. I found at certain speeds there was slight noise created by the boomerang, so it went.'

Back to the heart of the car, the engine. Instead of supercharging it, why not go for a 560SEL like Paul McCartney? 'Well at that time only a 500 was available; the 560 came a year later. So to make it go quicker supercharging was the best option. Six weeks after delivery I was driving to Munich to do some recording. On the road from Munich to Innsbruck early one Sunday morning there was nothing about, I was flat-out approaching what was a gentle bend. But the G-force was such



'I was flat-out approaching what was a gentle bend, but at 160mph it felt like a U-turn. I'd had fast cars before but this was a *big* fast car'

at 160mph it felt like a U turn. Even faster downhill, that much weight. I'd had fast cars before but this was a *big* fast car. Very different. I'd had several Rolls but they're not fast - you 'proceed'. Flooring the Merc's throttle at 70 mph was like being in a jet.'

Speaking of which, why not fly to recording sessions? 'There's no point in having a 150mph car if you don't sometimes go over 75mph. Otherwise you might as well have a Ford Fiesta. It was my toy, and I wanted to enjoy it somewhere where I wasn't watching the mirror all the time. And it was a great deal of fun.

'It doesn't look like an accountant's car. Probably back then people would see me but not necessarily recognise me, and just think I was a lucky git with long hair who had a fast car. I used it regularly from 1986 until 2004, I was loathe to sell it so it just stayed in the garage after that. I knew I would never drive it again, but maybe guys tend to hoard things. That car relates to a period in time that I always go back to when I see the car.'

The Mercedes was no stranger to concerts, provided there was controlled parking. Surely after a gig the last thing Ian wanted was to drive home? 'I'd have the car brought to the back door so that I could just get in and drive home, especially for UK concerts like Cardiff or Sheffield. A few miles from the venue I would pull over

to change clothes. I saw no point in staying overnight in places I could get home from. I still do that to this day. I can come home, have a bath, relax with a beer, it's like a night off compared with being stuck in a hotel. I've even done it from Lille - it was the last night of the tour, the overnight drive was fun.

I challenge Ian's idea of fun - surely being pumped up with post-concert adrenalin and then driving is a hazardous combination? 'If you're on stage for 10 minutes there's that rush, but after you've been onstage two hours you're physically fatigued with all this sound in your head. Being in the car is a haven of quiet, like a retreat. It's like after a long plane flight, getting in the car seems quiet because your ears are knackered. So I keep the radio off, I'm in my own little bubble, I don't have to talk to anybody, and I actually come down from that high very gently. For me it works great. At that time of night there's little traffic, so I get home safely and peacefully. You could say I do it for health reasons!

'The first time I drove the Merc to Germany I was stopped at the French/ Belgian border by French customs. With all the gear in the back it looked like a drug dealer's car. They thoroughly checked the car and then made me strip. Then just as I was leaving, "Oh Mr Paice can we have your autograph?" No, sod off!

[Deep Purple Mercedes 500SEL]

The colour creates some debate, 'Bluey-greeney, I don't know what you call it.' The official name for it is 199-Blue Black. Opening the bonnet reveals a unique engine bay - it has extra plumbing for the supercharger, a smaller BMW air filter, a modified aluminium radiator header tank and tuned manifolds. This is a kit sold by Dutch firm Mosselman, comprising bespoke and off-shelf items, hence the air box being BMW. Hamiltons then fitted the kit making adjustments to the timing, fuel pressure and plugs.

'Back in 1984 we had just reformed Deep Purple and we had a big injection of cash from the record companies. I'm not a frugal guy but I'm not stupid either. I deserved a toy and this was my present to myself.' Ian recalls Hamiltons saying it made around 300bhp on the rolling road, 72bhp more than standard. The Stage 2 kit with more boost and a special exhaust had 340bhp.

In hindsight was it worth £55,000 all-in when a Rolls was £15,000 cheaper? 'Like most things, no matter how good they are, after a while you want to try something else. Although I had this lovely automatic car I fancied going back to a manual, so I got an Audi S4. Ten years on with so much traffic I want an auto again.'

So why is he parting with his toy? 'I realised it was in a bit of a state - it had been sat there 12 or 14 years, even though every six months or so I would turn the engine over and charge the battery. No point putting it in drive because the oil seals in the gearbox had gone. I thought "we can't have that". So I asked Sebastian Durrant of Haileywood Specialist Cars to give it some TLC and make it go again. Afterwards he suggested I sell it because I wasn't going to drive it again. I thought, who would want a 30-year-old car?'

We'll find that out when it goes to auction in November, but in the meantime Ian is happy for me to go exploring the Oxfordshire back roads while he gets back to his world tour. Apart from a three-mile trip for its MoT, C875 RJH hasn't moved in 15 years.

Opening the driver's door, that familiar smell of old leather greets me. The lambswool overmats are sumptuous, with little sign of use - clearly this car was only used by one person. It's pristine and barely run-in with 88k on the clock. Turning the key, the V8 responds with a whoosh then settles into uneven tick over, uncharacteristic of the 500. Will an 'Italian Tune Up' sort this out? Too early to say as I head out past the glare of the stone eagles.

'Back in 1984 we had just reformed Deep Purple and we had a big injection of cash. The Merc was my present to myself'





Supercharged V8 has 368lb ft at 3500rpm, which trumps even a 560's 317lb ft at 3750rpm



The aftermarket TV had a switch to tune into UK or Continental stations

Recomissioning Ian Paice's Supercharged 500SEL



Sebastian Durrant of Haileywood Specialist Cars fires up his laptop to go through the work he's done on Ian's 500SEL. 'It had to be trailered here because there was no fluid in the auto transmission, and the brakes were seized up. We fitted new calipers to the rear and reconditioned those on the front because new ones aren't available.

The rear suspension had dropped because the hydraulic spheres had perished and the pipes corroded. Both ball joints needed replacing, but we didn't replace the springs - it's still on the originals.

'We used original Mercedes parts as far as possible. The water pump and radiator had leaks, and the fuel pipes were corroded and the sender unit not sending. We replaced the fuel pumps and had the bracket powder coated. The bonnet was removed to fit new sound insulating foam because the original had dissolved. We replaced the supercharger tensioner bearing. All filters were replaced - the air filter is a BMW item because the Mosselmann kit used a modified BMW air filter box.

'The washer bottle was jetwashed because it had mould and its own little microclimate, horrible. All pipes and washer jets had to be cleaned out. The bodywork was cleaned and machine polished. Many nuts, bolts, washers and sundry items later it was finally on the road and running.'

At rest the supercharger is undetectable; even the exhaust is subdued. On the move the steering demands extra effort compared to a standard car, no doubt thanks to those non-AMG replacement tyres and wheels. Like any W126 it exudes presence, amplified by the 140mm-longer V126 wheelbase, and not even the black decor can shrink the cavernous interior. Usually it's all about driving the car but in this case I can't help wondering what it's like sitting in the rear electrically heated reclining bucket seats, watching the TV. And this is the point - it looks like a limousine with panache, but when the power is applied and the bends tighten it's anything but; think Eighties Porsche, albeit without the all-or-nothing drama of an Eighties turbocharged engine.

The lowered and stiffened suspension of Ian's SEL is ill-suited to potholed British roads. Heading into deepest Oxfordshire the hard ride and bump-thump from the 18-inch wheels isn't relaxing. But this car doesn't want relaxed, it wants focus and commitment, offering exhilaration in return. It beckons you to explore its limits.

Taking up the invite on B-roads with good visibility, it's easy to push on, forgetting this is a large car. The supercar grip isn't matched by the seat; this car cries out for Recaros. The suspension modifications render the optional hydraulic self-levelling rear suspension superfluous, just unnecessary weight. Mercedes did a good job with the basic design, there's no power-off oversteer.

Chuck the car at a corner and it hangs on until hitting a pothole. The ensuing jolt unsettles the Mercedes. Unnerving, because I

sense the 1655kg weight could easily overtake grip yet it behaves with great poise. Braking hard for blind bends is like treading on a brick, lacking the progression and reassurance of a 560. Yes they work, but maybe the new pads need bedding in. But faced with road-greedy SUVs, the 1820mm-wide Merc feels Lotus Seven-low.

Uneven roads feed back through the steering as tramlining tugs the wheels this way and that, needing constant correction to stay on course. The recirculating ball system feels woolly, particularly in the straight ahead position. It's clear why Ian got his enjoyment on smooth autobahns. I'm in the wrong playground.

In normal driving there's ample power at all times. On an open stretch of road I use kickdown but it's not launch-control-quick until 2500rpm when the blower makes its contribution felt and the nose rises briefly before being neutralised by the self-levelling rear suspension. Cars behind that were close enough for me to read their registrations are now a dot.

Reminding me that this is C875 RJH's first outing in decades, the engine hesitates. Has the 'Italian Tune Up' given it indigestion? Perhaps sediment in the tank has been disturbed, clogging the filter, hence the distress of the fuel pumps. Nothing for it but to quit while we're ahead and return the car to Ian.

So does he really want to part with it? There are a few snagging issues but this car is nearly ready for its own comeback tour. Ian is resolute. 'It's still a lovely thing, I love the way it looks and if I ever thought I was going to enjoy it again on the road I would probably keep it. But I know I'm not. It's time to kiss it goodbye. Let somebody else have fun with it or just look at it. Whatever they decide to do with it.'

What would he say to the new owner? 'Have a good credit card for the fuel,' Ian says with a chuckle.

'No, it's not that bad - 20 to the gallon. Enjoy it!'

C875 RJH comes up for auction on November 27 at the OMEGA Music auction (www.omegaauctions.co.uk).

Mercedes V126 500SEC AMG Supercharged

Engine 4973 cc sohc V8, Paxton supercharger, Bosch KE-Jetronic electronically controlled mechanical fuel injection **Power** 300bhp @ 4750rpm as tested (231bhp @ 4750rpm standard) **Torque** 368lb ft @ 3500rpm as tested (299lb ft @ 3000rpm standard) **Transmission** Four-speed auto, rear-wheel drive **Steering** Power-assisted recirculating ball **Suspension** Front: wishbones, AMG coil springs, gas-filled dampers, anti-roll bar. Rear: independent, semi-trailing arms, coil springs, telescopic dampers, self-levelling hydraulic system, anti-roll bar **Brakes** Servo-assisted discs, ABS **Weight** 1655kg **Performance** Top speed: 153mph, 0-60mph: 7sec; **Fuel Consumption** 20mpg **Cost new** £55,000 **Auction estimate** £15-20k

4000 MILES OF AUSSIE DUST

One Ford Falcon GT, four mates and 4000 miles of trans-Australian tarmac. Let the adventure begin

Words STEWART PERRY Photography ROSS PERRY





Making history: Ford Falcon XB GT halfway across a continent en route to the Falcon GT National meeting

The band of brothers brace themselves for 40 hours cocooned in brown vinyl



The 351ci (5752cc) V8 proves ideal for highway cruising



Fellow Falcon enthusiasts in their 1969 XW GT also heading to the Nationals

Sign of things to come: 4000-mile road trip across Australia means a lot of sky



Quad headlights - Ideal for country night time driving



Falcon needed two new sets of spark plugs



Storming great distances across Australia's stark landscape in a big, brash V8-powered muscle car at speed with your mates was a way of life for a generation of Australians. Being too young to experience this in its heyday of the late Sixties/early Seventies, my brother Ross and I, with good friends Mick and Heath, jump at our chance to recreate history. In my 1974 Ford Falcon XB GT with 230,000 miles we're setting off on the quintessential road trip, 2500 sparsely inhabited miles across the continent from Melbourne to Perth. Our mission - to attend the Falcon GT Nationals meeting, a biennial gathering of hundreds of cars from across Australia that rotates between major cities, and starts in one week's time.

The GT's 351 cubic inches (5.8 litres) of Cleveland V8 roars to life and settles into a mild throb as we point the big machine into the miserable Melbourne rush-hour traffic. With four passengers, luggage, and a small camper trailer in tow, we're heavily laden. This, combined with the four-speed Toploader gearbox's tall 2.78 first gear, and the factory 3.0 axle ratio specified for high speed touring - and top speed at Bathurst racetrack - necessitates slipping the clutch to keep pace with the crawling line of commuters. An hour and a quarter later, we finally settle on a easy 70mph cruising speed with the quad seven-inch headlights shining our path, and rumble into our first camping stop well after midnight.

Playing Seventies Aussie rock music through the very Nineties Alpine stereo, we strike out next day into northern Victorian desert terrain - an early taste of the flat, dry horizon that will be the norm for many days to come. Covering highway miles, the GT is in its element. Despite no overdrive, it's turning only 2700rpm at 70mph and on a light throttle the exhaust note is a gentle background thrum almost hidden by wind noise. Road noise is sufficiently low for happy radio listening and talking without yelling - a blessing when faced with 40 hours confined in close proximity in the cabin.

By 10am the harsh sun is starting to heat up the car, and the wall-to-wall brown vinyl isn't helping. Luckily, the XB has the optional factory-installed air conditioning, so with a couple of clicks of the controls and a slight chirp from the belt as the twin-piston York compressor cuts in, refreshing chilled air starts to flow. Just on sunset, as we arrive in Port Augusta with 400 miles down for the day, idle quality has noticeably deteriorated. I thought I'd licked this niggling problem before we left, but it's resurfaced - the extra load of running the aircon probably hasn't helped.

Our third day sees us traversing a red dirt landscape of iron ore country en route to the sparkling blue of the Great Australian Bight at the commercial fishing township of Ceduna. Ahead of us now is the heart of our adventure - the true wilds of the Nullarbor (literally 'no trees') Plain. Save for a basic roadhouse every couple of hundred miles there is no fixed habitation, with the next major township of Norseman over 750 miles away. And calling Norseman a major town is a stretch; boasting a population around 1000 it's merely more substantial than anywhere else we'll encounter in the next few days. The lack of civilised comforts is driven home when, not far out of Ceduna, we lose all phone reception - not to be regained for another two days. It's reinforced when we come across our first set of runway markings - urgent medical needs in the outback have to be attended by the

[Ford Falcon XB GT]

XB GT proves handy on the track despite being more of a Grand Tourer than its homologation-special predecessors



'In my Ford Falcon XB GT we're setting forth on the quintessential road trip across the continent'



V8 is a 351 cubic inch motor (5.8 litres) delivering 300bhp in standard form. Its 380lb ft of torque helps 1587kg off the line

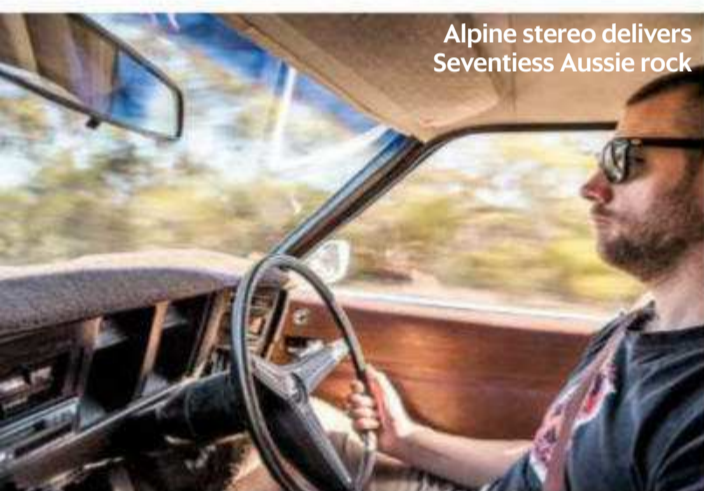
'The GT devours the miles with ease, even if a little slower than its designers intended'



Front and rear anti-roll bars help control the beast



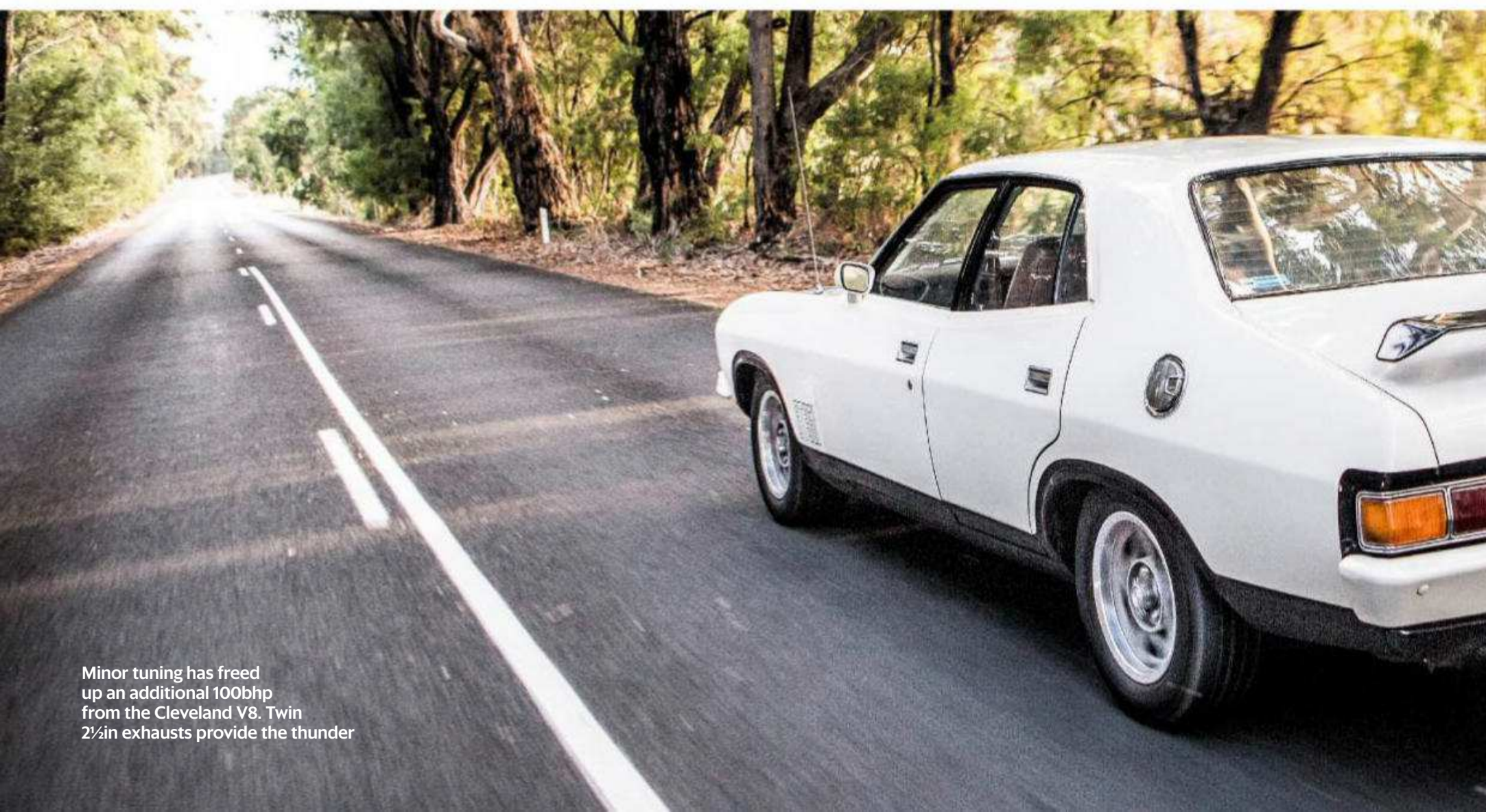
Trains, trams and Falcon. Know what we'd take



Alpine stereo delivers Seventies Aussie rock



Falcon GT makes easy prey of triple trailer road trains and tribes of grey-haired nomads with their caravans



Minor tuning has freed up an additional 100bhp from the Cleveland V8. Twin 2½in exhausts provide the thunder

Royal Flying Doctor Service, and because of the lack of handy airfields, emergency landing strips are marked at intervals on the main highway!

The GT devours the miles with customary ease, even if for the most part a little slower than its designers intended. Draconian enforcement of speed limits rules out cruising at high speed these days, at least without risking an expensive ticket. Although the Eyre Highway is the only major road within 1500 miles it's still only one lane either way. Thankfully for us overtaking is a breeze because aside from a plethora of (painfully slow) caravans accommodating Australia's tribe of 'grey nomads' wending their way through retirement, massive road trains are a common sight. These are prime movers with triple trailers (maximum length 175 feet) and top speeds limited to 62mph rather than the 70-odd we're doing, and understandably require quite a bit of space to get past. In fairness the GT's motor is not quite standard, with some mild breathing modifications carried out when I rebuilt it a few years back, freeing up around 100bhp without substantial impact to its mild character or fuel mileage. Click the shifter into third, roll on the throttle, and a confident surge towards the horizon is accompanied by a pleasing roar from the twin 2½in exhausts. By the time we draw level with the road train cab the tachometer needle is rapidly approaching the 6000rpm redline, and it's time to shift into fourth just as the speedometer crests 100mph.

Desolate scenery aside, the Nullabor boasts a number of offbeat features. Among them is the world's longest golf course, which stretches 855 miles - and Mick is determined

A Ford Falcon XR GT at Bathurst in 1967



THE FALCON XB GT'S RACING ROOTS

In its early years the Australian Falcon GT (produced 1967-1976) was used by Ford to homologate the car for the Bathurst 500 production race and Australian Touring Car Championship, requiring 300 to be sold to the public. In 1972 the Sydney Sun Herald announced '160mph "Super Cars" Soon', foreshadowing plans for the big three (Ford, Holden and Chrysler) to release even faster homologation specials onto the roads. In response, the Australian Government threatened to cancel its fleet contracts, and so died the ultra-high output models.

Sports Car World summed up the change for the GT, introducing the XB series in 1974 with the headline 'Ford Refines the Stormer.' The GT became truly a Grand Tourer, rather than a touring car for the road.

to play as many as possible of its 18 holes. Another record is the longest piece of straight road - over 90 miles with no need to slow for even the slightest deviation. Regardless, regular teeing-off means we are still 50 miles from the next roadhouse as darkness starts to descend. We discount the hazard of wandering feral camels, but the risk of hitting native wildlife is very real because the animals scout for food after the day's heat. Kangaroos have a propensity to hop unpredictably into the path of vehicles, as abundant roadkill testifies).

I slow to 50mph, which feels like a crawl, and indeed it's not long before we spot mobs of kangaroos and emus. Fortunately, no close calls, and with relief we reach the Western Australian border roadhouse. Pulling into camp, the GT's headlights effectively illuminate my teenage dream car - a 1969 Ford Falcon XW GT painted Starlight Blue. Before we even have our tents up, its owners come over to say hello and chat about our respective progress.

Day five, and we decide to push on for another 450 miles (once more with mandatory golfing stops) to arrive in Norseman at sunset, looking forward eagerly to a shorter day's travel tomorrow. We immediately spot a Ford Galaxie complete with a period caravan in tow, and it doesn't take us long to introduce ourselves. Sharing a BBQ we learn it's a '64 model powered by a 390 FE big block, also heading west from Victoria albeit at a slightly more leisurely pace. There's nothing like covering thousands of miles on largely vacant roads to foster instant camaraderie between fellow travellers, especially car enthusiasts.

At this point we eschew the most direct inland route to Perth for a change of scenery and a swim at Esperance's pristine white sands on the coast 160 miles to the south, followed by a generous tasting at the local brewery.

The GT still isn't idling well and now the overall running is an issue, so I bite the bullet and fit new spark plugs at breakfast next morning while the engine is still cold. This seems to fix the problem, at least for now. Changing plugs on the right bank is easy, but the left is very challenging to do without drawing blood, or prior training as a contortionist.

Next up Albany, an early military outpost and whaling station, and our final stop before Perth. Despite multiple local attractions, we can't linger and have to straightline it to make in time for Falcon GT Nationals scrutineering - strictly no replicas are allowed. The event will take us through three fascinating days of car displays with 200+ other Falcon GTs, outings in convoy driving the Perth hinterland, and a visit to an amazing private Ford collection housing at least 100, mostly Australian, models.

But first, a thorough clean is in order. The high-pressure hose of a commercial carwash is critical to shift layers of dead bugs, followed with a detailed clean and wax. Mick even does the engine bay, a treatment the GT isn't used to.

Previous GT Nationals have included motor sport, but disappointingly nothing is organised this time - I'd much rather experience these cars at full noise than in a static show. To make up the deficit, as part of a post-Nats



[Ford Falcon XB GT]

The Falcon takes a well-deserved rest at the waterside in Port Augusta



'While driving the Nullarbor is a great experience, once is probably enough in such a short time'

extended holiday taking in the Margaret River wine region, we decide to incorporate a track day at Collie Motorplex. It's a joint effort between the Porsche club of WA and the Holden Special Vehicles club, and on arrival we're pleased to see an eclectic mix of everything from Triumphs to Alfa Romeos.

Save for a rear anti-roll bar and uprated front anti-roll bar, the XB is stock. While it's no purpose-built sports car, it belies its family-car roots and weight on the track, proving surprisingly handy. It has ample power, good brakes, and while it rolls around a little, it's very predictable in response - some understeer on the limit progressing to power oversteer with a liberal throttle application. The biggest letdown is the power assisted steering; great at slow speeds, but it lacks feel for performance driving.

Disappointingly, our day is marred by minor mechanical dramas. Firstly, the ongoing ignition issues cause the engine to fall flat above 4500rpm, necessitating a stop to cool down enough to change plugs again. With that resolved we pick up the pace, but it quickly becomes evident we have a brake issue not apparent at road speeds. The pads in the car are an aggressive street/mild track compound that really bite when hot, and by the second lap at full pace are shuddering violently. The bonnet dances around visibly, though thankfully the factory-fitted hood pins reassure me that it isn't going to come loose. Frustratingly, it stops me testing the car's limits any further, but despite the setbacks it's fantastic to drive a new track.

Pressures of real life necessitate freighting the car home and flying back for work on Monday. In truth, while driving the Nullarbor is a

great experience, once is probably enough in such a short time. From the coastal town of Bunbury, around 100 miles south of Perth, we're on the road early to drop the car at the freight depot and head to the airport. For old time's sake we make one last stop in the Hillman suburb where the GT was delivered new in 1975. As we pull up, the current homeowner emerges for a chat. It turns out he's a car buff with his own Leyland P76 V8, and bought the house from my car's original owner - handy because he helps me trace the car's history.

As we go to leave I attempt to select first and realise I can't. Minor panic ensues because we can't afford to break down now with only just enough time to catch our flight. I gingerly reach under the car, avoiding the hot exhaust, to try fiddling with the external shift linkages. But given the GT's low slung body I can barely reach them. In desperation I jump back in to try letting the clutch out to see what gear we're stuck in. It seems to be third, and despite the trailer's weight the car pulls away - thankfully there's plenty of torque just off idle. It's not ideal, but we decide to search for somewhere we can gain better access. A shopping complex with tall gutters enables us to park on the tilt providing enough space to get a decent grip and free the linkages. We make the dash to the freight depot and airport with a few minutes to spare.

In 19 days our 43-year-old grand tourer has covered almost 4000 miles, crossed an arid continent, shone on display, and even hit the racetrack, all with only minor grumbles. The XB GT has lived up to Ford's period slogan 'The Great Australian Road Car'.

1974 Ford Falcon XB GT saloon

Engine 5752cc V8, ohv, Ford Autolite '4300' 605cfm four-barrel downdraught carburettor **Power and torque** 300bhp @ 5400rpm (400bhp @ 6000rpm as tested); 380lb ft @ 3400rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Power-assisted recirculating ball **Suspension** Front: independent by double wishbones, coil springs, anti-roll bar. Rear: live axle, leaf springs, radius rods (anti-tramp) **Brakes** Ventilated discs all round **Weight** 1587kg (3500lb) **Performance** Top speed: 120mph; 0-60mph: 8.1sec **Fuel consumption** 18-23mpg **Cost new** \$5200 AUD (around £3300) **Classic Cars Price Guide** £25,000-£35,000

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[**The Collector**]

'Dad started it – he was a bit of a hoarder'

Rallyist Steve Harris has amassed his cars by chance and accident – all are well-acquainted with the rough stuff, from World Rallycross arenas to remote mountainsides

Words SAM DAWSON Photography DEAN SMITH



Steve Harris has both cars and collecting in his genes, although oddly enough they've converged later in life. 'Dad started it, he was a bit of a hoarder,' he says as he wanders around the outbuildings surrounding his Essex farmhouse. 'But for him it was motorbikes. He built up a private museum of motorcycling in a poolhouse-type building in the back garden.' And yet it was cars that made Steve's father Ken's fortune and paid for those bikes.

'He invented those horizontally-slatted rear-window louvres people fitted to cars in the Seventies and Eighties, and founded Auto-Plas to make and sell them.'

Window louvres were soon joined by a range of stylish wheel trims, bolt-on boot spoilers, foglight-inset radiator grilles and any other Eighties boy-racer add-on you could care to mention. Steve saw the mobile-billboard potential in rallying to promote the business, and a new career began.

Nowadays, Steve's businesses include rallycross preparation business SH Racing, and you can see him in action behind the wheel of a Citroën DS3 in the British and World Rallycross Championships. But as garage doors start creaking open, it's soon clear that he has a taste for all manner of machinery.

Saab 96 V4

'This was my first-ever car,' says Steve of the dust-covered Saab 96, tucked away in the side of a garage next to a chicken coop, currently being used as a shelf for Steve's son's karting trophies. 'My dad saw it for sale, thought it was good value, bought it and gave it to me. I think my response was along the lines of, "Really, dad?" It was the Seventies, and all my mates had Escort MkIs. Saabs like this were not very cool. But his attitude was, "You'll have it and you'll like it." In retrospect, I'm grateful to him for that.'

'It was actually a great car. It took me everywhere - all the way to Scotland once. Crucially, it was the first car I took rallying. My first-ever rally was the Kettering Stages near Southend - I thought I'd need a specially-prepared car with a roll cage, but my Escort-owning mates said, "No, come along, you can enter in anything."

'As you might expect, it didn't do very well. It was completely standard, up against modified RS-spec Escorts and the like. I only rallied it twice, but it started something. I was hooked.'

After that rally, I replaced it with a Group 4 Escort MkII, then a Group B MG Metro 6R4, then a Group A Skoda Favorit, before going into rallycross. But I kept the Saab and it's been sat here ever since. One day I'd like to restore it and prepare it for historic rallying - it'd finally be competitive!

Trabant 601S

'We did a lot of business with Skoda in the Eighties,' says Steve, as he moves house-clearance detritus out of the corner behind the Saab to reveal the rear of a Sixties Trabant. 'You may remember things like Estelles and Rapids available with all the kit - foglight grilles, window louvres, spoilers, often colour-coded - well, it was all Auto-Plas, available from dealers as optional extras.'

'I was 29 when dad and I went to the Skoda factory in then-Czechoslovakia to do the deal. The Skoda guy asked if we'd accept a couple of cars as part of the deal; he'd bought some classics and his wife didn't like them - a Russian military jeep and this Trabant. We agreed, and brought them over. We sold the Russian jeep to EON Productions to feature in Bond films, and the Trabant came here. I've only ever driven it once - to the local classic car show and back. I just can't get along with its two-stroke engine.'

Mini Countryman

Steve has three Mini Countrymans, in various states of conversion from original World Rally Championship to rallycross spec. 'I went

to South Africa for a round of the World Rallycross Championship last year, and ended up having a few drinks with WRX racer Liam Doran,' says Steve. 'At some point in the evening he said, "Why don't you buy these cars from JR Motorsports?" When I woke up the next morning, I got a call from Liam saying, "Now what about these Minis? Don't you remember? You shook the guy's hand!" It turned out I'd bought all three ex-World Rally Championship Minis, as driven by Kris Meeke and Guy Wilkes.'

'Prodrive built them for JRM around the 1.6-litre rules, and JRM had tried to re-engineer them to take 2.0-litre engines but couldn't get them to fit and gave up on them. Liam had entered them in rallycross and, despite being underpowered with the 1.6-litre engine, even won a round in Germany because it was raining. I'm finishing the project JRM started, machining them to take a 2.0-litre engine and a gearbox that'll handle it. Then I'll probably sell two and keep one for myself, perhaps the ex-Meeke car.'

Chevrolet SSR

'Believe it or not, I bought this from Vintage & Prestige,' says Steve of his Chevrolet SSR, the car he drives most often. The Grays-based dealership is best known for exquisite vintage Rolls-Royces.

'I was surprised when I saw the advert, so I went down to have a look. I spoke to one of the salesmen, who said he'd bought two of the things but, "The boss hates them and I've got to sell them quick - I'm in trouble otherwise!" He wanted £28k. I said I had £20k in my pocket and would drive it away, no warranty, inspection or valeting, I just wanted the car. So he shook on it.'

'Chevrolet only made 25,000 of them. It's got an LS2 V8 from a Corvette, and this one had a supercharger fitted by its supplying dealership in America. I kept it at my place in Spain for a while. It's great - a convertible muscle car that's faster than a Corvette, and perfect for summer cruising.'

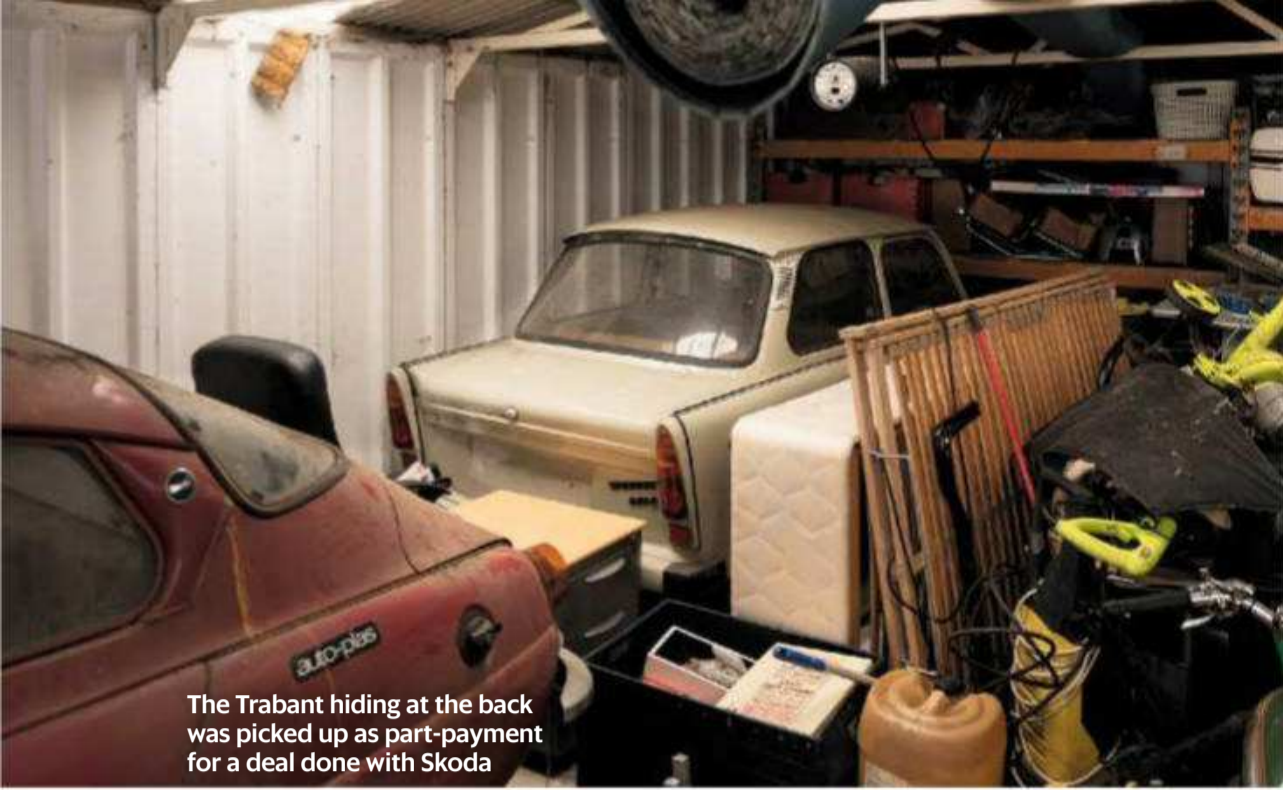
Ford RS200 Evolution

Steve presses a button on a handheld remote control, and a roller-shutter door whirrs upwards, revealing an ordinary-looking workshop garage with an extraordinary occupant - a rallycross Ford RS200 with a rear wing higher than its roof.

'It turned out after a few drinks I'd bought three ex-WRC Minis, driven by Kris Meeke and Guy Wilkes'



Saab 96 was his first car. It did a couple of rallies and has been laid up ever since



The Trabant hiding at the back was picked up as part-payment for a deal done with Skoda



Reminiscing over his rallying days in a Group B MG Metro 6R4



WRX Mini Countrymans were Steve's equivalent of a drunken eBay buy



Steve reminisces on his time contesting the British Rally Championship



Well, doesn't everyone own a superbike-inspired quad bike?



RS200 was found in boxes



Steve went to buy the engine but ended up with a whole RS200

'I'd always wanted a Ford RS200, and Pat Doran - RS200 specialist, Lydden Hill owner and Liam's father - said, "Well, I've got an Evo chassis, if you can find an engine, we can build one." My search for an engine led me to a collector called Richard Lee.

'This was in Richard's car collection in London,' Steve says of the pride of his fleet. 'It was just sat there, unfinished, unused since new, finished in a dodgy Porsche-tribute metalflake silver with Martini-style stripes. I was only interested in the engine, but Richard said, "I'll only sell the whole thing." I'd been looking for that engine for ages, so I said, "OK, I'll have it."

'Richard had wanted to make it an extreme road car, but gave up. Most parts were still in their original boxes, or with build sheets still taped to them. Pat and I had to source suspension uprights, hubs and wheels and a roll cage, but otherwise it was like building a kit car. It's taken two years, but I've run it at Lydden Hill, Silverstone and Goodwood now and I absolutely love it.

'The rear wing is unusual. It's inspired by the one on Mark Rennison's RS200 Evo, which went to a Prince's son in the UAE, then to the USA and disappeared. No one's seen it since. When I displayed it at the Goodwood Festival of Speed, Guy Martin took a photo of it and texted it to WRX driver Mark Rennison - now he wants to drive it! We keep trying to get Guy into a rallycross car actually, so it's a promising sign.'

Carmichael Range Rover

We enter the largest of Steve's buildings, a vast warehouse which functions both as the headquarters and workshop of SH Racing and a huge filing cabinet for storing all manner of automobilia, from unused Auto-Plas products to unusual motorcycles including a superbike-inspired quadbike and a folding motorbike built for the SAS in the Seventies. Dominating an anteroom is an enormous six-wheeled Range Rover, finished in a very Seventies custom-car shade of metallic blue.

'Dad bought this, straight off Carmichael's stand at the 1978 Earls Court Motor Show,' said Steve. 'It was built for an Arabian prince, who never collected it. Dad paid £21,000 for it - a lot of money in those days - but got a lot of use out of it over the years.'

'It worked as a promotional vehicle, attracting a lot of attention for the business, but it was also practical. Dad and I would sit up front, we could seat two car company bosses in comfort in the rear, and still have enough room in the back to carry moulds and samples so we could measure a car up for accessories there and then. We took it on some long trips, to Germany especially. It needed another oil-cooler because it only had a standard 3.5-litre Rover V8, which

could get quite stressed pulling the fire-tender-derived chassis. I want to restore it as soon as possible. It really deserves it.'

Automobilia - reflecting on rallying

Before turning his attention to rallycross, Steve contested the British Rally Championship, enjoying success towards the end of the Group B era in his MG Metro 6R4. He keeps an extensive scrapbook charting his time in the limelight.

'I was rallying the Escort MkII when the 6R4 came out. They were £44,000, but I said to my dad, "Come on, it'd be good for advertising!" Amazingly, he gave me a cheque. I went up to the MG stand at the NEC with the cheque, and the man said, "We've altered the price..." - my heart sank - "to £17,000 plus VAT, because we're not offering sponsorship packages any more." I thought in that case I'll have two! But dad said no.

'We went to collect the car from Cowley, where all the cars were lined up. Dad said, "Don't get one from the middle - they'll be unsorted, just making up the numbers." He was right - on some of those cars nothing had been machined properly.

'The Metro sported Auto-Plas sponsorship and rear screen louvres. We got loads of publicity when we got involved in the 6R4 race supporting the 1988 Birmingham Superprix, when the cameraman got confused and focused on me all the way through the race, thinking I'd pulled out a massive lead. In reality I'd spun off early on in the race and was a backmarker by that point. Even Tony Jardine, in his commentary, seemed to think I was leading!

'I had an apprentice mechanic back then who asked me for a drive in the 6R4. He took it for a spin round the woods and was rather good at handling it. After that, he borrowed a MkII Escort from a friend of mine and won his first-ever race. The mechanic's name was Richard Burns - you might have heard of him...

'My last rally car was a Group A Skoda Favorit. We fitted it with our Skoda accessories - window louvres, spotlight grille, bonnet power bulge, bodykit - only to find ourselves often disqualified because they weren't standard equipment, even though they made no difference to power output or handling.'

The Keeper

Steve thinks for a moment, looking in the Carmichael Range Rover's direction before changing his mind. 'I know I've only bought it recently, but it's got to be the RS200,' he says. 'It's not a car I ever thought I'd own, but it's turned out to be so nice to drive, contrary to what all the Ford people have told me over the years. 'It's an absolute pleasure.'

COLLECTION HIGHLIGHTS

- 1953 Ford F1 pick-up (restoration project, adapted with Lincoln Navigator engine and chassis)
- 1956 Austin Champ (two)
- 1964 Trabant 601S
- 1970 Saab 96 V4
- 1984 Gartrac Ford Escort G4
- 1987 Ford RS200 Evolution
- 1998 Chrysler Freightliner Century 'Big Rig' prototype
- 2003 Chevrolet SSR
- 2003 Ford Focus T16 WRX ex-Sverre Isachsen
- 2011 Mini Countryman WRC x3
- Land-Rover-TRV 'Tomcat' (self-built Dakar-style special)

Steve also owns modern 4x4s, classic motorbikes and off-road racing buggies.

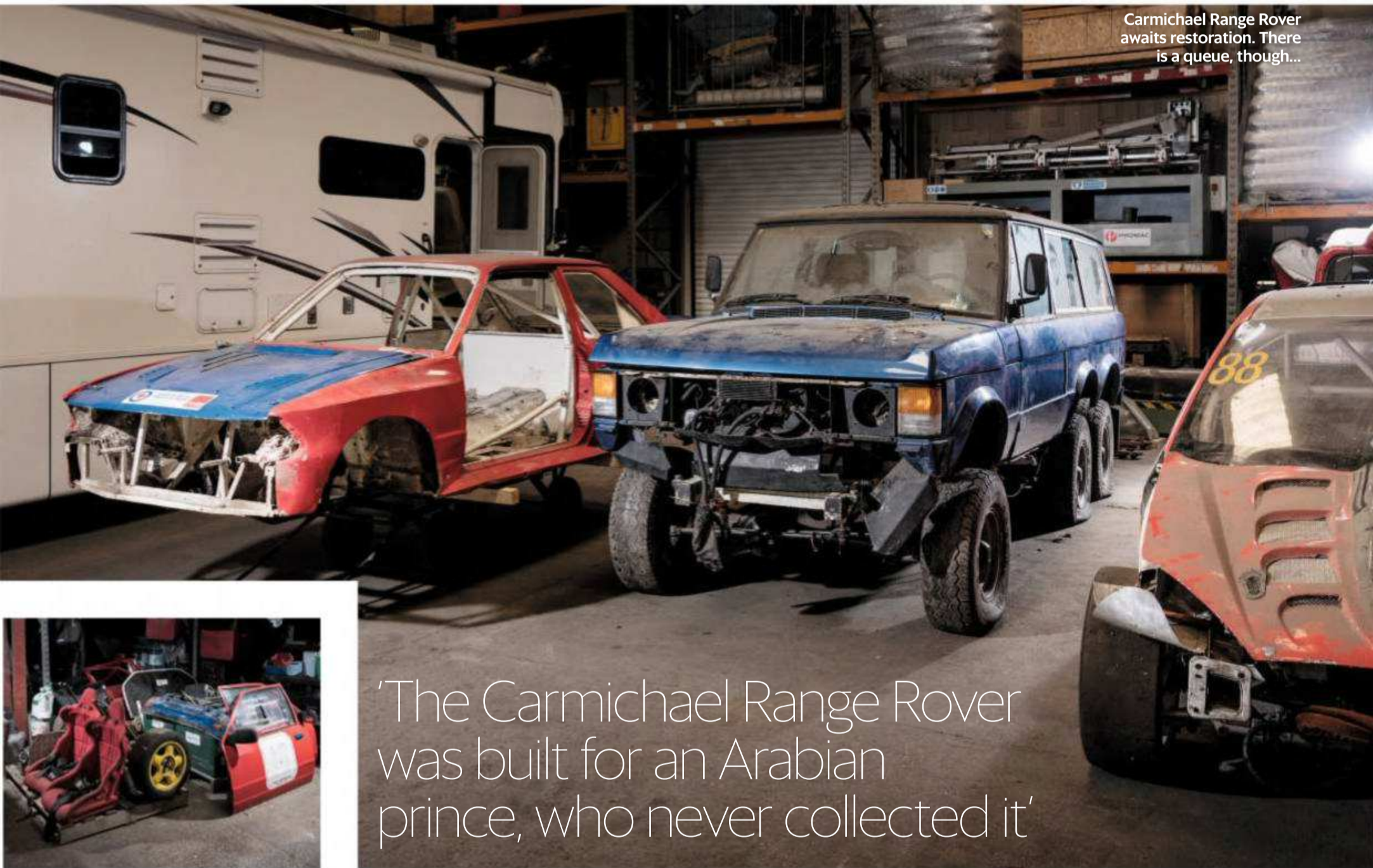




Steve loves being behind the wheel of his Range Rover 6x6



Once unfolded, this was transport for SAS men back in the Seventies



Carmichael Range Rover awaits restoration. There is a queue, though...



'The Carmichael Range Rover was built for an Arabian prince, who never collected it'



Auto-Plas' wares included grilles, wheel trims and slatted rear windows



Modified Ford F1 pickup is another project jockeying for attention

THIRD TIME PLUCKY

The Mazda RX-3 attempted to bring rotary power to the global masses in the throes of an oil crisis. We drive one of the handful of UK survivors

Words JOE BREEZE Photography MAZDA UK

The prominent grille separating a pair of twin headlamps. The chrome festoonery. The body sides billowing out from an introvert wheelbase. From a distance it could be mistaken for a truncated Gran Torino, but this is Mazda's mid-Seventies attempt to bring rotary power to the global masses - the RX-3.

Stylistically distancing itself from the intergalactic Cosmo and Italianate Luce, the RX-3 is tinged with design Americana; a year before its release, Mazda had formally established its American entity and intended to take on heavy, lazy V8s with compact, value-for-displacement

Wankel engines. Forgoing model-name logic, the RX-3 ultimately replaced the forgettable R100 and sat below the larger RX-2 in its rotary range. But America wasn't the only recipient of the new coupé/saloon/estate trio - as well as being sold back home in Japan as the Savanna, the RX-3 was also pitched to Europeans as an opponent for the Toyota Corolla and Datsun Sunny 120Y, and perhaps more ambitiously, the Ford Escort and VW Golf.

The domestic unfamiliarity it has today summarises how well that went. Despite 286,685 RX-3s of all flavours being sold globally, they remained the lefter-than-leftfield choice in the UK. And that's why this shimmering teal coupé is thought to be one of only five remaining roadworthy examples in the entire country.

More intimate examination reveals hubcapped wheels, badges carrying American buzzwords like 'Super Deluxe', and even more chrome, applied with abundance around the rear light clusters. Open the door - whose aperture is pillared, disappointingly - and drop down onto the spongy seat upholstered in vinyl, Seventies Japan's go-to leather alternative. Directly ahead are a 130mph speedo and a 8000rpm tacho set deep into their own binnacles. Beyond the forward-leaning dashboard, magpie eyes find highlights such as the spoked air vents, and the 'Rotary Engine' insignia accompanied by rounded-triangle rotor logo ahead of the eight-ball gearknob. It's here that this car's owner, Mazda UK's heritage department, reveals some originality caveats. The

shift-knob is non-original, but more importantly this example has been fitted with a 1146cc 12A Wankel in place of its original 982cc 10A unit. It also exhales through a straight-through exhaust. So one of the rotary's headline features in period, its relative quietness, has made way for potential tinnitus.

This deviation from originality is easily forgiven. As the 'Seventies Mazdas' pack of Top Trumps strategically placed in the armrest cubby reveals, a 12A-toting RX-3 was offered in most other markets; it was the standard option in Japan and the US. It was also the basis for the numerous RX-3s entered in various championships in the USA (IMSA/SCCA), Japan (JTCC) and Europe (ETCC, BSCC, Production Saloons). Today, the much-rarer 10A survivors are invariably commandeered by Cosmo collectors to restore their rotary rarities to original spec. The by-product is that today's test car is less a model representative of a UK-spec RX-3, but more a taste of what one perhaps should have been. If the road-going RX-3 was originally offered on these shores in 12A

spec, more might have sold. And perhaps the reverential tones in which Golf MkIs and Escorts are discussed today might have extended to the Mazda?

Prime the jets, fire the engine and I'm met by a baritone thrum that settles into throbby barrage of bass, the kind experienced more palpably through gut than eardrum. Lay on a few throttle blips and the exhaust's vocal upsurge is matched by the whine of the twin rotors and the nasal snarl of the single Weber 48 IDA carburettor (the original 10A would have employed a Stromberg four-choke). Adjusting my rear-view mirror I clock the odd wisp of exhaust smoke, a staple of the rotary warm-up sequence. After a few minutes appreciating the bass-mid-treble repertoire of this RX-3's remixed theme song, the rectangular secondary instruments in the centre of the dash tell me the fluids are warm and we're ready to roll. Well, rotate, to be more appropriate.

Plenty of revs are needed to pull away cleanly, an early indication of the 12A's dietary requirements. Town driving explores the full reaches of the recirculating-ball steering, which is relatively quick for its age at 3.5 turns lock-to-lock - same as a BMW 2002 Turbo - but a rather wide window of play at 12 o'clock is instantly noticeable. Disconcertingly, that window fails to close

'Plenty of revs are needed to pull away cleanly, an early indication of the RX-3's dietary requirements'



Mazda RX-3 blended the brash styling demanded by Americans with the modest proportions required by Europeans

[Mazda RX-3]



Abundant chrome, thirst and buzzword badging remind of American muscle cars; skinny tyres and stubby wheelbase don't



Original gearbox was a four-speed; test car upgraded to the five-speed unit from a first-generation RX-7



American and Japanese RX-3s employed the 12A



'RE' stands for 'Rotary Engine', which Mazda emphasised at every opportunity



Despite soft suspension, ride quality isn't great

1973 Mazda RX-3 Coupé

Engine (as tested) 1146cc twin-rotor 12A rotary, single Weber 48 IDA carburettor
Power 105bhp @ 7000rpm (as tested) **Torque** 105lb ft @ 4000rpm (as tested)
Transmission Five-speed manual (from first-gen RX-7), rear-wheel drive
Steering Recirculating ball **Suspension** Front: MacPherson struts, lower transverse arms, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, leaf springs, staggered telescopic dampers **Brakes** Discs front, drums rear, vacuum assisted **Weight** 884kg **Performance** Top speed 115mph; 0-60mph 10.8sec
Fuel economy 20mpg (original 10A engine) **Price new** £1504.75
Classic Cars Price Guide £15,000-£35,000

with either additional lock or speed as I leave town and the roads open out, but the motor's deviant concerto and inherent willingness to rev urges me to push on nevertheless.

With only three moving parts and no wasted energy driving valvegear, the rotary's free-spinning nature gives the impression that the tacho needle has a near-magnetic attraction to the redline rather than its rest notch. But the RX-3's eagerness paints it into a corner of its own making. Not only does wringing it out cause fuel economy to drop further from an already unremarkable 20mpg, it also accelerates wear on the strained rotor seals - the eternal rotary Achilles heel.

The quirks of the RX-3's DNA run beyond its unconventional engine. The car's overall proportions are wide in compact-car terms, which aids stability. Yet the wheelbase is short, giving it not only an oddly truncated appearance but twitchy handling. The fastback rear end is suspended by leaf springs - a cost-cutting relic justified by the model being predominantly pitched at the States - albeit with a staggered damper arrangement. Placing one ahead of the live axle and one behind, this was an old pony-car trick to counter axle tramp and wheel hop, but the rudimentary nature of this setup is soon exposed as soon as I start to push the RX-3's limits. It's a softly-sprung car with mediocre damping, and a perpetual reluctance to find a cornering attitude and settle into it.

Combined with the vague steering and the engine's inherent responsiveness to the merest throttle poke or lift, the Mazda never finds a state of equilibrium through fast sweepers, demanding unnervingly large steering corrections to maintain a constant radius. It's here that the RX-3 loses touch with Escorts and Golfs; murmurs of objection from the rotary faithful would easily be silenced by fans of the European alternatives. My confidence in the Mazda is hardly restored by the feeble grip of the seats, nor the upper mount of the seatbelt being located so far up the A-pillar that the belt runs down behind my right ear and across my jugular.

But while the journey to the limit isn't a particularly reassuring one, venturing beyond it isn't the cliff edge I'm expecting. When the skinny tyres relinquish grip, they hand me the baton of bringing it back into line in an amicable manner, and their tall sidewalls have enough flex for me to enjoy holding the tail out before collecting it back up again. Despite the throttle's responsiveness, the lack of engine braking means I'm never thrown into unexpected lift-off oversteer either. The flipside is more reliance on physical braking to knock off speed, and the middle pedal can feel somewhat dead and lacking in progression. However, the proximity to its footwell flatmates is well-judged and combined with the floor-hinged accelerator pedal, heel-and-toe work is easy.

'It's not just enough to build a better engine,' stated period Mazda marketing literature. 'We had to sit down and build a better car around it.'

It seems there must have been some loose wiring between the marketing and engineering departments. Not only was the RX-3 also sold in traditional piston-powered form as the Mazda 818; its rotary engine was installed in a thoroughly conventional chassis. This

'The tacho needle has a near-magnetic attraction to the 8000rpm redline'



Fast sweepers demand constant steering corrections

Owning a Mazda RX-3 Coupé



'I bought my car on the 22 December 1989,' says Philip Palmer, whose RX-3 coupé is still equipped with its original 10A engine. 'My family had a Mazda dealership back then. It wasn't one authorised to sell the rotary cars - that was a thing back then - but we were tooled up to repair them. We had one of the engines on a stand in the workshop - it always fascinated me, so at 16 I bought my RX-3 as a project. It wasn't until I was 19 that I got it to a point where it was drivable; from then I gradually improved it, stockpiling parts as I went. Obviously being the son of a Mazda dealer made that easier, but finding certain bits was still a challenge, and still is. Of course, back then we didn't have eBay. I had to source some bits from Australia - the RX-3 is popular over there - which meant a lot of time spent on the phone at unsociable hours. I had to bulk-buy those phone cards with good rates on international calls.'

Today I also have an RX-7 and an RX-8 R3 - that tends to happen once you get bitten by the rotary bug - so I only do a few hundred miles per year in the RX-3. The fact I've stockpiled bits and that I do all the work on it myself means it costs me hardly anything. If you're able to find one for sale, be aware that the engine doesn't really give any indications it's unhappy until it's too late to do anything. You have to let it warm up properly and check fluid levels often - rotaries use more oil than other classics. I also premix for extra lubrication when cold. The most common killer of rotary engines is driver misuse and improper maintenance.'

wasn't mentioned in the vaguely humorous RX-3 advertorial in the June 1974 issue of *CAR* magazine. It told the short stories of six opinionated RX-3 stakeholders, from Mazda dealer, 'The only problem is all these ordinary motors I have to take in part exchange' to garage service manager, 'I'll never get rich repairing Mazdas - 24-month engine guarantee, 4000-mile service intervals...' to rival sports car owner, 'I'm sick of little Japanese coupés beating my brand-new MGB away from the lights. It wouldn't be so bad if you could hear them coming...'

What the advertorial did mention, in its headline in fact, was that the rotor car was very much 'love it or hate it'. It seemed the latter parish had more churchgoers than the former, in the UK at least, because in 1975 the RX-3 was withdrawn early from sale on these shores. In truth this probably had more to do with an intolerance for the rotary's thirsty habits in the midst of a global oil crisis rather than abject hatred, but the outcome was the same.

Now the Mazda has moved into rarified-classic territory, its period shortcomings are largely irrelevant. Low annual mileages offset thirstiness, and rotary gremlins are better understood by specialists. The RX-3 might have been overengineered and underdeveloped, but being a jack of one trade and master of none is no bad thing today - classics with a single character-defining element are preferable to all-round mundanity. Whether we're as willing to forgive American-influenced chintz is another question.

Thanks to: the Mazda Rotary Club and Terri Mayne.



Orange hands reminiscent of Seventies watches



SUNBEAM
TALBOT

SERVICE
PARTS
ACCESSORIES

GRAHAM'S
1932
VINTAGE
POE

[Epic Restoration]

'However bad they are, they will recover'

That's the restorer's philosophy of this Sunbeam Alpine. It's a good job too, because its open top was matched by an open bottom on arrival

Words PAUL HARDIMAN Photography ADAM SHORROCK



What do you do when you're a Rolls-Royce and Bentley restorer, and you want to rebuild your beloved touring car? You keep it in-house and put it through the business, right?

Nope, you send it out. In the case of Sunbeam Alpines, both the Sunbeam-Talbot type and the later 'series' Alpines, all roads lead to Ken Sparkes. As well as numerous Alpines in various stages of restoration, including one of the 1954 works rally cars, plus an ex-works Rapier rally car, there's an

'OO gauge' Commer van parked outside, waiting to be finished. It came from Belgium and will eventually become right-hand drive. On our visit there's also an AC 16-80 Tourer being rebodied, plus an SS100, with another due in from the US. Ken also builds traditional ash-frame bodies, because he started his working life as a joiner, which gives him the unique insight of someone who has experience in the worlds of timber and metal.

So why would the owner of a restoration business send his own car out for restoration? 'It was a management decision,' says Harvey Wash. 'We have a plethora of old Rolls-Royces and Bentleys in various stages of restoration or just waiting, and we own a farm as well, so my wife said, "Just this once..." We even bought a black saloon as a fill-in to use while this was with Ken.'

Body and chassis

Harvey had been enjoying his Alpine for a couple of years before sending it for a sorely needed restoration. 'I once got an award at a concours for the most original car,' says Harvey. 'It should have been for the most rusty. When we were driving along, my wife could see the white lines on the road. But, though it was extremely rotted, all the trim was there. Not only that, the steering wheel was also intact, original and unrestored which is unusual.

'The thing is, nothing's impossible but it can be very difficult. The hardest part of the whole job was making the decision to invest the money in a restoration that would cost more than the car was worth. But having been restoring Rolls-Royces since the Sixties nothing daunts me. I know there's always a way around a problem - everything is do-able.'

The chassis on these cars are like locomotives, with side strengthening pieces near the engine taking the depth of the rails to 14in at one point. But the bodies, made by Mulliners of Birmingham, rust terribly, and they're all slightly different. The windscreen frames are individually stamped and only fit one car, and the trim parts are individually pencil-marked to each car.

Luckily, Ken has a unique skill set and the right sort of attitude that makes it possible to see even the most impossible-looking projects through. 'My father was a motor mechanic who used to teach apprentices after World War Two, so I had an informal apprenticeship at home. He taught me to weld, then I did a welding course, a body course and I learnt to spray.

'But he didn't want me to go into the motor trade so I became an apprentice joiner. I did that for about ten years. At school I wanted to be an artist, but there was no money in it. I still paint. You have to have an idea of the vision and the concept, especially with the shapes of these cars. I try to advise customers on colours.'

'I started doing my own cars, then worked as a subcontractor to another restorer in 1984 because of my woodworking skills.

'Corrosion is the biggest issue with Alpines. They rust really badly and it's better to ask, "where don't they go?" The rear of the car rusts the worst. The chassis rots, mostly where the rails pass under the rear axle, plus the rear outriggers. The spare wheel pan can end up resting on the fuel tank. The chassis can crack behind the front axle, mainly on the side the steering box is mounted.

'The front wings bolt on and aren't available but you can adapt saloon parts. They have a little triangular fillet welded on and leaded. So if you had an accident and needed to change a wing, you kept that bit to transfer to the replacement. Labour was cheaper then. The doors are cut-down drophead coupé items.'

Harvey explains, 'It started off as a body restoration, but then we decided to do a frame-up rebuild. We took the view that it was for ourselves rather than a commercial project, so we wanted the absolute highest standards.'

Ken adds, 'Though I have people helping me now, I did all the bodywork on Harvey's car myself. The back half of the body was poor, and it needed floors and wing repairs plus the back corners of the bonnet where water gets in and can't get out, then it rots the bonnet crossmember. So we had to let metal in there. Sometimes we have to cannibalise another car to get the right sections and profiles. Adding to the complication, all the bonnet louvres are different lengths.'

There are three truly terrifying-looking Alpine projects next door, but Ken is unremittingly positive about their restoration prospects. 'However bad they are they will recover. The problem is that in the Sixties and Seventies they were cheap cars that were just boded up. So now we're undoing all that poor quality work. Rear wings are available again and they're much better than they were, so I know they're going to fit.'

'Once I'd done the chassis I put the body back on to get the dimensions right, then we always weld in braces before we lift it off or cut the sills off. It took about five solid weeks of work to repair the body before it went to Rob for paint, and each complete restoration takes a year to 18 months. Series Alpines are much easier because more is available, and of course the price of Tigers helps boost their value.'

Rob Ransley has been painting cars for 50 years, and all Ken's cars go to R Ransley Vehicle Renovations for finishing, as do a lot of Maseratis from Bill McGrath.

Rob takes us through the process. 'The painting doesn't take long but the preparation does. Normally it'll arrive blasted and in red oxide. We don't mind doing the odd bit of welding and repair. It's hard getting the doors to fit because they've all been welded, and they're difficult to adjust because the hinges are massive. We don't use lead any more, we use a modern filler with a high metal content that sets rock hard - so hard that you can drill it and tap it. You can file it but it's hard to sand. We put that over the welds and it normally holds them pretty well.

'There are an awful lot of bits on an Alpine that have to be painted off the car as well as the wings and doors, such as the dashboard and valances, so you end up with a massive pile of parts that need painting separately, which adds to the cost. With these metallics it's a base coat then three coats of two-pack lacquer, which is a lot. They're tricky to match.

'After painting we put the doors and wings back on so the car can be moved, then it goes back to Ken and he'll have them back



Low point

'Approaching a restoration you cannot always foresee hidden problems, such as the bodes applied to the rear wings of the Sunbeam. They needed careful repairs'

Ken Sparkes



Front wings are adapted from a saloon, doors from a coupé



Rear needed most work including new-floors before painting



Chassis rot is worst where the rails pass under the rear axle



A lot of parts had to be painted off the car increasing costs



Engine was sourced from a car doing the Peking-Paris rally



Engine runs the original carburettor rather than a twin set-up



Alpine bodies rust badly so required extensive work



Harvey wanted his Alpine done to the highest standards; now he drives it hard



Connecting rods made from alloy developed by Rolls-Royce no less



Dashtop had to be covered in a single piece of leather



New seats retrimmed in full leather rather than original part vinyl



Bodies by Mulliners of Birmingham were all slightly different

off to fit the engine. We had Harvey's car here for two or three months; even though the work didn't take that long, we don't like to rush.'

All of the brightwork was rechromed, including the vulnerable grille slats which, like the steering wheel were in good condition, which is unusual because they get bent when people push on them. And this car sports a discreet innovation - an extra high-level brake light. 'Well, it's low level actually,' says Ken, 'as we couldn't find anywhere to put one at high level.' Alpine tail lights are quite small and not always easily spotted by drivers used to modern lights, so high-intensity LEDs were cleverly incorporated into the reversing light housings to provide additional brake lights. This practical modification is invisible until they light up. The semaphore indicators are still in place, but left disconnected on the grounds that the average modern driver wouldn't understand them even if they noticed them in the first place.

Harvey's car is holding up very well seven years after Rob painted it, considering how often it's been toured hard over the Alps. There's just a few small stone-chips up front, a little sinkage over the weld line on the driver's door and a couple of small cracks in the lower corners of the boot aperture, though that might have stemmed from an unfortunate incident in the Alps, as Harvey recalls. 'In 2010 on a tour of the 1952 Alpine routes I got a bit over-enthusiastic in the dark and went over a precipice. It got a bit bent underneath, but we were able to drive it out.'

Engine

This was one of the last engines rebuilt by Ken's father Dennis before he retired. 'The car had the wrong engine when I got it,' says Harvey. 'It was from a later Series III which is better, but it had a crack in the water jacket that we couldn't plug and I wanted the right type. So we got one from a car that was doing the Peking-Paris. It's had all the usual - reground crank, new pistons.'

Amazingly, these engines, an otherwise unadventurous four-cylinder pushrod design, have connecting rods made from Hiduminium, a sophisticated nickel-aluminium light alloy. It was developed by Rolls-Royce and High-Duty Alloys Ltd for use in aircraft and later found in other applications such as bicycle cranks and brake calipers. 'The gudgeon pins run directly in the alloy,' says Ken, 'and the pins we get now are two to three thousands of an inch oversize so we have to ream the pistons and little ends to suit. We have had a few parts remade, such as inlet manifolds to accept twin carburettors.'

It runs the standard carburettor, whereas Ken has previously experimented with a twin-carb set-up on his own Alpines. 'Thing is,' says Harvey, 'even after some hard driving in the Alps, keeping up with each other, we're within a couple of litres of each other when we fill up.'

'It already had a floor change when we got it,' confirms Harvey. 'Probably using Hillman Hunter parts, judging by the gear knob.'

Interior

Originally the Alpine would've been part-upholstered in vinyl with seats trimmed in leather on the wearing faces and the squab borders, front and rear crash rolls plus door rolls and armrest faces, and vinyl leathercloth used elsewhere. But Harvey wanted the cabin trimmed in full leather. The only thing was, the trimmer, who was presented with a bare car, had never worked on an Alpine before...

High point

'The first time seeing the car back from the paint shop resplendent in Sapphire Blue, ready to put back together'

Ken Sparkes

Paul Moores of Moores Coach Trimmers and Upholsterers explains, 'We don't work on cars made after 1997 unless they're kit cars.' He has since trimmed the works rally Alpines driven by Sheila van Damm and Stirling Moss (also restored by Ken), including their special bucket seats, but Harvey's was the first Alpine he had worked on - and because all he had to work with was its stripped bodyshell he had not a scrap of trim to copy. 'This was the first job I'd done for Ken, so I wanted to impress him because the trade is our bread and butter work. Ken brought me the seats first, and I built them up, and we had the car in later to do the carpets, over about a four-month period. He'd sandblasted the seat frames and it was a case of working up from ground zero using photographs as guidance, although we had the spring bases to go from. I'd done a couple of Sunbeam-Talbot 90 saloons, so I had an idea of how the factory did them. As long as you're sympathetic to the period style and think about what you're doing, you get there in the end, though of course the main difference from original is that Harvey wanted leather rather than the original vinyl.'

'Oddly enough the dashboard crash roll is the most difficult part, because it's covered in one piece of leather. I think the original covering got destroyed when it was taken off and I had to ask Ken, "Are you sure it's in one piece?"'

'It's a single piece stretched around and now I've done a few I've refined the technique a bit - it's about knowing which direction to pull the grain. I initially roll it on rather than stretching it. A bit of heat helps take out the wrinkles; now I've got a steamer which is a wet heat, but then I was using a dry heat gun, and it's very easy to scorch the leather. If you do that you throw it away and start again. Sometimes you have to pull it off and re-glue it, but the worst thing you can do is cut slits in the edges to try to help the leather around corners, because before you know it you've cut too far and you have to start again.'

'Adding up all the time spent on trimming Harvey's car comes out to about six solid weeks of work.'

Life after rebirth

Since the car was finished Harvey hasn't been afraid to use it - storming Alpine passes was what it was restored for and it's testament to the quality of the work that it's still in such good shape 10,000 miles later.

'Considering it's been up and down ravines it's looking pretty good. We did 3500 miles last year including following the Mille Miglia, and the hood never goes up. It does get driven hard. Most of the instrumentation is dual-marked in imperial and metric units, so they were obviously meant for continental touring. And seat rake adjustment is rare on a Fifties car. The pedals adjust too - you undo the pinch bolts and you can move the pads in and out.'

'We've driven it back from Germany in one hit; another time it did 1000 miles in 18 hours. It'll cruise at 75mph even without an overdrive, though it doesn't accelerate very fast. It's robust and heavily engineered, but you pay the price for that. It's a tortoise and hare car.'

'Obviously this is 'her' car. I was offered a six-figure sum for it this year but I had to turn it down. Of all the cars I've had, and I've had a lot, this has given me the most pleasure and has taken us to the most far-flung places.'

MY FAVOURITE TOOL



There are lots of woodworking tools in Ken's workshop, but his favourite tool is a very simple one. 'This was my father's hammer, which he used as an apprentice and all through his career. It must be 70 years old. It's got his initials stamped on it - DS for Dennis Sparkes - and he's soldered a copper ring around the end of the handle to stop it splitting. It's got a lovely feel to it, but it's mostly about the sentimental value.'

**NEXT MONTH
MASERATI GHIBLI
SPYDER**

[Life Cycle]

The life story of a Hillman Hunter Topaz

With three fastidious owners from new, the life of this unassuming but rare luxury-edition Hillman Hunter has been documented in uncanny levels of detail

Words SAM DAWSON Photography NEIL FRASER

Bill Richardson buys the Hunter new in 1976 for £1825

'He thought the world of that car - the first new one he'd ever had,' says this Hillman Hunter's current owner Mike Hickford of its original buyer, his uncle Bill Richardson. 'He went on to own it for 25 years.'

At the time, Mike was the service superintendent at Barclays, a Rootes Group main dealer in Bury St Edmunds. 'Unlike Don Thompson & Son's dealership in Clare, where I did my apprenticeship, Barclays sold Hillman, Humber, Singer and Commer. Thompson was just a Hillman dealer - if someone wanted a Singer instead, it was actually frowned upon despite being pretty much the same car, because we'd have to go and get it from Cox's in Ipswich!

'On January 30, 1976, I got a phone call from Bill, saying, "Guess what I've just bought?" He'd traded his father-in-law's old Minx in for the new Hunter Topaz. I don't know why he decided to buy a new car - there was nothing wrong with the Minx and he'd only had it a couple of years, but he'd just retired and it might have been a present to himself.

'He said he'd got £254 knocked off the £2079 list price, and the rustproofing thrown in for free. It might

have been because they were trying to get rid of them - the Hunter Topaz and Imp Caledonian were runout specials, devised to use up the last 1200 bodysells. And I know from experience that the undersealing would have been a job for the apprentice boy at night - they'd have to crawl under the car and put the Dunlop Rubberbond on by hand with a two-inch brush, wearing a beret to keep the stuff out of their hair. They would have been paid an extra two shillings; it was done after hours as it stank the place out while it dried.

'He told me, "It's got £200-worth of extras - Copperbeach paint, servo brakes, overdrive, reclining

front seats, radio, black vinyl roof, Rostyle wheels, side-repeater flashers, fawn cloth seats, brown fascia and rust-coloured carpet, plus a larger radiator grille at the front and a decorative panel across the rear."

'Amazingly it wasn't the top of the range - that was the GLS with its twin carburettors and Holbay engine. Then there was the Humber Sceptre on top of that. He brought it round for me to see it as soon as he could.

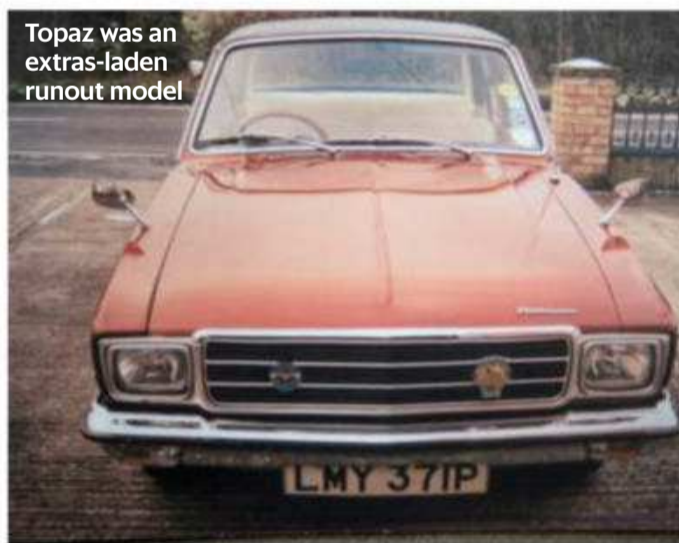
'When Bill passed away in 2013, aged 102, my cousins were clearing out his bungalow and found a big box of notebooks. They were about to throw them away, and just asked me if I wanted them. It turned out that he had kept a log of absolutely every mile the car had covered in his ownership. Every journey, where he went, what he bought, what work he had done. He

was a very meticulous man, but I'm so glad I saved them, because this car's entire life has been documented in every minute detail.'

Bill collected the car with 30 delivery miles on its odometer, and covered 16 miles on the car's first journey, 'Sidcup to Haven Close, return Sidcup, back Haven Close.' The diaries tell a tale of late-Seventies suburban life in incredible detail. Bill had a Premium Bond come up on February

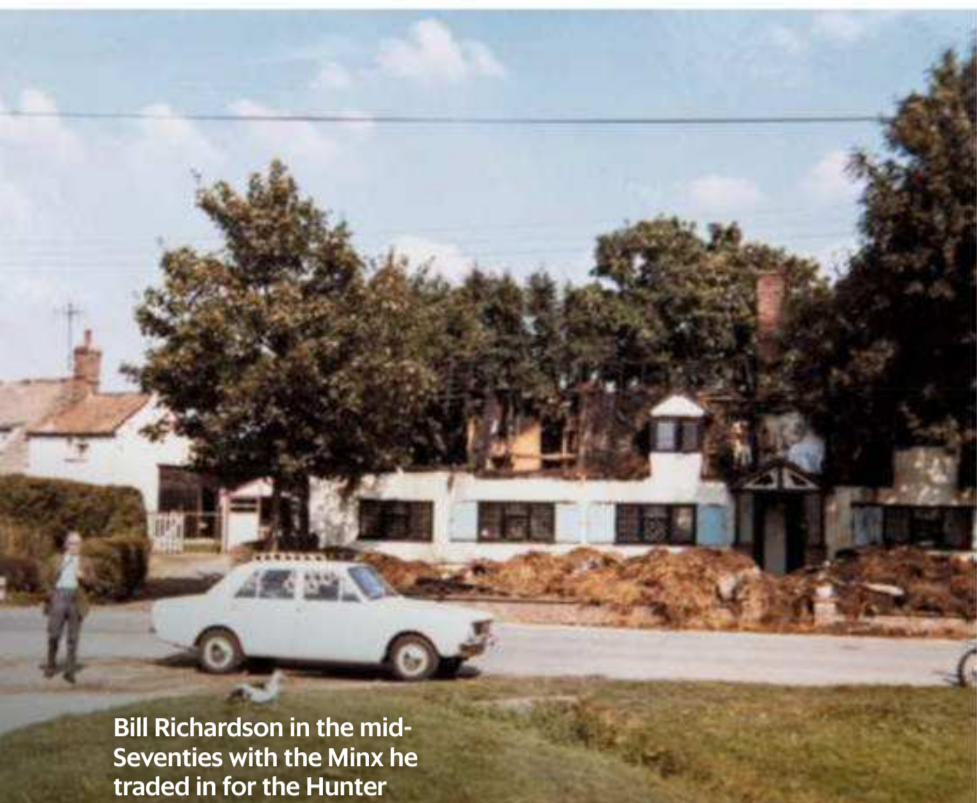
11, and drove to Dartford to collect the payout. The alternator pulley broke on March 15; it was fixed at supplying dealer Clifford's under the car's 12-month warranty. It was a practical car too - on February 21, 'Orpington, Wednesday, return sink unit - can fit that in boot.' The car received its first service at 666 miles, with oil and filter changes, cylinder head bolts torqued, and tappets adjusted.

'I'm sure Bill dreamt up some of the problems he had with it, just so he could call me about it,' said Mike. On the day I got married, in 1978, he'd just got it serviced and had asked Clifford's to check for coolant



Hunter has only
had three owners
in 42 years





Bill Richardson in the mid-Seventies with the Minx he traded in for the Hunter

Date	Petrol drawn from Council's Pump (gall.)	Mileage on Recorder		Mileage Covered on journey	Name of Officer using Car	DETAILS OF JOURNEY (Particulars must be given for each journey)	PURPOSE OF JOURNEY
		At start of journey	At end of journey				
8.7.76		28937	2912	12			
8.7.76		28922	2925	15			
9.7.76		28925	2944	19			
9.7.76		28944	2977	23			
9.7.76		28977	2955	29			
9.7.76		28955	2974	9			
9.7.76		28974	2974	10			
9.7.76		28974	2974	12			
9.7.76		28974	2974	13			
9.7.76		28974	2974	14			
9.7.76		28974	2974	15			
9.7.76		28974	2974	16			
9.7.76		28974	2974	17			
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9.7.76		28974	2974	25			
9.7.76		28974	2974	26			
9.7.76		28974	2974	27			
9.7.76		28974	2974	28			
9.7.76		28974	2974	29			
9.7.76		28974	2974	30			
9.7.76		28974	2974	31			
9.7.76		28974	2974	32			
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9.7.76		28974	2974	45			
9.7.76		28974	2974	46			
9.7.76		28974	2974	47			
9.7.76		28974	2974	48			
9.7.76		28974	2974	49			
9.7.76		28974	2974	50			

Excerpt from log of Richardson's first year of Hunter ownership, 1976

loss - Hunters had a reputation for blowing cylinder head gaskets on number four cylinder. Sue and I didn't go for a honeymoon as such because we'd just bought a house, but we went away for a couple of days. We'd just come back, and the phone went - it was Bill. "My car won't start," he said. "It goes clonk!" I told him to take number four spark plug out, turn the crank over, and drain the water out. So I spent what might have been my honeymoon fixing his head gasket - we had the cylinder head skimmed for £5.74.

'I had to replace a stud too. And the idle was iffy, never consistent. We were always fiddling with that Stromberg carburettor. Every time he visited, he'd always want me to adjust the points, and he used to get me to service it once it was out of warranty too.'

When it wasn't blowing its head gasket and idling strangely in 1978, the Hunter was taking Bill and his

'The idle was iffy. We were always fiddling with that Stromberg'

wife on holiday - Beachy Head and Eastbourne - taking her to the hairdressers' ('26/7/78, 27-mile round trip to Sevenoaks Way, Brockenhill Road for haircut (Perm)'), and stocking up on potatoes. 'In rural areas, before supermarkets, you'd buy a hundredweight of potatoes from a farm and use them over a longer period of time,' says Mike. 'He'd also buy a bale of straw for putting round his strawberries to keep the slugs and mud off.'

Rust reared its head for the first time, with a new exhaust section fitted on December 6. 'A new tailback section,' Mike explains. 'They looped over the top of the rear axle, and would trap road dirt, rust and break.'

'In April 1985, Bill came down to see us and said the clutch was making an odd noise,' said Mike. 'We jacked the car up on four stands on the drive, removed the clutch and gearbox, fitted and replaced the clutch, all in an hour and a half, complete with the overdrive, lying on my back and jiggling the whole unit with my knees to get it into place.' Also, every April, Bill would change the setting of the air filters from winter to summer, and switch them back every November.

Throughout the Eighties, the car was being used less, reserved largely for shopping trips rather than daily drives. The diaries are still a lovely snapshot of Eighties retail therapy though. 'Budgie, £5,' on October 14 was a present for a grandchild, and 'Xmas Tree, £5' on December 17 is followed by a trip to the January sales in 1986, 'Music Centre, £17'. Some prices change dramatically throughout Bill's ownership - MoT tests go from £9 in 1979 to £30 in 2001 - while others stay remarkably stable. Christmas trees only go up to £6.

Bill's last diary entry, on February 14, 2001, shows he sold the car for £1800 - just £25 less than he paid for it in 1976. 'He offered it to me,' said Mike, 'but I had a fire engine to look after! I was a retained fireman in Clare, and had a 1953 Commer from the fire station that my father was the first to drive, in 1954. But I also knew how much bother that Hunter had been to look after! I thought I'd never see it again.'

Quentin Gallagher buys the car for £1800 in 2001

'I'd only owned two classics before the Hunter Topaz,' says second owner, Portsmouth-based Quentin Gallagher. 'I had an Austin A35 van from 1988 to 2001, but I fancied a more modern classic, so I bought a 1973 Hillman Hunter - but it wasn't as good as it looked. I was immediately familiar with the Topaz when I saw it for sale - I remembered the model, and knew they'd only sold them for a few months.'

'Bill had turned 90 and decided to give up driving. Even so, when I arrived to have a look at the car, he drove me round town in it. He didn't feel comfortable in that car with anyone else driving it - it had been his for 25 years after all. You don't often get the chance to quiz the original owner of a classic when you view it - it took a lot of guesswork out of the buying process.'

'I didn't do a great deal to it - it didn't need a lot. The two-tone wheels had gone grey and the interior trim had faded, but there were no running problems. There was corrosion around the rear wheelarches, but the car was so straight elsewhere, I didn't want to compromise its originality by chopping bits out. It was frustrating because it was otherwise pristine - restoring the body wouldn't have brought much visual benefit and the rust hadn't compromised the structure.'

'I remember talking to Mike before selling it. There was an impending redundancy, and it seemed the sensible thing to do. It was a nice conclusion though,



Why you should buy a Hunter Topaz.



Saving over £230 on special extras.



Aftermarket seat covers proved a useful identifying feature when the Hunter later came up for sale



These days the Hunter takes part in Rootes Heritage runs and has even won a Best Hillman in Show award



The day Quentin Gallagher bought the Hunter from Bill Richardson in 2001



Bill making final checks before sending new owner Quentin Gallagher on his way



Mike with his 'Best Hillman in Show' trophy from the 2017 Rootes Moffat Run



Quentin Gallagher with the Topaz at a Rootes rally in 2004



Mike's Topaz is one of a trio of UK survivors, but he still puts it to good use

returning it to the family who had owned the car when new. I had been its custodian for three years.'

Mike Hickford parts with £1250 for the Hunter in 2004

'Sue and I were en route to a holiday in Swanage, and stopped off at the Enfield Pageant of Motoring to look for Commer parts in the autojumble,' recalls Mike. 'I get bored on holidays, so I bought a recent but secondhand copy of *Classic Car Mart* - the July 2004 issue - to read on the beach. I looked at the Hillman section in the back, not thinking of buying anything, and found this old Hunter Topaz for sale at £1495. What were the chances!

'I rang Quentin up, and asked him whether it still had the imitation sheepskin seat covers in order to identify it - it did. But Quentin said, "I don't think anyone's interested, so I'm not selling it." Then I received a phone call from him that Christmas, asking me whether I still wanted it. Of course I did!

'It was icy on the way down to Portsmouth,' says Mike, 'but the Hunter had just been serviced, MoT'd, with six months' tax, new tyres, a boot full of spares and the option of some new body panels from Quentin too. I got it for £1250, and the clocked reached 38,000 miles as we drove through Braintree.

'Problem was, my garage at home in Clare was full of Commer, so we left it at Sue's mother's house in Sudbury while we built a new garage for it. Although Quentin was modest about his ownership, he'd done a lot of work to cure its stalling and vibration issues. Once it had a home here, I started work on it. I Hammerited the underside, and was about to go down

to Portsmouth to collect the new body panels from Quentin when it snowed heavily. I phoned him up, and he said, "I'm driving to Norwich anyway, I'll drop the panels off." For £150, I got a front wing, three outer sills, front valance, rear panel, rear wheelarch repair kits, rear damper mounts, and a new fuel tank.

'I started with the front valance, which was rotten, so I cut it off and sent Quentin's replacement away for sandblasting. Unfortunately the sandblasters weren't careful, and destroyed the panel. I called my mate Mike, ex-Rootes, in a panic and asked, "Do you have a front valance panel for a Hunter?" Two hours later, one arrived in the back of an Austin Maestro van. In the end, it only needed the valance, a front wing, the rear outer arches, rear suspension turrets and the fuel tank replacing. The sills were fine.'

'I use it as and when, for rallies and road runs,' says Mike, 'as well as special occasions like our 40th wedding anniversary. It's been up to Moffat in Scotland, Northumberland, and down to the New Forest on Association of Rootes Car Clubs events.

'I always display Bill's logbooks with it at shows - they really draw people in and prompt them to ask questions. It's rare enough as it is - only three of the 1200 Hunter Topazes survive. I did see a photograph of one in a crusher during the 2008 scrappage scheme.

'It recently attended the opening of the Rootes Archive near Banbury in Oxfordshire, but its finest moment came at the 2017 Rootes Moffat Run, where it won Best Hillman in Show. Given that there were other cars on that run that had been completely restored to mint condition, that was a real honour.'



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Six steps to buying a Citroën 2CV

It's easy to be disarmed by the Gallic charm, so here's how to sniff out a stinker...

Words RICHARD DREDGE Photography JOHN COLLEY

This year marks 70 years since the arrival of the Tin Snail and 28 years since the final example was built - and interest in Citroën's brilliant and clever people's car has never been greater. As with so many everyday classics, values are on the rise, which makes it easier for owners to justify significant spending on their cars to keep them in fine condition. In the past many 2CVs have bitten the dust because of poor build quality combined with low values; nowadays far more cars can be economically revived.

With a better parts supply situation than at any time since that final 2CV was made, ownership is easier than ever. But a lot of 2CVs aren't as good as you might think, so you need to buy with your eyes open. It's worth finding a really good one, because few classics offer such *joie de vivre*. The ingenious design details, unique driving experience and reaction from onlookers mean little compares with owning and driving a 2CV. Much more than just a box of weirdness on wheels, it's an amazingly practical, wonderfully comfortable car and acts as an invitation to a brilliant

[What to pay]

- ▶ Most cars have a 602cc engine, with later disc-braked cars most in demand.
- ▶ Tatty roadworthy 2CVs fetch **£3000-£6000**, but such cars are rare. Basket case later cars are worth from **£1000** with the best ones worth **£6000-£8000** - but restored and upgraded cars can fetch up to **£15k**. A roadworthy later 2CV will sell for **£2500+**.
- ▶ Charleston, Dolly, Bamboo and Beachcomber are popular but don't command a premium. 1960s/'70s cars are sought after with 12v upgrades and electronic ignition.

social scene. Chuck in ludicrously low running costs and the 2CV is the ideal charismatic classic.

For the latest expert advice we spoke to 2CV gurus Pete Sparrow (sparrowautomotive.co.uk), Ashley Carter (2cvcity.co.uk) and Darren Arthur (the2cvshop.co.uk).

Which one to choose?

- ▶ In 1948 the **2CV Type A** debuts at the Paris Salon; it goes on sale in 1949.
- ▶ The **Fourgonette AU van** arrives in 1951 and survives until 1978, accounting for a third of 2CV production.
- ▶ 1953 sees right-hand-drive production commence at Citroën's Slough factory.
- ▶ The **AZ** debuts in 1954 with 425cc and 12bhp. Only available in grey until final year of production, 1960.
- ▶ In 1958 the twin-engined **Sahara** appears, of which 694 are made by 1967.
- ▶ In 1960 a five-ribbed bonnet replaces the previous corrugated item; Slough 2CV production ceases.
- ▶ From 1963 front-hinged doors are fitted; 1965 sees a six-window design plus rear hydraulic dampers.
- ▶ From 1970 there's a choice of **26bhp 435cc** or **29bhp 602cc** engines; 12-volt electrics replace old 6v system.



'It's worth finding a really good one, because few classics offer such *joie de vivre*'

► In 1974 circular headlamps are replaced by rectangular units and the 2CV is back on sale in the UK for the first time since Slough production ceased.

► The first special-edition 2CV goes on sale in 1976 - the **Spot**. Hydraulic dampers are now fitted up front.

► In 1980 another special, the two-tone **Charleston**, goes on sale.

► Front disc brakes fitted from 1981. In 1988 the Levallois factory in Paris closes; two years later the Portugal plant shuts and the final 2CV is produced.

Bodywork and structure The outer panels corrode and get battered, but good-quality front wings, doors and bonnets are cheaply available and usually simple to replace. Look for rust stains in the rear wing seams and under the rear side window, and feel the metal on the top edge of the inner wing, especially between the second and third bolts. By the time rust is visible outside, it'll be very bad inside; the same goes for the double-skinned rear panel which is very rust-prone.

The box under the rear seat, the boot floor, number plate panel and sills all dissolve. Check the sills from inside; patches in the footwells are okay if done well,

but be suspicious because bodesges are common. If the floors are rotten, the sills will be too. Floors are easy to replace wholesale, with or without sills, body on or off.

The bulkhead is double-skinned at the bottom, so it rots out of sight. If there are signs of corrosion it'll be a lot worse than it looks. Right-hand drive cars originally had a battery support, but that was deleted in 1980 so the battery flexes the bulkhead and cracks it. The bonnet hinge on the scuttle also rots, allowing water into the cabin which then rots the floors; the door seal carrier at the base of the doors also rots badly.

The chassis corrodes, whatever care is taken to preserve it; decent pattern replacements start at £650 (cheaper ones are available), while £850 buys one made from the original tooling. The factory chassis is essentially one big box section; aftermarket ones tend to be two C-section side rails with removable top and bottom plates. Rot usually starts inside, hidden from view. Focus on where the front axle is located; look for corrosion either side of where the suspension bolts on. This is where all the chassis strengthening is - patches won't do the job. It's the same for the rear chassis legs; they can't be patched and because the bumper is

Running costs for a 2CV in good condition are ludicrously low, but the Tin Snail is particularly prone to attack from the tin worm. A real rotbox can land you with a large repair bill



Most 2CVs are pottering around on the 602c flat-twin engine. Expect a bit of clatter from the tappets, but watch out for leaks in the gasket-free cylinder heads



'A 2CV engine will do 300,000 miles if the oil and filter are changed regularly'

bolted directly to them, accident damage is common, so have a good look and feel for rippled metal.

Check all seams closely. If the chassis is badly rotten behind the axle, as it twists the steering gets heavy and it'll be hard straightening the car out when exiting a corner. If it's rotted in front of the axle, it's harder to detect so check for difficulty in opening the bonnet.

Engine A 2CV engine will run for 300,000 miles if the oil and filter are changed every 3000 miles. Because the engine relies on its oil to keep cool, the oil cooler behind the engine-driven fan must be kept clean; it's often caked in grime, so the engine runs too hot. If things are really bad, one piston can partially seize, leading to rattling and knocking; a new set of pistons and barrels (£220 plus a day's labour) is the answer.

Exhaust fumes in the cabin will be down to leaking cylinder heads; there are no gaskets. The only fix is to skim the heads to reseal things. A tired engine will need fresh valve stem seals, the valves will need to be lapped in and new pushrod tube gaskets will be needed, too - it's a £300 fix.

Expect clattering because the tappets aren't set very tightly, but don't confuse this with worn bearings. The main bearings rarely go; piston slap is more likely.

A complete engine rebuild costs £1750; a decent used engine costs £500 if you can find one.

Transmission Cruise in third gear and listen for howling from the gearbox signifying that the mainshaft's rear bearing has had it. The first sign of gearbox trouble is usually tired third gear synchromesh, which crunches as you change up from second. A rebuilt 'box is £500 plus up to a day's labour to fit it; add £200 if the clutch and spigot bush are also worn.

Steering, suspension & brakes Heavy steering might be a twisted chassis or seized kingpins if they haven't been greased every 1500 miles. Jack up the car and try rocking the front wheels at the top and bottom. There should be a small amount of play but anything really noticeable means they need replacing - a specialist job. It's £40 and two hours' labour per side to replace kingpins, but if the suspension arms, track rod ends and steering rack are worn too, expect a £425 bill.

The arm from the front wheel hub to the track rod end (the steering arm pivot lever) has a ball within the track rod end, and the ball wears oval. If the steering wobbles as you drive over a bump, a new pair of steering arm pivot levers are needed at £110.



Interior is about as basic as they come, with little to wear or break. Collapsed seats are fairly costly to repair, but their covers are cheap



The inboard front brakes are often neglected, especially if drums are fitted. The disc brakes are easier to work on, but the discs can warp and corrode so feel for pulsing through the pedal when you brake.

The final check is for corroded brake pipes, especially around the rear suspension legs. Be suspicious of pipes that are coated in fresh underseal, and look closely for evidence of fluid leaking out. Disc-braked cars use LHM fluid, which is a green mineral-based liquid. If normal brake fluid is put into the system it'll wreck all the seals, so look in the master cylinder and check the colour. On post-1985 cars, rear suspension arm failures are getting more common because of corrosion; replacements cost £328 apiece.

Trim & electrics All 2CVs have a fabric roof which shrinks and splits. A decent replacement roof is £220; fitting is easy. The seats can be recovered for just £179, using original-style covers. Seat bases, rubber springs and frames are common failures, with seat rebuilds getting expensive. New covers won't fix the problem.

Electrical problems are rare, but the carbon brushes in the alternator wear. They're cheap and easy to replace. Most problems are down to water leaking into lamps and rotting the contacts, or poor earths.

Pliant suspension means the 2CV is a lot more comfortable than it might look and much fun can be had with barrels of body roll when cornering

[Owning a Citroën 2CV]



Jon Elliston, Evesham, Worcs

The 2CV pictured is one of seven Jon owns and despite its vintage (it was built in 1960) he's not afraid to take it places. He says, 'I bought my first 2CV in 1995, when even quite good cars were being sold as breakers. My first 2CV was a Beachcomber bought for £50 for parts, but it was too good to scrap. Since then the collection has grown to include the Belgian-built yellow car which is one of just nine survivors.'

'These Belgian cars were posher than regular 2CVs, with higher-quality trim and the availability of brighter colours; until then most 2CVs were painted grey. Another unusual feature is the Trafficlutch transmission, aimed at city drivers who didn't want to have to use a conventional clutch. This is effectively a centrifugal system which disconnects drive in stop/start traffic.'

Completely standard, Jon's 2CV still has six-volt electrics. He concludes, 'They have foibles but they're brilliantly comfortable and after a stressful day a drive in a 2CV sorts things out. Best of all they're dirt cheap to run.'



Simon Saint, Worcester

2CVGB club chairman Simon Saint bought his first Citroën in 1970; now he runs a 2CV and Traction Avant as everyday transport. He says, 'I bought my 2CV new in 1986. Since then it's covered 150,000 miles and the car is still largely original, although it had an engine rebuild a few years ago. The displacement was increased to 652cc which makes quite a difference to usability on the motorway. It used to be our family car, taking us all over Europe, and still goes to France several times each year; I fit a boot extension when needed.'

'I cover about 6000 miles each year in my 2CV. The key is to invest in buying or creating a good car and the running costs will then be tiny; over many years the average annual cost shouldn't be more than £300-£400.'

'Perhaps the most appealing thing about the 2CV is how versatile it is. I do all of my own maintenance because they're easy to work on, and you can fit an astonishing amount into one. You can even take them off-roading - I've driven across ploughed fields in mine, but never carrying a tray of eggs.'



Dorothy Moran, Hamilton, Scotland

When Dorothy Moran used to go on family holidays to France as a child, she was interested in only one thing - the 2CVs that spluttered their way around the French countryside. So when she was looking for a new family car in 1987 she knew exactly what to buy. She says, 'Back then our 2CV was our family car, used to transport five of us with camping gear. Very tough mechanically, the 2CV is a joy to drive because you just roll back the roof and glide along as the world smiles on - these cars make people happy.'

'In some ways the 2CV is ideally suited to modern conditions in that it copes well with poor surfaces and it's plenty quick enough for congested roads, but staying on top of rust is a problem and a lot of maintenance is required, so if you do a lot of miles that becomes a bind. That's why for many people the 2CV is a perfect second car rather than their main one. It's easy to do most things on a DIY basis though, especially once you've got a copy of the workshop manual that the club has produced with input from its members.'

ClassicCarsForSale.co.uk



1988 Citroën 2CV6 - £8950

Excellent condition, 39,400 miles with Bamboo Green and Alpine White paintwork, excellent green hood and original seats covered in striped towelling covers. Galvanised chassis fitted in 2010, plus electronic ignition. Original UK car, spent some time back home in France with its UK owner before returning to the UK around 2014. Service books, French and UK service history and owner's manual.

Next Month

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



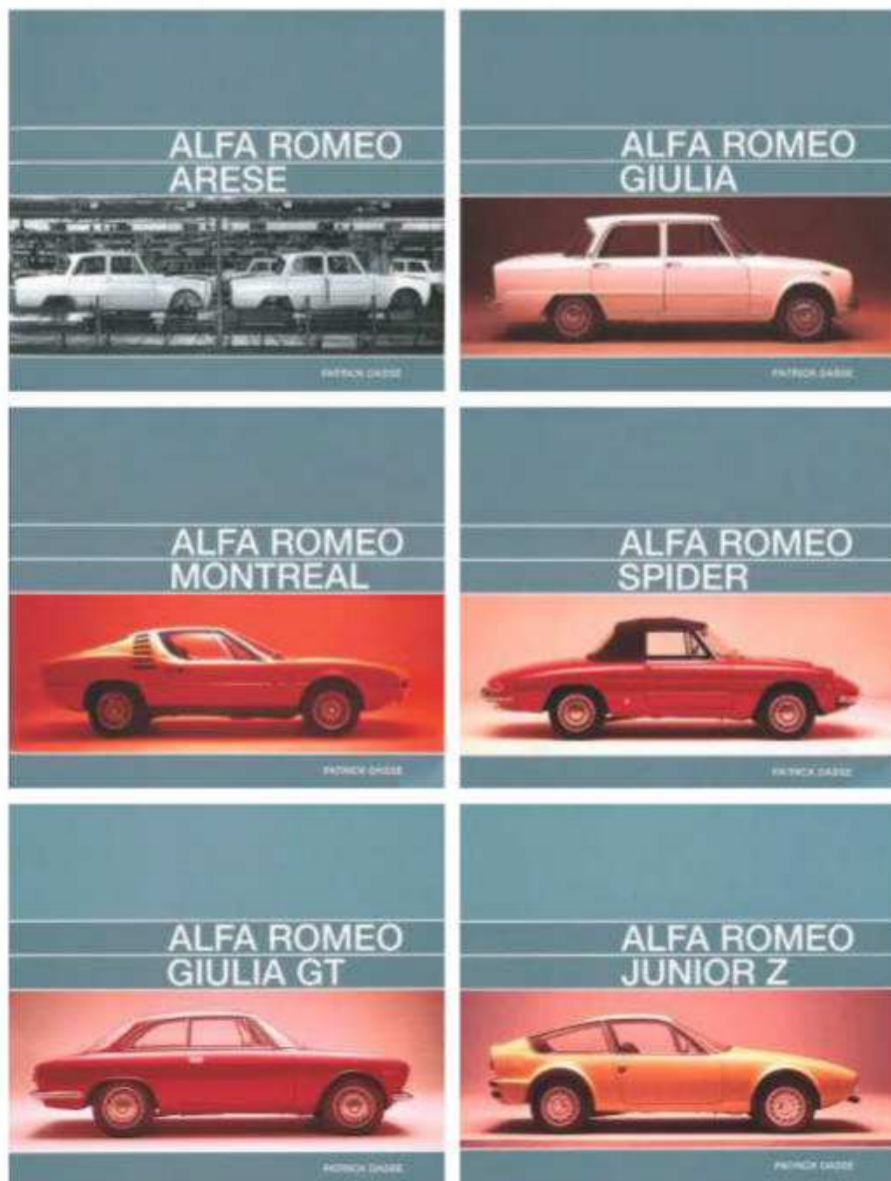
THE ACCELERATORS

Porsche 911 Turbo **vs** Aston V8 Zagato **vs** Renault 5 Turbo **vs** TVR 420 SEAC **vs** Corvette ZR-1

Contents may change

PLUS Rolls-Royce Silver Cloud prototype • epic restoration of a Maserati Ghibli Spyder • the life of a globe-trotting Porsche 914 • wild drive in a Cooper Monaco • stunning Alvis 4.3 Bertelli one-off driven • Lancia Fulvia HF test • Price Guide Quarterly • Mercedes G-Wagen buying guide and more...

DECEMBER
ISSUE
ON SALE
24.10.18



Alfa Romeo Tipo 105

By Patrick Dasse, six volumes, £62-£107, dingwort-verlag.de

Patrick Dasse has sprung an extraordinary surprise on the Alfa Romeo world with this work. Six thick volumes, packing a total of 2208 pages, detailing everything you could possibly want to know about Alfa Romeo's Tipo 105-derived cars. Five of the volumes cover a car each (Giulia Berlina, Giulia GT, Spider, Montreal and Junior Zagato) and serve as history lesson, originality guide and source of original, often unseen photographs from the archives of Quattroruote magazine and Alfa Romeo.

To top it all, there's also a book about the history of the Arese factory built to produce Tipo 105 cars, and the production process from foundry and forge to design studio and test track.

Buying the lot costs £479, but each volume can be purchased separately. However, if you've got a serious motoring reference library, they're a must.

Sports Car Racing In Camera 1980-89

By Paul Parker, £50, behemothpublishing.co.uk, ISBN 978 0 9928769 7 5

The latest in the *Sports Car Racing In Camera* series is predictably dominated by Group C, before runaway budgets and the early Nineties politicking brought it crashing down. The book's a fairly in-depth guide to the cars contesting the World Sports Car Championship and the American IMSA GT series that ran to similar rules.

What's most remarkable, is how haphazard much of the decade's racing was away from the slick PR operations that presented it to the public, with grids made up largely of cash-strapped privateers. The book's early part is most interesting, portraying a time of great uncertainty in Sports racing which saw Sixties cars dragged out of retirement, battling with cutting-edge Lancias

and Porsches. A beautifully-illustrated chronicle of a surprising era.

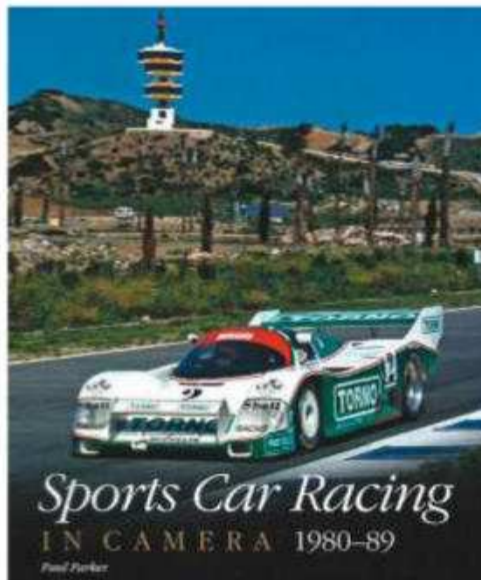
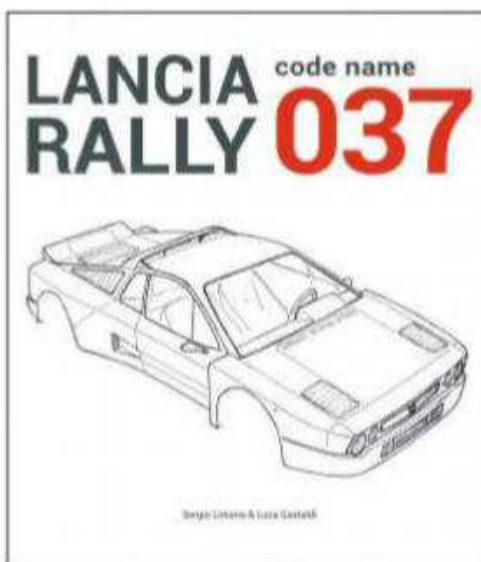
Lancia Rally: Code Name 037

By Sergio Limone & Luca Gastaldi, £39, ISBN 979 1 2200297 7 3

Lancia insiders Limone and Gastaldi have dug into the archive again, telling the full story of the Stratos' successor, with reference to Abarth's own archive and key personnel.

Intriguingly, the authors avoid any analysis of the 037's rallying career, which resulted in six wins and the 1983 World Rally Championship.

The book's focus is on the engineering, development and project origins, making it an Abarth rather than Lancia story. We see the drive to replace the 131 Mirafiori and the ideas that abound at the dawn of Group B, which also include the projects which became the Delta S4 and Integrale, originally destined to be Fiat Ritmo-based. Incredible value for such revelatory work.



MORE TO ENJOY

Rover K-series Engine

By Iain Ayre & Rob Hawkins, £24, crowood.com

A great but flawed engine, and this book is packed with vital advice if you're about to take on a cheap MGF.

Opel Kadett GT/E: Funny Car

By Antonio Biasioli, £39.99, elzeviroeditrice.com

The colourful life and times of Germany's answer to the RS Escort. Packed with great anecdotes and evocative period photographs.

Land Rovers in British Military Service

By James Taylor & Geoff Fletcher, £37.50, veloce.co.uk

From front-line combat to covert espionage – the story of the toughest Land Rovers of all. Fascinating and comprehensive.

Aston Martin Lagonda: Yesterday's Tomorrow Today

By Richard Vaughan, £79.92, lulu.com

Exhaustive work and model register let down by shoddy presentation. Price reflects author Vaughan's sheer time and effort involved though.

All books available from Chatters, many discounted. Visit chatters.co.uk for info.

MODELS



1:18-scale Rover SD1 Vitesse

Minichamps, £179.99

Although left-hand drive, Minichamps' Rover is instantly recognisable with that Eighties metallic blue and grey colour scheme. Some details are vague (dashboard wood, seatbelt clips) but it's has well-chosen runout-model details. Great job, if pricey.



1:18-scale Bugatti Type 101C

Matrix, £302.99

This is a stunning, big, bold, daring diecast, with hints of Corvette about this Virgil Exner-penned, coachbuilt Bugatti by Ghia. Dazzling detail includes dashboard instruments with separate glass and needles. Big price, but one of the best models we've seen this year.



1:43-scale Lincoln Continental Neo, £84.99

It's great for Neo to model the Lincoln Continental MkIII that everyone forgot thanks to the 1959 Cadillac Eldorado. Stainless steel and chrome lift details into legibility, and the origins of Ford's corporate look that led to the Anglia can be seen. A very satisfying model.



1:18-scale Ferrari 246

Diecast Legends, £239.99

Just 500 models of Mike Hawthorn's 1958 Moroccan Grand Prix Ferrari have been built, featuring the matt-black sun-deflecting bonnet cowl. Textured leather seat, drum brakes, hefty suspension arms and aluminium cockpit are nicely depicted too.

All models are available from diecastlegends.com



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Run to the village pub car meeting seemed like a big achievement

Summer half empty?

1962 Jaguar E-type FHC

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

Time owned 8 years

Miles this month 23

Costs this month £0

Previously Lack of correct dynamo belt availability stopped it going to Le Mans Classic

Glass half full? That's how I try to approach life, but not getting the E-type back on the road until after Le Mans Classic and a host of other must-do events during the best weather since I learnt to drive has left me with a summer-half-empty feeling.

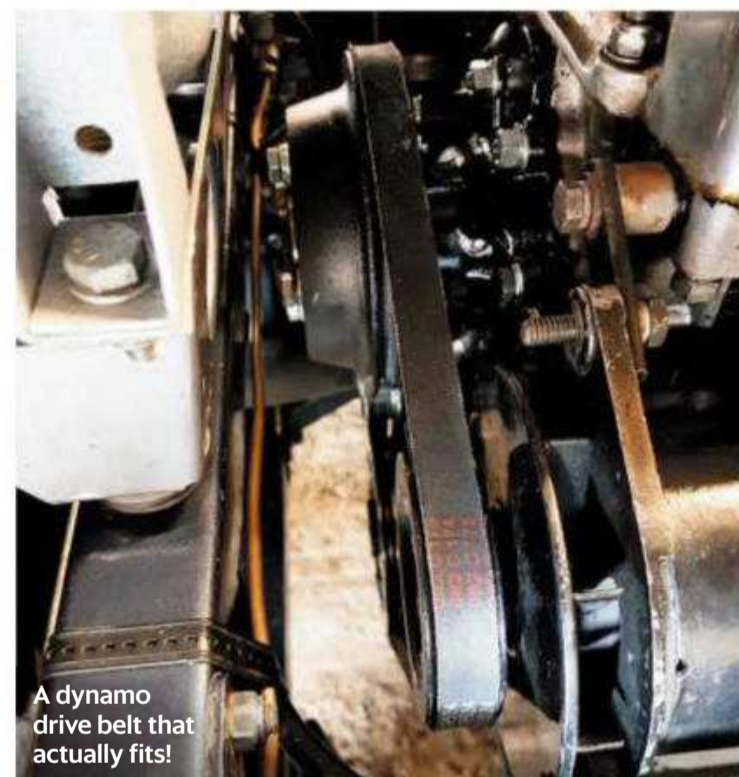
Remember how a tricky winter job list managed to spill through spring and into summer, culminating in the car being *nearly* ready just in time for Le Mans Classic (Our Cars, October 2018)? That was until the dynamo/water pump belt intervened. All I needed was a standard-fit belt for a later 3.8 E-type because I'd upgraded to a more durable race-spec crankshaft damper which runs with twin-groove pulleys. After failing to find one manufactured to the correct length in time

I was forced to give up and take my wife's Porsche. I know, there are worse problems to have in this life, but after all of that work on the Jaguar I felt cheated.

Fortunately, the answer came a week later when I bumped into friend and Jaguar wizard Grahame Pryce in the Silverstone Classic international paddock. He had his hands full preparing a fleet of race cars under the MRM Motorsport awning, so I didn't want to burden him with my problems.

But before long he asked how my E-type was going. I'd barely finished my story when he disappeared into the support truck and popped out brandishing a belt. 'There you go. We always try them before race day to make sure there are no problems, so it's been on the E-type coupé that we run and it fits.'

Head spinning with advice about how to make sure that the pulleys all aligned correctly, I spent the rest of the day in a state of distraction as I did my usual tour of the race paddocks, infield and trackside areas. There were lots of interesting cars to find out about and people to talk to, but part of my brain was already back home in

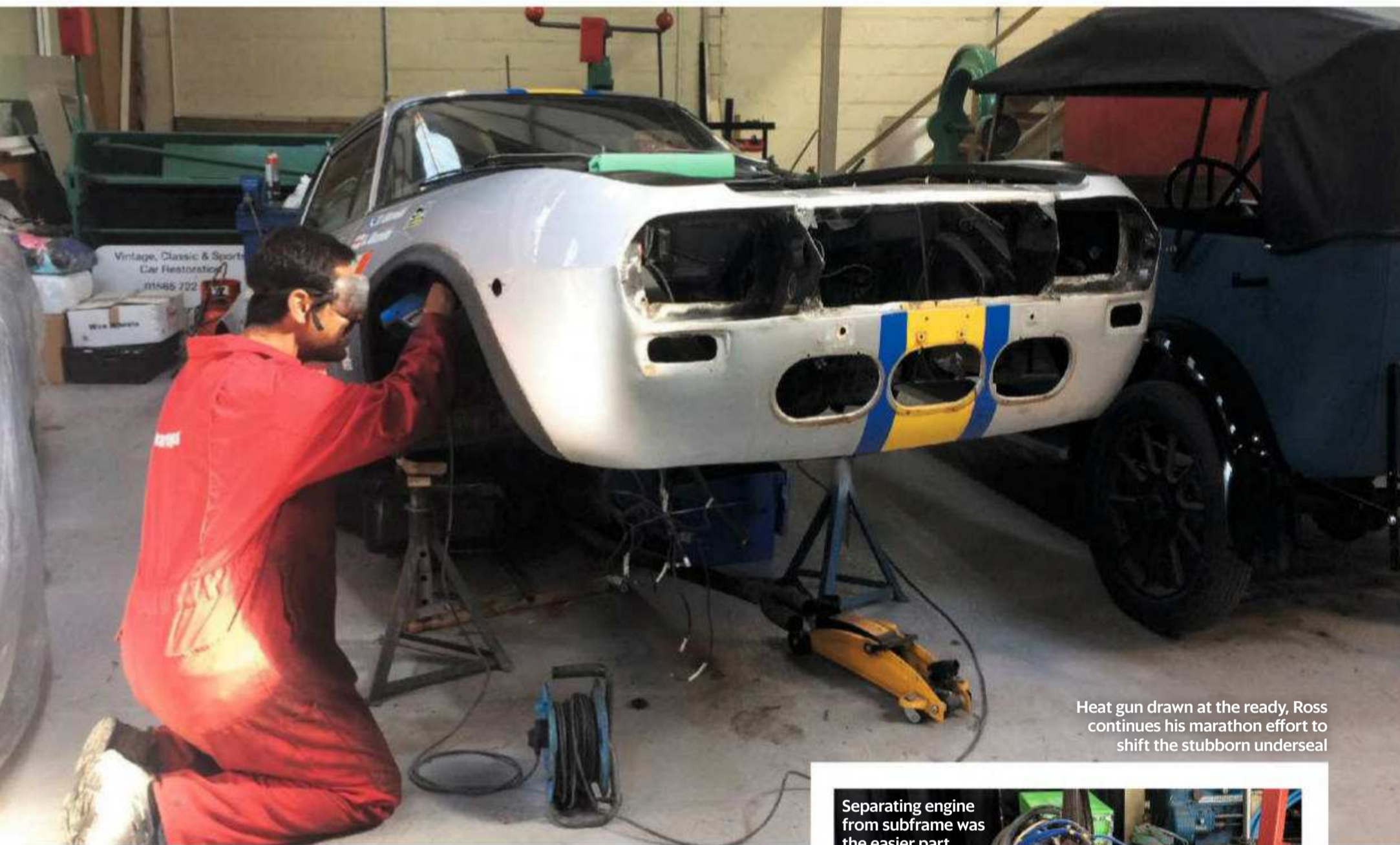


A dynamo drive belt that actually fits!

my garage, fitting that belt. I'm not saying that it had become an obsession, but...

Compared to those I'd already tried, it was clearly from a different manufacturer, and it was the correct length.

When I had the chance to fit it the next morning, life's glass was topped up once more. By turning the engine via the crank pulley nut I could wind the belt on without resorting to levers or anything else that could cause damage. Perfect, and just in time for a quick test drive around the local lanes ahead of a now-optional MoT test then car club meet in my village pub, all of half a mile away. Never has such a short journey in the E-type, or any car I've owned, seemed like such an achievement.



Heat gun drawn at the ready, Ross continues his marathon effort to shift the stubborn underseal

Scrape, strip and repeat

1972 Lancia Fulvia Sport Zagato

Owned by Ross Alkureishi
(rossalkureishi@yahoo.com)

Time owned 4 years, 8 months

Miles this month 0 Costs this month £0

Previously Blagged workshop space at restorer Trevor Farrington to remove front subframe

In this modern-day Trumpian world it's strange that it's to a Bushism I turn to describe current Zagato progress - it seems I seriously underestimated the amount of underseal removal necessary, and more importantly the time that it takes. I've also discovered that while the old stuff is belligerent and stubborn to remove, when heated the fresher stuff takes on the consistency of chewing gum, spreading to adjoining metal, work wear, floors, in fact anything.

To maintain sanity I broke the monotony of scraping by stripping the front subframe; first removing the engine then suspension parts and brackets. It was straightforward if bloomin' time consuming, taking quite a few hours, especially as I'm carefully bagging and labelling as I go and religiously taking pictures to ensure I remember how it all goes back together.

'Back those up on your computer,' said Rob Cumberbatch, one of Trevor Farrington's panel beaters. 'You only make that mistake once.' In fact, the working set-up at T.F. is functioning well, with the lads 'n' lassies offering advice when needed. Early on, coach trimmer Rebecca Cowley took pity on me scraping at some resistant underseal and handed me a heat gun - 'been there, done that,' she said empathetically.

I was singing her praises right up until the point where, upside down under the car, I dropped the gun and it disappeared nose first down my sleeve; my resultant bellow - think terminally injured wildebeest - caused raised heads before they realised that my acoustic outburst was overkill and work resumed as normal.

The good news is the subframe is in remarkably solid shape. Still, I'll be using specialist Rosso Corsa Italia's strengthening kit for the weak point of the original Fulvia design. In the meantime, further stripping of the sills has uncovered a fair bit of original-looking red paint. It seems prior to its current silver lines, the Zag was a different hue. As a sucker for red Italian sports cars it's certainly given me

Separating engine from subframe was the easier part



cibo per la mente - or food for thought, as we Brits unsexily put it.

Of course, were I to revert to the original shade there'd be a colour clash, because I've painted my garage floor in Lancia High Fidelity colours - well, in the same ones as the bodywork decals.

So I still haven't cut into Zag's lower front wings. Maybe I'm fooling myself that it's all solid behind, or was until I put my finger through the front part of the offside outer sill. Back in May, on seeing a picture of my car, Italian motoring journalist Roberto Corno asked if it was 'on the road to Vernasca'; I joked 'aye, 2022'. That's looking optimistic; time is the enemy at the moment although luckily I write faster than I currently work on my classics.

So, sleeves gaffer-taped to protective gloves, it's back to scraping. I underestimate another two to three days worth. Oh, and if I ever meet the chap that invented Waxoyl it won't be pretty, bigly - there we go, bang up to date.

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Spider joins the ranks at the Maxey Classic Car Show. Russ, out of shot, is celebrating not having to fix it



Ferrari 212 and Aston DB4

Driven to attraction

1972 Alfa Romeo Spider 2000 S2

Owned by Russ Smith russ.smith@gmx.com

Time owned 75 years

Miles this month 164

Costs this month £0

Previously Yet another starter motor fitted

Well over half my Our Cars reports on the Spider seem over the years to have involved fixing it in some way. So it's refreshing to report that this month the Alfa has simply been doing what it is best at - being driven. Since fitting the third replacement starter motor I haven't (fingers crossed) laid a spanner on it. I do have plans for the winter, of course, but for now (since my injured knee has recovered) I can remind myself why I love this car, which is pretty much everything about the way it drives and sounds.

Most recently that involved a near enough annual trip to the Maxey Classic Car Show. Which has nothing to do with old Austins - this Maxey is a small village near Peterborough that has held an excellent event for something like 20 years at a picturesque lakeside venue on the edge of the village. There were around 300 cars this year, which is fairly typical, and a very good live band. All the money raised goes to charity.

The other reason I make the annual 100-mile round trip is that myself and a couple of other motoring journos are invited to be the show's judges, for the fat fee of a hog roast roll and a cup of tea each. So, another day of looking at and talking about classic cars. Someone has to do it.

The Alfa performed faultlessly on the way there with, I admit, the hood up as it was a bit nippy first thing. What that did prove is the new heater I fitted earlier this year is remarkably effective, even when in theory it's not even on. Probably a tweak

needed to the inlet valve's cable then. A good front-row parking spot was found between an Austin-Healey Sprite and a Fiat Barchetta and we got on with enjoying one of the last fine summer days. The brown grass in the photo will remind you of what by now is probably just a fond memory.

Our judging duties were made a little easier by the surprise arrival in convoy of a Ferrari 212 Inter and Aston Martin DB4, though we didn't let the exotica completely overwhelm things and also gave awards to cars as diverse as a Ford Corsair and a Scootacar.

Very definitely top-down, I took the more scenic route home, with some twisty lanes to really cement another dose of Alfa driving experience in my soul before the next round of fixing starts.

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3 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
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1 CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£311.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£449.00	£538.80
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CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
2 CBB217B	7 Dr Cabinet	758x468x975	£239.98	£287.98
CBB213B	3 Dr Cabinet	758x481x975	£189.98	£227.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

Clarke PLUS



TOOL CHESTS/ CABINETS

• Heavy duty/industrial build quality with lockable front covers for added security and protection

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET



£134.99 EXC.VAT
£161.99 INC.VAT

£279.98 EXC.VAT
£335.98 INC.VAT



MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
1 CBB209DF	9 Dr chest	710x370x420	£134.99	£161.99
2 CBB211DF	11 Dr Cabinet	785x490x1075	£279.98	£335.98
3 CBB309DF	9 Dr chest	975x370x420	£159.98	£191.98
4 CBB311DF	11 Dr Cabinet	1045x490x1075	£339.98	£407.98

£339.98 EXC.VAT
£407.98 INC.VAT

LARGE 37" CABINET



Clarke HEAVY DUTY BOLTLESS SHELVING

Boltless, quick and easy assembly (only a mallet required) • Tough steel frame • Adjustable height shelves • 5 easy wipe clean laminate board shelves • (W)1220 x (D)460 x (H)1830

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

BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH

CORNER UNIT

SAVE 10% EXTRA

WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST **£38.39** INC.VAT



Clarke BOLTLESS SHELVING BENCHES

Simple fast assembly in minutes using only a hammer

FROM ONLY **£29.98** EXC.VAT
£35.98 INC.VAT

150 KG (evenly distributed) Strong 9mm fibreboard shelves

350 KG (evenly distributed) Strong 12 mm fibreboard shelves



MODEL	DIMS WxDxH (mm)	EXC. VAT	INC. VAT
150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98

SAVE 10% EXTRA

WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST **£23.99** INC.VAT

CHOICE OF 5 COLOURS RED, BLUE, GREY, SILVER & GALVANISED STEEL

Machine Mart

65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

air master 8/250

TURBO AIR COMPRESSORS
 • Superb range ideal for DIY, hobby & semi-professional use
 FROM ONLY £89.98 EXC.VAT
£107.98 INC.VAT



MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/250	2HP	7.5	24ltr	£89.98	£107.98
7/250	2HP	7	24ltr	£94.99	£113.99
11/250	2.5HP	9.5	24ltr	£109.98	£131.98
8/510	2HP	7.5	50ltr	£119.98	£143.98
11/510	2.5HP	9.5	50ltr	£139.98	£167.98
16/510*	3HP	14.5	50ltr	£209.00	£250.80
16/1010*	3HP	14.5	100ltr	£259.98	£311.98

* V Twin Pump

Clarke MIG WELDERS
 Quality machines from Britain's leading supplier
 See online for included accessories
GAS, TIPS, SHROUDS & WIRE IN STOCK

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£189.98	£227.98
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£289.00	£346.80
175TECM Turbo	30-170	£449.00	£538.80
205TE Turbo	30-185	£489.00	£586.80

FROM ONLY £189.98 EXC.VAT
£227.98 INC.VAT

Clarke NO GAS/GAS MIG WELDERS
 • Professional type torch with on/off control
 • Thermal overload protection
 • Turbo fan cooled
 • Easy conversion to gas with optional accessories

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

MIG145

*no gas only

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£119.98	£143.98
MIG 145	35/135	£169.98	£203.98
MIG 196	40/180	£219.98	£263.98

Clarke NO GAS/GAS MIG WELDERS
 • Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY £199.98 EXC.VAT
£239.98 INC.VAT

151EN

MODEL	AMPS	EXC.VAT	INC.VAT
105EN	30-100	£199.98	£239.98
151EN	30-150	£219.98	£263.98
130EN	30-130	£234.99	£281.99
160EN	30-150	£274.99	£329.99

Clarke JUMP STARTS
 Provides essential home, garage and roadside assistance
 • Integral work light
 • 910 includes air compressor
 • Long life battery

MODEL	STARTING BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400	900	£59.98	£71.98
JS1100	500	1100	£64.99	£77.99
910	400	900	£69.98	£83.98
JS1100C	500	1100	£76.99	£92.39
4000	700	1500	£124.99	£149.99
JS12/24	1000	2000	£149.98	£179.98
JS12/24Li	600	1200	£179.98	£215.98

Clarke ARC WELDERS
 For home user, automotive and industrial applications.

FROM ONLY £57.99 EXC.VAT
£69.99 INC.VAT

MIG145

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£57.99	£69.99
EA165	65-160	£69.98	£83.98
115N	30-110	£69.98	£83.98
EA200	60-200	£96.99	£116.39
160N	40-150	£74.99	£89.99
190N	50-185	£99.98	£119.98
235TEN#	40-210	£159.98	£191.98

Clarke ARC ACTIVATED HEADSHIELDS
 • Activates instantly when Arc is struck
 • Protects to EN379
 • Suitable for arc, MIG, TIG & gas welding

PRICE CUT
 FROM ONLY £37.99 EXC.VAT
£45.99 INC.VAT

GWH4

Clarke MICRO JUMP STARTS
 Ideal for starting cars, charging phones, etc.

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

JSM200

MODEL	START BOOST	PEAK BOOST	EXC.VAT	INC.VAT
JSM200	200A	400A	£49.98	£59.98
JSM300	300A	500A	£64.99	£77.99
JSM350	350A	500A	£84.99	£101.99

Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS
 Keep batteries in top condition over a long period

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

CB09-12

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

Clarke CAR RAMPS
 • Lift cars safely and quickly
 • Tough angled steel construction

FROM ONLY £27.99 EXC.VAT
£33.59 INC.VAT

CR2

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

Clarke ARC / TIG INVERTER WELDERS
 • Efficient inverter technology
 • Variable output current

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

AT165

MODEL	MIN/MAX OUTPUT CURRENT	ELECTRODE DIA. (MM)	EXC.VAT	INC.VAT
AT133	10A-130A	2.5/3.2	£129.98	£155.98
AT135	10A-130A	2.5/3.2	£169.98	£203.98
AT162	10A-160A	2.5/3.2/4.0	£149.98	£179.98
AT165	10A-160A	2.5/3.2/4.0	£199.98	£239.98

Clarke 12V BATTERY CHARGERS
 For lead acid batteries
 • Automatic charger
 • maintains optimal charging condition

FROM ONLY £17.99 EXC.VAT
£21.59 INC.VAT

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
LA4	4	£17.99	£21.59
LA6	6	£19.98	£23.98
AC80*	8	£33.99	£40.79

Clarke HIGH FREQUENCY BATTERY CHARGERS
 HFBC12/24
 • Microprocessor provides appropriate charging rate
 • Variable current output for quick, medium or trickle charge

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

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

Clarke INDUSTRIAL AIR COMPRESSORS
 Top quality belt driven air compressors for industrial & commercial users inc; garages, factories, workshops and farms. 10 bar/150psi max working pressure

FROM ONLY £399.00 EXC.VAT
£478.80 INC.VAT

XEV16/100

MODEL	AIR DISP. CFM	MOTOR (HP)	AIR RECEIVER	EXC.VAT	INC.VAT
XEV11/100(OL)**	9	2	100ltr	£399.00	£478.80
XEV16/100**	14	3	100ltr	£419.00	£502.80
XEV16/150**	14	3	150ltr	£449.00	£538.80
XEV16/200(OL)**	14	3	200ltr	£519.00	£622.80
XEV16/150(400V)**	14	3	150ltr	£529.00	£634.80
XE18/200(OL)*	18	4	200ltr	£579.00	£694.80
XE19/200(OL)*	18	4	200ltr	£619.00	£742.80
XE26/200*	23	5.5	200ltr	£719.00	£862.80
XE37/270(OL)*	36	2x4	270ltr	£1149.00	£1378.80

Clarke HYDRAULIC PRESSES
 PROFESSIONAL QUALITY
 Built for tough daily use in automotive/industrial workshops

* Available with/without 7 pce pin, bracket & pressing plate kit
 † Adjustable polycarbonate safety screen # Economy model

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

CTJ3000G

MODEL	EXC.VAT	INC.VAT
4 tonne bench#	£139.98	£167.98
10 tonne bench*	£198.00	£237.60
12 tonne floor**	£259.00	£310.80
20 tonne floor	£349.00	£418.80
30 tonne floor†	£698.00	£837.60
50 tonne floor†	£1379.00	£1654.80

Clarke AXLE STANDS
 • Ratchet action for quick height adjustment
 • Sold in pairs

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

CTJ3000G

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX2TF	2	235-360mm	£12.99	£15.59
CAX3TP	3	325-490mm	£21.99	£26.39
CAX-3TBC	3	300-430mm	£23.99	£28.79
CAX6TP	6	333-500mm	£28.99	£34.79
CAX-6TBC	6	400-615mm	£34.99	£41.99
CAX3TA*	3	295-395mm	£49.98	£59.98
CAX10TP#	10	450-750mm	£86.99	£104.39

Clarke BATTERY CHARGERS/ ENGINE STARTERS
 • Ammeter
 • Multi-position charge regulator
 • Overload protection on charging cycle

FROM ONLY £64.99 EXC.VAT
£77.99 INC.VAT

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
BC130C	15/120	£64.99	£77.99
BC190	38/180	£94.99	£113.99
BC210C	25/200	£109.00	£130.80
BC410E	35/400	£129.98	£155.98
WBC180	35/180	£139.98	£167.98
BC205N	30/200	£179.98	£215.98
WBC240	45/240	£159.98	£191.98
WBC400	60/350	£199.00	£238.80

Clarke WORKSHOP AIR TOOLS
 PGF14
 FROM ONLY £26.99 EXC.VAT
£32.39 INC.VAT

CAT131

FROM ONLY £64.99 EXC.VAT
£77.99 INC.VAT

HEAVY DUTY

Clarke ELECTRIC BELT DRIVEN AIR COMPRESSORS
 Super range of belt driven air compressors, ideal for powering all commonly used air tools & spray equipment.

FROM ONLY £289.00 EXC.VAT
£346.80 INC.VAT

BOXER 14/150

MODEL	CFM	HP	RCVR	EXC.VAT	INC.VAT
RACER 9/50P*	9	2	50ltr	£289.00	£346.80
RACER 9/100P#	9	2	100ltr	£339.00	£406.80
BOXER 14/50P O/L*	14	3	50ltr	£329.00	£394.80
BOXER 14/100P O/L	14	3	100ltr	£389.00	£466.80
BOXER 14/150 O/L#	14	3	150ltr	£399.00	£478.80
BOXER 14/200 O/L	14	3	200ltr	£499.00	£598.80

Clarke 2/3 TONNE TROLLEY JACKS
 FROM ONLY £27.99 EXC.VAT
£33.59 INC.VAT

CTJ3000G

JACKS ALSO IN STOCK UP TO 5 TONNE

MODEL	TYPE	TONNE	EXC.VAT	INC.VAT
CTJ2L	Long	2	£27.99	£33.59
CTJ200LPB	DIY Low Profile 2		£32.99	£39.59
CTJ2250Q	Quick Lift 2.25	2.25	£34.99	£41.99
CTJ2250LP*	Low Profile 2.25	2.25	£39.98	£47.98
CTJ3000GB	Pro Garage 3	3	£79.98	£95.98
CTJ3000QB	Quick Lift 3	3	£84.99	£101.99
CTJ300LG	Pro Instant Lift 3	3	£94.99	£113.99
CTJ3000G	Pro Garage 3	3	£99.98	£119.98
CTJ20LP	Low Quick Lift 2	2	£114.99	£137.99
CTJ1500QULP	Ultra Low Quick Lift	1.5	£156.99	£188.39

Clarke CORDED IMPACT WRENCHES
NEW
 CEW1100

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

710 Nm

• Ideal for garage mechanics

Clarke FUEL TRANSFER PUMPS
 • Ideal for dispensing diesel, light fuel oils or refueling vehicles

FROM ONLY £149.98 EXC.VAT
£179.98 INC.VAT

MODEL	MOTOR	MAX FLOW	EXC.VAT	INC.VAT
DFT12	12V	40l/min	£149.98	£179.98
DFT24	24V	40l/min	£149.98	£179.98
DFT230	230V	56l/min	£189.98	£227.98

Clarke ENGINE STANDS
 • Rotates through 360°
 Fully tested to proof load

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

CES680F

MODEL	CAPACITY	EXC.VAT	INC.VAT
CES340	340kg	£44.99	£53.99
CES450	450kg	£64.99	£77.99
CES560	560kg	£74.99	£89.99
CES680F	680kg	£99.98	£119.98

Clarke AUTOMOTIVE WHEEL DOLLY SET
 AWD1
BIG 3" CASTORS
 FROM ONLY £44.99 EXC.VAT
£53.99 INC.VAT

• Four non-marking castors for easy movement in confined spaces
 • Heavy duty steel construction - load rating 500kg per dolly

Clarke ALUMINIUM RACING JACKS
 • Quick lift
 • Non-marking nylon wheels
 • Rubber contact pad - helps protect vehicle undersides

FROM ONLY £94.99 EXC.VAT
£113.99 INC.VAT

CTJ1250AB

LOW ENTRY ONLY 85MM

MODEL	LIFTING CAP.	EXC.VAT	INC.VAT
CTJ1250AB	1.25T	£94.99	£113.99
CTJ1800A	1.8T	£159.98	£191.98
CTJ2500QLG*	2.5T	£149.98	£179.98

Clarke CIR18LIC
18V 1/2" BRUSHLESS IMPACT WRENCHES
 • 3 forward and reverse gears

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

powered by Li-Ion

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

Clarke LCD INSPECTION CAMERA WITH 9mm LENS
 • 4 LEDs and 5 brightness settings
 • 1m long, flexible camera probe
 • Inc mirror, magnetic pick up and hook attachments

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

CIC2410

Clarke CRANES
BEST SELLER
 FROM ONLY £139.98 EXC.VAT
£167.98 INC.VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CFC100	1 ton fold	£164.99	£197.99
CFC1000B*	1 ton fold	£139.98	£167.98
CFC2000B	2 ton fold	£199.00	£238.80
CFC1000LR	1 ton long reach	£219.00	£262.80

Folding and fixed frames available
 Robust, rugged construction
 Overload safety valve

Clarke TOOL CHEST AND TOOLS
PACKAGE DEAL
 FROM ONLY £269.98 EXC.VAT
£323.98 INC.VAT

329 HAND TOOLS

• This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet
 • Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

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

FULL RANGE OF ACCESSORIES IN STOCK
£1069.00 EXC.VAT
£1282.30 INC.VAT

• 430mm between centres
 • Compound slide with 4 way tool post
 • Power feed screw cutting facility
 • Forward/reverse lathe operation
 • Clutch for independent mill/drill operation

Floor Stand Including Suds Tray
 £179.00 Exc. VAT/£214.80 Inc. VAT

BUY NOW SPREAD THE COST

- Over 12, 24 or 36 months
- Purchases over £300
- 12.9% APR, 10% Deposit*

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Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195

FROM ONLY £219.00 **EXC.VAT**
£262.80 **INC.VAT**

CAN DRAW OWN WATER

Honda & Diesel engine models in stock

MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£219.00	£262.80
Tiger2600	170/2465	4	£289.00	£346.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195	186/2698	6.5	£439.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

Clarke JETSTAR PRESSURE WASHERS

Makes easy work for washing vehicles, patios, stonework, etc.

210 Bar 3045 psi

• JET7500, 8500 & 9500 include hose reel

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

Clarke GARAGES/WORKSHOPS

NEW RANGE **FROM ONLY £229.00** **EXC.VAT**
£274.80 **INC.VAT**

IDEAL ALL-WEATHER PROTECTION

BRIGHT WHITE INTERIOR

LENGTH UP TO 24'

• Ideal for use as a garage/workshop
• Extra tough triple layer weatherproof cover
• Heavy duty powder coated steel tubing
• Ratchet tight tensioning

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIG81015	4.5 x 3 x 2.4M	£229.00	£274.80
CIG81020	6.1 x 3 x 2.4M	£289.00	£346.80
CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£339.00	£406.80
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80

Clarke PARTS WASHERS

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

PARTS WASHER FLUID FROM £5.99 INC.VAT

MODEL	TANK CAP.	TYPE	EXC. VAT	INC. VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke PRESSURISED SANDBLASTERS

• Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

CP5B100B

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

MODEL	TANK VOLUME	FLOW RATE	EX. VAT	INC. VAT
CP5B100B	32 litre	6-25 cfm	£139.99	£167.99
CP5B200B	63 litre	6-25 cfm	£169.99	£203.99

Clarke CAR CREEPERS

• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

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

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CMC36	Car creeper	£22.99	£27.59
CMC40	With tool storage	£36.99	£44.39
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

Clarke PRO 7" SANDER/POLISHER

CP185

• Includes backing pad and wool polishing bonnet.
• 1200W motor
• Variable speed

FROM ONLY £69.98 **EXC.VAT**
£83.98 **INC.VAT**

Clarke ABRASIVE CUT OFF SAWS

• Fast accurate cutting of ferrous metals • Tough steel guard & base
• Adjusts 0-45° for angled cutting

FROM ONLY £109.98 **EXC.VAT**
£131.98 **INC.VAT**

CCO14C

MODEL	ROUND PROFILE	EXC. VAT	INC. VAT
CCO14C	115mm	£109.98	£131.98
CCO14B	100mm	£139.98	£167.98
CON14	125mm	£139.98	£167.98

Clarke TAP & DIE SETS

High quality tungsten steel

Supplied in metal storage case (except 16pce)

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

Clarke ANGLE GRINDERS

MODEL	DISC (MM)	MOTOREX. VAT	INC. VAT
CAG800B	115	800W £24.99	£29.99
CON1150	115	1150W £27.99	£33.59
CON115	115	1010W £36.99	£44.39
CAG2350C	230	2350W £52.99	£63.59

Clarke DRILL PRESSES

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

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

CDP152B

B = Bench mounted
F = Floor standing

MODEL	MOTOR (W)	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£66.99	£80.39
CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£149.98	£179.98
CDP202B	450 / 16	£189.00	£226.80
CDP452B	550 / 16	£229.00	£274.80
CDP10B	370 / 12	£198.99	£238.79
CDP352F	550 / 16	£229.00	£274.80
CDP502F	1100 / 12	£499.00	£598.80

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £8.99 **EXC.VAT**
£10 **INC.VAT**

*Telescopic Range

MODEL	JACK CAP.	HEIGHT (mm)	EXC. VAT	INC. VAT
CBJ2B	2	148-276	£8.99	£10.79
CBJ3B	3	180-350	£13.99	£16.79
CBJ5B	5	185-355	£15.99	£19.19
CTBJ5*	5	220-495	£54.99	£65.99
CBJ8B	8	190-365	£18.99	£22.79
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IG950B	1.1	1.5	£159.98	£191.98
PG2500	2.2	6.5	£179.98	£215.98
PG3800	3	7	£239.98	£287.80
PG3800DV	3	7	£269.00	£322.80
PG6500DVES	5.5	13	£499.00	£598.80

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CBG6RSC	HD	150mm	£54.99	£65.99
CBG6S#	PRO	150mm	£54.99	£65.99
CBG6RW	HD	150mm	£59.98	£71.98
CBG8W*	(wet)	150/200mm	£56.99	£68.39

MODEL	MAX OUTPUT	WEIGHT KG	EXC. VAT	INC. VAT
IG950B	800W	9.3	£179.98	£215.98
IG1200B	1100W	12.4	£249.98	£299.98
IG3500F	3400W	35	£329.00	£394.80
IG2000B	1800W	19.4	£349.98	£419.98
IG2200	2200W	26.6	£389.00	£466.80

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MODEL	CAPACITY	EXC. VAT	INC. VAT
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Land Rover 88 Lightweight
Morgan Plus 4 LHD
Range Rover Convertible suffix B



Beautifully restored DB MkIII first found life in South Africa



Interior successfully blends old and new including fresh carpets



Engine performs seamlessly and its finish is first class

1958 Aston Martin DB MkIII £229,950

With a restorative outlay of over £87,000, this Aston DB remains in tip-top fettle, says **Ross Alkureishi**

First sold to a Mr RH Jacobs of Johannesburg in 1958, this DB MkIII stayed in South Africa until 2000 when it was first UK registered by its current owner.

During his time it has had a three-phase restoration (initially by Tim Stamper, Penrith and later by current vendor Trevor Farrington), which has been fully detailed in the history file, including all UK MoTs and receipts for parts and work.

Pre-2001 a new brake master cylinder was fitted, along with a stainless-steel exhaust and uprated electric fan. Between 2001 and 2009 the wiring harness was replaced, the radiator re-cored, fresh track-rod ends fitted and the braking system rebuilt. The Tickford-built body received a bare metal repaint in 2009 and the interior a partial retrim, with suspension components refurbished and dynamo, starter and distributor overhauled between 2011 and 2013. During this phase, the engine and gearbox were rebuilt, and the fuel system overhauled.

The body is beautiful, with perfectly matched blue paint all round and straight flanks with tight panel shutlines. Chrome

is largely excellent, with no marks on either bumper. Door handles and wheel spinners have minor pitting, but it's really gentle patina. At the restoration finish, tyres were replaced with Avon 185/R16 93s, which are showing lots of tread. The painted wire wheels are still in excellent nick.

Underbonnet attention to detail is first class. Braided steel fuel and brake pipes have been fitted all round, and the twin SU carburettors and inlet manifold black enamelled. The chassis is similarly smart with the paint still looking fresh. There's no corrosion visible on the underside, but the underseal is lightly cracking and would benefit from a refresh.

The interior is a pleasing combination of old and new. The leather seats have a lovely patina and remain well fed, the cream headlining looks like new, as do carpets (dark blue, piped dark blue) and the painted dashboard is scratch-free.

On the road the DB MkIII is discretion personified, only raising eyebrows with its induction snort under heavy throttle. The whole package is wonderfully tight and drives majestically; there's no steering slop and the straight-six pulls cleanly through the revs. The gearbox changes crunch-free,

although non-synchro first gear requires a double de-clutch. Brakes are good, as befits a totally overhauled system, and having covered 18,000 miles since 2000, the car has seen reasonable yearly service and use.

The suspension is generally without issue, although front dampers are a little bouncy over road imperfections; however, this will be investigated and rectified. On a hot day (29 degrees), the Aston didn't miss a beat with water temperature a steady 85 degrees and oil pressure around 35psi.

Compared to later variants, the DB2/4 offers a more cost-effective route into classic Aston Martin ownership, and arguably it gives a sportier drive. This appears to be a fine example, ready to give decades of sterling service.

CHOOSE YOUR ASTON MARTIN DB2

- ▶ DB2 was launched in 1948 with a twin-cam 105bhp straight-six; chassis developed from the 2-Litre Sport's. Initial saloon was followed by a drophead coupé in 1949. Optional Vantage engine from 1950 gave 120bhp (later 125bhp).
- ▶ MkI DB2/4 had plus-two rear seats thanks to a higher roofline. Vantage engine was standard. 3.0-litre unit increased power to 140bhp in 1954.
- ▶ MkII DB2/4 from 1955 had reprofiled rear wings, stronger rear axle. Notchback hardtop arrived.
- ▶ 2/4 model designation was dropped in 1957 with the new arrival named DB MkIII. Tadek Marek-redesigned 3.0 engine made 162bhp, or 202bhp in Vantage guise. Reshaped radiator grille was an elegant foretaste of DB4. Borg-Warner automatic available from 1959.

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1958 Aston Martin DB MkIII

Price £229,950 **Contact** Trevor Farrington, Knutsford, Cheshire (01565 722151, trevorfarrington.co.uk) **Engine** 2922cc in-line six-cylinder, dohc **Power** 162bhp @ 5500rpm **Torque** 180lb ft @ 4000rpm **Performance** Top speed: 120mph; 0-60mph: 9.3sec **Fuel consumption** 18mpg **Length** 4356mm **Width** 2515mm



Smart Alvis drophead comes with plenty of history



Seats, dashboard and carpets impress



Engine bay tidy-up would boost appeal

1962 Alvis TD21 DHC £74,995

Glorious Alvis boasts restored bodywork, a full service and a factory-fitted automatic gearbox, **Mike Renaut** checks it out.

This Alvis looks smart, with smooth and shiny paint over straight bodywork boasting excellent panel gaps. In the extensive history file are the original logbook and period owner's manual. A stack of bills, invoices and letters, some going back to 1972, suggest the car has been well looked after. New carpet and door trims, cylinder head gasket and gearbox mounts were fitted in 2015. Exhaust manifolds were replaced, along with the boot seal and front dampers. Paint and bodywork renovation was done by marque specialists between 2000 and 2002 as part of a comprehensive cosmetic restoration that included a new mohair hood. A complete rewire with new loom was undertaken in 2001. Much of the trim including bumpers was rechromed too. Chassis and sills were structurally repaired, while several older welds were further improved. Body repairs were evidently finished in lead and photos are included. The owner kept a running cost total that had exceeded £41,000 by that point. Close inspection reveals the bodywork's minor blemishes that are consistent with use.

Mechanically all is well. A marque specialist carried out a 3000-mile service with full inspection and 100-point check in 2017, and invoices reveal some £8700 was spent during the year. The need for new top wishbone mounting rubbers was noted but no flaw was apparent during our test drive. Though not legally required, the car was MoT'd in March 2018.

The cold engine fires willingly and idles smoothly at an indicated 750rpm. There is no smoke or fluid leaks and temperature and oil pressure gauges seem normal. The engine bay would benefit from a clean and some paint - notably on the bulkhead and airbox - but nothing appears to need attention. An adjustable Kenlowe electric fan is mounted in front of the radiator. All four Michelin radials have sufficient tread.

The non-powered steering feels heavy at low speeds but lightens noticeably on the move, while the brakes halt the Alvis far better than expected. The car also boasts the optional Borg Warner three-speed automatic. The gear selector is positioned below the period MW/LW radio, and the auto makes this a very relaxing drive with gear changes all but imperceptible. Reverse also engages without jolts or bangs.

The convertible top, including plastic rear window, is in great condition - just minor exterior scuffs and some headlining marks. The folding mechanism and rear passenger courtesy light operates perfectly, and there's a clip-on tonneau. The mellowed grey leather interior has no tears or obvious wear, the rear seat looks new and there are front inertia reel seatbelts. The wood dashboard, door caps and carpet are decent, though the boot carpet is worn.

The condition and driving impresses. It's only let down by a dusty and messy engine bay, but a few cable ties a good polish there would result in an extremely nice example.

CHOOSE YOUR ALVIS T

- ▶ The Alvis Three Litre TD21 was launched in 1958 with sports saloon or drophead coupé bodies produced by Park Ward. It was a revised version of the Willowbrook-built TC108G (G for Graber, the Swiss designer).
- ▶ From 1959 all-drum brakes changed to front discs and rear drums. Overdrive available on four-speed manual between late 1960 and 1962.
- ▶ April 1962 saw the introduction of four-wheel Dunlop disc brakes for the Series II. Front foglamps recessed into front panel within the circular air intakes for carburettors and heater. Revised rear numberplate surround.
- ▶ October 1962 heralded a switch to a five-speed manual ZF gearbox, with the Borg-Warner automatic still an option.
- ▶ TD21 was replaced by the TE21 in 1963 with twin stacked headlamps. TF21 followed in 1966 with triple carbs and 150bhp.

1962 Alvis TD 21 Three Litre Drophead Coupe

Price £74,995 **Contact** Fender Broad Classic Cars, Chateau Impney, Worcestershire, (07794 477785, fenderbroad.com) **Engine** 2993cc, inline 6-cyl, OHV **Power** 115bhp @ 4000rpm **Torque** 152lb ft @ 2500rpm **Performance** Top speed: 103mph; 0-60mph 13.0sec **Fuel consumption** 21mpg **Length** 4788mm **Width** 1676mm

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JAGUAR E-TYPE V12 2+2 1972: Signal Red with Beige hide interior. Chromium wire wheels. Manual gearbox. Original UK supplied RHD example that was fully restored by XK Engineering many years ago and maintained to the highest standards since. Previously supplied by ourselves and known to us since 1997.



JAGUAR XJ'R' 4Ltr SUPERCHARGED (X-308) 2000: Anthracite with Cream hide interior. 18" 'Asteroid' alloy wheels. Two private owners. 17,000 miles only from new. Wood & leather steering wheel. Figured Walnut wood trim. De-chromed window surrounds. Exceptionally smart and ultra-rare as a Supercharged car **£17,500**



MERCEDES-BENZ CLK240 AVANDGARDE CABRIOLET 2004: Iolite Blue with Anthracite & dark blue hide interior. Black power soft-top. 17" alloy wheels. Parktronic. One family owned. 20,000 miles only from new. Full Mercedes-Benz service history **£9,995**

JAGUAR XK 140 ROADSTER 1955: Old English White with black hide interior and weather equipment. Silver wire wheels. Manual gearbox. Front disc brake upgrade. Original US supplied car that returned to the UK in the late 1980's.....**Expected shortly**

JAGUAR XK 140 FHC 1955: Old English White with Blue-Grey hide interior. Chromium wire wheels. Manual/overdrive. Front disc brake upgrade and some other useful modifications for ease of motoring. Previously supplied by ourselves..**Expected shortly**

JAGUAR SOVEREIGN 4.0 Ltr (X-300) 1994: Kingfisher Blue with Doeskin hide interior. 16" 'Kiwi' alloy wheels. Three owners. 31,000 miles only from new. Air conditioning, cruise control and other usual Sovereign refinements plus Harman Kardon stereo, polished stainless finishes to the window surrounds and chromium door mirrors and rear lamp units.....**£10,995**

JAGUAR XJ8 4 Ltr (X-308) 2000: Pacific Blue with Ivory hide interior. 16 inch 'Starburst' alloy wheels. Jaguar Cars plus two private owners. 28,000 miles only from new. Full service history. Wood & leather steering wheel. Stainless steel window surrounds. Rare 4 Ltr example**£10,995**

JAGUAR XJ8 3.2 Ltr EXECUTIVE (X-308) 2001: Mistral Blue with Oatmeal hide interior. 16" 'Starburst' alloy wheels. One lady owner. 26,000 miles only from new. Air conditioning and other usual 'Executive' refinements including park-assist **£10,995**

JAGUAR XJ8 SE 4.2 Ltr (X-358) 2003: Frost Blue with Dove Grey hide interior. 18" 'Tuscan' alloy wheels. One owner. 22,000 miles only from new. Full Jaguar service history. Wood & leather steering wheel and all other usual SE refinements**£14,995**

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MGA looks brand new thanks to a full, in-depth rebuild



Beige interior was new in 2016 and is in great condition



MGA features the smaller engine but accelerates well

1957 MGA 1500 £34,995

If it's an exceptional MGA 1500 you seek, this completely rebuilt example looks and drives like brand new says **Mike Renaut**

Extensive files of history accompanying this 1957 MGA show it was originally exported to the US, then returned to the UK around 1989 as boxes of parts with all import duties paid. Originally left-hand drive, it was converted to right hand using new components as part of an in-depth restoration by its then owner. That project stalled in the late Nineties and the car was garaged until 2015, when it was sold and work began again.

In the past three years it has been completely rebuilt including a bare-metal respray and virtually every component has been refurbished or replaced, down to the ignition key. With fewer than 100 miles on the zeroed odometer, it is said the car was put up for sale because the owner wanted to buy another desirable vehicle.

Photographic evidence as well as stacks of receipts trace a high standard, body-off restoration with the rebuilt chassis receiving new suspension and brakes. The engine, differential and four-speed gearbox were also rebuilt. The only digressions from originality are electronic ignition and an unleaded cylinder head.

The body boasts perfect panels with high quality paintwork that is smooth and appears blemish free. To really nit-pick, we noted the new boot rubber has made the bootlid sit slightly proud of the body and it sometimes needs a slam to close properly. Every other panel is perfectly aligned with all gaps even; the whole car gleams and even the underside appears factory fresh.

The beige interior, entirely new in 2016, is in excellent condition with no scuffs or marks spotted. MG-branded floor mats are fitted; the boot carpet appears perfect, as does the spare tyre. The soft-top is matched to the upholstery colour and similarly in as-new condition. No seatbelts or radio are fitted, but the original specification radio and speaker blanking plates are installed.

Those original steel wheels are unmarked and shod with new Kelly tyres. The hubcaps, along with all the shiny trim, look like new. Bumpers were rechromed to a high standard and the grille is a new part. It's the same story under the bonnet - an immaculate engine bay with virtually every piece looking brand new and no leaks. There's not even a layer of dust.

It drives like a brand-new MGA - there are no squeaks or rattles to be heard,

and all controls feel tight and operate perfectly. The four-speed gearbox, with synchromesh on all but first gear, is precise and the clutch is light. The MG accelerates well, considering it's the smaller-engined version and brakes just as nicely. The steering is light even at low speeds and very responsive. All the rebuilt dashboard instruments have been calibrated by a specialist so there are no jittering needles. New wiring and Halogen headlamps are fitted, and the original flashing red brake light indicators are retained.

The vast majority of this MGA is little more than two years old and it has to be among the best examples currently available. If you're in the market for an A, put it on your list of cars to inspect.

CHOOSE YOUR MGA

- ▶ MGA Roadster launched in 1955, followed a year later by the Coupé, boasting lockable doors and wind-up windows. The 1489cc engine had 68bhp but was soon updated to 72bhp.
- ▶ Twin Cam of 1958 featured a 1588cc B-series engine with 108bhp, Dunlop wheels with knock-off spinners, four-wheel disc brakes and updated sliding Perspex windows. 2111 sold.
- ▶ In 1959 MGAs received front disc brakes, 80bhp 1588cc engine with overhead valves, combined front indicator/sidelights, separate rear brake lights and indicators. Badged 1600.
- ▶ 1961 MkII had 90bhp 1622cc engine, close-ratio gearbox, inset front grille and Mini tail lights. About 400 were made and dubbed Deluxe.
- ▶ Production ends in 1962; 101,081 MGAs built.

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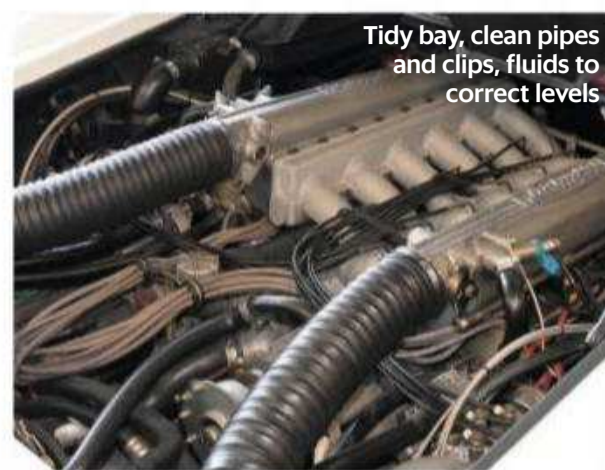
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1957 MGA 1500

Price £34,995 **Contact** Beaulieu Garage, Hampshire (01590 612999, beaulieugarage.co.uk) **Engine** 1489cc in-line ohv four **Power** 72bhp @ 5500rpm **Torque** 77lb ft @ 3500rpm **Performance** Top speed: 98mph; 0-60: 16sec **Fuel consumption** 27mpg **Length** 3962mm **Width** 1473mm



1987 Lamborghini Countach £289,000

One of the first side-strake 5000qvs, this US market low-miler is now in European specification. [Paul Hardiman](#) investigates

Bought from Bonhams' Scottsdale auction in January 2016, this side-straked Countach was shipped to the UK where the new owner spent £30,000 on it. Some £14,000 of this was for a bare-metal respray in the original *Bianco Polo Park*, which included filling the holes for the federal side-marker lights. At some point before that the American impact bumpers had been removed (or never fitted) and replaced with Euro-spec items.

Originally supplied to Illinois, by 1995 it had covered just more than 8000 miles when sold to a collector who kept it in a climate-controlled environment for 15 years. It had covered 34,301km when it left the US and was reading 34,395 on this test.

It presents very well, with no scuffs under the chin and just one blemish in the paint – a crack on the right front corner. The black jointing between the body panels has been redone, and the mastic windscreen sealing is neater than most. The telephone-dial alloys have been refurbished and are wearing 10-year-old P Zeros. The space-saver spare has never

been used, and all the tubular structure up front appears straight and undamaged. There are no scrapes underneath.

Inside, the re-Connollised leather has light creasing to the seats and the sill trim is slightly worn. The dash covering is commendably flat, the headlining perfect. The right door seal is rather tired; the left is better, but there is wear to the leather under the air vent.

Mechanically it has been checked by Autofficina of Epsom, and the motor is tidy, with clean pipes and clips. Fresh fluids are to the right levels. The exhausts are in good shape. There is a recent £700 bill to correct a burnt circuit board that was denying power to the fuel pumps.

It's a heavy old thing in West London traffic, reminding you of its analogue ancestry, but it is manageable. It is also recognised by everyone, including the modern Lamborghini driver who pulled alongside and gave us an exhaust crackle. Nothing so crass here, just a thunderous roar from the V12 and stonking, honest performance. Clutch and gearchange are heavy and the brakes slightly long of travel – all completely normal. Everything works well and there are no rattles from the

front end and no play in the steering. Oil pressure reads 8bar at 80 deg C with the oil temperature just coming off the stop, volts are 13. Even the aircon works.

You wind your own windows, so no electrics to worry about, and there's better rear view than with a carburettor car because the engine lid is flat.

The asking price reflects what it fetched in the US, plus shipping and import and the cost of bringing it up to scratch. Sold with its original tool roll but little paperwork, this is essentially a UK V5C with the bills generated since it arrived in the UK, plus a new MoT and 12-month warranty.

CHOOSE YOUR COUNTACH

- ▶ Following the Gandini-designed concept's appearance at the 1971 Geneva Motor Show, the Paolo Stanzani-productionised 'Periscope' Countach LP400 launched in 1974 with claimed 375bhp 3929cc V12 from Miura, five-speed 'box.
- ▶ In 1978 the LP400S had wider Pirelli tyres designed for the Countach that necessitated wheelarch flares. A more realistic 350bhp was claimed. First sighting of flying V rear wing. From third series, ride height raised 75mm.
- ▶ Name changed to LP500S in 1981 to reflect the 4754cc V12's arrival with 400bhp.
- ▶ 1985's LP5000 Quattrovalvole (610 built) had 5167cc 48-valve V12 and 449bhp. Carburettors moved to top of engine, fuel injection for US cars (66 built). Strakes in sills for '88 model year.
- ▶ Countach 25th Anniversary in 1989 had larger air scoops and repositioned radiators for better cooling. Protruding rear bumper too.
- ▶ Production ended in 1990 with 2049 built.

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1987 Lamborghini Countach 5000qv

Price £289,000 **Contact** Chelsea Cars International (020 8870 9977, chelseacars.com) **Engine** 5167cc four-cam aluminium V12, Bosch KE-Jetronic fuel injection **Power** 420bhp @ 7000rpm **Torque** 341lb ft @ 5000rpm **Performance** Top speed: 183mph; 0-60mph 4.8sec **Fuel cons.** 15mpg **Length** 4480mm **Width** 2000mm

BEAULIEU GARAGE



1951 Land Rover
£24,995

Land Rover Series 1 80" with the very rare alloy bulk head. Recently gone through a very sympathetic rebuild using many new parts, we are delighted to offer this quite rare and unique Series 1 80" Land Rover. Finished in non metallic Land Rover Green with new green trim and a new full Khaki canvas hood. Comes with Heritage certificate. This home market Land Rover was supplied new by Caffyns of Maidstone, Kent on 18th December 1951 and only showing 6 owners from new. We are selling this on Commission for one of our regular customers hence the very attractive price.



2001 Jaguar XKR
£17,995

Beaulieu Garage again have a beautiful example of this Jaguar XK8 Stratstone edition Auto Super Car. 2001 Y reg covering only 55000 miles from new with 14 Lancaster Sevenoaks Jaguar stamps and just 3 owners. This is a magnificent example finished in Silver metallic complemented with Ivory hide and matching hood cover, Burr Walnut dash and steering wheel, driving this car is really something very special indeed.



1995 Aston Martin
£26,995

1995 N Aston Martin DB7 Automatic finished in Brecon Metallic with Grey Connolly hide. Covering just 41000 miles with Full Aston Martin History so much history in fact a 2nd book has had to be used to accommodate the 21 Aston Martin stamps and 3 specialist stamps, the car is fully equipped with all the normal Aston Martin refinements and this exquisitely presented car is truly a Gentleman's sports car. It also comes with the registration number of N7CMS to add just a little more class.



1956 MGA
£29,995

1956 MG A Roadster, Red with Black leather piped red upholstery. Again here at Beaulieu Garage we have another magnificent MG A Roadster. An older restoration, a lot of work has gone into this car to bring it up to the standard. Runs and drives perfectly as it should, the car comes complete with photos and original buff log book. Priced very attractively.



1957 MGA 1500 Roadster
£22,995

Red with Black red piped leather upholstery, this car has been upgraded with the fitting of a 5 speed gearbox, Fast Road Cam, Unleaded Head, and stainless steel exhaust. Although not showroom condition it is a very presentable useable classic for you to enjoy or tinker to your hearts content, But if you wish to buy a totally restored example please look at our white car. Sorry the number plate is not included in the sale. A great little way to get on the Classic car ladder. A luggage rack is already fitted to the boot lid and complete weather equipment.



1972 TR6
£26,995

Your chance to own a piece of iconic 70's history! Originally imported from the U.S, this car has been converted to right-hand drive configuration and recently restored back to its original factory colour, French Blue. Complemented by a black trim with matching black hood the car also features factory fitted extras including a heater, laminated windscreen, inertia reel seat belts and tonneau cover. The body restoration was completed by our sister company New Forest Classic Cars which has been fully documented by photographs which will be supplied with sale. The car comes complete with a number of receipts and the original service booklet.



2004 Cobra AK 427
£43,995

Offered for sale we have this magnificent AC Cobra AK427 finished to the highest standard and finished in Jaguar Emerald Green, matching Light green hide, Green carpets with William safety harness and completed with chrome roll over bars. Powered by the legendary Chevy super form 5700cc V8 350ci 300BHP engine with Edlebrook carb Edlebrook rocker covers and chrome engine bay with Getrag 5 speed gearbox, covering just 4295 miles since its build and sits on 17" split rim Halibrand alloys with new Proxes Ti-s tyres.



1982 Porsche 928
£17,995

Obtained from a private collector, this is just one of a selection of cars we have acquired. This Porsche 928 S2 has the ever popular Guards Red exterior and has only covered a desirable 45,000 miles! The car is available with complete Porsche Owner's Pack, Service Records, MOT Test Certificates and various receipts. The car has recently been put through an MOT and been tuned. If you are a keen collector or just starting out, this up-together Porsche 928 S2 will make the perfect addition to any garage.



1973 MG Midget
£9995

This car has recently been unearthed from careful hibernation having been laid up for 17 years. The garage that found it gave it a thorough check-over, service and put it through an MOT. We were impressed at how well it has survived. The panel fit is excellent and the underside is as good as we have seen. A sweet engine gives lively performance and the car handles very well. This car is finished in Harvest Gold with blue interior and comes with hard and soft tops.



1991 XJS
£4995

A future classic in the making, this XJS is presented in silver with a full black leather interior. Although showing as a Category C, there was only damage to the near side front wing and front bumper. Since its arrival with us, sister company New Forest Classic Cars have repaired the damages and made good the paint. All works completed here have been photographically documented. A new MOT will be issued upon sale.



1957 MGA
£34,995

1957 MGA Roadster Red with Beige upholstery. It looks like everything and I mean nearly everything has been replaced on this car it really is beautiful. Just had complete nut and bolt rebuild with perfect panel gaps. This car comes from a private collection with several folders full of bills, invoices old Mot's and a photo album. Here at Beaulieu Garage we are renowned through out the country as being MG specialists and this is probably the finest example we have seen in many a year, and offered at a very staggering low price.



1967 Triumph TR4a IRS
£27,995

Due to our last TR4a IRS being such a popular choice, we drove an 800 mile round trip to bring you yet another example in excellent condition. This desirable TR4a IRS finished in red with a complementing black trim, it sits upon restored chrome wire wheels. Offered for sale with V5C Registration Document, large history file including bills and mot certificates. History file includes an original Thoroughbred and Classic Cars write-up from October 1975. The history file alone makes for great reading!



1991 Porsche 944 S2
£14,995

TA 1991 Porsche 944 S2 in the ever popular Guards Red with a contrasting checked sports trim, featuring all the expected extras including an electric tilt sunroof and mileage of just 84,000 from new. Car is offered for sale with V5C Registration Document, some MOT certificates and its original Porsche service book, owner's guide and driver's manual in its original branded Porsche wallet. The 944 S2 will be supplied with a new MOT upon sale.



1968 MGC
£26,995

1968 MG C GT Night Fire Red Metallic with the correct period black upholstery piped red, sitting on Minilite alloy wheels and fitted with a full length factory fabric sliding sunroof. Introduced between 1967 and 1969 with only 9002 models built. This car was part of a private collection only covering 78115 miles with a full and magnificent folder of bills, invoice and old MOT's. This Gorgeous MG C has undergone a full and thorough rebuild to the highest standard and defiantly stands out from the crowd as being one of the finest available today. Not many left now and offered at a very competitive price.

WANTED

We are keen to acquire similar cars for either outright purchase or on a sale or return arrangement.

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Jaguar E Type V12 1971 2+2 finished in unmarked gleaming signal red with black hide interior, sparkling chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs, this car is just stunning one of the best there is garaged from new £86,500



Jaguar SS100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS100. These cars are very rare only 22 were ever made this is number 12, these cars have over tripled in price in the last few years, because of the investment side of it, plus they drive beautiful, Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming (black tulip) with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels, with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking..... £90A



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeur compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Striux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concours wins in its time. Winning the Rolls Royce Owners Club concours touring P2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment..... £275,500



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



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior, and blue dash and carpets, knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HP, L79 V8. A super looking and breath taking Corvette..... £118,750



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built. finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment..... £85,750



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



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blue, headrests front and rear, magnolia hide headlining, with royal blue top roll dash, glass like finish burr walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armrest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new, this car is totally stunning £18,750



Mercedes Sports 350SL 1980 finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys, this car has only covered 45,000 original miles from new, with full Mercedes history, and all old MOTs, and invoices complete with all original tools, recent full service, garaged from new, this car must be one of the finest to be on offer..... £28,750



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



Mercedes Hearse 1998. Coach built by Colman Milne finished in Masons Black with superb interior, double deck bearer seats, walnut veneer decks, automatic power steering, stereo system, power windows, only two owners and only 79,000 miles. Maintained to a very high standard, drives like new, totally superb, always garaged, limousines to match if required..... £13,750



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



BENTLEY 1956 coachbuilt BY Hooper (Empress Line model). Finished in Gleaming 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 pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website.... £129,500



Range Rover Sport Diesel HSE Dynamic 2015, finished in aruba with black roof, with contrasting interior, full length panoramic roof, power fold away tow bar, 22 inch wheels, side steps, tinted glass, only 28,000 miles, with history just serviced, only two owners, huge spec please call for details, this car is just stunning, could be mistaken for new £49,750



Jaguar E Type 1970 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example £69,750



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



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



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



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



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



Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning.£169,500



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



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 best this is it, just breath taking, more pics on our website. A fine investment£165,750



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



Rolls Royce 20/25 1934, Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example£57,750



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



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment£157,500



Mercedes Sports 420 SL 1989 one of the last of this model, finished in gleaming signal red with superb black hide interior, piped red, rear seats, hard and soft tops, tinted glass, power windows, auto, cd player, alloys, over mats, full service history, this car is just stunning probably one of the finest£39,750



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



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.



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



Jaguar E Type V12 1971 2+2 finished in British racing green with superb black hide interior, headrests, 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£49,750



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.



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



Mercedes 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



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



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



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



Jaguar E Type 1970 2+2 finished in old english white with as new black hide interior piped white, automatic transmission, sparkling chrome wire wheels, with new white band tyres, stereo, complete with all tools, this car has had a recent full engine overhaul, and over the years thousands spent with all invoices, old mot's, original hand book, old tax discs, the history must be seen with this car£68,750



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 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 1973/4, 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



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 overruns, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whiteline tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value. ...£69,750



Corvette Stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP. only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb£119,500



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



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 aerofoyle, 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

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1963 ROVER 110 SALOON-OVERDRIVE 'SEN 269'.
The 'Poor Mans Rolls Royce'!! Burgundy with Dark Red Interior. Superb condition throughout. Originally registered in Manchester in May 63'. Last owner for 14 years. Full Body Restoration some years ago with full photographic record. History file also includes various hand written notes detailing all works during last ownership, Original Buff Log Book. Older Mot's and Tax Disc's. A delightful example looking for its next home. **RHD - £15,995**



1990 FERRARI TESTAROSSA.
UNDER 14,000 MILES FROM NEW!!! Rosso Corsa with Crema - 'the' only colour combination to have! Full service and health check including cam belts just completed. Previous recorded belt changes at; 4,899 miles, 8509, 10,779, 12,256, 13,459, 13,636, 13,692 and 13,696!!!!!! A stunning example of this iconic Supercar. **RHD - £140,000**



1966 TRIUMPH TR4a-SURREY TOP WITH OVERDRIVE.
Triumph Racing Green with Magnolia Interior. Total Restoration some years ago. Last sold by us twelve years ago since when it has been cherished and cared for regardless of cost. Spec. includes; Surrey Top with Hard and Soft Centre Sections, Overdrive. Painted Wire Wheels with Pirelli P6000 Tyres. Walnut Dash. Mota Lita Wood Rimmed Steering Wheel. Inertia Reel Seat Belts. Period Style Rubber Cased Battery, Polybushed Suspension etc. etc. Accompanied by Impressive History File complete with photographic record of rebuild, general invoice's, Mot's, Heritage Certificate and a host of rare and valuable period sales brochures. In Superb overall condition - beautifully presented and detailed throughout. **RHD - £34,995**



1959 AUSTIN HEALEY FROGEYE SPRITE.
Iris Blue with White Hard Top. Totally restored by us, from a bear shell, some 20 years ago ! Subsequently modified to provide the ultimate driving 'Frogeye' by BRDC member. Engine is now 1380cc by Dave wells / SH Engineering, Gearbox - 5 Speed, Suspension uprated with leaf spring lowering kit and adjustable AVO Shocks, Stainless Sports Manifold and Exhaust (Repackable) by Frontline, Bespoke Seats in Navy, also by Frontline. Not one for the purist, but once driven you would never go near a standard Sprite again!! Simply sensational!! **RHD - £34,995**



1997 FERRARI 355 GTS - 6 SPEED MANUAL.
Nero with Magnolia Hide. 3 Owners and 'only' 18,000 from new!!! Full service and health check including belts, just completed. Stunning in every respect. 'The' most desirable 355 model with real investment potential. **RHD - £120,000**



1963 MORRIS 1000 4 DOOR SALOON.
Finished in Clipper Blue with Blue Grey Interior. One Family Owner until 1993. Total Restoration some years ago with Full Photographic Record and still in superb condition throughout after all these years ! "Gladys" has clearly been loved and cherished throughout her life even making an appearance on "Heartbeat" ! A very practical and useable 4 seater family classic with an interesting history now looking for its next 'doting' custodian. **RHD - £6,995**



1964 MORRIS MINI COOPER 1071 S.
Tartan Red with White Cap abd 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**



1972 TRIUMPH GT6 MK3.
Pimento Red with Black Interior. Sold by us to the last owner in 2014. Subject then to a bare metal respray, rechrome etc. costing in excess £9,000 ! Subsequent works include having the seats recovered and constant attention, as and when required, to the remainder of the vehicle.. Used on a regular basis and looked after regardless of cost. Runs and drives superbly. Accompanied by comprehensive history file with original handbook, Invoices and work sheets detailing works as above plus engine and gearbox rebuild, suspension strip and refinish etc. In excellent condition throughout. Becoming increasingly rare and desirable. Waiting to be used and enjoyed once again. **RHD - £13,995**



1990 MINI COOPER 1275.
Red with White Cap.. Last Owner from 20 years !! Three 'lady' owners in total. Full Body and Mechanical rebuild some years ago by TR Enterprises to the highest of standards. Lovingly cared for since and stunning throughout. Engine now 1293 and beautifully detailed. Genuine Minilite Alloy Wheels. A superb example of this rare and appreciating asset. Far from just being another 'average' example. Now awaiting its next custodian. **RHD - £16,995**

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1989 Aston Martin V8 Vantage X-Pack Volante (RHD) 38,500 miles 1 of 79 manual examples



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1965 Jaguar MK10 4.2 (LHD) Stunning example, award winning world class example



1987 Lagonda Series 3 Shooting Brake (LHD) Ultra stylish with incredible history



1997 Bentley RT LWB (RHD) 27,500 miles and 1 of 252 cars



2014 Ferrari F12 Berlinetta (RHD) 9000 miles 1 owner stunning



1972 BMW 3.0 CSL (RHD) 1 of 500 cars former BMW Concours winner



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**1998 PORSCHE 993 TURBO S COUPE
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**1963 JAGUAR MARK II 3.8 SALOON
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Recent coachwork restoration completed to showroom condition.



**1956 Bentley S1 Continental
Fastback by H.J.Mulliner Chassis No BC55AF**

Black with a red leather interior. Power steering and air conditioning fitted.
Restored in recent years, the works including bare metal re-paint, re-trim and engine overhaul.



**1959 Bentley S1 Continental
Drophead Coupe by Park Ward Chassis No BC34FM**

Clyde grey with a dark red leather interior. A beautifully original but very well maintained
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- 1936 Speed 25 Tourer by Cross & Ellis; 1936 Speed 20 replica Vanden Plas tourer
- 1938 Silver Crest Saloon by Holbrook; 1939 Speed 25 Vanden Plas Tourer by Compton
- 1960 TD21 DHC by Park Ward; 1961 TD21 Saloon by Park Ward

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1972 Aston Martin V8. This matching numbers Series II V8 Aston Martin was the subject of a total restoration including sensible upgrades, all of which took place over an eight year period between 2007 and 2015. It is one of the best we have seen and the work carried out has been executed to a very high standard. Please enquire for a very detailed description. Extremely good value at **£119,950**



1975 Aston Martin V8 finished in Buckingham Green with black hide interior. Sold by us 7 years ago, this is a nice solid car with excellent paintwork, a very nice interior and is mechanically very sound. Just under £30,000 has been spent by the last owner with recognised Aston specialists, all of which is recorded in the history file. This is a car that drives very nicely and presents well and sensibly priced at **£85,000**



1978 Aston Martin V8 Oscar India finished in Aegean blue with contrasting cream hide interior. It has had the benefit of an engine rebuild by Aston Engineering within the last 8,000 miles and is in superb condition throughout. Realistically priced at **£129,950**



1955 Aston Martin DB2/4 Mk1 finished in Aston Racing Green with a very nice pale beige interior. Formerly the property of Jazz musician Chris Barber, it is fitted with the later 2900cc engine which was the subject of a full rebuild in 2001 including a new cylinder head. At the same time a total of just over £53,000 was spent on restoration and various upgrades and the car has covered limited mileage since this work was carried out. Fitted with DB5 front discs and callipers, the car is a delight to drive. Realistically priced in the current market at **£139,950**



1955 Aston Martin DB2/4 finished in Burgundy with contrasting Tan hide interior. Undoubtedly one of the best DB2/4's that we have encountered for many years. This car was purchased by the current owner through Four Ashes Garage in January 2010 and at the time was in the process of being rebuilt for a previous owner. The complete restoration by Four Ashes took a further year and the result is a car specifically built to be able to be competitive in Class A1 of AMOC racing yet be civilised as a fast road car for European touring. Absolutely fabulous throughout **Please enquire for more details**



1958 Aston Martin DB MkIII finished in Aston Racing Green with grey hide interior. One owner for the last 33 years and beautifully restored. Fitted with overdrive and driving perfectly. Realistically priced for one in this condition.



1965 Ford Mustang 289 Notchback with recently issued FIA papers. Built to its current specification in 2015, it is now eligible for national and international rallies and would be an ideal car for the longer European Rallies such as Tour Auto and Modena Cento Ore. It is in superb condition and comes with a huge history file and is offered at less than the build cost **£75,000**



1964 Jaguar E type 3.8 Roadster finished in Carmen red with black hide interior and sitting on perfect chrome wire wheels. This car has been the subject of a total restoration, since when it has covered only 3000 miles and remains in perfect condition. Unrepeatable value at **£159,950**



1965 Sunbeam Tiger Mk1 finished in deep ocean blue with beautiful red hide interior. We believe that this car has covered only 78,000 miles from new but was the subject of a total restoration between 1993 and 1996, since when it has covered less than 3000 miles. Although now considered an older restoration, the condition of the car is quite exceptional and well worth viewing. Sensibly priced at **£59,950**



1984 Ferrari 308 GTS. Finished in Rosso Corsa with Crème hide interior. This is an extremely well maintained motor car that has covered above average mileage but has been regularly maintained regardless of cost. Probably the least expensive RHD 308 GTS currently on the market and supplied with a comprehensive service record. Stunning Value at **£57,500**



2001 Aston Martin DB7 Vantage finished in Skye Silver with contrasting Black hide interior and fitted with manual 6 speed manual transmission. This motor car is in beautiful condition and comes with an excellent service history and most available options. Realistically priced at **£39,950**



1998 Ferrari 355 GTS F1 finished in Rosso Corsa with Nero Hide with red stitching. High mileage but with a regular maintenance record which includes all cam belt changes, the next of which is not due until 2019. Fitted with air conditioning 5 spoke alloy wheels, paddleshift transmission and Ferrari wing badges. A new set of Pirelli P Zeros have only just been fitted and a new mot certificate was issued on the 11th of July 2018. The car will be supplied with the benefit of a 12 month warranty which is annually renewable. Sensibly priced at **£59,950**



1997 Ferrari 550 Maranello finished in Grigio Titanio with red hide interior. 31,000 miles only with complete service history including cam belt changes. Perfect throughout and sensibly priced at **£125,000**



1960 Austin Healey 3000. Finished in original Primrose Yellow with black hide interior. It was the subject of a full restoration about 15 years ago and has been very well kept ever since. It is superb to drive and these cars have always proved to be very reliable classics which continue to appreciate. Sensibly priced at **£49,950**



1982 Ferrari Mondial Eight finished in Silver with beautiful, unmarked red hide interior. The engine, transmission, suspension and steering are all either identical to or very similar to the 2 seater models such as the 328 GTB produced at the same time. This beautiful example that we are proud to offer for sale has covered just 46,000 miles from new and comes with a comprehensive history file and an original fully stamped service book. The car drives really well and is sensibly priced for one in this condition which we feel will continue to appreciate in value **£27,950**



1971 MGB finished in Artic White with contrasting black interior. Sold by us to the last owner only 3 years ago, the car has been kept in very nice condition and is fitted with both wire wheels and an Overdrive, making it the most desirable specification. Easy to drive and inexpensive to maintain, the MGB remains the perfect all round sports car and realistically priced at **£13,950**



1994 Porsche 968 Cabriolet finished in Minerva Blue with pale grey hide interior and a dark blue mohair hood. This is a stunning and rare 2 owner example that has just turned 70,000 miles with a completely stamped up service book. Fitted with Tiptronic transmission and power assisted steering. It is a very driveable modern classic in very near to perfect condition and realistically priced at **£19,950**



1976 Porsche 911 Rally car finished in Grand Prix white with contrasting black hide interior. Prepared for the Monte Carlo Historic Rally in 2017 in which it competed successfully. Fitted with lightweight bonnet with driving lamps, RS duck tail, Fuch alloys and modern rally timing equipment. Competitively priced for a quick sale at **£37,950**

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1966 VOLVO AMAZON 1225. This time Warp car has only covered 18,000 miles since new. The first owner, an elderly gentleman, had the car for 40 years and only covered 11,500 miles. Finished in Graphite Grey with red trim, the interior is in as new condition and retains plastic covering on the rear door cards and B posts. The body has never had any welding and is in a truly time Warp Condition. Best one on the market!..... **£23,995**



1980 MERCEDES 380 SL. Finished in its original and immaculate Thistle green with unmarked green cloth trim. Comes with Hard top, Soft top electric windows and Mexican hat alloys. Just about to turn over to 44,000 miles. Full service history and MOTs etc. Summer use car only and totally original. Any inspection welcome. Will satisfy the most discerning buyer **£36,995**



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1998 MINI PAUL SMITH LIMITED EDITION. Finished in Old English White with Black trim. Only 1800 produced worldwide. This patent car has been kept in museums since new. Beautiful stunning car, with many features which make this Paul Smith edition so special!... **£15,995**



1963 SUNBEAM ALPINE SERIES 3. Finished in Carnival Red with Black trim piped red. Original UK car has been overseas most of its life and kept rust free. Overdrive and wire wheels. Exceptional condition and drives very well. **£17,995**



1991 JAGUAR XJS V12 GUY SALMON JUBILEE EDITION. Finished in immaculate Solent Blue over Silver Birch with biscuit leather and lots of extra walnut as part of Guy Salmon Jubilee Edition. Supplied by Guy Salmon and serviced by them 12 times and a further 2 by specialists and now only covered 33,000 miles. Stunning, lovely example, would satisfy the most discerning collector **£24,995**



1987 PORSCHE 944 TURBO. Finished in Speed Yellow with light beige hide, the last owner had the car for 25 years. 73,000 miles and 15 service stamps in the service book, the last service included the cambelt 400 miles ago. Stunning well looked after car..... **£21,995**



1971 JAGUAR XJ6 2.8 AUTO. Finished in immaculate Old English White with its original black hide in superb condition. Only 2 owners from new the last being a British airways captain who has had the car in storage since 1982 after using it and maintaining it to a very high standard since 1975 when he purchased the car from Coombs of Guildford. The car has only covers just over 60,000 miles and is fully recommissioned fully serviced new MOT and ready for the road again. MUST BE ONE OF THE BEST SERIES ONE JAGUAR XJ6s ON THE MARKET TODAY GETTING VERY SOUGHT AFTER **£17,995**



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**



1981 MERCEDES 230E Only one owner and 57,000 miles. Finished in immaculate Taigu beige with tan interior. Spec includes Auto Transmission and Power Steering. Very hard to find low milage and one owner 123 Mercedes in this condition **£12,995**



1988 JAGUAR XJS CONVERTIBLE V12 AUTO. Finished in immaculate Bordeaux Red with mileage recorded at only 33,673 miles. The car only covered 2,000 miles from 1998 to present with the previous owner who had the car serviced 12 times during this period. A full service was completed in June this year. Stunning car which comes with original sales brochures, tax disc, owners manuals and leather wallet..... **£25,995**



1966 FIAT 500 NUOVA. Total restoration in 2004 with costs in excess of £17,000 by Rolls Royce specialists, comes with supporting paperwork and invoice for the restoration. Finished in Rolls Royce Smoke Green, upgraded magnolia upholstery and dark green wilton carpets. Imported from Monaco and since reimportation to the UK the car has been in a private collection. Exceptional example..... **£12,995**



1997 MERCEDES SL320. Very unusual Spec. Car finished in Imola Red with Black Cloth trim. Full Mercedes Main Dealer History, 75,000 miles. Superb Condition **£12,995**



1996 MERCEDES E220 COUPE ONLY 17,000 MILES. This one lady owner Mercedes Benz was purchased New from Brunswick Mercedes on the 4th October 1996 and has been meticulously maintained by Brunswick Mercedes and Mercedes Benz Croydon. The car is totally immaculate and original having never had any repairs or paintwork done to the body. The new car invoice and documented history from Mercedes Main Dealers are accompanied by a complete set of old MOT certificates, the new car brochure and order form for the car. Said by many, the best of the last quality built Mercedes Benz's. If only the best is good enough this is the one..... **£18,995**



2005 JAGUAR XJ6 3.0 V6 AUTO. Alloy Body with air suspension! Finished in immaculate Jaguar Topaz with unmarked Champagne hide. The car has only covered 73,000 miles with 2 owners from new and 11 Jaguar main dealer stamps in the service book. Comes with all the original Books etc in the Jaguar Wallet, all tools etc, plus an unused spare wheel. You would find it very hard to find one better!..... **£8995**



1998 JAGUAR XJ EXECUTIVE V8 4 LITRE. Finished in immaculate British Racing Green with ivory leather interior. The car has only covered 17,000 miles from new and comes with a full service history. Condition is in keeping with the extremely low mileage..... **£12,995**



1980 JAGUAR XKR COUPE SUPERCHARGED. Finished in immaculate Jaguar Red with ivory hide and tan carpets. 69,000 miles with full history, 8 stamps in the service book. All original books and green wallet. Superb example..... **£11,995**



2005 PORSCHE BOXSTER 987 3.2S 6 Speed Manual. This superb Boxster is a Generation 2. Finished in immaculate seal grey with unmarked black leather heated seat. Other options include Sat Nav and CD player, 19 inch Alloy Wheels and the expensive Base Sound System. 69,000 miles with full documented history. **£13,995**

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1953 BENTLEY R TYPE LIGHTWEIGHT SALOON BY H. J. MULLINER. Finished in Shell over Tudor Grey with Grey hide Large history file including build sheets and original handbook A very scarce 'Lightweight' all aluminium saloon with Continental axle and factory glass sun roof **£62,000**



1934 ROLLS ROYCE 20/25 SPORTS SALOON BY PARK WARD. In Black Magnolia hide Interior Just 3 owners from new. Excellent history file. Known to us for last 6 years. A beautiful, rakish Park Ward sports saloon in exceptional original condition..... **£58,000**



1979 ROLLS ROYCE CORNICHE 5000 SERIES FHC Finished in Royal Blue with Magnolia hide interior. Known to us for many years. Last gentleman owner for 14 years. 65,477 miles. Just completed a full overhaul. A wonderful example of these increasingly rare and much sought 5000 series cars..... **£79,000**



1947 ROLLS ROYCE SILVER WRAITH FORMAL SALOON BY BARKER, with Division. Finished in Grey over Black with Grey hide interior. Good History File. Lovely condition..... **£35,000**



1988 ROLLS-ROYCE SILVER SPIRIT. Finished in Windsor Blue with Parchment hide piped Blue. Covered just 16,000 miles from New with 1 former keeper. A new Rolls-Royce Silver Spirit **£27,500**



1980 ROLLS ROYCE SILVER SHADOW II. Finished in Exeter Blue with Magnolia hide. Covered 78,000 Miles Full and comprehensive history file. Invoices from new. A stunning Silver Shadow. **£23,000**



1993 BENTLEY BROOKLANDS finished in Brooklands Green Tan hide piped Green interior. 54,000 miles 4 former keepers. Full service history. Jack Barclay maintained. Exceptional history. **£18,000**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today..... **£60,000**



1934 3 1/2 LITRE DERBY BENTLEY CONVERTIBLE by Park Ward. Finished in Brown and Cream with Dark tan hide. Owned by the Duke of Grafton. A unique body design, special order, one off coachwork. A stunning example in exceptional condition..... **£175,000**



1963 ROLLS-ROYCE SILVER CLOUD III finished in original Pine Green with Light tan hide Interior. Genuine 102,000 Miles from new. 1 family owner from new. Father and son. A stunning example in exceptional condition. **£72,000**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition..... **£70,000**



1978 ROLLS ROYCE SILVER SHADOW 2 Caribbean Blue Dark Blue hide with matching carpets and over rugs. Just 57,000 Miles Full service history. Every MOT from new. A wonderful example..... **£25,000**



1964 ROLLS ROYCE SILVER CLOUD III finished in Shell over Tudor Grey with Tan hide interior. Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition..... **£80,000**



1996 BENTLEY TURBO R SWB. Finished in Racing Green with Tan hide interior Covered 49,000 miles. Full service history with Jack Barclay Cylinder headgaskets replaced. The finest example we have seen. Perfect throughout..... **£25,000**



1926 20 H.P SPORTS SALOON BY WINDOVER. Finished in Black over Midnight Original Brown hide interior. Last gentleman owner for 15 years. Maintained to a very high standard all its life. A beautiful 20 HP, stunning condition throughout. One of the finest twenties we have seen..... **£58,000**



2000 BENTLEY ARNAGE. Red Label Royal Blue Magnolia piped Blue Interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition..... **£22,000**



1997 BENTLEY TURBO R LWB. Finished in Peacock Blue, Light tan hide Excellent service history. Known to us for many years. Replaced head gaskets and new pistons and liners. Many thousands spent. 2 former keepers. A fantastic late example with many factory options..... **£15,000**



1979 BENTLEY T2 Finished in Silver Mink with a Blue everflex roof. Covered 129,000 miles with full service history. Offered with an impressive history to include original handbook folder complete with stamped service book having 25 service stamps, drivers handbook and all other supplements. A very pretty example of this scarce model with only 558 having been made..... **£14,500**



1964 ROLLS-ROYCE SILVER CLOUD III. Finished in Midnight over Georgian Silver. Grey hide Interior. Last owner for 13 years. Known to ourselves. Maintained to a very high standard. A very attractive example. Well maintained by specialists..... **£59,000**



1909 ROLLS ROYCE SILVER GHOST 40/50HP TOURER. Finished in Black and Green. Black hide interior. Last owner for 52 years. Previously owned by Hurburt Scott-Paine of Supermarine. A highly sought example, fresh to the market after over 50 years..... **£1,300,000**



1980 ROLLS-ROYCE SILVER SHADOW 2 LHD. Finished in Nutmeg Tan hide with original Fawn carpets. 57,000 Miles (92,000 klms) A beautiful and totally original Left hand drive Silver Shadow in exceptional condition throughout **£36,000**



1990 BENTLEY TURBO R finished in Midnight Blue with Magnolia hide piped Blue Just 59,000 miles from new. Known to us for many years. Always regularly serviced. Very desirable colour combination. Sold fully serviced with 1 years MOT..... **£15,000**



1998 BENTLEY ARNAGE GREEN LABEL (Red label look alike) Finished in Silver Pearl. Magnolia piped Blue interior Covered 62,829 4.4 BMW Twin Turbo V8. Picnic tables. Electric rear seats. Excellent condition **£20,000**



1996 ('97) BENTLEY BROOKLANDS LWB LIGHT PRESSURE Turbo finished in Ocean Mica with magnolia interior piped blue. 76,000 miles. 4 former keepers. full service history light pressure turbo 300 BHP model. long wheel base. Picnic tables and electric rear seats. . **£18,000**

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Jaguar XJ 3.0 V6 SE Petrol 2005 X350 ONLY 32000 MILES FROM NEW. Finished in Rare Metallic Jaguar Racing Green with Full Ivory Leather Electric Heated Memory Seats. Factory Options Included: Heated Seats, Colour Touch Screen Sat/Nav, Multi Function Wheel, Front/Rear Park Distance, Rear Heated Seats, Ash Wood Interior Pack, Cruise Control, Climate Control. Full Service History with Full MOT History, 2 Keys and all Books. These X350 Models Have become so Rare to Source With Very Low mileage. For More Details Please Enquire..... **£14,995**



Mercedes Benz CLK 280 V6 Avantgarde 7 Speed Auto Convertible. ONLY 26800 MILES FROM NEW. Finished in Metallic Iridium Silver With Charcoal Leather Heated Seats. Supplied New by Hughes of Beaconsfield on the 21/03/2007 to its only Owner. Factory Options Include: Colour Sat/Nav, Heated Front Seats, Telephone pre Wire/Hands Free, Front/Rear Park Distance, ipod Kit, 6 Disc CD Player, As New Black Power Hood, Cruise Control, Power Fold Mirrors, Climate Control. ONLY 26800 Miles Supplied and Serviced From New by MB of Beaconsfield. One of the very Finest Available. Please Call or email for more detailed Information **£13,995**



Mercedes Benz SL350 V6 Convertible 2004. ONLY 32000 MILES FROM NEW. Finished in Metallic Obsidian Black with Full Cream Leather Electric Heated Memory Seats. Option's Include: Colour Sat/Nav, MB HiFi With Multi CD, Maple Wood Pack, Panoramic Glass Roof, Front/Rear Park Distance, Electric Heated Memory Seats, Wind Deflector, 18" MB Alloys, Xenon Headlights. Full Service History with Full MOT History, 2 Keys and all Books. These SL R230 Models are becoming very sought after with Low Mileage. For More Detailed Information Please Call or email. **£14,995**



Mercedes Benz SL350 V6 (Face Lift Model) 2008 ONLY 26000 MILES. Pewter Grey Metallic with Full Special Order Orion Grey Leather with Aluminium Interior Pack. Factory Options Include: Auto with Paddle Change, Colour Sat/Nav, HiFi with Multi CD, Bluetooth Phone, Airscarf Seats, Electric Heated Seats, Xenon Headlights, Front/Rear Park Distance Control, Electric Folding Mirrors, Electric Steering Column, Cruise Control, Climate Control, Electric Power Roof. This Stunning One Owner Example was supplied New By Mercedes Benz Bishop Stortford And Serviced by them From New. Full MB Service History With Service Invoices and Full MOT History. A Truly Beautiful Example. Please call or email..... **£21,995**



Mercedes Benz SL350 V6 Blue Efficiency 2013 ONLY 9300 MILES FROM NEW 7G Tronic. Graphite Grey with Special Order Premium Pale Grey Leather Interior. This Incredible Car Was Supplied New on 04/03/2013. Options Inc: Glass Panoramic Power Roof, Black Ash Wood Interior Trim, Front/Rear Park Distance, Start/Stop, 19" Twin 5 Spoke Alloys, DAB Radio, Bluetooth Phone, Electric Heated Memory Seats, Electric Steering Column, Xenon Headlights. Full Supplying Main Dealer Service History. One Of the Finest Examples Available. Please Call or email for more Details..... **£32,995**



Porsche Boxster 3.2 S 6 Speed Manual. 2003 ONLY 17600 MILES FROM NEW. Finished in Very Rare Speed Yellow With Full Black Leather Sports Seats. This Stunning Example was Supplied New by Lancaster Porsche Colchester on 01/03/2003 Options Included: Full Black Leather Sport Seats, Crested Headrests, Speed Yellow Seat Belts, 18" Sport Design Alloys, Roll Bars in Speed Yellow, Xenon Headlights, BOSE HiFi with 6 CD Player, Ali Door Entry Guards, Porsche PSM, Ali Gear Shift/ Handbrake, Unmarked Black Power Hood, Climate Control, Wind Deflector. Only 17600 Miles From New With a Detailed Service History and a Complete MOT History. Original Sales Invoice With All Books, 2 Full Key Sets **£15,995**



Jaguar XJ 3.6 V8 SE Petrol 2004 X350 ONLY 17000 MILES FROM NEW. Zircon Blue Metallic with Full Dove Grey Leather Electric Memory Seats. Supplied New By Jaguar of Amersham to its One Owner. Factory Options Included: Electric Memory Seats, Multi Function Wheel, Front/Rear Park Distance, Rear Walnut Wood Interior Pack, Cruise Control, Climate Control. Full Jaguar Main Dealer Service History with Full MOT History, 2 Keys and all Books. These X350 Models Have become so Rare to Source With Very Low mileage. One Of the Very Finest Available. For More Detailed Information Please call or email... **£15,995**



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Completely rebuilt and
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1994 SPA 24 Hours winner
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BMW 318 IS: Ex. BMW factory car entered by Bigazzi, won 1994 Spa 24h.

Ferrari 360 GT: Chassis 000M, the very first of modern Michelotto cars, extensive history

Ferrari Testarossa: 24 000 km, red/black, FFSH, amazing condition, fully serviced

Jaguar E-Type 3.8: Concourse restoration, black on red interior, full report available

Mercedes S63 AMG Coupe: 2015 with 20 000 km fully loaded, 217000 € as new price, white and red

Matra MS630: Chassis 05 the first continuation car, FIA HTP, excellent condition

Porsche 928 S2: 1984, 24000km, white / white amazing condition

Porsche Cayman GT4: Light blue, 300km, PCCB, Carbon seats, like new

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1920 Rolls-Royce Silver Ghost Alpine Eagle Speed Model Open Tourer. Originally bodied as an Open Tourer by J. B. Ferguson of Belfast. After the war having spent some 50 years standing in an open fronted barn, her body had suffered the rigours of time. However her chassis, original bonnet and radiator shell all remained in good condition and all her mechanical parts remained intact. In 2008 the new owner then proceeded to undertake a total body off, nut and bolt restoration. With new body panels being fabricated and including a complete new ash frame The highly respected coach builders 'Tucker and Western of Derby' were entrusted to undertake this work. Keeping it to as near as possible to the original body and design of J.B. Ferguson. Once this was completed the car was sent to one of the top names in the business being 'A. J. Glew of Gloucestershire,' for her mechanical work to be undertaken. Mr Glew, before starting his own business served his apprenticeship with Rolls-Royce and is a highly respected judge of this prestigious marque to this day. The restoration was completed in 2015 costing in the region of £250,000. All bills and full photographic evidence are available. She has covered fewer than 3,000 miles since her restoration. She is an all matching numbers car with all original build sheets from Rolls-Royce. She has the correct Alpine Eagle wheels and tyres and the correct Alpine Eagle Spirit of Ecstasy signed by Sykes and dated 1911. Further equipment includes an original Desmo fire extinguisher and Klaxon. She is finished in her original Alpine Grey with Burgundy leather upholstery and a very delicate and fine matching coach line to the edge of the wings. There is full weather equipment consisting of hood, tonneau cover and hood bag. She has all her original tools, an original Edwardian trunk and the correct Auster screen for the protection of the rear passengers. She also has a town and country exhaust being very rare these days, giving silent running in the town and sounding sporty & throaty in the countryside. It would be very hard to find another Alpine Eagle of this quality and in this condition making her a perfect long distance touring car for the whole family**£345,000**



1959 Triumph TR3A. Original British car with Heritage Certificate & all matching numbers. Original registration number, wire wheels & overdrive. A nice, honest, genuine, reliable, rust free car.....**£29,500**



1997 Bentley Turbo RL with LPG conversion. 47,000 miles from new, full service history. A stunning example in every conceivable way with new MOT**£21,750**



1931 Wolseley Hornet. With coachwork by Eustace Watkins. 2 owners from new, totally restored to the last nut and bolt 17 years ago**£34,500**

1948 Delahaye 135M. Very Rare Three Position Drophead Coupé. Coachwork by Pennock. Original Right Hand Drive.

Some 10 years ago she underwent a total nut and bolt body off restoration at which time literally everything that could possibly be done was done. Then forming part of his private collection until acquired by us. Her pontoon-style front wings and her 3.5 litre engine makes her a stunning, rakish and sporty car. Finished in deep Maroon and Burgundy with fine Silver coach lining, biscuit leather interior, matching Mohair hood and contrasting maroon carpets. We have now undertaken a full and extensive re-commissioning, service and including all new tyres. A very rare collectable car a great investment and sensibly priced at. **£285,000**



1937 Daimler EL 24 Three Position Drophead with coachwork by Charlesworth.

These graceful and elegant cars, being a favourite of the Royal family, this particular example being purchased new by Lord Rothschild at his private estate in Tring and purportedly being lent by him on numerous occasions to his friend the Duke of Windsor formally King Edward VIII for use abroad. In 1982 her new owner totally restored the car to concours condition, winning numerous competitions throughout the late '80s and being featured in many magazine articles. Still retaining her original registration number, owners handbook and buff log book. Much service history. This comfortable & elegant car with her powerful 6 cylinder 3 1/2 litre engine makes her a great touring car and she is in stunning condition in every respect.**£49,500**



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1998 BENTLEY CONTINENTAL R CHATSWORTH
Very rare Bentley – number 1 of only 9 manufactured. Black Sapphire with Silverstone main hide and black hide to inserts of seats. 34,000 miles. F.S.H.. **£75,000**



2005 (54) BENTLEY ARNAGE T
Only 19,000 miles. Dark blue with diamond quilted leather interior in Cotswold & Nautic blue. Full service history. Amazing condition throughout. **£47,500**



2010 BENTLEY CONTINENTAL FLYING SPUR
Moonbeam Silver with Beluga Interior. 13,000 Miles. **£42,500**



1994 BENTLEY CONTINENTAL R
Black Ebony with Black interior and seats piped in St. James red. 107,000 miles. Lots of history. Superb condition. **£34,950**



2004 BENTLEY CONTINENTAL GT Black Diamond with Saffron main hide. Burr walnut veneer. Heated steering wheel, Sat Nav. F.S.H. Exceptional condition throughout. 42,000 miles. **£29,950**



2002 BENTLEY ARNAGE R
Peacock Blue with Cotswold interior and Burr walnut veneer. 78,000 miles. Sat Nav, Parking sensors, Power folding door mirrors. F.S.H. **£23,500**



2004 BENTLEY CONTINENTAL GT
Silverlake metallic blue with Saffron interior. Front massage seats, Heated steering wheel, Sat Nav, Parking sensors. F.S.H Just serviced and MOT. **£23,500**



1995 BENTLEY TURBO S No 39 of only 75 produced. Brooklands Green with Parchment hide. 49,000 miles. Just been serviced. Outstanding condition throughout. **£22,500**



1979 BENTLEY TII
Walnut brown with Beige leather interior. 124,000 miles. We have known vehicle for last 22 years. Lots of history and in excellent condition. **£14,950**



1994 ROLLS-ROYCE FLYING SPUR
Number 5 of 50 produced. Wildberry with Sandstone hide piped in Wildberry. 90,000 miles. A very rare car in superb condition. **£24,500**



1977 ROLLS-ROYCE SILVER SHADOW II
Steel grey with Grey leather interior. Air Con, CD player with Bluetooth, All woodwork just been re-lacquered. 123,000 miles **£14,950**



1998 BMW 3 SERIES 323I CONVERTIBLE
Stahl blue with Grey cloth interior. 82,000 miles. Automatic, Air Con, Wind deflector. Excellent condition throughout. **£2,950**

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1985 Alfa Romeo GTV6 2.5cc

Excellent conditions as brand-new only 19.000 km covered. Totally repainted on its original Rosso Alfa. Ready to join.

£ 27.000-



1963 Alfa Romeo Giulia Sprint Speciale «SS»

Rare and very unique condition, this beautiful SS has never been restored since 1963. Italian first registration, matching numbers, matching colors, ASI certified, ready to use.

£ 105.000-



1929 Alfa Romeo 1750 & Torpedo «Deluxe»

Pristine condition for this Alfa designed by Farina. In 2008 a long challenging restoration started and took end in 2012. Italian registration, ASI certified.

£140.000-



1955 Austin Healey 100/4 Bn1

Superb BN1 MM eligible. Original Italian registration Milano, ASI certified. This is maybe the rarest and most longed-for version for the historic competitions. 2011 restoration, matching numbers. Currently equipped with aluminium bonnet "Le Mans", side exhaust.

£ 70.000-



1978 Chevrolet Corvette C3 «PaceCar»

Model year '78 built for collectors with only 8.900 originals miles. It's one of the 200 produced with manual gearbox and the big L82 engine. This C3 competed and won the Top Flight competition in Ohio in June 2016. 97 score.

£ 55.000-



1967 Chevrolet Corvette C2 427cc «Stingray»

Purchased in 1990 by the Pro Team in Ohio later imported in Italy the same year. Always belonged to one owner. Well taken care shows up in impeccable condition. Few improvements were carried out.

£ 70.000-



1991 Ferrari 348 TB

Very well taken care of. Servicebook available. Full inspection of the engine and the mechanics carried out. Photographic book and invoice of works made are available. Excellent conditions.

£ 52.000-



1990 Ferrari Testarossa

Great original condition, one ownership, 51.000 km from new. Available original Ferrari tools, service book.

£ 100.000-



1972 Dino 246 GTS

First Italian registration and delivery in Roma. Only two owners within the last 25 years, 64.000kms covered. Very original concourse conditions, ready to use and regularly serviced, Italian MOT ok.

£ 350.000-



1954 Fiat 500C Topolino «Belvedere»

The vehicle we offer has been fully restored. Still fit original Italian registration plate and libretto. Body fully repainted in its original green color, cover seats and panels new, mats set new. Mechanics completely reviewed. Ready for road use.

£ 13.000-



1965 Ford Mustang 289

well kept mechanics conditions, regularly registered in Italy. Asi certified. Are installed electric soft top, front and rear disk brake, brake pump and servo, automatic gearbox, radio, power steering.

£ 45.000-



1962 Jaguar Etype 3.8cc

European delivery, fully restore lasted over 6 years. Restoration's pictures and purchase's invoices are available. The engine and all of the mechanics groups are subjected to run-in.

£ 150.000-



1955 Jaguar XK 140 FHC «SE»

Stunning rare model comes with its original "special equipment" twin silencer, "c-type head". Jaguar Heritage, matching numbers, matching colors.

£ 97.000-



1973 Lancia Fulvia Sport Zagato 1300s

First Italian registration in 1973. Matching numbers, few jobs carried out, engine fully refurbished for a value of over € 4000-.

£ 30.000-



1967 Lancia Fulvia Coupe' 1216

First Italian registration 1967. Very first series fitting the small 1216cc engine built only in the first year of Fulvia production. Asi certified, very good condition still maintains its interiors, chromes and finishers. Very good running order.

£ 15.500-



1963 Lancia Flaminia GT Touring 2.8cc 3 carbs

Very rare one of the 168 models built between 1963 and 1968. Extraordinary unmolested conditions, wonderfully taken care and maintained. Italian registration and delivery in 1963. ASI and LANCIA certified.

£ 98.000-



1963 Lancia Flaminia Touring Convertible 2.8cc 3 carbs

This masterpiece made by Touring was built in 1963 in only 180 cars. First registration and delivery in 1968. Last long ownership from 1987 till 2018. Matching numbers, matching colors.

£ 135.000-



1962 Lancia Appia Convertible

First Italian registration and delivery, Lancia certified. Mechanics in great conditions, in 2017 were replaced. Ran into GP Nuvolari 2017

£ 38.000-



1948 Lancia Aprilia 1500cc

Great restorable conditions for this 1948 Aprilia. The car we offer has Italian registration. All the mechanics groups run and we believe a light restoration can be made. Perfect solution for anyone who wants to prepare a Mille Miglia eligible car. ASI certified.

£ 38.000



1963 Mercedes 220 SEb Cabriolet

Car conceived and built for the European market, it was fully restored 15 years ago. Matching numbers, beige leather interiors and soft top. Only 2729 units built between 1961-65. Mercedes Heritage.

£ 95.000-

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2014/14 Bentley Flying Spur W12 LHD. Finished in Dark Sapphire with electric sunroof and factory light smoked glass with Linen interior, with Comfort spec. and two tone 3 spoke steering wheel. Picnic tables and Naim premium audio system. One owner, only 25,000 miles with Full Service History. Immaculate throughout **£91,000**



2011/11 Bentley Continental GT Supersports. Finished in Glacier White with 22 inch 12-spoke alloy wheels. Linen main hide and secondary hide in Beluga with Linen piping. 'Supersports' embroidery, massage front seats, rear view camera, carbon ceramic brakes. Only 34,000 miles with full history. Immaculate throughout **£62,950**



2009/09 Bentley Arnage T Mulliner Level II. Finished in Beluga with electric sunroof and retractable mascot. Beluga interior with Parchment stitching, embossed Flying B's and Piano Black veneers. Heated electric rear seats with lumbar. Only 40,000 miles with FSH. Known to us since 2011, immaculate **£59,950**



2007/07 Bentley Arnage T Mulliner Level II. Finished in Black Sapphire with Magnolia interior. With electric sunroof, rear DVD screens, picnic tables, cocktail cabinets and cool box. Only 70,000 miles and known to us since 2015 with FSH. Immaculate condition inside and out **£44,950**



2006/06 Bentley Continental GT Mulliner. Finished in Diamond Black with 20 inch split rim alloys, with Portland interior and Beluga stitched Flying B's. Only 51,000 miles with Full Service History. Known to ourselves and in outstanding condition throughout. Amazing value **£31,250**



2005/05 Bentley Continental GT. Finished in Moonbeam Silver with Portland hide interior and Beluga carpets. With Dark Burr Walnut veneers including door and rear quarter inlays. Fitted with massage option to the front seats. Only 66,000 miles with Full Service History. Immaculate throughout **£27,750**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Magnolia interior, Beluga secondary hide and Walnut inlays and veneers. Only 63,000 miles with Full Service History. Immaculate condition throughout. Value at only **£29,950**



2005 Model/54 Bentley Arnage T Mulliner. Finished in Moroccan Blue with electric sunroof and Magnolia interior, with French Navy embossed Flying B's and French Navy carpets piped in Magnolia. Only 22,000 miles with FSH. Known to us for 5 years and simply stunning. Fantastic value **£46,950**



2002/02 Rolls Royce Silver Seraph Last of Line. Very rare, one of only 170. 2 owners, supplied by us 3 years ago. Only 58,000 miles with FSH. In Silver Tempest with St James coachlines. Electric sunroof and all Last of Line features. Interior in Light Grey, with Mulberry carpets. Immaculate. Only **£53,950**



2001/51 Rolls Royce Silver Seraph Last of Line. A very rare car finished in Royal Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. All the usual extras including electric sunroof. Only 74,000 miles with FSH. Outstanding value for Last of Line **£42,950**



2001 Model X Rolls Royce Silver Seraph. Finished in Royal Blue with whitewall tyres and privacy glass. Cotswold interior with French Navy piping and Walnut veneers including door inlays, with picnic tables. French Navy carpets piped in French Navy. Only 23,000 miles from new with FSH, known to ourselves **£55,995**



2001 X Bentley Arnage Red Label. Finished in Silver Pearl with Le Mans Limited Edition alloys and an electric sunroof, with Beluga interior, Walnut veneers and Beluga carpets with matching piping. Known to ourselves for last 12 years. Full Service History, only 88,000 miles. Must be seen **£22,950**



2001/X Rolls Royce Silver Seraph. Finished in Meteor Blue with Cotswold fine lines and Cotswold interior with French Navy piping. Only 2 owners from new, last owner since June 2001. Wood and leather two tone steering wheel, folding mirrors and sat nav. FSH and beautiful inside and out **£40,950**



1999 T Bentley Arnage Red Label Look Alike. Finished in Peacock Blue with colour coded bumpers and limited edition Le Mans style wheels. Soft Tan interior with French Navy carpets piped in Soft Tan. Known to ourselves for a number of years and maintained regardless of cost. Only 71,000 miles. Immaculate and amazing value **£19,999**



1998 S Bentley Continental R Chatsworth Limited Edition. Number 7 of only 10 numbered models. This extremely rare car, with numerous Chatsworth features, is finished in Chatsworth Silver with Silverstone interior main hide and Beluga secondary hide, with contrasting carpets. Only 51,000 miles with FSH. One for the serious collector **£75,950**



1998 S Rolls Royce Silver Seraph. In Peacock Blue with Cream coachlines, whitewalls and later lamp lenses. Cotswold interior with French Navy piping and French Navy carpets piped in Cotswold, with all the usual luxury extras. Only 2 owners. FSH and known to us for last 6 years. Fantastic condition, only **£29,950**



1998 R Bentley Turbo RT Limited Edition. One of only 250 ever manufactured. Finished in unmarked Wildberry, with Magnolia interior piped in Mulberry and Mulberry carpets piped in Magnolia. Known to ourselves for last 12 years and has been loved and cared for by a very fastidious customer. This car is superb and must be seen **£28,950**



1994 M Rolls Royce Silver Spirit MK III. Finished in Royal Blue with Gold fine lines and whitewall tyres. Pale Grey interior with Nautic top roll and Nautic piping, with French Navy carpets piped in Nautic. Only 49,000 miles with FSH. Known to us for last 5 years. A real investment, only **£24,250**



1992 K Rolls Royce Corniche Convertible Series III. Finished in Vermillion with a Magnolia hood and Magnolia interior piped in St James, with St James carpets piped in Magnolia and Walnut veneers. Only 14,000 miles with full history. Just amazing condition and will only go up in value. Only **£132,950**



1991 J Rolls Royce Silver Spur MK II Active Ride. Finished in Midnight Blue with whitewall tyres and Cream interior piped in French Navy, with Cream carpets. Electric rear seats and only 31,000 miles with FSH. Known to ourselves for last 10 years and maintained regardless of cost. An excellent investment **£23,950**



1986 D Silver Spirit. Finished in unmarked Light Ocean Blue with Royal Blue fine lines and RR Silver Spur wheel caps. Parchment interior with French Navy piping and French Navy carpets with Parchment piping. Only 68,000 miles with Full Service History. Totally immaculate condition throughout **£17,250**



1981 W Rolls Royce Silver Shadow Series II. Finished in traditional Georgian Silver with St James Red interior. This car has to be seen to be believed, with only 42,000 miles, over 30 services and a full MOT history. Also many invoices noting how the car was maintained regardless of cost. Unrepeatable at **£36,950**



1980 V Rolls Royce Silver Shadow 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**



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. Near side door mirror and Whitewall tyres. Only 70,000 miles with lots of history. Immaculate condition throughout **£23,950**

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1985 Mercedes Benz 280SL - Covered just 66,000 miles from new and comes with an exceptional history including the original bill of sale. In Champagne Metallic with Brazil Cloth upholstery and Brown soft top hood. The first lady owner had the SL for almost 21 years and covered 40,000 miles in the car. Service history since is recorded at 39143, 42989, 47526, 53099 and 58254 in 2016..... **£29,995**



1955 Morris Minor Saloon - This lovely split screen has been with its most recent owner for 40 years having purchased the car on his 31st birthday in 1978. The Morris is a very correct car, in its original colour of Clarendon Grey with 803cc engine and a gorgeous, largely original interior and retains its original registration mark **£8,995**



1936 Alvis Speed 20 4.3 litre Vanden Plas Special - This wonderful Alvis Speed 20 4.3 litre carries the distinction of being the best driving, most thoroughly enjoyable 1930's tourer we've had in the 27 year history of the company. Subject of a complete rebuild using an authentic original Vanden Plas body..... **£139,995**



1973 Jaguar E-Type Series III V12 FHC - Remarkably original, low mileage and matching numbers. Covered just 52,000 miles from new and comes to us with a comprehensive history dating back to when the car was four years old with 14276 miles. Webasto sunroof, beautifully patinated original leather seats. Automatic transmission. Ideal for regular use or long distance touring **£67,995**



1971 Ford Capri 3.0 MKI GT BROADSPEED - Incredibly rare car and we are told is just one of seven original BROADSPEED MKI's Capri's in the World. Great fun, and is supplied in strong mechanical order freshly serviced and with 12 months MOT, and looks in exceptional order with top class paintwork, a first class painted underside, stunning engine bay, superb straight bodyshell and a gorgeous **£34,995**



1965 Daimler 2.5 V8 Saloon - This low mileage and very original Daimler comes with an exceptional history back to new warranting the mileage of just 77,000 miles. The Daimler comes with its original service book, owners service card, early service invoices, original 1965 tax disc, 'Running in booklet' and Heritage certificate confirming the car is in original specification with matching numbers..... **£26,995**



1936 Alvis Firebird DHC - Beautiful Cross and Ellis DHC body, we are told only 25 of the 97 manufactured with this body are said to survive. £11,300 was spent with Red Triangle between 2012 and 2013 including some engine rebuild work, starter motor re-conditioned, front suspension rebuild and various electrical work. Exceptional gleaming paintwork. Brand new hood **£52,995**



1927 Morris Oxford Doctors Coupe - Superb driving, very well presented. We sold it to the last owner back in 2015 and prior to this had spent some time in the Beamish Collection and is believed to be one of few Oxford Doctors Coupe survivors. Comprehensive history file. The paint work has a lovely aged look with nice older deep paint..... **£17,995**



1992 Jaguar XJS V12 Convertible - 66,700 miles covered from new. The car is beautifully presented with an exceptional paint finish, beautiful Magnolia leather upholstery and excellent Black power hood. Wheel arches are superb, bumpers are very smart and alloy wheels are in lovely condition. The car is incredibly sharp and has clearly been a garaged, well-kept car..... **£26,995**



1964 Aston Martin DB5 - A top class, matching numbers car. Stunning paintwork having a £35,000 body restoration and re-paint in 2016. £10,000 spent on the upholstery to ensure the car was completed to a beautiful standard throughout. Very rarely will an example come on the market having had such high quality recent restoration. This DB5 can be purchased with absolute confidence..... **£874,995**



1993 Range Rover Vogue EFI - Between 2015-2017 had over £23,000 spent on a major programme of work taking it into first class condition. This is a stunning example that is ready to go, ideal for weekend use or even daily use. Finding a sharper example at this price could prove very difficult **£18,995**



1971 Triumph TR6 - Covered in the region of 19000 miles since 2002 and in early 2017 successfully toured 2000 miles driving from Hexham, Northumberland to Portsmouth, over to Northern Spain for a tour also covering Northern Portugal. Top class body, excellent panel fit and glorious paintwork having being re-finished in the early 2000's..... **£24,995**



1957 MG A 1500 Coupe - On arrival back in the UK in 1992 the MGA was stripped down and the body removed from the chassis. The car was then subject of a show standard chassis up nut and bolt rebuild to the highest of standards. Since covered 9000 miles and drives superbly. The 1500 engine is excellent with superb oil pressure and it ticks over and runs perfectly . **£34,995**



1967 Aston Martin DB6 - Stunning factory Ming Blue with Cream leather. Two full restorations are documented within the comprehensive history file, the first from 1979 to 1983 and having been off the road since 1990, an eight year rebuild from 2008 has been undertaken by Aston Martin specialists. On the open market for the first time in over 40 years..... **£339,995**



1962 Triumph TR3A - Presents very well with an excellent hood, side-screens, Minilight style wheels, lovely paintwork, body panels are exceptionally straight, the underbody superb and the interior looks excellent with freshly trimmed upholstery **£29,995**



1969 Rover P6 2000 - Was subject of a major restoration with marque specialists Rovers Return in Lancashire in 1994. Presents beautifully with excellent paintwork, lovely straight panels, bright chrome and a gorgeous re-trimmed interior. The Beige leather is stunning, carpets are very clean and door cards, dash and headlining are all lovely. This is a perfectly usable, excellent driving Rover that is ideal for shows, regular or weekend use..... **£7,995**



1969 Rolls Royce Mulliner Park Ward Coupe - Beautifully presented, low mileage, exceptional history. 1 of 606 MPW models made, it was professionally re-modelled to Bentley specification by Royce Engineering some 30 years ago. It therefore features the very rare Bentley grill and various badging. This is a beautiful machine, a car of real quality and certainly one for the discerning buyer..... **£44,995**



1969 Austin Healey 3000 MKI - Red over Cream with wire wheels, overdrive and wonderful aged red leather upholstery. 20000-25000 miles touring from 1991-2010 and then in Sweden for a few years prior to coming back to the UK **£74,995**



1958 Jaguar XK150 3.4 FHC - Known by us for over 15 years. Upgraded to S Specification during a mid-1980's restoration. Genuine UK supplied matching numbers car. Between 1983 and 1985 had to be completely stripped and the body professionally restored with new floors, sills and various new panels..... **£79,995**



1968 Morris Minor Traveller - A fine example has come to us from its previous owner in Ireland who had owned the Traveller for over 14 years. Almond Green with green upholstery. Photo restoration carried out 2003-2004 to include; new wooden frame sections, new back panel, refurbished interior and a pair of new front wings and a total repaint. In 2016 the Traveller was treated the popular Marina brake upgrade kit..... **£11,995**

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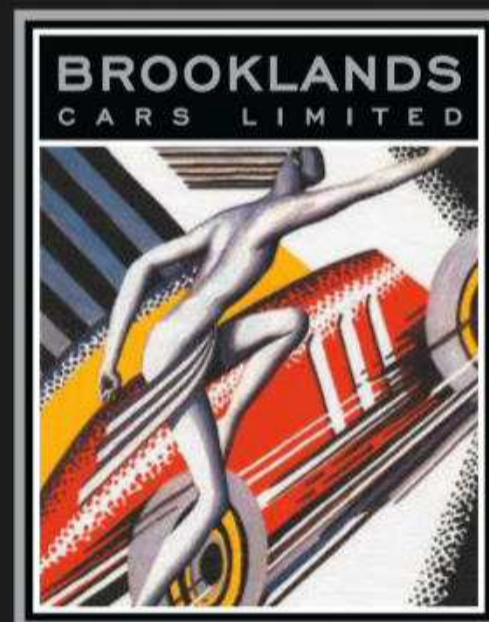
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1962 Jaguar Mk2 3.8 Saloon.
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2003 Mercedes CLK320 Avantgarde Cabriolet.
Brilliant Silver, Grey and Navy leather, AMG alloys, A/C, Navy electric roof, bespoke Pioneer stereo, 78000 miles but amazing condition. FSH.
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2001 Mercedes SLK320 Convertible.
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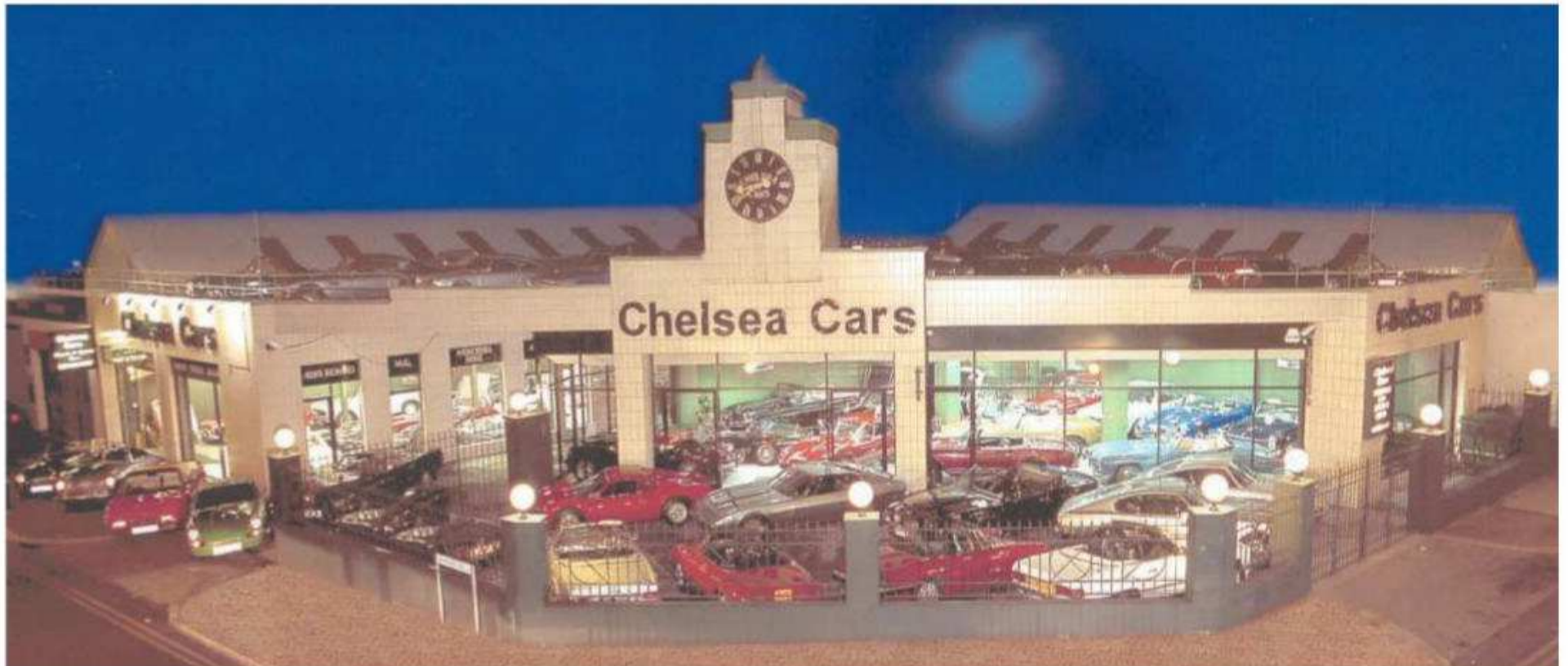
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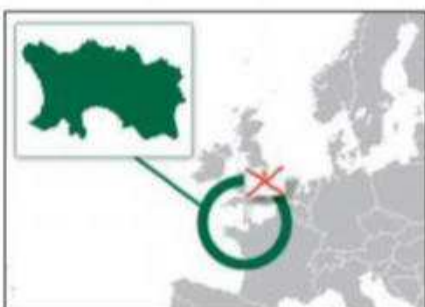
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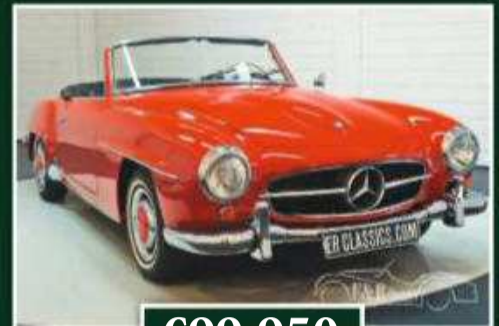
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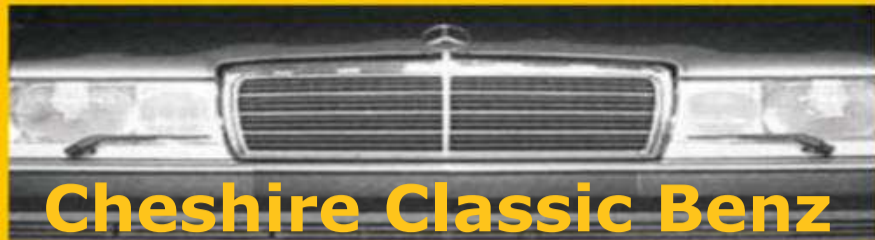
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Signal Red, matching hardtop, dark brown soft top, Saffron sport check interior, 4 speed auto, electric windows, rear seats, original alloy wheels, FSH, 51,000m £35,950

E320 Sportline Cabrio 1996N

Ruby Red metallic, Mushroom leather, black soft top, 4 speed auto, airbags, heated seats, wood/leather steering wheel, original Sportline 15" alloys, FSH, 89,000m £16,950



500SEC Coupe 1989G

Almandine Red metallic, Mushroom leather, 4 speed auto, cruise, air conditioning, electric seats, electric sunroof, leather steering wheel and gearknob, original 15 hole alloys, FSH, 94,000m £17,950

E320 Sportline Cabrio 1994L

Blue/Black metallic, grey leather, black soft top, 4 speed auto, cruise, airbag, electric seats, electrically adjustable steering column, leather steering wheel, original Sportline 15" alloys, FSH, 96,000m £15,950



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MG A 1956, Original UK RHD car, heritage certificate, lots of new parts fitted in last 4 years. Very good condition, recent new Michelin tyres, 3 previous owners. Drives well. £24,995 TEL: 07850935000 DORSET



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1935 Park Ward 3 1/2 Saloon due in



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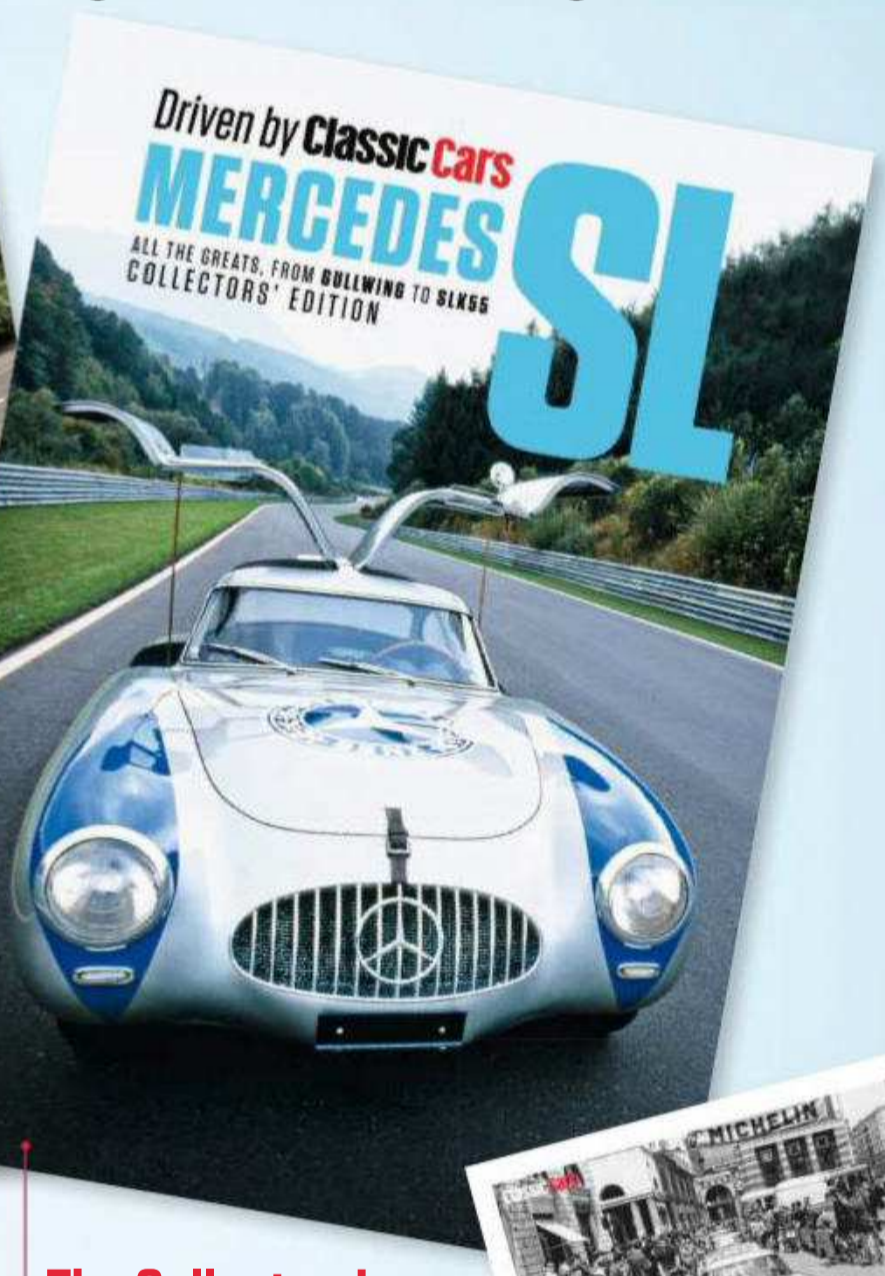
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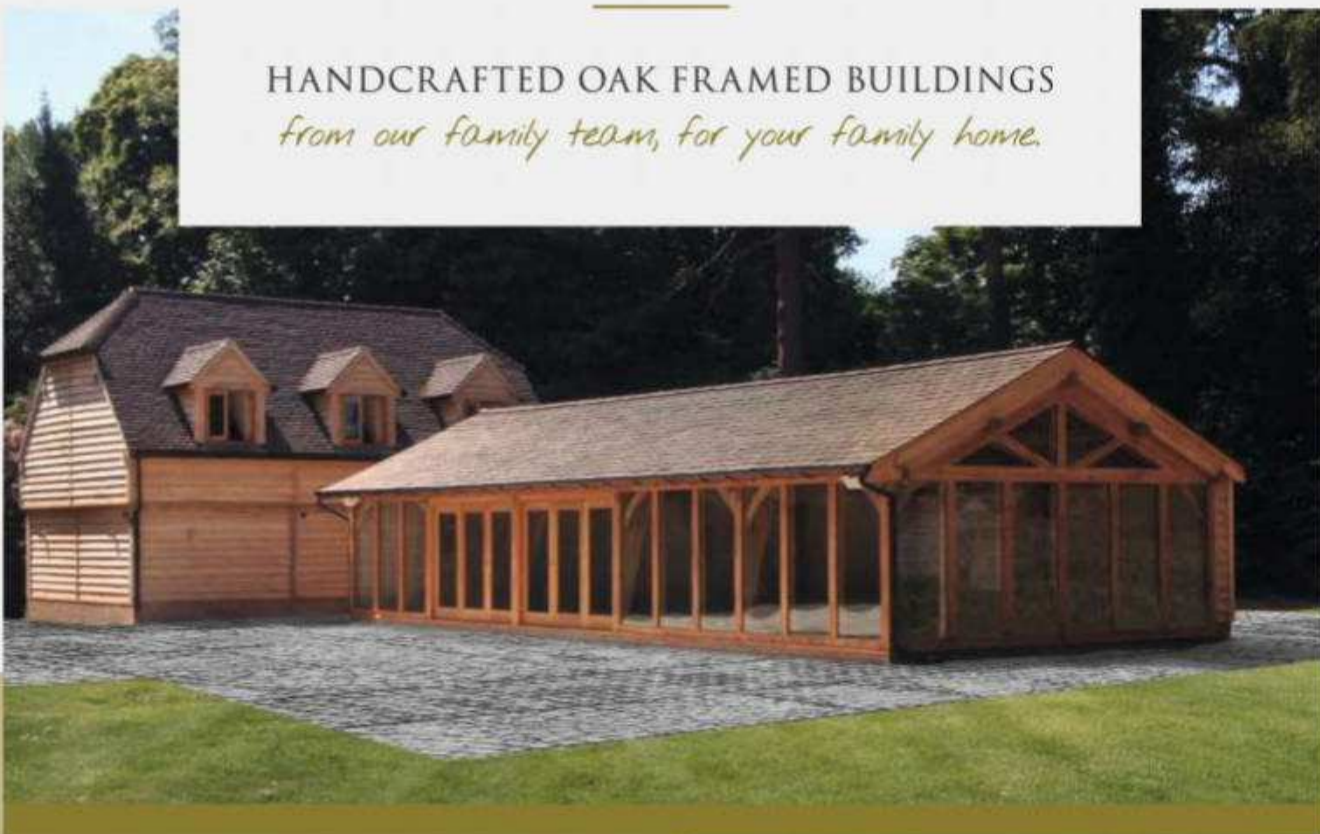


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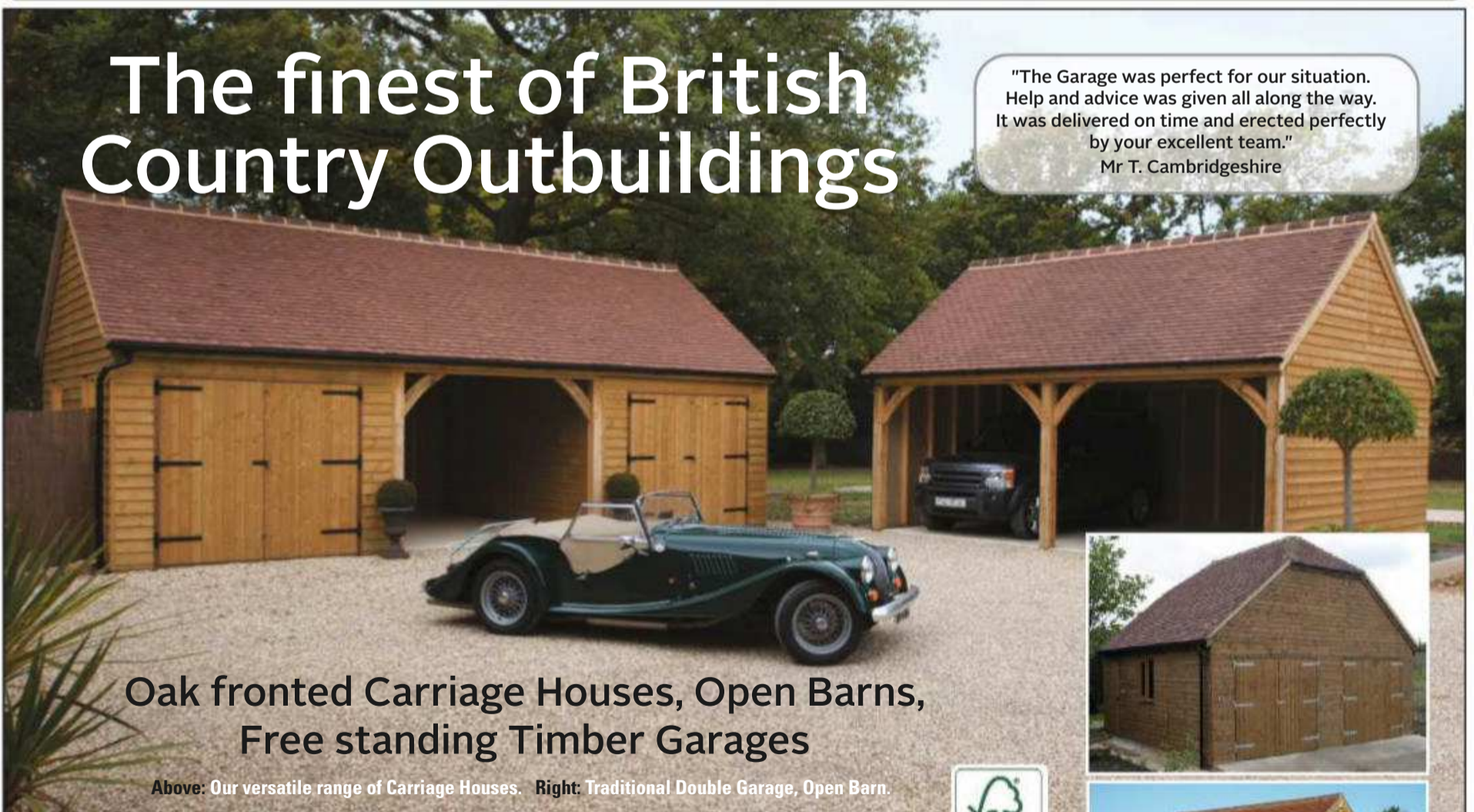
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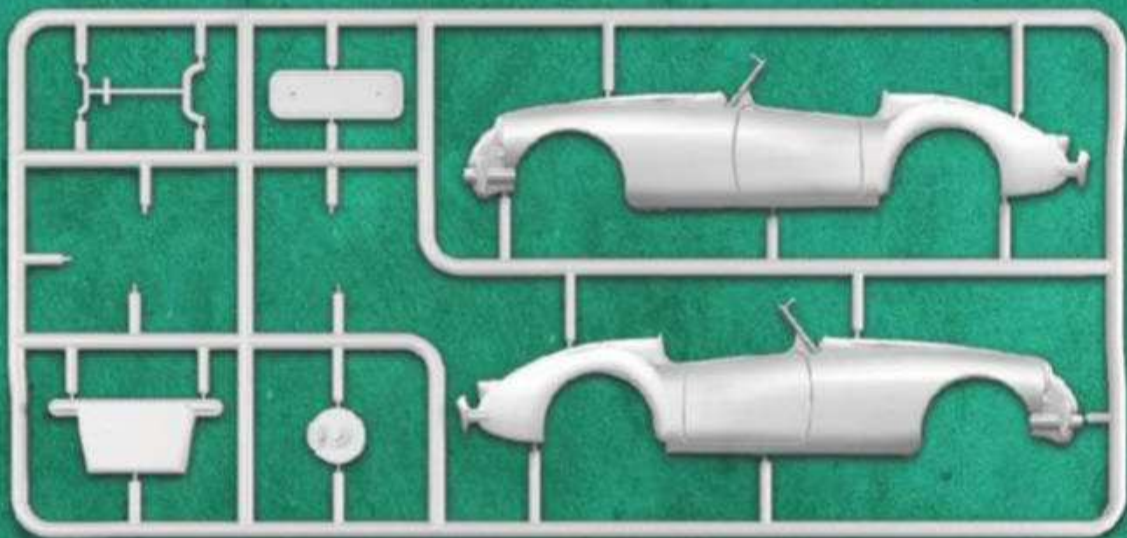
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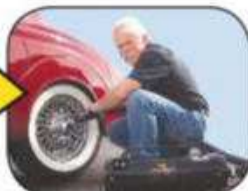
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WHY I LOVE...



...my memories of my Ford GPW Jeep. A white painted bonnet and exploding tyres were all part of the fun of Jeep ownership, says **Professor Peter Stevens**



'When I was 22 I used it to visit Egypt. Before setting off around the Mediterranean I bought some fine-looking cheap tyres. Unfortunately, the rubber was so poor they exploded in the heat'

It was 1964 and I was driving along London's Kings Road in an MG KN Magnette, which had belonged to my godfather, when a drunk driver hit the car and wrote it off,' recalls Peter Stevens. 'I was devastated.'

'With the MG written off, I bought a copy of *Exchange & Mart*. Inside was an advert for a Jeep, which had just returned from the Arctic Circle. I thought, "if it can achieve that..." and bought it for £100. It was a 1943 model and a plaque on the body listed its entire military history, including being based in Italy.'

Peter had always had a passion for Ford's Willy's Jeep. 'Simplicity has always had a place in my world of design so I felt an empathy. The story goes that a group of young engineers got together in a small rented office in Detroit to shape a basic military vehicle in 50 days; lacking proper tools they drew round cups and plates to create the right curves.'

The Jeep has many innovative touches, such as rotating headlamps that can be unbolted and moved to shine into the engine bay, and a driving position that can accommodate almost anyone without adjusting the seat.

However, as a member of the CND movement Peter had misgivings about his ex-military vehicle, with its proven wartime provenance. 'As a compromise I painted the bonnet white. When I was 22 I used it to visit Egypt, part of a drive round the Mediterranean. My grandfather worked for Thomas Cook and I'd drive into Cairo where he'd made arrangements for me collect my mail and deposit my letters for home. Before setting out from England I bought some fine-looking cheap tyres. Unfortunately, the rubber was so poor they exploded in the heat, so old WW2 'bar tread' tyres bought in Libya kept us going for the rest of the trip.'

In 1966 Peter worked as an extra in the feature film *Blow-Up*, which starred David Hemmings. 'I arrived in the Jeep and the director said, "Great, we'll have that in the film." But unfortunately, his assistant suggested a British-built Austin Champ would be more appropriate.'

Sadly, Peter's love affair with the Jeep was to be cut short. By this time values of Jeeps had grown markedly, and in 1970 his beloved machine was stolen and almost certainly broken up for parts and sold abroad.

'I did buy another but the love just wasn't there.'

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A matching numbers example, still with its original 3.7 litre engine specifications, this wonderful and very pretty example is a delight to drive and is supplied fully serviced and prepared with its history file containing original build details, parts and maintenance records, details of service and maintenance works and MoT certificates. Recently featured in the AMOC DB4 display at the Concours of Elegance.



2000 Aston Martin Vantage 'Le Mans' £475,000



1987 Aston Martin V8 Vantage Zagato £499,950



1988 Aston Martin V8 Efi £164,950



2007 Aston Martin Vanquish S £149,950



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2001 Aston Martin DB7 Vantage Volante (Manual) £46,950



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Price Guide

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WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ABARTH Abarth Club GB (01869 340289)							
Zagato 750	57-61	90,000	20,000	50,000	39,000	747	95
595, 595SS, 695SS	63-71	28,000	8,000	20,000	12,500	595	80
AC AC Owners' Club (01904 793563)							
2-litre	47-56	15,000	10,500	6,000	3,500	1991	83
2-litre dhc/Buckland	49-56	30,000	22,500	14,000	9,000	1991	83
Ace (AC engine)	54-63	175,000	135,000	85,000	70,000	1991	102

- Concours/Dealer**
If you can afford it, do it. This is what to pay for a top notch example; also a good guide to concours value
- Mint**
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money
- Usable**
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart
- Rough**
In reality a project car in need of much care and expense, even though it may still run and drive
- Price change**
At-a-glance indicator showing the market trend of the latest updates

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Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ABARTH Abarth Club GB (01869 340289)							
Zagato 750	57-61	97,500	80,000	60,000	45,000	747	95
595, 595SS, 695SS	63-71	42,500	30,000	20,000	12,500	595	80 ▲

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
AC AC Owners' Club (01904 793563)							
2-litre	47-56	15,000	11,000	6,750	4,000	1991	83
2-litre dhc/Buckland	49-56	30,000	22,000	14,000	9,000	1991	83 ▲
Ace (AC engine)	54-63	235,000	175,000	130,000	87,000	1991	102
Ace-Bristol	56-63	275,000	210,000	150,000	100,000	1971	118
Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120
Aceca-AC	54-63	140,000	99,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	155,000	115,000	75,000	52,000	1971	128
Greyhound	59-63	58,500	45,000	27,500	18,000	1971	107 ▲
Cobra MkI/MkII/289	62-69	825,000	675,000	525,000	425,000	4727	138
Cobra 427	65-67	925,000	750,000	575,000	475,000	6998	145
428	67-73	155,000	120,000	90,000	60,000	7014	143
428 con	67-73	185,000	140,000	105,000	70,000	7014	143
3000 ME	79-84	15,500	11,500	7,500	5,000	2994	125
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)							
6C 1750 GS Zagato	30-33	1.75m	1.3m	1.05m	925,000	1754	95
6C 2300 Touring	33-37	1.1m	900,000	750,000	625,000	2309	94
1900C Sprint	51-55	200,000	157,500	107,500	80,000	1884	112
1900C Super Sprint	55-58	220,000	165,000	120,000	85,000	1975	112
Giulietta berlina	55-62	18,500	13,500	7,000	3,500	1290	90
Giulietta ti	57-64	22,500	16,000	7,500	4,000	1290	103
Giulietta/Giulia Sprint	55-64	55,000	42,000	25,000	16,000	1290	110
Giulietta/Giulia Spider	55-65	70,000	47,500	30,000	20,000	1570	108
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	32,500	1570	120 ▲
2000 Spider	58-62	95,000	65,000	32,500	19,000	1975	111 ▲
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124
2600 Sprint	62-66	47,500	35,000	17,500	8,000	2584	125
SZ-1	60-62	375,000	320,000	270,000	200,000	1290	120
TZ-1	63-65	850,000	750,000	600,000	450,000	1570	124
Giulia Ti/Super	62-74	20,000	14,000	7,000	3,250	1570	105
1750/2000 Berlina	68-76	12,000	8,000	3,500	1,600	1962	115
Giulia Sprint GT/Veloce	63-68	42,500	32,500	17,000	8,750	1570	112
Giulia GTA 1300/1600	65-71	250,000	200,000	150,000	100,000	1570	115
GT Junior	66-77	23,500	16,500	8,500	4,500	1570	115
1750/2000 GTV	67-77	30,000	22,500	12,000	6,000	1962	118
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9,750	1290	110
Duetto/1750 rtail	66-69	50,000	35,000	20,000	10,000	1570	113
Spider S2	69-82	21,500	14,750	7,000	3,000	1962	119
Spider S3	82-89	12,500	8,000	3,500	1,650	1962	114
Spider S4	89-93	14,250	10,000	4,650	2,400	1962	114
Montreal	70-77	62,500	47,500	28,500	18,500	2593	132
Alfasud/Alfasud Ti	72-83	6,950	4,250	2,000	750	1286	103
Alfasud Sprint	76-90	9,000	6,000	2,750	1,100	1490	104
Alfetta sal	72-84	10,000	7,000	3,000	900	1962	113
GTV 2000	76-87	9,750	6,750	3,200	1,500	1962	118
GTV6	81-87	17,000	11,000	5,000	2,000	2492	130
75 sal	86-92	7,500	5,000	2,000	900	2959	135
164 2.0 TS	88-98	5,000	4,000	1,900	900	1962	130
164 3.0 V6	88-98	5,750	4,500	2,400	1,200	2959	147
SZ	89-94	36,500	26,500	18,500	14,000	2959	153
RZ	92-94	40,000	30,000	21,000	15,500	2959	153

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALLARD Allard Owners' Club (01438 773428)							
155	92-97	4,500	3,000	1,350	700	1970	127
155 V6	92-96	6,500	4,000	2,100	1,000	2498	140
Spider 2.0 TS	96-02	3,950	2,650	1,200	475	1970	131
GTV 2.0 TS	96-02	3,400	2,000	850	300	1970	134
GTV 3.0 V6	98-02	4,950	3,400	1,600	650	2959	148
GTV V6 Cup	01-02	10,000	8,000	5,000	2,500	2959	148

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALPINE-RENAULT Club Alpine-Renault (01902 895590)							
A110	65-77	75,000	55,000	36,000	27,500	1565	115
A310 1600	74-77	37,500	25,000	15,000	10,000	1605	130 ▲
A310 V6	77-86	40,000	28,000	19,000	12,000	2664	137 ▲
GTA	85-91	10,000	8,000	4,000	2,400	2849	139
GTA Turbo	85-91	12,500	10,000	5,500	3,000	2458	149

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308)							
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90
Speed 25 Tourer	37-40	175,000	150,000	120,000	80,000	3571	85 ▼
4.3 Litre Tourer	37-39	165,000	120,000	105,000	90,000	4387	100
TA14	46-50	16,000	11,000	6,000	3,250	1892	72
TA14 convertible	46-50	32,500	25,000	14,000	7,000	1892	72
TA21/TC21/100	50-55	25,000	17,500	10,000	5,000	2993	100
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95
TD21	56-63	35,000	26,000	14,000	8,000	2993	104
TD21 convertible	56-63	80,000	55,000	32,500	20,000	2993	102
TE/TF21	63-67	42,000	30,000	17,000	10,000	2993	110
TE/TF convertible	63-67	90,000	65,000	37,500	24,000	2993	107

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
AMPHICAR IAOC (amphicar.com)							
770	61-65	50,000	35,000	25,000	16,000	1147	70 ▲
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (0121 459 0742)							
Lancaster	46-52	12,500	9,000	5,000	2,750	1991	70
Hurricane dhc	46-53	20,000	15,000	8,500	5,500	1991	70
Typhoon coupé	46-50	16,000	11,250	7,000	4,250	1991	70
Whitley	50-53	14,000	9,000	4,500	2,500	2309	85 ▲
Sapphire 346	53-59	16,000	11,500	6,000	3,000	3435	100 ▲
Sapphire 234/236	56-58	16,000	12,000	6,250	3,250	2309	97 ▲
Star Sapphire	58-60	21,000	15,000	7,000	4,000	3990	104 ▲

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
ASTON MARTIN Aston Martin Owners' Club (01865 400400)							
DB2	50-53	250,000	180,000	125,000	85,000	2580	110
DB2 con	51-53	325,000	250,000	180,000	140,000	2580	109
DB2/4 MkI/II	53-57	200,000	150,000	95,000	65,000	2580	120 ▲
DB2/4 con	53-57	290,000	225,000	170,000	130,000	2580	120
DB3S	53-56	4.8m	4.25m	3.75m	n/a	2922	145
DB MkIII	57-59	220,000	165,000	115,000	85,000	2922	120
DB MkIII con	57-59	480,000	400,000	320,000	250,000	2922	120
DB4	58-63	450,000	375,000	300,000	240,000	3670	141
DB4 Vantage	61-63	520,000	430,000	330,000	260,000	3670	149
DB4 con	61-63	900,000	800,000	650,000	550,000	3670	140

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
DB4 GT							
DB4 GT	60-63	2.4m	2m	1.5m	1m	3670	155
DB4 GT Zagato	60-63	11.5m	10m	9m	n/a	3670	154
DB5	63-65	650,000	520,000	375,000	285,000	3995	143
DB5 con	63-66	1.1m	925,000	685,000	550,000	3995	141
DB6	65-70	275,000	225,000	165,000	135,000	3995	140
DB6 Vantage	66-69	400,000	290,000	205,000	160,000	3995	148
DB6 Volante	66-70	675,00					

	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
1100/1300	63-74	3000	2000	900	450	1098	85	
1300GT	69-74	8250	5750	2500	1200	1275	96	
3-litre	68-71	7500	5500	2500	1250	2912	106 ▲	
1800/2200	64-75	4000	2500	1000	500	1798	96	
Allegro 1100-1500	73-82	2250	1300	600	300	1275	87	
Allegro 1750/Sport TC	73-75	2750	1750	800	450	1748	104	
Seven/Mini Mkl	59	30,000	25,000	19,000	15,000	848	71	
Mini Mkl	60-67	12,500	10,000	6250	3750	848	71	
Mini MkII	67-69	6000	4000	1850	1000	998	79	
Mini MkIII-V	70-90	4850	3200	1400	800	998	82	
Mini Cooper 997/998	61-69	22,500	16,000	9000	6000	998	90	
Mini Cooper 1071S	63-64	43,000	32,500	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	40,000	30,000	19,000	13,500	970	82	
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96	
Mini C1r 1275S MkII/III	67-71	32,000	22,500	14,000	9500	1275	96	
Mini Moke	64-85	20,000	15,000	8000	4500	998	70	
Mini 1275GT	69-80	11,000	8000	4250	2000	1275	89	
Mini Clubman	70-80	4500	3000	1300	650	1098	82	

AUSTIN-HEALEY		Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND						
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	
100S	55	650,000	550,000	465,000	400,000	2660	119	
100/6 BN4/6	56-59	50,000	37,500	24,000	13,500	2639	105 ▲	
3000 Mkl	59-61	54,000	38,500	25,000	13,000	2912	112	
3000 MkII BN7	61-62	68,000	47,500	32,000	22,000	2912	117 ▼	
3000 MkII BT7, BJ7	62-64	57,500	42,000	27,500	15,000	2912	117	
3000 MkIII	64-68	64,000	47,500	30,000	17,500	2912	121	
'Frogey' Sprite Mkl	58-61	21,000	15,000	7000	4000	948	82	
Sprite MkII/III/IV	61-71	11,000	7000	3000	1250	1275	96	

AUTOBIANCHI		(autobianchi.org)						
Bianchina Trans/Cab	57-68	29,000	21,500	14,500	9750	499	68	

BENTLEY		Bentley Drivers' Club (01295 738886)						
3-litre Tourer	22-25	500,000	300,000	220,000	160,000	2996		
4.5-litre Tourer	27-31	1.2m	800,000	650,000	400,000	4398	92	
6.5 Litre Speed Six	28-30	3.25m	2.75m	1.8m	1m	6597	86	
4.5 Litre 'Blower'	29-31	11m	8m	4.5m	2.85m	4398	98	
8 Litre	29-31	2.5m	1.6m	900,000	500,000	7982	101	
Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	300,000	200,000	100,000	42,500	3669	91	
Derby 4.25 PW	36-39	125,000	87,500	52,500	32,500	4257	96	
Derby 4.25 coachbuilt	36-39	390,000	265,000	120,000	45,000	4257	96	
MkVI 4.3/4.6-litre	46-52	36,000	26,500	15,000	8750	4566	100	
MkVI con	51-52	115,000	82,500	42,500	27,500	4566	100 ▲	
R-type saloon	52-55	42,000	30,000	17,500	9500	4566	106	
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	
Coachbuilt con	52-55	160,000	120,000	65,000	37,500	4566	106 ▲	
R-type Continental	52-55	950,000	800,000	600,000	500,000	4566	115	
S1/S2 saloon	55-62	39,000	29,000	16,500	8000	4887	101	
S1 Continental Mulliner	55-59	500,000	360,000	180,000	140,000	4887	115	
S1 Cont PW coupé	55-59	375,000	270,000	135,000	100,000	4887	114	
S1 Cont P Ward con	55-59	750,000	540,000	275,000	200,000	4887	114	
S2 Cont Mulliner	59-62	275,000	195,000	120,000	80,000	6230	115	
S2 Park Ward con	59-62	325,000	225,000	135,000	90,000	6230	115 ▼	
S2 Flying Spur	59-62	175,000	130,000	75,000	46,500	6230	120	
S3 saloon	62-65	44,000	32,000	18,000	8750	6230	116	
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120	
S3 MPW con	62-65	240,000	165,000	105,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120	
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	5500	2000	6750	119 ▼	
Mulsanne Turbo	82-86	14,000	11,000	6000	2400	6750	135 ▼	
Turbo R/RL	85-97	16,500	12,500	6500	2500	6750	135 ▼	
Continental MPW conv	84-94	72,500	55,000	37,500	22,500	6750	140	
Continental R	91-02	42,500	30,000	22,500	16,500	6750	151	
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6500	6750	140	
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	

BERKELEY		Berkeley Enthusiasts' Club (01483 475330)						
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60 ▲	

BIZZARRINI		(isobizclub.com)						
5300GT Strada	65-69	600,000	525,000	450,000	375,000	5354	165	

BMW		BMW Car Club (01225 709009)						
328	36-39	700,000	550,000	450,000	375,000	1971	100 ▼	

	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
501 V8/502/2.6/3.2	55-63	42,500	28,500	17,000	11,000	2580	100 ▼	
503 coupé	56-59	140,000	105,000	75,000	52,500	3168	115	
507	56-59	1.75m	1.4m	1.25m	1m	3168	135	
Isetta 250/300	55-65	18,000	13,000	9000	6000	298	60	
600	58-59	27,500	20,000	15,000	9500	585	65	
2000/ti lux/tii	66-72	9750	6750	3250	1600	1990	105 ▲	
1600/1602/1502	66-77	9500	6500	3000	1500	1573	100 ▲	
2002/Touring	68-75	13,000	8500	4000	2000	1990	112 ▲	
2002 cabrio/targa	71-74	18,500	14,000	7000	3000	1990	110 ▼	
2002tii	71-75	24,000	16,500	8000	4000	1990	120	
2002 turbo	73-74	95,000	70,000	47,500	30,000	1990	130	
2800CS/CSA	69-71	25,000	17,500	10,000	5000	2788	120	
2500/2800/3.0/3.3	69-77	12,000	8000	3500	1750	2494	110	
3.0CS/CSi	71-75	42,500	27,500	18,500	12,500	2985	130 ▲	
3.0CSL	72-75	132,500	97,500	60,000	37,500	3003	134	
3.0CSL 'Batmobile'	72-75	250,000	200,000	150,000	100,000	3153	138	
633/628 CSi	76-87	8750	6000	3000	1500	3210	132	
635CSi	78-89	15,000	9500	4500	2400	3453	140	
M635CSi	85-89	27,500	20,000	14,000	7500	3453	158 ▼	
M1	79-80	330,000	260,000	185,000	150,000	3453	162 ▲	
323i (E21)	77-82	7500	5200	2500	1300	2315	126	
320/325 Baur cabrio	81-85	7500	5000	2500	1250	2495	135	
5-series (E12)	75-81	5000	3750	1850	900	2788	133	
M535i (E12)	80-81	26,000	19,000	11,000	5500	3453	139	
5-series (E28)	81-87	4500	3500	1750	750	2788	146	
M535i (E28)	85-87	12,000	9000	4500	2000	3453	152	
M5 (E28)	85-88	30,000	23,000	13,000	7500	3420	152	
5-series (E34)	88-95	4000	3000	1600	600	3982	149	
M5 (E34)	88-95	16,500	11,500	6000	3750	3535	155	
M5 (E39)	98-04	20,000	13,000	9000	6000	4941	155	
3-series (E30) conv	86-93	8250	5750	2500	1000	2494	130	
325i Sport (E30)	89-91	10,000	7000	3500	1750	2494	133	
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143	
M3 Evo II (E30)	88	70,000	55,000	36,500	26,500	2302	143	
Z1	86-91	40,000	26,000	17,000	10,000	2494	140 ▲	
840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155	
M3/Evo (E36)	92-99	19,000	14,000	9500	6000	3201	155	
Z3 4-cyl	96-01	4000	2650	1350	600	1895	127	
Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139 ▼	
Z3M Roadster	98-02	19,500	15,000	10,000	6750	3201	155	
Z3M Coupe	98-02	30,000	22,000	13,500	8500	3201	159	
Z8	00-03	135,000	110,000	85,000	65,000	4941	155	
M3 (E46)	01-06	24,000	18,000	11,000	6000	3246	155	
M3 CSL (E46)	03-05	50,000	45,000	41,000	37,000	3246	155	

BOND		Bond Owners' Club (0121 784 4626)						
Minicar MKA-G	48-65	6000	4250	1900	900	250	55	
GT2+2	63-64	6600	4500	1850	850	1147	83	
GT4S	64-70	5100	3750	1750	800	1296	92	
Equipe GT	67-70	7000	5000	1600	70			

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1000SP/A Union sp	58-65	17,500	12,500	6,500	3,750	980	82	
1000/1000S sal/cpé	58-63	10,000	6,750	3,400	2,000	980	80	
F102 saloon	64-66	3,250	1,950	950	550	1,175	84	

DODGE

Viper RT 10/GTS	92-02	38,500	29,000	21,000	16,000	7,974	165
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ELVA Elva Owners' Club (01903 823710)

Courier sports/cpé	58-61	27,500	21,000	12,000	6,750	1,498	100
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7,000	1,798	110

FACEL VEGA Facel Vega Car Club (01621 818608)

FV 4.5/4.8/5.4/5.8	54-59	175,000	135,000	86,500	65,000	5,801	125 ▼
HK500	59-61	220,000	170,000	125,000	80,000	6,286	130
Facel II	62-64	340,000	275,000	190,000	150,000	6,286	132
Facellia/Facel III	60-64	60,000	46,500	29,000	16,500	1,647	114

FAIRTHORPE Fairthorpe Sports Car Club (01895 256799)

Electron Minor	57-73	5,000	3,750	2,250	1,250	948	80
TX-GT/S/SS coupé	67-73	4,500	3,250	1,850	750	1,998	112

FERRARI Ferrari Owners' Club (01485 544500)

166MM Barchetta	48-50	6m	4.5m	3.5m	2.85m	1,995	125
166 Inter	48-51	1m	750,000	550,000	400,000	1,995	115
212 Inter	51-52	1m	850,000	750,000	650,000	2,562	120
340 America	51	3m	2.5m	2m	1.5m	4,101	136
250 Europa S/II	53-55	1.8m	1.3m	900,000	725,000	2,963	126
410 Superamerica	56-59	3.5m	3m	2.5m	2m	4,962	165
250GT Boano/Elena	56-59	725,000	600,000	450,000	300,000	2,953	157 ▲
250GT Cabrio S1	57-59	4.2m	3.6m	3.2m	3m	2,953	155
250GT Berlinetta TdF	57-59	5.6m	5.1m	4.5m	n/a	2,953	143
250GT PF coupé	58-62	575,000	485,000	350,000	225,000	2,953	145
250 Cal' Spider lwb	58-62	9.5m	7m	5.25m	4m	2,953	155
250 Cal' Spider swb	60-63	12.5m	11.5m	10.5m	n/a	2,953	149
250GT SWB (steel)	60-63	6.75m	6.25m	5.75m	5.25m	2,953	150
250GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2,953	155
250GT Cabrio Se2	60-62	1.4m	1.1m	900,000	725,000	2,953	160
250GTE 2+2	60-63	395,000	330,000	220,000	150,000	2,953	140
250GTO	62-64	42m	37m	n/a	n/a	2,953	158 ▼
250LM	64-66	14.5m	11.5m	10m	n/a	2,953	159
250GT Lusso	62-64	1.3m	1.15m	1m	850,000	2,953	150
400 Superamerica cpé	60-64	2.4m	2.0m	1.8m	1.5m	3,967	162
500 Superfast	64-67	2.2m	1.8m	1.35m	1.2m	4,962	170 ▼
275GTB (steel)	64-66	1.8m	1.4m	1.1m	925,000	3,286	150
275GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3,286	150
275GTS	64-66	1.6m	1.3m	1.1m	900,000	3,286	150
275GTB/4 (4-cam)	66-68	2.4m	2.15m	1.85m	1.65m	3,286	165
330GT 2+2	64-67	225,000	175,000	130,000	90,000	3,967	150
330GTC	66-68	450,000	375,000	325,000	290,000	3,967	150
330GTS	66-68	1.8m	1.5m	1.1m	950,000	3,967	150
Dino 206GT	68-69	420,000	375,000	300,000	240,000	1,987	145
Dino 246GT	69-73	270,000	220,000	140,000	92,500	2,418	150
Dino 246GTS	72-74	300,000	250,000	160,000	100,000	2,418	150
365GT 2+2	67-71	200,000	150,000	85,000	52,000	4,390	152
365GTC	68-70	550,000	475,000	400,000	325,000	4,390	155
365GTB/4 Daytona	68-74	540,000	460,000	400,000	320,000	4,390	173
365GTS/4 Spider	72-73	2m	1.8m	1.6m	n/a	4,390	170
365GTC/4 2+2	70-72	230,000	175,000	140,000	115,000	4,390	152
365GT4 2+2	72-76	62,500	48,000	29,500	18,500	4,390	150
365BB	75-76	350,000	275,000	220,000	165,000	4,390	163
512BB	76-81	240,000	200,000	150,000	120,000	4,942	163
512Bi	81-85	225,000	185,000	147,500	120,000	4,942	168
308GT4 2+2	73-80	54,000	40,000	25,000	18,000	2,926	156
308GTB (grp)	75-77	135,000	105,000	75,000	50,000	2,926	154 ▼
308GTB/GTS	77-80	77,000	60,000	42,000	30,000	2,926	155
308GTBi/GTSi	80-82	60,000	42,500	29,000	20,000	2,926	155
308GTB qv/GTS qv	82-85	67,500	50,000	32,000	22,500	2,926	155
328GTB/GTS	85-88	70,000	54,000	37,000	26,500	3,195	163
400/400i/412i manual	76-89	39,000	30,000	17,500	10,000	4,823	158
400/400i/412i auto	76-89	32,000	22,000	12,000	8,000	4,942	158
Mondial	81-94	32,500	23,500	14,500	9,500	2,926	143
Mondial cabrio	84-94	39,500	28,500	18,250	12,000	2,926	146
348/Spider	89-94	59,000	47,500	35,000	26,500	3,405	170 ▼
F355/GTS	94-99	75,000	67,500	50,000	40,000	3,496	185
F355 Spider	95-99	80,000	70,000	52,500	42,000	3,496	183
360 Modena	99-05	69,000	62,000	55,000	47,500	3,586	184
Testarossa	84-90	100,000	75,000	55,000	37,500	4,942	181
512 TR	91-94	115,000	92,500	64,000	50,000	4,943	193
F512 M	94-96	150,000	120,000	80,000	62,000	4,943	194
456GT	92-98	50,000	37,500	25,000	17,500	5,474	184
456MGT	98-03	55,000	42,000	28,500	21,000	5,474	185
288GTO	84-87	1.6m	1.35m	1.2m	1m	2,855	190
F40	88-92	1m	900,000	800,000	750,000	2,936	201
F50	95-97	1.85m	1.5m	1.1m	850,000	4,698	202
550 Maranello	96-02	105,000	85,000	60,000	47,500	5,474	199
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5,474	186

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
575M Maranello	02-06	95,000	80,000	67,500	n/a	5,748	202	
Enzo	02-04	1.9m	1.65m	1.4m	n/a	5,998	220	

FIAT Fiat Motor Club (0208 372 4028)

500 Topolino	48-55	14,000	10,000	5,000	2,500	569	60
600/600D	55-70	10,000	7,000	3,000	1,250	633	66
600 Multipla (MPV)	55-60	30,000	21,000	12,500	6,750	767	59
500/D/F/L/R	57-75	11,500	7,750	3,600	1,750	499	61
1500S/1600S Osca sp	59-66	42,500	30,000	16,000	10,000	1,568	105
2300S	61-68	34,000	23,000	16,500	10,000	2,280	120
850 Coupé	65-73	8,000	5,500	2,600	1,250	903	96
850 Spider	65-73	15,000	9,500	4,500	2,400	903	96
124/Special 1.2/1.4	66-73	2,650	1,750	850	400	1,438	100
124 Coupé	66-75	8,900	6,500	3,000	1,100	1,756	115
124 Spider 1.4/1.6	66-74	24,000	18,000	10,000	3,500	1,608	112
124 Spider 1.8/2.0	75-81	18,500	13,000	6,000	2,500	1,756	108
124 Spider Abarth	72-75	55,000	40,000	30,000	17,500	1,756	118
Pininfarina Spider	82-85	20,000	15,000	7,500	2,750	1,995	104
Dino Spider 2.0/2.4	67-73	125,000	95,000	62,500	45,000	2,418	130
Dino Coupé 2.0/2.4	67-73	42,500	32,500	21,000	15,000	1,987	122
130 saloon 2.8/3.2	69-76	5,500	3,750	2,000	750	3,235	112
130 Coupé	72-76	17,500	12,500	7,000	3,500	3,235	114
127 Sport 1300	81-83	5,750	3,200	1,600	800	1,301	102 ▲
128 3P coupé	75-78	6,000	4,500	2,000	1,000	1,301	102
X1/9	77-89	6,750	4,250	2,000	1,000	1,290	100 ▲
Panda 4x4	84-92	4,250	2,500	1,250	750	999	83
Coupé/Turbo	94-00	4,500	2,900	1,250	400	1,998	149
Barchetta	95-02	6,500	4,200	2,200	1,000	1,747	118

FORD AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mccgb.net)

Prefect	40-53	6,900	5,000	2,500	1,250	1,172	68 ▲
Pilot V8	47-51	15,750	10,500	6,000	3,500	3,622	82 ▲
Anglia/Popular 103E	46-59	6,750	4,750	2,400	1,250	1,172	61 ▲
Anglia 100E/Popular	53-62	5,500	3,500	1,600	800	1,172	71
Prefect 107E	59-61	6,000	4,500	2,250	1,250	997	73
Anglia 105E	59-68	7,250	5,250	2,500	1,500	997	74 ▲
Anglia 123E	62-68	9,000	6,600	3,100	2,000	1,197	82 ▲
Consul MkI	50-56	8,000	5,500	2,750	1,350	1,508	73
Zephyr Six MkI	50-56	12,500	8,000	3,750	1,850	2,262	82
Zephyr Zodiac	53-56	16,500	10,000	5,000	2,500	2,262	84
Consul MkI con	52-56	16,500	12,500	6,750	4,000	1,508	73
Zephyr MkI con	52-56	25,000	20,000	12,000	6,750	2,262	82
Consul MkII	56-62	8,750	5,750	2,500	1,250	1,703	79
Zephyr MkII	56-62	14,250	9,750	4,500	2,000	2,553	88 ▲
Zodiac MkII	56-62	17,500	12,500	6,000	2,750	2,553	88
Consul MkII con	56-62	12,750	8,750	4,750	2,500	1,703	78
Zephyr MkII con	56-62	20,000	15,000	9,000	5,500	2,553	88
Zodiac MkII con	56-62	24,000	17,500	10,500	6,250		

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
HUMBER Post-Vintage Humber Car Club (01604 404363)							
Hawk MkI-III	49-50	7000	5500	2500	1200	2267	80
Hawk MkIV-VI	50-57	7000	4500	2200	1100	2267	80
Hawk SI-IV	57-68	6750	4250	2000	1000	2267	86
Snipe	45-48	9500	7500	3000	1400	2731	72 ▲
Snipe/P'nan MkI-IV	45-56	9750	7000	3250	1500	4139	91
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80
Super Snipe SI-VA	58-67	9000	6250	2400	1200	2651	106
Imperial	64-67	9250	6250	2500	1300	2965	102
Sceptre MkI-II	63-67	5000	3600	1750	950	1725	90 ▲
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
ISO Iso Bizzarini Club (020 8891 6663)							
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140
Grifo	63-74	270,000	210,000	150,000	110,000	5359	161
Grifo 7-litre	69-74	350,000	265,000	175,000	125,000	6998	170
Lele	70-74	40,000	22,500	15,000	7500	5736	145

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)							
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94 ▲
SS100 3½-litre	38-39	500,000	400,000	300,000	200,000	3485	104 ▲
1½-litre	45-49	32,000	21,000	12,000	6750	1776	70
2½-litre	46-51	35,000	25,000	14,000	7500	2663	87
3½-litre	46-51	47,500	32,000	18,500	10,000	3485	92
MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87
MkV 3½-litre con	49-51	92,500	68,500	40,000	20,000	3485	92
XK120 alloy rdstr	49-50	285,000	250,000	200,000	145,000	3442	132
XK120 roadster	50-54	115,000	85,000	55,000	32,500	3442	122
XK120 dhc	50-54	105,000	75,000	49,000	30,000	3442	122
XK120 fhc	51-54	87,000	60,000	38,000	25,000	3442	121
C-type	51-54	3.7m	3.5m	3.3m	2.95m	3442	144
XK140 roadster	54-57	112,500	82,000	55,000	32,000	3442	126
XK140 fhc	54-57	80,000	57,500	37,500	25,000	3442	125
XK140 dhc	54-57	107,500	85,000	55,000	32,000	3442	125
D-type	54-57	6.3m	5.2m	4.25m	3.75m	3442	160
XK150 roadster	58-60	120,000	82,500	45,000	27,500	3781	130
XK150 fhc	57-61	72,500	52,500	34,000	22,500	3781	128
XK150 dhc	57-61	105,000	68,500	40,000	26,000	3781	127 ▲
XK150S 3.4 roadster	58-60	175,000	135,000	90,000	65,000	3442	130
XK150S 3.4 fhc	58-60	109,000	85,000	60,000	45,000	3442	129 ▲
XK150S 3.4 dhc	58-60	140,000	105,000	72,000	55,000	3442	130 ▲
XK150S 3.8 roadster	59-60	210,000	170,000	130,000	90,000	3781	136
XK150S 3.8 fhc	59-60	130,000	95,000	65,000	50,000	3781	132
XK150S 3.8 dhc	59-60	187,500	140,000	105,000	75,000	3781	130
XK150SE 3.8 dhc	58-61	130,000	100,000	70,000	50,000	3781	141
MkVII-MkIX	51-61	37,500	25,000	13,000	6000	3442	105
MkX/420G	61-70	20,000	14,000	7000	3500	4235	120 ▼
Mk1 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96
Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	120
Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	114
Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121
S-type sal	63-68	24,500	16,500	8000	3500	3781	121 ▲
240	67-68	19,500	12,000	6500	3000	2483	105 ▲
340	67-68	23,000	16,000	8000	3650	3442	123
420	66-68	16,500	12,000	5500	2400	4235	123
E-type 3.8 roadster	61-64	220,000	165,000	105,000	72,500	3781	145
E-type 3.8 coupé	61-64	160,000	120,000	80,000	52,500	3781	145
E-type 4.2 S1 rdstr	64-67	180,000	135,000	90,000	57,500	4235	145 ▲
E-type 4.2 S1 coupé	64-67	130,000	100,000	65,000	42,000	4235	145
E-type S1 2+2	66-67	57,500	38,500	19,500	11,000	4235	136
E-type S1½/S2 rdstr	67-70	120,000	80,000	45,000	28,500	4235	145
E-type S1½/S2 fhc	67-70	78,500	55,000	32,500	20,000	4235	145
E-type S1½/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136
E-type V12 roadster	71-75	100,000	65,000	35,000	22,500	5343	150
E-type V12 fhc 2+2	71-74	52,500	34,000	18,000	9500	5343	150
XJ6 2.8 Series 1	68-73	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	22,000	13,000	7000	4500	4235	120
XJ12 Coupé	75-78	26,000	16,000	9000	5000	5343	143
XJR 3.6/4.0 sal	88-94	10,000	6500	3000	1500	3980	142 ▲
XJ12 (XJ81) sal	93-94	6000	4000	2200	1000	5994	155 ▲
XJR X300 sal	94-97	5000	3650	1800	800	3980	155
XJ-S manual	75-80	25,000	17,500	8500	4000	5343	154 ▲
XJ-S V12 auto	75-91	7000	4500	2250	750	5343	150
XJ-S 3.6	83-89	7500	4750	2000	700	3590	141
XJ-SC 3.6 cabrio	83-87	10,000	6500	3200	1400	3590	134
XJ-SC V12 cabrio	85-88	9500	6000	3000	1250	5343	150
XJ-S V12 con	88-91	16,000	11,000	5000	2400	5343	150
XJS V12	91-96	9000	6000	3200	1600	5994	161
XJS V12 con	91-96	15,000	10,500	5000	2500	5994	160
XJR-S	88-93	16,000	12,500	7000	3000	5993	158

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
JENSEN Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
XJS 4.0	91-96	9000	6000	3000	1500	3980	138
XJS 4.0 conv	92-96	14,000	10,000	6250	3750	3980	138
XJ220	89-92	340,000	265,000	210,000	160,000	3498	212
XK8 4.0 fhc	96-02	7500	5250	2750	1500	3996	155
XK8 4.0 con	96-02	10,500	7500	4250	2600	3996	155
XJR (X308) sal	97-03	7000	3500	2000	1200	3996	155
XKR 4.0 fhc/con	98-02	15,000	9500	5000	3500	3996	157

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	10,000	7000	3500	1750	1486	77 ▲
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
LAGONDA Lagonda Club (01252 845451)							
2.6/2.9	48-57	57,500	42,500	25,000	15,000	2922	100 ▼
2.6/2.9 con	49-57	90,000	62,500	35,000	22,000	2922	100 ▼
Rapide	61-64	160,000	110,000	70,000	52,500	3995	135 ▼
Saloon SI-III	76-87	67,500	46,000	26,500	18,000	5340	140
Saloon SIV	87-90	73,000	54,000	35,000	22,500	5340	140

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	530,000	465,000	395,000	300,000	3497	147
400GT	67-68	400,000	325,000	265,000	220,000	3929	150
Miura P400	66-69	950,000	700,000	550,000	460,000	3929	170
Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172
Miura SV	71-75	2m	1.7m	1.5m	n/a	3929	175 ▼
Islero	68-70	250,000	190,000	150,000	110,000	3929	160
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162
Espada I	68-70	150,000	107,500	60,000	35,000	3929	154
Espada II/III	71-78	120,000	80,000	50,000	27,500	3929	154
P250 Urraco	73-74	67,500	40,000	22,500	16,000	2463	148
P300 Urraco	75-76	80,000	55,000	27,500	20,000	2997	158
Silhouette	76-77	85,000	60,000	32,500	22,000	2997	160
Jalpa	82-86	75,000	50,000	30,000	20,000	3485	153
C'tach LP400 Periscopio	74-76	1.2m	900,000	700,000	525,000	3929	192
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192
C'tach LP400S	78-82	325,000	260,000	180,000	125,000	3929	164
Countach 5000	82-90	260,000	205,000	155,000	110,000	5167	179
Countach 25th Anni	89-90	180,000	145,000	110,000	75,000	5167	179
Diablo	91-01	125,000	100,000	77,500	62,500	5707	202
Diablo VT	93-01	137,500	110,000	85,000	68,500	5707	200

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Quattroporte 4.1/4.7	63-71	57,500	37,500	25,000	14,000	4136	130	
Quattroporte III	79-90	19,500	12,500	6,500	3,500	4930	122	
Mexico	65-72	75,000	55,000	36,000	26,000	4719	150	
Indy	66-74	62,000	50,000	36,000	25,000	4719	156	
Ghibli 4.7	67-70	195,000	140,000	82,500	60,000	4719	155	
Ghibli Spyder	69-71	625,000	520,000	400,000	320,000	4719	154	
Ghibli 4.9 SS	70-73	220,000	165,000	105,000	75,000	4930	172	
Ghibli SS Spyder	71-72	725,000	620,000	475,000	390,000	4930	170	
Bora 4.7/4.9	71-79	150,000	125,000	90,000	65,000	4719	160	
Merak	72-75	46,000	32,000	18,000	10,000	2965	135	
Merak SS	76-83	60,000	42,000	22,000	14,000	2965	147	
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151	
Kyalami 4.1/4.9	76-83	56,500	46,500	28,500	15,000	4930	150	
Biturbo 220-425	81-88	7500	4750	2250	1000	2491	138	
Biturbo Spyder	84-91	10,000	7000	4000	2000	2491	138	
Ghibli II	94-97	13,500	9500	5200	3000	2790	155	
Quattroporte IV	94-01	11,500	9000	6000	4000	2790	158	
3200GT	98-01	13,000	10,250	7750	5500	3217	180	

MATRA		Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	10,500	6750	3000	1250	1442	102
Murena	80-83	12,000	7500	3500	1500	2155	121

MAZDA		mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)					
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125
RX7	78-86	5250	3500	1650	650	2292	119
RX7 S2	86-91	4500	3250	1750	500	2254	140
RX7 S3	92-95	8000	6500	4000	2000	2608	156
MX-5	90	5500	3750	1750	1000	1597	121
MX-5	91-97	4000	2750	1250	500	1839	123

McLAREN							
F1	93-98	12m	10m	8.5m	n/a	6064	240

MERCEDES-BENZ		M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	1.4m	1.1m	700,000	425,000	5016	102
500K Tourer	34-36	1.2m	1m	650,000	375,000	5016	102
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104
540K Cabrio A	36-39	2m	1.6m	1m	725,000	5401	101
540K Cabrio B/C	36-39	1.4m	1.1m	675,000	475,000	5401	100
540K Special Roadster	36-39	5.35m	4.65m	3m	1.75m	5401	106
180/190 Ponton sal	53-62	14,500	10,500	5000	2500	1897	87
219/220S Ponton sal	56-59	16,500	12,500	6250	3500	2195	101
220S/SE cabrio	56-60	150,000	100,000	56,000	35,000	2195	101
220S/SE coupé	57-60	57,500	40,000	24,000	16,000	2195	101
300A/B/C/D saloon	51-62	60,000	39,500	22,000	15,000	2996	101
300 cabrio D	57-62	250,000	175,000	100,000	55,000	2996	100
300S cab/rdstr	52-55	500,000	350,000	250,000	150,000	2996	112
300Sc cab/rdstr	55-58	600,000	500,000	375,000	250,000	2996	112
300Sc coupé	55-58	400,000	325,000	250,000	165,000	2996	112
300SL Gullwing	54-57	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	125,000	95,000	57,500	40,000	1897	109
190/200 Fintail sal	61-68	12,500	9000	4000	1750	1988	90
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281	100
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109
220SEb coupé	61-65	40,000	30,000	20,000	12,500	2195	107
220SEb cabrio	61-65	80,000	60,000	40,000	25,000	2195	107
300SE coupé	62-67	60,000	40,000	26,000	16,000	2996	110
300SE cabrio	62-67	150,000	110,000	62,500	40,000	2996	109
230SL sports	63-67	82,000	57,500	33,000	21,000	2306	121
250SL sports	67-68	88,000	62,000	35,000	22,000	2496	121
280SL sports	67-71	95,000	65,000	37,500	25,000	2778	121
600 saloon	64-81	120,000	80,000	42,500	30,000	6330	120
250/280S/SE saloon	65-72	13,000	9000	4500	2000	2778	116
250SEC/280SEC cpé	65-69	45,000	32,000	21,000	13,000	2778	116
250/280SE cab	65-69	95,000	75,000	37,500	20,000	2778	116
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778	116
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116
280SE 3.5 coupé	69-71	110,000	80,000	47,500	26,500	3499	127
280SE 3.5 cabrio	69-71	275,000	210,000	150,000	100,000	3499	127
300SE/SEL saloon	65-69	14,500	9500	4750	2200	2996	115
280/300SE/SEL 3.5	69-72	18,000	12,000	5750	3000	3499	128
300SEL 6.3 saloon	67-72	52,000	32,000	16,000	10,000	6329	132
200/220/230.4 sal	67-76	6750	4250	2000	700	2197	105
230.6/250/280 sal	67-76	7250	4750	2250	800	2746	125
250CE/280CE coupé	68-76	13,500	9500	5000	2250	2746	125
280/350/380/420SL	71-89	25,000	17,500	8000	3250	4196	130
500/560SL sports	82-89	27,500	18,500	9000	3600	5547	142
300SL (R107)	85-89	26,500	18,250	8750	3500	2962	124
350/380/450SLC cpé	71-81	12,000	7750	3400	1250	4520	137
280S/SE sal	72-80	7000	5500	2600	1000	2746	118
350/450SE/SEL sal	72-80	10,000	7000	3250	1200	4520	130
200/230 saloon	75-84	5500	3500	1500	650	2299	114
250/280E saloon	75-84	6000	4000	1650	700	2746	124

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
230/280CE coupé	77-85	11,000	8000	3500	1500	2746	125	
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8000	6834	140	
300SL-SL320 (R129)	89-01	11,500	7500	3500	1500	2960	142	
500SL/SL500 (R129)	89-01	13,500	8500	4000	2000	4973	155	
600SL/SL600 (R129)	92-01	20,000	13,500	6500	3500	5987	155	
380/420/500SEC	81-91	13,500	9000	3500	1500	4973	138	
560SEC	86-91	16,000	11,000	4500	1500	5547	151	
300SE-500SE sal	80-91	6500	4250	1600	500	4973	147	
500/560SEL sal	80-91	7500	5000	2000	800	5547	156	
190E sal	82-92	4250	2500	1000	400	1997	119	
190E 2.3/2.5-16	85-93	25,000	17,500	9500	5000	2299	143	
230/300CE	87-93	5750	3750	1400	400	2962	139	
E220, E320 Cabrio	91-97	14,000	9500	4500	2500	3199	142	
500E saloon	92-95	30,000	22,500	12,500	8000	4973	155	
SLK230 Komp'	97-04	4800	3000	1500	700	2295	140	
CLK-GTR	98-99	1.8m	1.45m	n/a	n/a	6900	199	
SL55 AMG	02-08	18,000	13,500	10,000	6000	5439	155	
SLR McLaren	03-10	200,000	175,000	145,000	n/a	5439	208	

MESSERSCHMITT		Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	26,500	19,000	12,000	7000	191	65
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75

MG		Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80
VA tourer/dhc	37-39	45,000	32,000	20,000	13,500	1548	81
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91
TA/TB/TC	36-49	35,000	26,500	16,500	10,000	1250	78
TD	49-53	26,000	17,500	11,500	6750	1250	80
TF1250/1500	53-55	32,500	24,000	15,000	9000	1466	85
YA/YB	47-53	16,000	11,000	5000	2750	1250	71
YT con	48-51	30,000	20,000	10,000	5500	1250	71
Magnette ZA/ZB	53-59	13,500	10,000	4500	2000	1489	82
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 Rdstr	58-60	50,000	36,000	24,000	16,000	1588	115
MGA Twin Cam Cpé	58-60	36,000	26,500	16,500	11,000	1588	115
Magnette III/IV	59-68	7500	5250	2500	1200	1622	87
1100/1300	62-71	6750	4750	2250	1000	1275	97
MGB roadster p/h	62-65	19,000	14,000	7000	3750	1798	103
MGB roadster	65-67	16,000	12,500	6000	3000	1798	103
MGB GT	65-67	13,500	9500	4250	2000	1798	103
MGB MkII roadster	67-71	14,000	10,500	5000	2200	1798	103
MGB MkII GT	67-71	11,000	7000	3250	1500	1798	103
MGB MkIII roadster	71-74	13,000	9500	4500	2000	1798	100
MGB MkIII GT	71-74	10,000	6500	2850	1250	1798	96
MGB roadster	75-80	10,000	7000	3000	1250	1798	96
MGB GT	75-80	6500	4000	1800	700	1798	104
MGC roadster	67-69	25,000	19,000	10,000	4500	2912	120
MGC GT	67-69	22,000	15,000	7500	3750	2912	120
MGB GT V8 chrome	73-74	20,000	13,000	6900	4000	3528	125
MGB GT V8 rubber	74-76	16,500	11,000	6000	3250	3528	125
Midget MkI	61-64	11,000	7000	3250	1600	1098	86
Midget MkII	64-66	10,000	6000	2800	1300	1098	90
Midget MkIII	66-74	8000	5500	2650	1200	1275	96
Midget 1500	74-79	5000	3500	1500	500	1498	101
Metro Turbo	83-89	7000	4750	2650	1600	1275	110
Montego Turbo	85-91	5000	3500	1750	850	1994	124

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
911S 2.0	66-69	140,000	110,000	80,000	60,000	1991	140	
912	65-69	44,000	33,500	24,000	16,500	1582	112	
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	85,000	62,500	36,000	26,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144	
914-4	69-75	20,000	13,000	6500	3750	1795	112 ▲	
914-6	69-72	65,000	50,000	33,000	22,500	1991	125 ▲	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	625,000	475,000	400,000	2687	149	
Carrera RST	72-73	520,000	430,000	350,000	295,000	2687	149	
911 2.7	73-77	40,000	30,000	17,500	11,000	2687	135	
911S 2.7	73-77	47,000	37,500	24,000	16,000	2687	140	
Carrera 2.7MFI	73-77	175,000	130,000	80,000	55,000	2687	148	
911 Turbo (930) 3.0	75-77	150,000	120,000	80,000	55,000	2995	156	
Carrera 3.0	76-77	72,500	50,000	36,000	24,000	2994	146	
924	76-85	6000	3500	1250	500	1984	126	
924 Turbo	78-83	15,000	10,000	4500	2000	1984	144	
924 Carrera GT	80-81	72,500	55,000	36,000	24,000	1984	150	
924S/Le Mans	85-88	7950	5000	2000	900	2479	136	
928S/S2	77-87	22,000	15,000	8500	3500	4664	155 ▲	
928S4	86-95	27,500	17,500	10,000	4000	4957	161 ▲	
928GT	89-92	37,500	24,000	15,000	9000	4957	168 ▲	
928GTS	91-95	48,500	37,500	22,500	15,000	5396	171 ▼	
911 Turbo (930) 3.3	77-90	100,000	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	110,000	75,000	46,500	33,000	3299	158	
911SC	77-83	39,000	28,000	19,000	12,500	2994	149	
911SC cabrio	82-83	41,000	31,000	20,000	13,000	2994	145 ▲	
911 Carrera 3.2	83-89	45,000	32,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	42,000	29,000	18,000	12,000	3164	155	
Carrera Supersport	84-89	65,000	47,500	30,000	22,000	3164	158	
911 Speedster	88-89	112,500	90,000	67,500	48,500	3164	158	
959	87-88	700,000	625,000	525,000	450,000	2994	190	
Carrera Club Sport	87-89	95,000	66,500	47,500	35,000	3164	154	
944	82-87	9500	6750	2750	1200	2479	134 ▲	
944 Turbo	85-91	18,500	13,500	6750	3250	2479	157	
944S	86-88	10,000	7000	3750	1400	2479	140 ▲	
944S2	88-92	12,500	8000	4000	1750	2990	149 ▲	
944S2 Cabrio	89-92	14,000	9000	4500	2350	2990	149 ▲	
944 Turbo Cabrio	91-92	27,000	20,000	12,000	7000	2479	150	
911 (964)	89-94	45,000	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	110,000	80,000	50,000	30,000	3299	167	
911 Carrera RS (964)	92-94	190,000	165,000	140,000	110,000	3600	162	
968	92-95	15,000	11,000	7500	4000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7250	2990	154	
911 Carrera (993)	94-97	57,500	45,000	30,000	20,000	3600	160	
911 Turbo 4 (993)	95-98	125,000	105,000	75,000	50,000	3600	180	
911 Turbo 5 (993)	97-98	285,000	230,000	195,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	260,000	210,000	175,000	135,000	3746	172	
911RS Clubsport	95-96	300,000	250,000	200,000	160,000	3746	175	
911 GT2 (993)	95-98	900,000	800,000	675,000	525,000	3600	187	
Boxster 2.5	96-99	6750	5000	3500	1750	2480	149	
Boxster 2.7	99-04	8000	6000	4000	2000	2687	156	
Boxster 3.2S	99-04	10,000	7500	4650	3100	3179	164	
911 Carrera (996)	97-05	32,000	24,000	12,500	9000	3387	170	
911 GT3 (996)	99-05	76,000	66,000	55,000	44,000	3600	188	
911 Turbo (996)	99-05	55,000	46,500	35,000	24,000	3600	189	
911 GT2 (996)	01-05	124,000	112,000	99,000	90,000	3600	198	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	10,000	8000	5500	2500	2553	110	
Scimitar SE4/a/b	64-70	10,000	6500	3200	1950	2994	121	
Scimitar GTE SE5/5a	68-75	9000	5750	2200	950	2994	123	
Scimitar GTE SE6/6a	75-80	6250	4250	1650	650	2792	120	
Scimitar GTC	80-85	10,000	7000	3250	1500	2792	119	
Scimitar GTE SE6b	80-86	6500	4500	1800	750	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	3900	2500	1100	450	1596	108	
Scimitar SS1 1800Ti	86-89	4500	3000	1500	700	1809	126	

RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	9000	6500	3250	1650	747	65	
Dauphine	54-63	6000	4250	2000	1000	845	70	
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83	
Florie/Caravelle cpé	59-68	10,500	7500	3000	1400	1108	90	
Florie/Caravelle con	59-68	13,000	9000	4000	2000	1108	90	
R4	62-80	5000	3500	1650	850	1108	72	
R8/R10	62-71	4000	2500	1250	600	1108	84	
R8S	68-71	6500	5000	2500	1200	1255	90	
R8 Gordini	67-70	33,500	28,500	17,500	12,500	1255	108	
16GL/DL/TS/TX	65-79	5000	3200	1500	800	1565	105 ▲	
17TS/Gordini	72-78	7500	5000	2500	1200	1565	110	
5 hatch	72-84	3000	2400	1500	400	1289	96	
5 hatch	84-96	2500	1250	450	150	1397	109	
5 Gordini/Turbo	76-84	9000	6000	2500	1250	1397	116	
5 Turbo 2	83-86	70,000	50,000	32,000	22,000	1397	124	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
5GT Turbo	86-91	9500	7000	3250	1650	1397	123	
Clio Williams	94-95	10,750	8250	4000	2000	1998	134 ▲	
Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134	

RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2500	1496	81	
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	4000	2443	91	
Roadster RMC	48-50	45,000	30,000	18,000	9000	2443	100	
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91	
2.6/Pathfinder	53-59	11,500	7500	3000	1500	2443	101	
One Point Five	57-65	7250	5000	2500	1250	1489	85	
4/68, 4/72	59-69	7250	5000	2400	1100	1622	88 ▲	
Elf MkI/II 848/998	61-69	8000	5650	2750	1300	998	75	
Kestrel 1100/1300	65-69	5250	3500	1650	850	1098	87 ▲	

ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	8750	6000	3000	1250	1172	85	
Olympic	60-73	11,000	7500	4250	2750	1489	105	

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	2.2m	1.75m	1.4m	1.2m	7428	75	
Silver Ghost	18-25	360,000	285,000	225,000	145,000	7428	78	
Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80	
Phantom II	29-35	300,000	185,000	90,000	45,000	7668	88	
Phantom III	36-39	250,000	150,000	75,000	37,500	7340	92	
Silver Wraith 4.3/4.6	47-59	40,000	30,000	16,000	9500	4257	92	
Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101	
SCI Mulliner con	55-59	300,000	225,000	160,000	110,000	4887	101	
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115	
SCII Mulliner con	59-62	225,000	160,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	100,000	70,000	40,000	25,000	6230	107	
Silver Cloud III sal	62-66	45,000	32,000	18,500	9000	6230	116	
SCIII MPW con	62-66	250,000	175,000	100,000	60,000	6230	116	
Phantom VI limo	68-77	110,000	75,000	44,000	29,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120	
MPW/Corniche cpé	66-80	37,500	27,500	17,000	9000	6750	119	
MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	6750	119	
Camargue	75-86	62,500	45,000	28,000	18,500	6750	115	
Silver Spirit/Spur	80-89	12,750	10,000	4500	1500	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	

ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60	48-49	10,000	7500	3750	1650	1595	75	
P3 75	48-49	12,500	9500	4500	2000	2103	85	
P4 75 'Cyclops'	50-52	17,000	11,000	5000	2200	2103	84	
P4 60/75/80	52-62	8750	5250	2250	800	2286	85 ▲	
P4 90	54-59	11,000	7250	3000	1000	2638	90 ▲	
P4 105R	57-58	8250	5000	2000	750	2638	91 ▲	
P4 105S	57-59	10,750	7000	3250	1350	2638	96 ▲	
P4 95/100/110	60-64	10,000	6500	2650	950	2625	100 ▲	
P5 3-litre	58-67	9000	6500	3250	1250	2995	113	
P5 Coupé	63-67	13,500	10,250	5000	2250	2995	113	
PSB 3½-litre	67-73	13,000	10,000	5000	2000	3528	113	
PSB 3½-litre Coupé	67-73	20,000	15,000	9000	3500	3528	113	
P6 2000/TC	63-69	8000	4500	2000	900	1978	115	
P6 2000/2200/TC	70-77	7250	3500	1500	650	2205	112	
P6 3500	68-76	10,000	5000	2000	1000	3528	117	
P6 3500S	71-76	12,500	7000	2750	1250	3528	126	
SD1 3500	76-86	5000	3300	1250	600	3528	116	

	Year	Concours/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
TRIDENT Trident Car Club (020 8644 9029)								
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140	
Venturer/Tycoon	69-78	20,000	13,000	7000	4000	2994	120	
TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77	
1800/2000/Renown	46-54	8500	6000	2850	1500	2088	74	
Mayflower	50-53	5000	3400	1600	800	1247	65 ▲	
TR2	53-55	36,000	27,500	17,500	10,000	1991	107	
TR3/3A 2.0/2.2	55-61	32,500	23,500	14,000	7500	1991	106	
TR4	61-65	28,500	20,000	11,250	6250	2138	109	
TR4A	64-67	30,000	21,000	12,000	6500	2138	110	
TR5 PI	67-68	44,000	35,000	25,000	17,500	2498	121	
TR6 'CP'	69-73	25,000	17,500	10,000	5500	2498	119	
TR6 'CR'	73-76	22,000	16,000	9000	5000	2498	116	
TR7	75-81	5000	3000	1100	500	1998	110	
TR7 convertible	80-81	6000	4000	1650	650	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,500	9000	5500	2500	3528	130	
Herald/S saloon	59-64	4750	3500	1500	750	1147	76	
Herald coupé	59-64	7250	4750	2200	1100	948	79	
Herald conv	60-61	8500	5400	2500	1250	948	79	
Herald 1200	61-70	4500	3200	1350	650	1147	80	
Herald 1200 conv	61-67	8000	5000	2250	1100	1147	80	
Herald 12/50	63-67	5000	3600	1600	800	1147	84	
Herald 13/60	67-71	4600	3250	1400	700	1296	87	
Herald 13/60 conv	67-71	7500	4750	2200	1000	1296	85	
Vitesse 1600	62-66	7000	4500	2000	950	1596	88	
Vitesse 1600 conv	62-66	8500	6000	2750	1400	1596	91	
Vitesse 2-litre MkI	66-68	7250	4750	2250	1000	1998	95	
Vitesse MkI conv	66-68	8750	6000	2750	1400	1998	95	
Vitesse MkII	68-71	7500	5000	2400	1000	1998	102	
Vitesse MkII conv	68-71	10,000	7000	3250	1650	1998	100	
Spitfire 4	62-65	15,000	10,000	4500	2750	1147	94	
Spitfire Mk2	65-67	14,000	9000	4000	2250	1147	94	
Spitfire Mk3	67-70	12,500	7500	3750	1850	1296	100	
Spitfire MkIV	70-74	7200	4750	2250	950	1296	92	
Spitfire 1500	74-78	7500	5000	2200	900	1493	101	
GT6 MkI/II	66-70	15,500	10,000	4750	2500	1998	109	
GT6 MkIII	70-74	14,000	9500	4250	1850	1998	112	
2000 MkI	63-69	6750	4650	2250	1100	1998	98	
2000/2500 MkII	69-77	6000	4000	1750	900	1998	98	
2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107	
2500S	75-77	7500	5500	2850	1400	2498	108	
Stag	70-77	17,500	12,500	5500	2000	2997	117	
1300/1500 fwd	65-73	3200	2000	850	400	1296	86	
1300TC fwd	65-70	3750	2500	1200	600	1296	93	
Dolomite 1850	72-81	3250	2200	1000	500	1854	100	
Dolomite Sprint	73-81	8500	5500	2750	1350	1998	117	
Acclaim	81-84	1650	1000	500	250	1335	97	
TUCKER (tuckerclub.org)								
Torpedo	48	1.4m	1.2m	1m	n/a	5474	120 ▲	
TURNER Turner Register (01895 256799)								
803/950 Sports	55-59	12,500	9000	5500	2000	948	90	
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,500	12,500	7500	3500	1498	100	
TVR TVR Car Club (01952 822126)								
Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107	

	Year	Concours/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
NE DENOTES NEW ENTRY TO PRICE								
Griffith 200/400	63-65	67,500	52,500	40,000	30,000	4727	155	
Tuscan V6	69-71	30,000	22,500	15,000	10,000	2994	125	
Vixen S1-4	67-73	27,500	20,000	13,000	9000	1599	107	
1600M	72-77	21,000	15,000	8500	5000	1599	105	
2500M	72-77	19,000	14,000	8000	4500	2498	109	
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121	
3000S convertible	78-79	27,500	19,000	11,000	7500	2994	119	
Tasmin/280i inc 2+2	80-87	5500	3750	2200	1100	2792	128	
Tasmin/280i con	81-87	6000	4400	2500	1500	2792	126	
Tasmin/350i inc 2+2	83-89	6000	4750	2500	1400	3528	136	
V8/350i convertible	83-89	7000	5250	3000	1750	3528	130	
390SE	85-88	7500	6000	4000	2200	3905	143	
400/420/450SEAC	86-91	15,000	12,000	8500	6000	4441	165	
400/450SE	88-91	10,000	8000	6000	4000	4441	155	
S 2.8/2.9	86-92	7250	5000	3250	1600	2922	141	
V8S	91-94	15,000	11,500	7500	4750	3943	150	
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	19,500	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152	
Chimaera 450/500	96-03	15,500	12,500	9000	7000	4988	162	
Cerbera 4.2	96-03	21,000	15,500	10,000	7000	4280	180	
Cerbera 4.5	97-03	30,000	27,000	23,000	19,500	4441	195 ▼	
Cerbera Speed Six	00-03	20,000	17,500	15,000	11,000	3948	170 ▼	
Tuscan Speed Six	99-05	27,500	24,000	20,000	16,500	3996	184	
Tamora	02-06	22,500	19,000	16,000	12,000	3605		
T350	02-06	32,000	26,000	21,000	15,000	3605		
Sagaris	04-06	72,500	65,000	59,000	n/a	3996		
VANDEN PLAS VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS								
4-litre Princess	57-68	13,500	10,000	4500	2000	3995	89	
3-litre I/II	59-64	13,000	8500	3750	1600	2912	105	
4-litre R	64-68	13,500	9000	4000	1750	3909	110	
Princess 1100/1300	63-74	5000	3400	1600	750	1275	87	
1500/1.5/1.7	74-80	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	7500	5000	2250	1000	2275	75	
Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82	
Cresta E	54-57	11,500	8000	3000	1500	2262	84	
Velox/Cresta PA	57-62	13,000	9500	4500	2000	2651	94	
Victor F	57-61	6000	4500	2100	1000	1507	74	
Victor FB	61-64	3650	2650	1200	600	1594	77	
VX4/90 FB	61-64	5800	3700	1750	900	1507	88	
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94	
Victor 101 FC	64-67	3350	2250	1050	525	1594	83	
VX4/90 FC	64-67	5600	3300	1600	850	1594	89	
Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99	
Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95	
VX4/90 FD	69-72	5250	3000	1500	750	1975	98	
Ventora FD	68-72	4400	2600	1250	650	3294	105	
Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100	
VX4/90 FE	73-76	4200	2750	1250	700	2279	104	
Ventora FE	72-76	4000	2400	1100	650	3294	106	
Viva HA	63-66	4300	2850	1250	625	1057	76	
Viva HB	66-70	4200	2750	1200	550	1159	82	
Viva Brabham HB	67-68	5250	3750	1750	750	1159	90	
Viva HB GT	68-70	6750	5000	2250	1000	1975	101	
Viva HC	70-79	4000	2500	1100	500	1256	83	
Firenza/Magnum	72-78	5000	3250	1400	650	VAR	100	
Firenza Droopsnoot	74-75	16,500	12,500	6500	3750	2279	119	
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117	
Chevette HSR	79-80	20,500	16,500	11,000	7000	2279	125	

	Year	Concours/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
NE DENOTES NEW ENTRY TO PRICE								
Astra GTE MkI	83-84	7500	6000	3250	2000	1796	110	
Astra GTE MkII	84-91	5000	3500	1750	850	1998	134	
VX220	00-05	12,000	8750	6500	4000	2198	137	
VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151	
VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB								
Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	66	
Cabrio	49-53	36,000	25,000	17,500	10,000	1131	66	
Beetle (oval)	53-57	18,500	12,000	6600	4000	1192	69	
Cabrio	54-58	25,000	18,000	11,000	7000	1192	66	
Beetle 1200/1300	57-68	12,000	8250	4000	1800	1192	72	
Cabrio	58-67	15,000	10,750	5500	3250	1192	72	
Beetle 12/13/1500	68-78	10,000	6500	3000	1200	1493	81	
Cabrio	67-70	13,000	9000	5000	3000	1493	81	
Beetle 1302/1303	70-75	7000	4000	1650	600	1584	84	
Cabrio 1302S/1303S	70-80	11,500	7750	4400	2400	1584	82	
Karmann-Ghia cpé	55-74	16,000	10,000	5250	2750	1584	92	
Karmann-Ghia con	58-74	22,000	14,000	8000	4500	1493	87	
Karmann-Ghia								