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30**  
27-PAGE  
SPECIAL



How to avoid a bodged **TR** Thrashed, banned and saved **Capri** Unique Leonida **Jaguar** driven

# CLASSIC Cars



27-PAGE SPECIAL

# HOT 30

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fastest growers  
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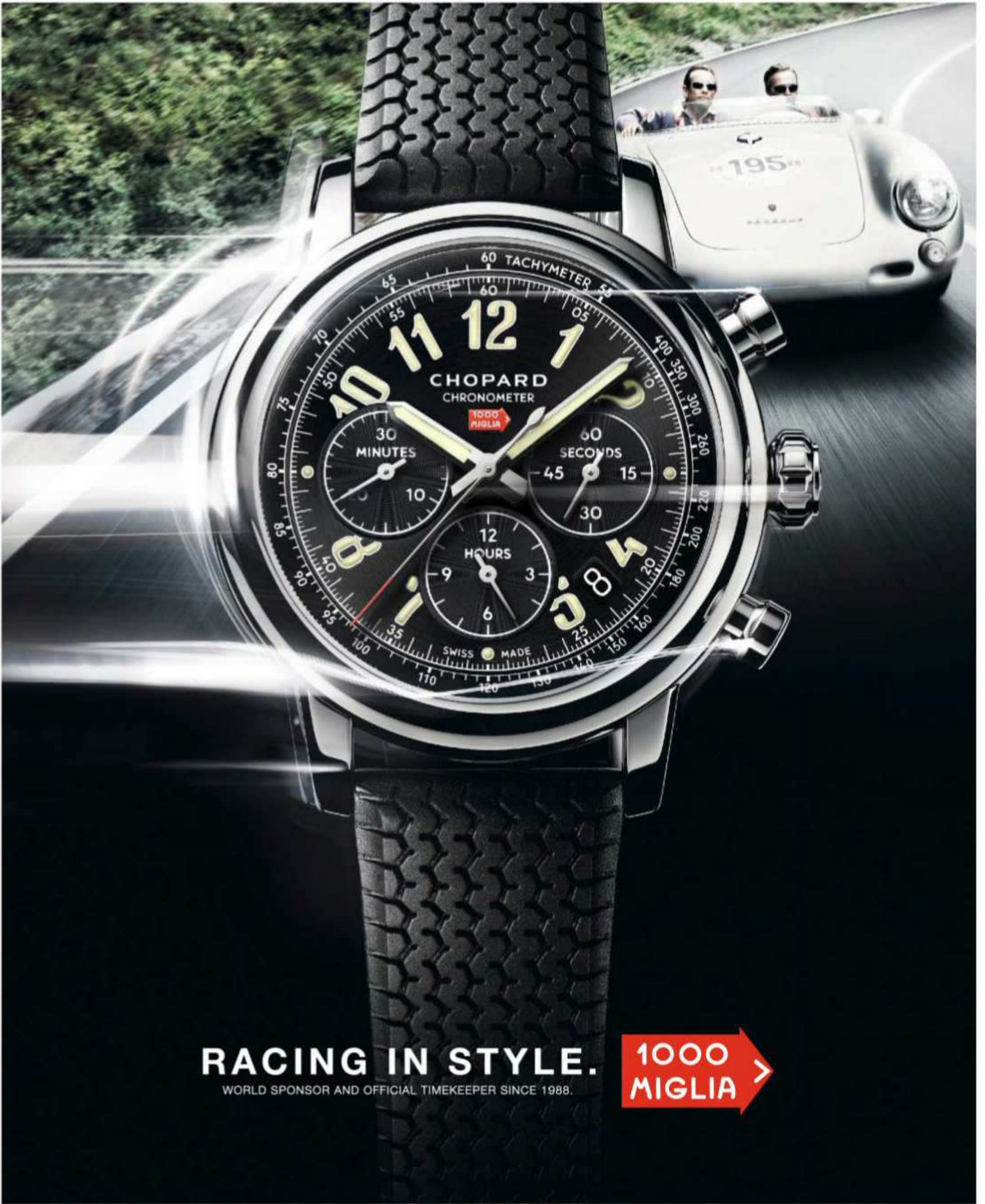
**PLUS** **Gordon Murray** in a Brabham BT44 / **Marcos 1600GT** battle with wood rot, crazed glassfibre and engine rust / 1000 miles across Africa by **Lancia Thema 8.32** / A **VW Kombi** to **Bentley GT** collection

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*Chopard*

# Welcome

October 2018 Issue 543

Choosing our next classic is where the rational brain does battle with the emotional, and barn-find fear isn't far away



**W**hat unites an Austin 7, Jensen Interceptor and a Fiat 8V Supersonic? What if I were to add a Porsche 930 Turbo, Alfa GTA and Ferrari F40? No? Apart from the fact that owning all six and a barn large enough to store them would make for one very happy editor, they're all cars that our panel of six market experts think you should buy now or forever regret missing the opportunity.

Along with the rest of their Hot 30 choices, these cars are hugely rewarding to own. They share the virtues that normally drive up value but, helpfully, have either stalled, slipped back or managed to duck below the market's line of vision. Our panel of experts for 2018 includes newcomers Maarten Ten Holder of RM Sotheby's and Edward Bridger-Stille of Historics to bring an even broader mix of knowledge, experience and personal taste to the mix. Because no matter how objective we all try to be when advising on how to navigate the world of old cars, the heart can't help butting in on the conversation. Naturally we want to help you make wise choices, but it doesn't mean that they have to be

entirely rational. Let's face it, when we commit to owning any classic, we do so in the knowledge that an emotional and financial journey awaits with all of the joys and occasional out-of-control moments of an Alpine black run on an icy morning.

The barn-find E-type on page 35 serves as a chilling reminder of the fate that's forever snapping at my own car, if I don't overcome the maintenance challenges that it sportingly throws at me most years. Spookily, it's also a 1962 fixed-head coupé that started life in Opalescent Dark Blue, but has just been plucked from 35 years in dusty storage. It makes the seven-month internment of my E-type seem minor, assuming that I prevail over the latest head-scratcher played out on page 115.

I hope your classic car is spending more time on the road than in the garage during this fabulous summer.

Enjoy the issue

Phil Bell, editor

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# Classic Cars

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**P48** Six market experts tip the Hot 30 classics to buy this year while everyone else is still thinking about it



'The closer we get to the end of this decade, the more it looks like the speculators have left the party'



**P76** We took this Leonida-bodied Jaguar for a drive, and unfolded its story



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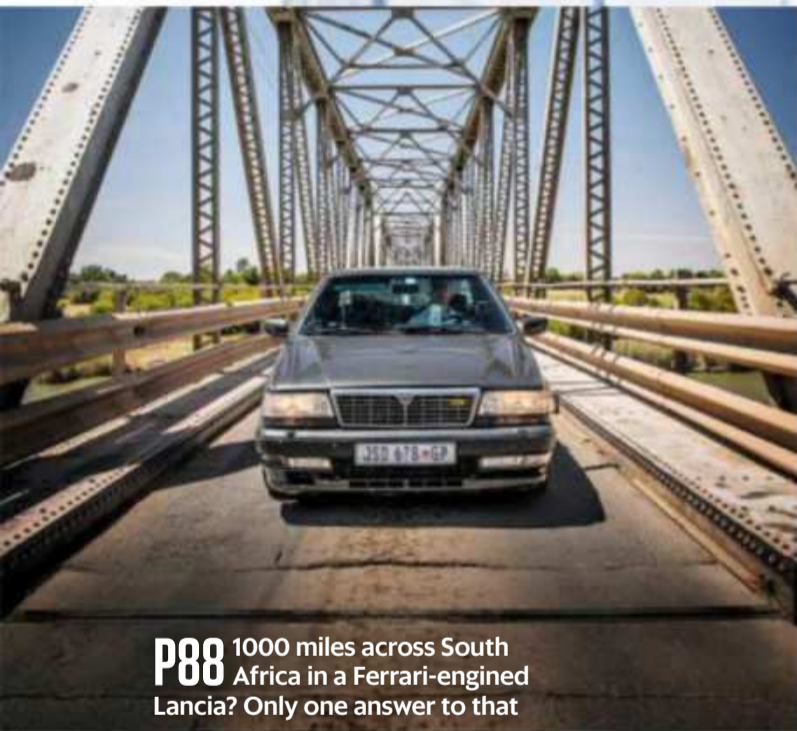
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**P6** Our TVR-owning reader confessed to his Corvette dreams. We made them come true

'Still £10k but it will be the next Jag to become collectible'

**Quentin Willson**  
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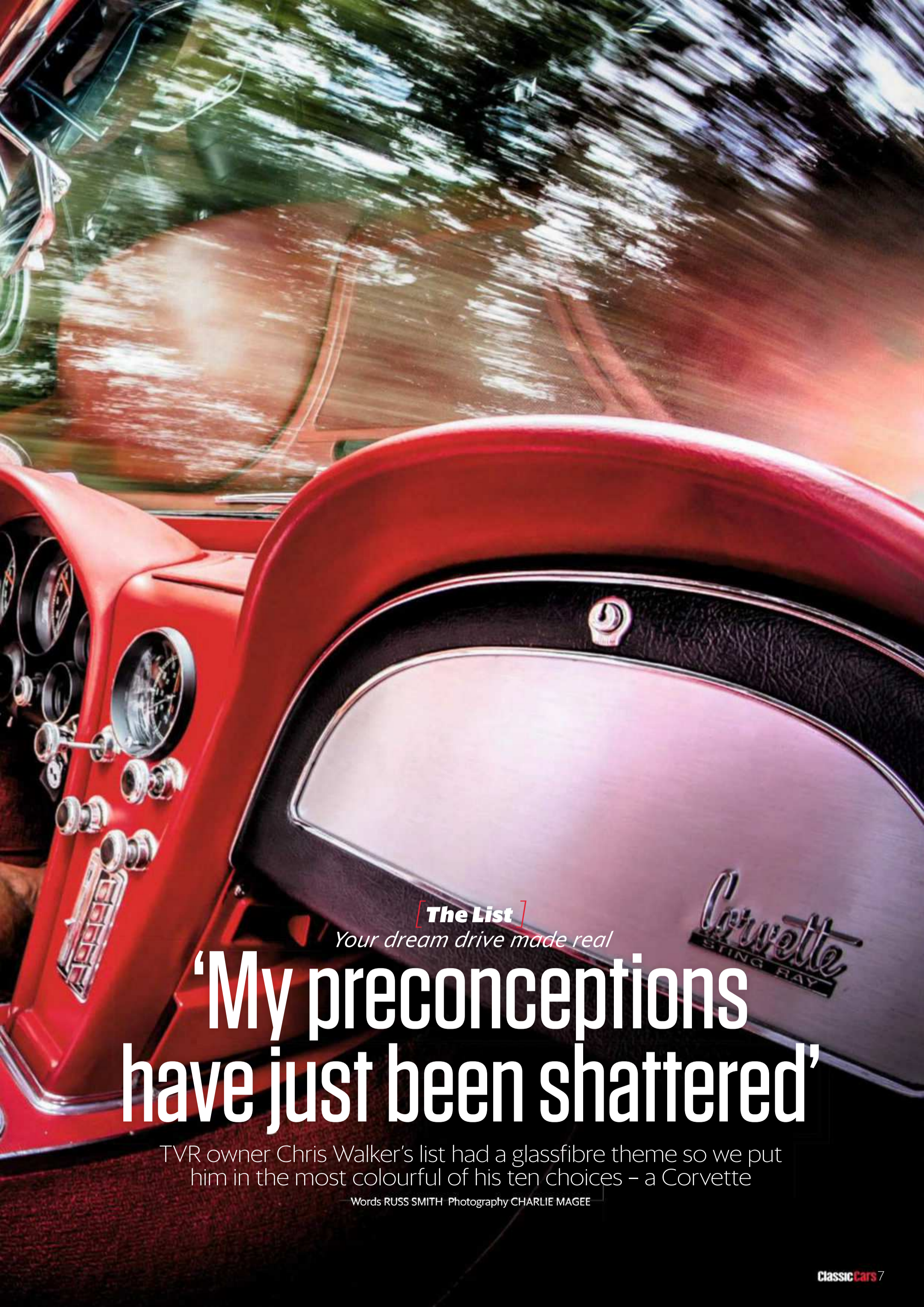


**P88** 1000 miles across South Africa in a Ferrari-engined Lancia? Only one answer to that



**P96** Owners past and present reveal this Capri's tumultuous lifestyle





**[ The List ]**

*Your dream drive made real*

# 'My preconceptions have just been shattered'

TVR owner Chris Walker's list had a glassfibre theme so we put him in the most colourful of his ten choices – a Corvette

Words RUSS SMITH Photography CHARLIE MAGEE

W

e were all intrigued, so we will start this feature by dealing with the elephant in the room - what is the story behind reader Chris Walker's all-glassfibre dream drive wishlist? 'To be honest, I just thought I'd look for an angle when I made my list, to make it stand out from all the others.' Which worked. 'And I'd owned my TVR for donkey's years and glass-reinforced plastic seems an eminently sensible choice of material for a classic car body, so my list celebrates this. It's such an intriguing material and I like

the way it doesn't age like steel. The knocks and scars you pick up don't get worse but become part of the car's character and story.'

Even within those strictures Chris's list is rather eclectic, avoiding at least half a dozen more obvious glassfibre-bodied classics. But we picked the more mainstream Corvette from the list - and made it the C2 version that just happens to be Chris's favourite, not least because this summer was serving up record helpings of the perfect weather for tooling around in a Corvette roadster. I even knew where I might find one. Bill Riches lent us his Jaguar MkIX for the dream drive feature in our July issue. I remembered the Corvette that sat alongside it in his garage and made a call. 'Of course you can - any time.'

It's hard to turn down an offer like that, so we're back in Essex just three months later, déjà vu turned up to max as we sit round Bill's kitchen table drinking tea, cranking up Chris's anticipation - hardly lacking already because he's driven down from Cumbria for this - with some background on the car before we reveal it to him. Bill has owned his Corvette for eight years now, and it's not your usual import but a rare original UK car, probably the last C2 'Vette sold by Lendrum & Hartman of Piccadilly because the C3 had already come out and they had to respray it Rally Red because no one wanted it in Ermine White. It also has the higher-output L79 350bhp 327ci V8 and has only clocked up 37,000 miles from new. Better still, it has escaped the temptations of the tuning catalogues so often dipped into by American car owners. The only deviations from what rolled out of the factory in 1967 are electronic ignition and a set of period-style American Racing Salt Flat Special alloys - and even those are in the standard 6x15 wheel size.

Led out to the garage, Chris's pent-up excitement is released in a big 'Wow! They got these so right in the Sixties - the look captures



Chris finds amusement in the size of the steering wheel, but it's short-lived...

**CHRIS'S DREAM DRIVE LIST**



**Marcos 3-Litre GT**

'With the Ford V6 under the bonnet it has the same ethos as my TVR and I think it would be fun to compare them'

**Gilbern Invader**

'Yes, there's a theme developing here - another glassfibre coupé with a Ford 3.0 V6'

**Reliant Sabre Six**

'Rare forerunner to the Scimitar is another lightweight six-cylinder Brit, this time with the cylinders in line'

**Alpine-Renault A110**

'Wow, what a thing! When I started to go to car shows you'd see them and they were still affordable then'

**Chevrolet Corvette**

'Any model would do but the C2 Sting Ray is the best one for me'

**Venturi Atlantique**

'Sexy-looking twin-turbo French GT is a real rarity and quite a performance car'

**Daimler SP250 Dart**

'Great engine and quirky, challenging styling that should be in the Tate Gallery'

**Lotus Elite Super**

'For its glassfibre monocoque - Chapman's search for lightness'

**Rochdale Olympic**

'A predecessor to the TVR in many ways and another GRP monocoque'

**Studebaker Avanti**

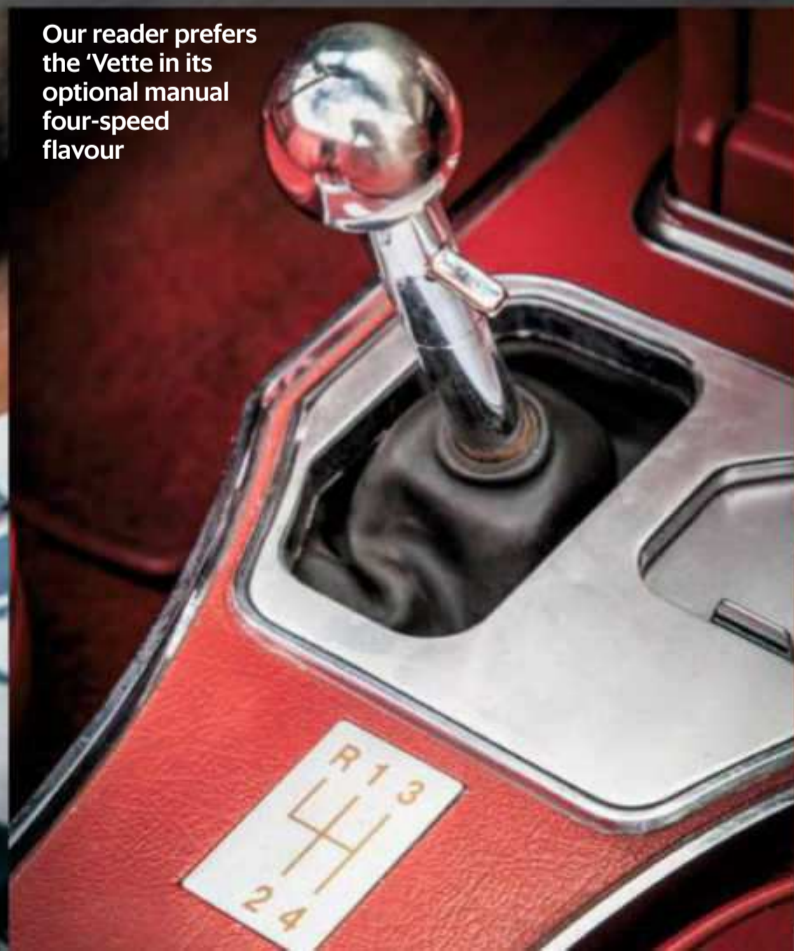
'An unusual and fascinating car. I read an article recently which revealed to me that they had a glassfibre body, which was a surprise - I'd always assumed they were steel'





'It fits right in with Apollo missions and jets. God bless the Americans. We don't say that very often today'

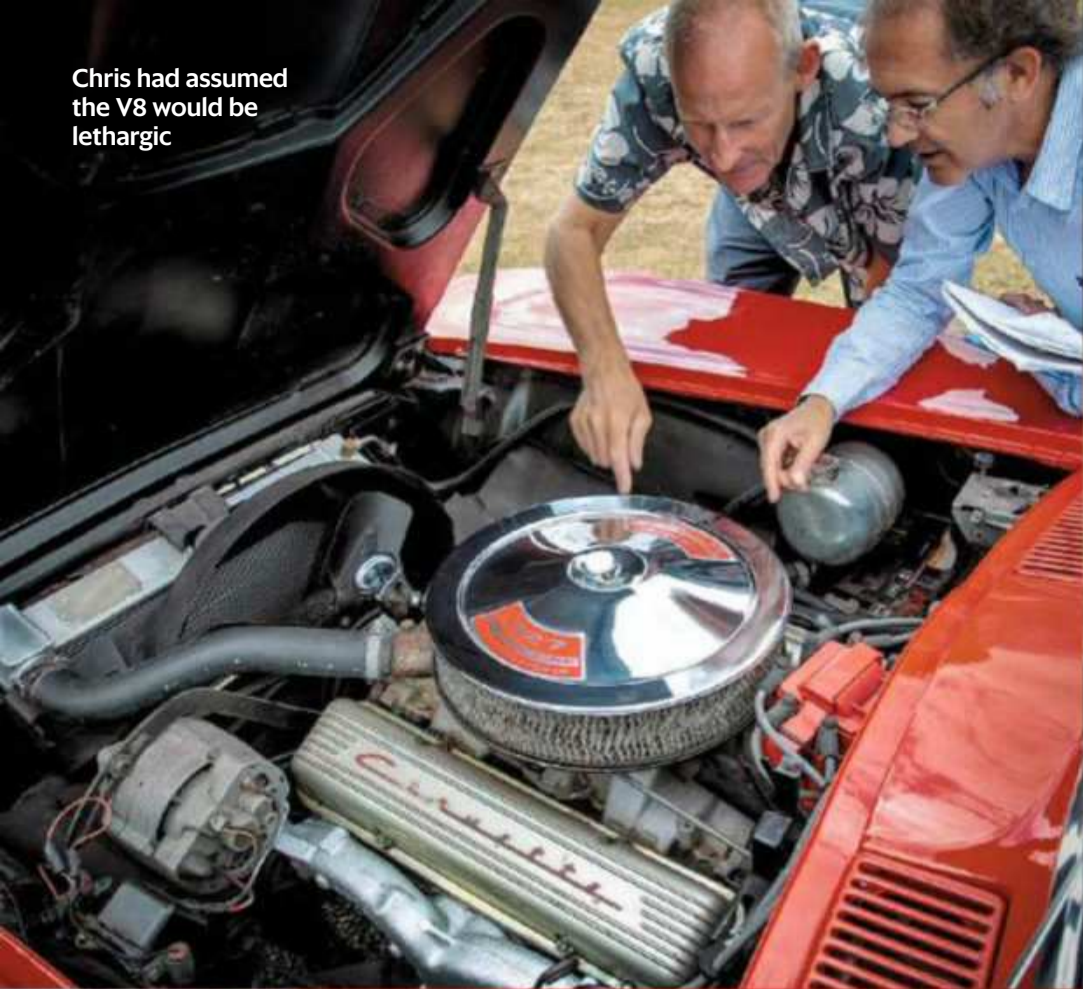
Our reader prefers the 'Vette in its optional manual four-speed flavour



The afterburner-style tail-lights remind Chris of his apprentice days at Bristol



Chris had assumed the V8 would be lethargic



Salt Flat Special alloys are non-original but period-perfect



Chris is surprised by the C2's eagerness and tactility – even compared to his TVR

the era perfectly. It fits right in with Apollo missions and jets. God bless the Americans. We don't say that often today.'

Bill gives a little tuition, then it's time to put Chris behind the wheel, which brings the surprise confession, 'I've never driven a V8 before. But just the sound of them gets you very excited. We're planning a trip to the US next year and hiring a Mustang - not an old one sadly - but I've got my V8 fix early.' So that's two boxes we're ticking for Chris today, and he marks them carefully, treating all that horsepower with plenty of respect at first.

'My first impression is that the clutch is not heavy at all, at least compared to what I'm used to in the TVR, and with quite a short travel. But I can't slide across from the throttle to the brake pedal; I have to lift my foot up so I need to take care with that.

'There's such a continual wave of torque, it just picks up and goes from nothing and you hardly need to use the gears, which helps when you're a bit nervous. With the top down it's all exhaust noise, you can't hear the engine itself or the carburettor sucking. But it's not too loud - you can ride along like this at 60mph, there's surprisingly little buffeting, and you can still hold a conversation without shouting. Dare I say it's like a modern in that respect?'

Where this particular Corvette does show its age is in the lack of power steering and a servo for the brakes - options in 1967 that would have added just \$136.95 to the US list price but weren't boxes that were ticked for VJD 5G. But Chris doesn't seem to mind.

'I'm used to a lot of kickback from the wheel on my TVR on manholes covers and stuff and I'm not getting that at all with the Corvette. But it is a very big wheel, practically on my thighs, and I'm not used to that. There's a nice weight to it though. It has got that vintage 'shimmy' - is that the right word? - as you cross road joints, but other than that you have to tell yourself this is a 50-year-old car; it really doesn't feel its age. The brakes are good, which I wasn't expecting. You have to push the pedal firmly, obviously, but there's good braking straight away and if you want more you just push harder.'

A series of dual-carriageways and roundabouts have carried us into the quieter parts of central Essex in search of empty and more challenging roads to play on, and Chris grins broadly at the pops and bangs emanating from the exhaust on the over-run as we take an offramp from the A130 somewhere north of Chelmsford. 'That's a nice crackle. I just love that guttural sound and occasional pop-back. It's like what they've tried to engineer into the Jaguar F-type to make it sound sporty, but this is for real.

'What also strikes me is how easy it is to drive. And it has a much better ride than the TVR. You could go on a long road trip really comfortably - there's loads of space behind the seats for a couple of soft bags. I don't know if you'd want the roof up though, I think too much heat would get trapped and there's already quite a bit of that coming through the bulkhead.



'It's a docile old thing on country lanes but really goes when you want it to'

'Compared to a Sixties British car this looks so much more up-to-date inside. It's surprisingly roomy too - at six-foot-four I struggle in a lot of cars. Maybe Americans were big then too? It could use a bit more seat travel but it's not a problem, I've got enough legroom and I'm looking through the screen, not over it; comfortable not squashed. Despite that it doesn't feel like a big car from the driving seat; I don't suppose it is, especially by today's standards. With the lack of pillars and the top folding under the rear deck, visibility is perfect and makes it really easy to place, even sitting on the left. We have the perfect weather and backdrop; just need to get some Californian music on the stereo to complete the picture. What?! Well I'm a big Eagles fan, but maybe the Beach Boys suits the Corvette better - *California Girls* would do it.'

Rumbling along almost deserted dusty blacktop surrounded by wheat fields puts me more in mind of Kansas, but California does have the better tunes so we'll stick with Chris's choice.

Along with some sun we've got some nice bendy bits out here in Essex farming country too, so how are the Corvette's sporting credentials hanging together in the hands of a TVR devotee?

Chris smiles, 'My preconceptions have been shattered, it's so much better and more modern to drive than I expected. A remarkably docile old thing around country lanes but really goes when you want it to. The engine has everything you want from a V8; it picks up without a stutter in any gear at any revs, then really takes off at above 2000rpm. And you have to rev the engine to get the best out of it, which is also not something I expected, brought up on the notion of American V8s being lazy understressed things. This has a really linear power curve and the surge never seems to tail off. My TVR runs out of puff at 4000rpm. The Corvette can be driven in a lazy manner but can also be a devil if you push it.'

'I love the mechanical feel of the gear-shift too - that adds to the car's sporting appeal, as does the chunky chrome ball on top of the lever. It slots into each gear beautifully. I'm glad this 'Vette is the four-speed manual version; for me it wouldn't be the same with an automatic. I don't mind them that much for everyday but to my mind they don't belong in a sports car.'

And what about that unpowered steering now? 'OK, I see the need for that big wheel when I'm manoeuvring at low

#### **1967 Corvette C2 Roadster**

**Engine** 5354cc cast iron V8, ohv, Holley 4160 four-barrel carburettor **Power and torque** 350bhp @ 5800rpm; 360lb ft @ 3600rpm **Transmission** Four-speed manual (option), rear-wheel drive **Steering** Worm and roller **Suspension** Front: unequal-length wishbones, coil springs, telescopic dampers and anti-roll bar. Rear: independent by trailing arms, transverse leaf spring and telescopic dampers **Brakes** Discs front and rear **Weight** 1437kg (3168lb) **Performance** Top speed: 130mph; 0-60mph: 6.8sec **Fuel consumption** 17mpg **Cost new** £4162 **Classic Cars Price Guide** £18,000-£72,000

According to our reader, hustling the 'Vette is hot but extremely enjoyable work



speeds, and I'm having to work hard when it starts loading up in corners. On these twisty lanes I'm working up quite a sweat but it is a hot day. Anyway, it feels right that it's physical to drive and when you get hold of the car it corners really well. I don't know where the limits are but don't intend to find them.'

Time, then, to cool down and take refreshments at a handy airfield café. Chris though is struggling to take his eyes off the 'Vette. 'It is a really beautiful car - I could never tire of looking at it. My first love was aircraft and I actually did an apprenticeship with Bristol at Filton. There's something so appropriate to that in the Corvette's styling and the more you look, the more detail you see - from the old-fashioned clap-hand wipers to the way the tail-lights are reflected in the rear quarter bumpers. To be honest I like everything about it. I wonder, could they have made it look like this in steel with all those curves and bumps, or did moulding it in glassfibre allow the designers to be more creative with the shape?'

Back in the car, it's time for the 30-mile run back to the Corvette's home. Chris is clearly a lot more confident behind the wheel now and knows it's not waiting to bite him. I think we're both going to enjoy this bit. Accelerating up through the gears, Chris says, 'It does what it's meant to do and does it very well. Goes and doesn't feel like it ever wants to stop, is very stable at motorway speeds, and it's nice driving it in traffic and finding it doesn't overheat, is well-behaved and doesn't lose its brakes. It would be great for touring Europe now I've retired. The tall gearing is good too, there's such a long "reach" in first [it will pass 60mph in first gear] that it's great to just leave it in that gear on short runs between roundabouts to enjoy the growl and crackle as you come on and off the throttle.'

The devil is obviously creeping from car to driver as Chris blips the accelerator in a petrol station to enjoy the V8 echo off the overhead canopy. Heads snap round followed by warm smiles.

'It's the engine and exhaust that gets you first, then... well it's beauty and the beast all in one package. I could live with one of these very comfortably and wouldn't change a thing about it. But would it fit in my garage?'

**Thanks to** Bill Riches and Andrewsfield Aviation

### CHRIS WALKER'S MOTORING CV

The milestones in Chris's car past have all had Ford engines

#### FORD ESCORT 1100

'Dad's green Ford Escort Mk1 was bought off his company, and was our family car for ages. It was the one I learnt to drive in.'



#### FORD ESCORT 1300E

'Obviously influenced by my father, my first car was also an Escort - a purple 1300E. Lots of early motoring adventures and needed to get me to my aircraft apprenticeship in Filton.'



#### FORD ESCORT RS2000 MKII

'Carrying on the Ford theme, though with an early dabble with glassfibre appearing - note the kayak strapped to the roof. I recently discovered that SRU 258R has survived, though it's now painted yellow. I sold it to go back to college for a year and bought a £160 Skoda S110L that saw me through my time there - just!'



#### TVR 3000M

'Things went sensible until 23 years ago when I bought the TVR that's still with me to this day, though there was a break in the middle. I sold it to a neighbour while I indulged in a modern classic Honda S2000 which I almost instantly regretted. My wife wrote that off after four years but went to see the neighbour's wife and bought the TVR back - by then a non-runner. I got it back on the road last year.'



#### [Want a Drive?]

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

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# Manual XJ-S not hanging around

If you find a good manual 3.6, pounce on it now before another visionary does

**W**ith values of the Jaguar XJ-S now brightening, it's worth looking at the rarer variants. You're too late for a bargain '75/'76 manual V12 - only 352 were built and they're now £40k and rising - but good examples of the '85 to '87 T-top 3.6 XJ Cabriolet five-speeders are still only in £10k territory. Never sold in America and a slow seller in the UK they're a rare sight with only around 700 manuals ever produced. I owned an '84 for a while and loved the front-end balance and poise from the lighter six-pot AJ6 engine. The Getrag 265 five-speed is a really sweet unit and you can row the car along like an E-type. Urgent, lithe and quick these manual six-cylinder versions of the XJ-S feel livelier than the V12s and are much underrated. A private seller in Hampshire has a Tudor

White '85 manual XJ-SC with 63,000 miles and 'excellent service history' for £11,500 while Julian Brown Ltd in Grantham has one of the last 3.6s built, an '87 manual cabriolet in light blue with 82,000 miles, three owners and £7k of recent bills for £11,450.

Prices are warming up though with really nice XJ-SCs selling well. In March H&H sold an '85 ex-Browns Lane TWR development car with 57,000 miles and history for £14,000 and Classic Motor Cars in Bridgnorth is offering a mint 23,000-mile '84 Burberry special edition - one of just two made - for £45,000. Understand that the targa XJ-S was a prototype convertible before Jaguar got its act together engineering a full drop-top for the American market, and

you'll understand that this is a rare piece of Jaguar history. Bizarrely, the £20,756 XJ-SC was built on the same production line as a coupé shell - the roof and rear buttresses

were then removed and cant rails and a centre bar installed by Park Sheet Metal in Coventry, while Aston Martin's Tickford division fitted the fabric roof and removable panels. This was a very bespoke Jag that was effectively hand-built and only available to special order. If I had to predict the next XJ-S to become collectable

I'd say it's the manual XJ-SC 3.6. But don't hang about. The private seller in Lincolnshire currently advertising a Sage Green '84 manual cabriolet with 91,000 miles and a 'good history' for just £5250 won't have it for long.

VALUE 2010  
**£7500**  
VALUE NOW  
**£10K**

'This was a very bespoke Jag - and it'll be the next to become collectible'





## N600 now a serious classic... as long as you're not tall

**D**on't laugh. The tiny Honda N600 of 1969 is a landmark car. The first four-wheeled Honda to be officially exported to North America and sold from motorbike dealerships, it's said that the air-cooled 43bhp, 600cc alloy twin inspired the engine in the CB750 that decimated the British motorcycle industry in the Seventies.

Revvng to a frantic 9000rpm with front-wheel drive, front servo discs and a plastic tailgate and dashboard to save weight, it was hailed by period ads as a 'Frisky companion for the busy man'. Some 35,000 were sold in the US between '69 and '73 but the N600 couldn't match the elfin charm or lower price of the Mini in Britain, which is why a mere 10 survivors are currently listed on the DVLA database.

**VALUE 2012**  
**£5000**  
**VALUE NOW**  
**£7000**

But like all microcars, good N600s now fetch big money. Motorcycles Unlimited in Middlesex has a beautifully original rhd '73 in white with one lady owner, 14,000 miles, history and all books and manuals for £16,000. Hofman Classics in Leek, Holland has a nicely restored '71 in green, fresh from 30-year ownership, for €7900 (£7070) – which doesn't sound dear. Especially given that in July Brightwells sold an unrestored '63 Peel P50 microcar for £49,000.

The N600 was also the first US car to attract a multi-million-dollar lawsuit. In 1982 a Florida court ordered Honda to pay \$6m – then the biggest damages ever paid to a single plaintiff – for injuries sustained in an N600 crash by a badly designed windscreen support. Taller investors might want to look at something more commodious.

## CLASSIC ON THE CUSP



## BMW X6M (2009-2014)

**A**n M-Power SUV was a bold step by BMW. Especially since it wasn't sure that anybody actually wanted one. The £93,000 first-gen X6M of 2009 was deeply conflicted weighing in at 2.3 tons, blessed with 555bhp from a twin-turbo 4.4 V8 and the aerodynamics of a Georgian town house. Yet despite such a haversack of contradictions, not to mention the effects of physics, Munich's hot-rod 4x4 can crack sixty in 4.2 seconds, and if you ticked the speed limiter delete box, will run all the way to 175mph. Impressive numbers but doubly attractive because the X6M can carry four fully-formed adults and a couple of German Shepherds in the back. As a very high-performance carry-all it takes some beating and with prices of reasonable mileage examples down to £20k it's a wild ride.

Don't get me wrong, the X6M isn't anything like as fluent or poised as most other M Power confections. But find a quiet ribbon of tarmac, point the nose and pull the trigger and it's hysterically fast. In a straight line the X6M is as fast as an M5 V10 and slightly quicker than the contemporary M3. But this isn't just a very rapid truck – it has a decent chassis, composed ride and the ability to out-corner a Supercharged Range Rover or Porsche Cayenne Turbo. The six-speed Steptronic 'box with its M-Dynamic mode is wonderful and the self-levelling air suspension makes pottering along butchered B-roads a remarkably serene experience.

And it's comparatively rare too. Only 49 were sold in the UK in 2009, 52 in 2010, 228 in 2013 and 126 in 2014 – most going to China, the US and the UAE. Unique Prestige in Hoddesdon has a 2011 in black with 50,000 miles for £24,995, Essex Prestige has a white 2011 with 39,000 miles for £26,989, while a private seller in London has a silver 2010 with 38,000 miles and total BMW history for a very tempting £21,995. For rare M-cars with low mileages these aren't big prices and make hard-driven M3s and M5s look expensive. BMW very likely lost money on every one, but we should be glad such an act of insanity passed all those customer clinics. A 175mph leather-lined SUV might not be what the world wanted, but for those of us with a sense of irony, it marks a magnificent act of automotive defiance. It has no relevance in the brave new world of low carbon electrification. And for that reason alone, I think it's a future classic in waiting.

**COST NEW**  
**£93K**  
**VALUE NOW**  
**£20K**

**MORE**  
**QUENTIN**  
**WILLSON**  
**p 43**



## Mercedes W114/W115s in for the long haul

**H**ave you noticed how cool those boxy Seventies W114/5 Mercs look now? Paul Bracq's timeless three-box design has suddenly blossomed into a gorgeous classic icon. See one in the metal and it's lost all those European taxi and middle-class diesel plodder associations and metamorphosed into a close and stylish relative of the R107 SL.

The perpendicular lines are so similar, the family resemblance so obvious that I'm surprised we hadn't seen it before. I remember trying to crowbar my father into buying a 220D in 1971. I told him how the OM615 was nicknamed the 'million-mile engine'. But he thought they were too suburban and bought a Daimler Sovereign instead. I was right about the longevity though. A Greek taxi driver donated his 4.6-million-kilometre 220D to MB's Museum – the highest-mileage Benz ever.

**VALUE 2012**  
**£5500**  
**VALUE NOW**  
**£7250**

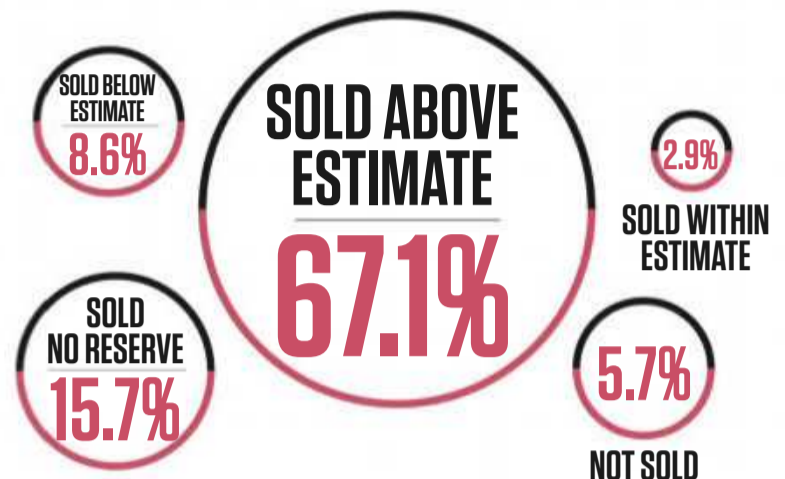
Launched in 1968, the six-cylinder W114s and four-cylinder W115s carried on to 1976 with nearly two million built. The 250/280CE two-doors have mushroomed in value but the standard saloons haven't. A private seller in Saffron Walden has a rhd 1973 220 petrol auto in light blue with 80k miles for £8000 while M&M Automotive has a rhd '72 220 petrol manual in cream with 11k miles for £9450. Find a cherished or restored car at around £10k and you'll be paying a tiny fraction of what it would cost to restore one. Even pricier cars are worth considering – the '73 220 petrol auto with Edward Hall Classic Mercedes in Buckinghamshire doesn't feel too expensive at £14,500. These are cool, simple and uncomplicated cars that epitomise the Seventies but have yet to be fully appreciated.



# Almost a sell-out in Poole

Strong selection of affordable classics brings buyers to the SWVA sale

Once again we see the results of a sale dominated by the strong prices achieved for family classics, largely from the Sixties but with plenty of Fifties and Seventies stuff thrown in. In fact, South Western Vehicle Auctions' latest sale was notable in many ways, not least the 94.2% sell-through rate, and the large number of cars that beat their top estimate - even if some of those estimates looked a bit light. Biggest 'wow' went to the 1963 Vanden Plas Princess 3-litre survivor showing 68,000 miles. Estimated at £6300-£6900, it crossed the line at what must be a best-ever £13,152. A few drinks shy of £10k was also paid for a 1968 Triumph Herald 13/60, but this was more expected - even if the estimate was only £4500-£4900. A genuine 28,000-miler, it was immaculate with it. Even an unrestored 1964 Minivan made an estimate-topping £13,371. Stored for nearly 30 years, it was good, but still a Sixties Mini.



SWVA's late July sale saw some amazing results, especially for family cars. Only four cars remained unsold. Results at [swva.co.uk](http://swva.co.uk)



Vanden Plas Princesses were once seen as little more than banger-racing fodder - this one made £13k

### Market indicators *Saloons are no longer the underappreciated, over-doored cousins they once were*



▲ **1991 Lotus Carlton £78,750**  
**Silverstone Auctions, Northants, July 22**  
Confirmation that the legendary Lotus Carlton bad-boy has arrived as a respectable collector's car. In fact this 32,000-mile three owner example was offered from the collection of the Vauxhall dealer group chairman who has owned it for the last nine years. Number 216 of the 284 rhd Carltons has always been well looked after, more than justifying its £55-65k estimate - how much more can be seen in the price paid.



▲ **1964 Alfa Romeo Giulia Spider £79,900**  
**Bonhams, Goodwood, July 13**  
A great little jewel of the classic world, Alfa's early Spiders have settled back a bit since values peaked a couple of years ago. This result - well above the £55k top estimate - might make you think they've jumped back up again. However, it looks more like a special case, being a rare right-hand-drive example superbly restored just last year by DTR European. If anything, this was a discount on what it owed the seller. As you were.



▲ **1976 BMW 3.0Si £12,275**  
**SWVA, Poole, July 27**  
One of maybe seven left on UK roads, this big Bavarian saloon was perfect if you wanted to stand out at a club show. Which explains the healthy price for a car that's just been recommissioned after 30 years' storage and still has room for improvement. Making that worthwhile is the two-owner history and genuine 78,500 miles on the dial. Fun too - these saloons were lighter and quicker than the 3.0CSi coupés.



## The last affordable Mercedes SL

The rise and rise of Mercedes SLs continues unabated, almost right across the sporty drop-top's back catalogue. The original 300SLs are largely static in the very expensive bracket, but nearly everything else from the 190SL onwards has seen growing interest of late.

Even the Nineties-era R129s, which have until now been a kind of entry-level access point to classic SL ownership, are starting to chase after their R107 predecessors – also on the up. The

V12-engined 600SL is leading the way. There aren't a lot of those to choose from and the best are now topping £20k. But the V8 500SL and all the (cheaper to run) six-pot models are picking up too, with good ones that struggled to make five figures a few years ago starting to trade in the teens.

After highlighting SLs in one of our 'To Buy Now' features almost a year ago we could say we told you so, but the game is still on – the price rises show no sign of letting up yet.

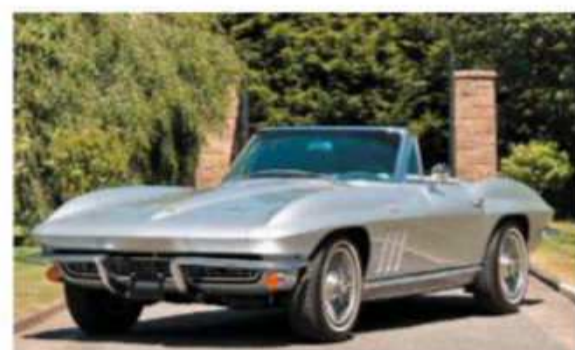


## Some fallers amongst the Prancing Horses

After a period of readjustment downwards, a lot of Ferrari values are starting to head back up again. However, there's a caveat to that – it's largely due to the ongoing weakness of Sterling values – in other markets the cars remain pretty static, and the majority of Ferraris are traded outside the UK rather than in it. You simply need more pounds to pay for them now.

So against that background, when you see that some Ferraris like the 365GTC still falling in value that's a very real drop. In recent times the GTC has largely tracked the values of its more common but more iconic contemporary the 365GTB/4 Daytona, and that's also on the slide a bit at the moment. Neither car could yet be called a bargain – their prices remain above

where they were five years ago, particularly the Daytona – but they are worth keeping an eye on, especially because that Daytona has long been considered as a barometer for the whole market. On the other hand, the GTC is probably a safer buy, less prone to the whims of fashion.



▼ **1966 Chevrolet Corvette £41,063**  
Silverstone Auctions, Northants, July 21

Anyone looking to emulate this issue's 'dream drive' feature might like to know that Corvette values have taken a dip. Just check this one's background – one owner until 2010, never modified, and now carefully restored to as-original condition. It even has the 350bhp engine and four-speed manual 'box. Maybe Pearl Silver Metallic isn't the strongest shade, but at bottom estimate this was a great buy.



▲ **1964 Bentley S3 coachbuilt £124,700**  
Bonhams, Goodwood, July 13

For the man who feels Bentley bodies have too little BMC 1100 about them, this was built to the spec of its first owner by Mulliners. Owned since 1979 by Englebert Humperdinck, it was restored at great expense by marque specialists Colbrook eight years ago. Those two factors and its singularity helped lift its value from the £90k top estimate to around what you'd pay for a regular S3 coupé.

## PRICE GUIDE MOVERS

### ▲ On the up

While the surge in Ferrari values can be explained by a weak pound and strong international pull, largely domestically traded Benzes are the true victors

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo Giulietta Spider	55-65	70,000	47,500	30,000	20,000	+7.7%
Aston Martin Virage	89-96	40,000	28,500	18,000	12,500	+6.7%
Aston Martin Virage Volante	92-96	65,000	48,500	30,000	20,000	+8.3%
Austin 1300GT	69-74	8250	5750	2500	1200	+3.1%
Austin Mini Mkl	60-67	12,500	10,000	6250	3750	+4.2%
Austin-Healey 3000 MkIII	64-68	64,000	47,500	30,000	17,500	+2.4%
Bentley Continental MPW conv	84-94	72,500	55,000	37,500	22,500	+12%
BMW 2500/2800/3.0/3.3	69-77	12,000	8000	3500	1750	+26%
Bond GT4S	64-70	5100	3750	1750	800	+3.6%
Bond Equipe GT	67-70	7000	5000	1600	700	+6.7%
Cisitalia 202 coupé	47-54	240,000	175,000	140,000	120,000	+2.1%
Dodge Viper RT10/GTS	92-02	38,500	29,000	21,000	16,000	+2.7%
Ferrari 340 America	51	3m	2.5m	2m	1.5m	+3.4%
Ferrari 410 Superamerica	56-59	3.5m	3m	2.5m	2m	+6.1%
Ferrari 250GT PF coupé	58-62	575,000	485,000	350,000	225,000	+11%
Ferrari 250 Cal' Spider lwb	58-62	9.5m	7m	5.25m	4m	+5.6%
Ferrari 250 Cal' Spider swb	60-63	12.5m	11.5m	10.5m	n/a	+4.2%
Ferrari 250GTE 2+2	60-63	395,000	330,000	220,000	150,000	+2.6%
Ferrari 250GTO	62-64	42m	39m	n/a	n/a	+17%
Ferrari 250LM	64-66	14.5m	11.5m	10m	n/a	+7.4%
Ferrari 500 Superfast	64-67	2.2m	1.85m	1.4m	1.2m	+4.8%
Ferrari Dino 246GTS	72-74	300,000	250,000	160,000	100,000	+5.3%
Ferrari 365GT4/S Spider	72-73	2m	1.8m	1.6m	n/a	+5.3%
Ferrari 308GTB/GTS qv	82-85	67,500	50,000	32,000	22,500	+3.8%
Ferrari F40	88-92	1m	900,000	800,000	750,000	+18%
Ford Sierra XR4i	83-85	8000	5000	2400	1000	+23%
Jaguar XJ-S manual	75-80	15,000	9500	5000	2500	+15%
Lancia Appia saloon	53-63	11,500	7500	4500	2500	+5.6%
Lancia Aurelia B24 Spider	55-56	1.15m	850,000	675,000	600,000	+16%
Lancia Flavia coupé 1.5/1.8	62-68	18,500	14,000	7000	3500	+6.0%
Lancia Fulvia Berlina	63-73	6750	4000	1750	800	+3.8%
Land Rover SIII Stage 1 V8	79-83	14,000	8000	3750	1750	+7.7%
Land Rover Defender V8	85-90	12,000	7250	3250	1600	+20%
Lotus Elan S2-3 dhc	64-68	31,500	23,500	15,000	9000	+5.0%
Lotus Elan S4 dhc	68-71	30,000	21,500	13,500	8250	+5.3%
Lotus Esprit S1	76-78	35,000	27,500	20,000	13,000	+9.4%
Lotus Esprit S2	78-81	26,000	18,500	11,000	7500	+4.0%
Lotus Carlton/Opel Omega	90-92	45,000	30,000	17,500	10,000	+15%
Maserati Mistral Spyder	64-70	600,000	500,000	400,000	300,000	+3.4%
Mercedes-Benz 500/560SL sports	82-89	27,500	18,500	9000	3600	+2.9%
Mercedes-Benz 350/380/450SLC	71-81	12,000	7750	3400	1250	+9.1%
Mercedes-Benz 300SL-SL320	89-01	11,500	7500	3500	1500	+4.5%
Mercedes-Benz 500SL/SL500	89-01	13,000	8500	4000	2000	+13%
Mercedes-Benz 600SL/SL600	92-01	20,000	13,500	6500	3500	+33%
Mercedes-Benz E220, E320 Cabrio	91-97	14,000	9500	4500	2500	+5.7%
MG 1100/1300	62-71	6750	4750	2250	1000	+17%
Opel Manta A coupé	70-75	8000	5500	2500	1250	+6.7%
Renault R8/R10	62-71	4000	2500	1250	600	+6.7%
Riley RMA/RME 1.5 saloon	45-55	15,000	10,500	5250	2500	+2.8%
Triumph 1800/2000/Renown	46-54	8500	6000	2850	1500	+6.3%
Vanden Plas 3-litre I/II	59-64	13,000	8500	3750	1600	+63%
Vanden Plas 4-litre R	64-68	13,500	9000	4000	1750	+59%
Volkswagen Golf convertible	80-93	7000	4750	2000	850	+17%
Wolseley 6/99, 6/110	59-68	8250	7500	2600	1350	+4.4%

### ▼ On the slide

Golden-era Lancias take a heavy hit while WO-era Bentleys represent the only pre-War casualties. Alfa 2000 Spiders are looking tempting after a slide, too

Make and Model	Year	Concours	Mint	Good	Rough	% dwn
Alfa Romeo 2000 Spider	58-62	70,000	47,500	30,000	20,000	-11%
Aston Martin DB7GT/GTA	02-03	58,000	50,000	42,500	36,000	-3.4%
Bentley 3-litre Tourer	22-25	500,000	300,000	220,000	160,000	-9.1%
Bentley 4.5-litre Tourer	27-31	1.2m	800,000	650,000	400,000	-5.0%
BMW 3.0CSL	72-75	132,500	97,500	60,000	37,500	-1.9%
Bond GT2+2	63-64	6600	4500	1850	850	-5.7%
Ferrari 250GT Cabrio SI	57-59	4.2m	3.6m	3.2m	3m	-1.2%
Ferrari 330GT 2+2	64-67	225,000	175,000	130,000	90,000	-2.8%
Ferrari Dino 206GT	68-69	420,000	375,000	300,000	240,000	-2.3%
Ferrari 365GTC	68-70	550,000	475,000	400,000	325,000	-8.3%
Ferrari 365GTB/4 Daytona	68-74	540,000	460,000	400,000	320,000	-1.8%
Ferrari 400/400i/412i manual	76-89	39,000	30,000	17,500	10,000	-2.5%
Lagonda Saloon SIV	87-90	73,000	54,000	35,000	22,500	-2.7%
Lancia Flaminia convertible	59-67	125,000	100,000	70,000	45,000	-17%
Lancia Flaminia Sport Zagato	59-67	340,000	260,000	180,000	145,000	-19%
Lancia Flavia Sport Zagato	63-67	52,500	37,500	29,000	17,500	-13%
Maserati Indy	66-74	62,000	50,000	36,000	25,000	-4.6%
Porsche 911 GT3 (996)	99-05	76,000	66,000	55,000	44,000	-1.1%
Reliant Scimitar SE4/a/b	64-70	10,000	6500	3200	1950	-2.1%



The shockwaves of Trump's proposed measures would have reverberated globally

## Import tariffs avoided

America's plans for 25% tax on cars and parts shelved

**F**ears of a 25% tariff being imposed on classic cars and parts imported to the US have been alleviated.

President Trump proposed the tariff in May of this year, citing potential threats to national security and the economic welfare of the US automobile and automotive parts industries. It was assumed in the industry that it would elicit a tit-for-tat response. St Louis high-end classic car dealer Mark Hyman said, 'If the tariff is increased,

other countries will probably raise tariffs in retaliation. That could cause the market to break down.'

All this led to testimony to the US Department of Commerce on July 18 by a selection of market representatives, citing the threat to what is, in the US, a \$180bn industry. Meanwhile action was being taken. David Magers, CEO of Mecum Auctions, said, 'We have a large motorcycle collection coming out of Sweden that will go to our motorcycle auction in Las Vegas.

That auction doesn't take place until January, but Mecum is working to get those bikes onto a boat now in case tariffs are raised.'

However, on July 25, a week after the representations to the United States Department of Commerce, President Trump thankfully backed off from his 25-per-cent tariff threat after a three-hour meeting with European Commission President Jean-Claude Juncker at the White House. Trump hailed, 'A new phase of trade relations.'

## IN THE TRADE



### CLEAN AIR ZONE CHAOS

Classic car tourists face confusion over whether they can drive into the clean air zones popping up across Europe, risking a fine of more than £100. Says FBHVC legislation director Bob Owen, 'There is no common pass for Europe because each country and, in some cases, local authority does its own thing.'

Anneka Kroehnert of *Green-Zones.eu*, which offers an app that identifies the zones and allows passes to be bought – where possible – said, 'In most countries, vintage cars either do not require an environmental sticker, or cannot apply for one due to their age.' Exemption depends on each country's definition of a historic vehicle.



### BENTLEY'S HIGH ROLLERS

Bentley has commissioned Bonhams to auction eight Crewe-built Rolls-Royces from its heritage fleet, retained since the companies were divided in 2000. The cars will be in the Goodwood Revival sale on September 8. Lots include the last Rolls ever built at Crewe – a 2002 Corniche Convertible – but the star is a 1950 Phantom IV State Landauette with Hooper coachwork, estimated at £1m-£2m. The registration plate 'RRO 1' is also to be offered. See [bonhams.com/cars](http://bonhams.com/cars)



### BICESTER'S HOTEL PLANS

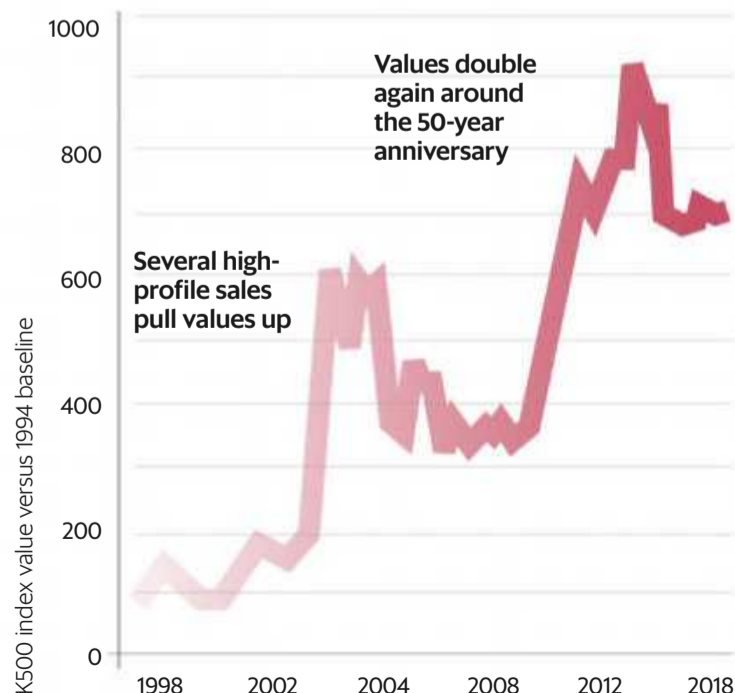
Bicester Heritage plans to add a 344-room hotel to the site, overlooking the test track. The new structure has been designed to match dimensions of existing hangars and use materials inspired by the Thirties buildings. The former bomber training station's restored RAF buildings are already home to 35 classic and vintage specialists.

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

### AC Shelby Cobra 289



K500's Simon Kidston says, 'If you asked any of the top drivers roped in to guide Carroll Shelby's bucking Anglo-American creation over twisting European circuits in the Sixties, the last word they'd use to describe the experience would be 'consistent'. Yet in auction tents that's precisely what's happened to small-block Cobra values. From 2008 to 2013, regular road cars doubled up from \$500k. Since then, the 'million-dollar 289' has become a model of relative stability. Original, unrestored road cars are now the hot ticket. Big sister 427s are a tougher sell.'



# DM HISTORICS

SALES | BROKERAGE | RESTORATION | BODYWORK



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



# The undercover supercar

Will this rare right-hand-drive Bora exceed expectations in London?

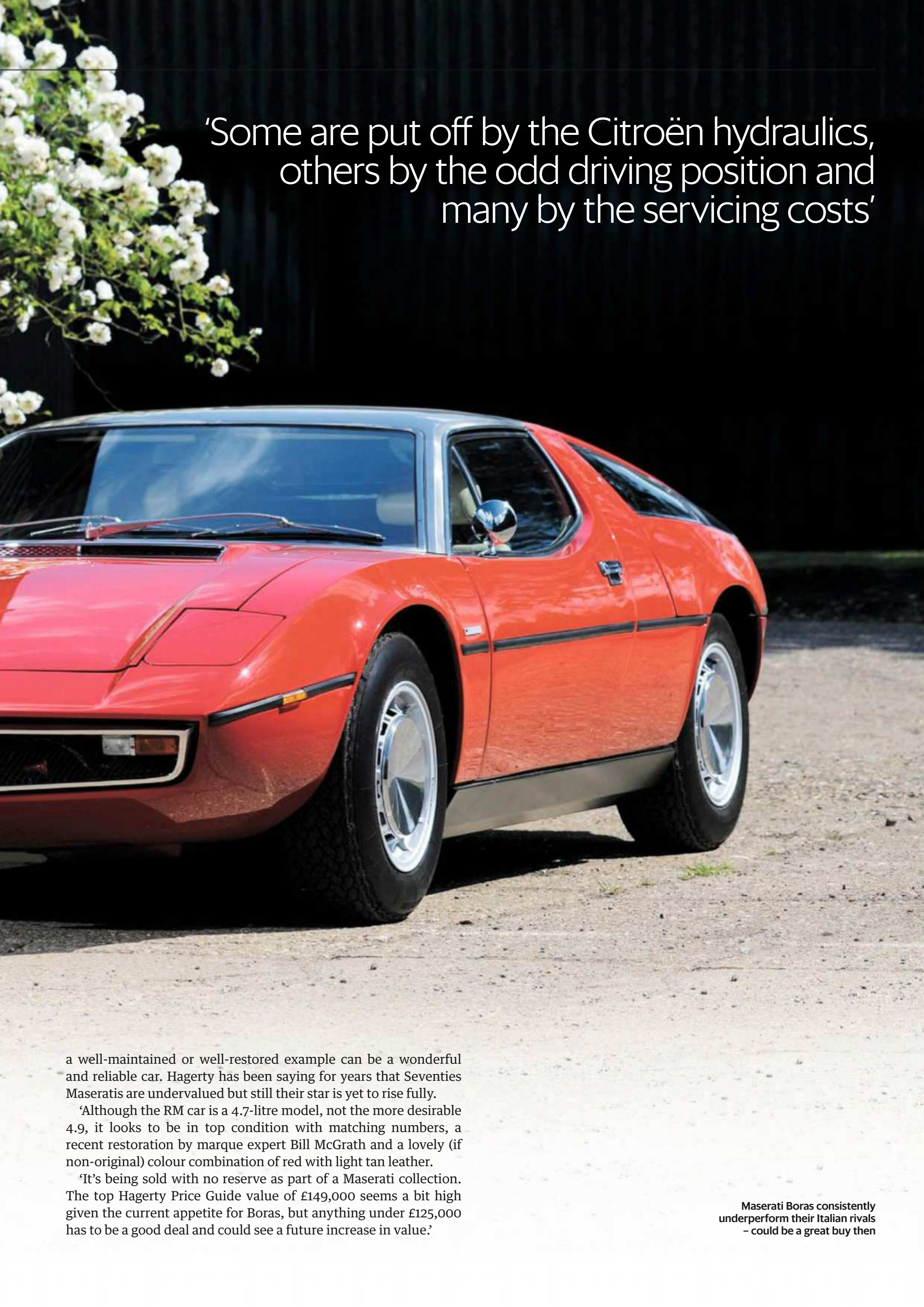
**C**ompared to other Seventies supercars, the Maserati Bora borders on affordable. But why? We asked Hagerty's valuations expert and Italian car buff John Mayhead for his opinion on the example being offered at the RM Sotheby's London sale on September 5.

'By any standard the Maserati Bora is a particularly pretty car. The Guigiaro-designed body seems to hunch over the front axle as if ready to pounce, the rear tapering purposefully over the engine deck. Inside, there are excellent leather seats and a true supercar feel to the cabin. The mid-mounted V8 engine revs wonderfully, sounds the part and

delivers over 300bhp to the rear wheels. It's a beautiful sports car from an iconic manufacturer and only a few hundred were made, 42 of which were right-hand drive. It should be highly collectable.

'Recent auction results have been mixed - a low-mileage 4.9-litre Bora was bid up to £133,000 at Bonhams' Paris sale, short of its £160,000 low estimate, and last year at Chantilly a 4.7-litre car sold at £86,000, again under low estimate. Two 4.9s sold at Scottsdale in January, both around the £100,000 mark.'

So why have the Bora and other Seventies Maseratis not risen higher in value? 'Some are put off by the Citroën hydraulics, others by the odd driving position and many by the servicing costs. But



'Some are put off by the Citroën hydraulics, others by the odd driving position and many by the servicing costs'

a well-maintained or well-restored example can be a wonderful and reliable car. Hagerty has been saying for years that Seventies Maseratis are undervalued but still their star is yet to rise fully.

'Although the RM car is a 4.7-litre model, not the more desirable 4.9, it looks to be in top condition with matching numbers, a recent restoration by marque expert Bill McGrath and a lovely (if non-original) colour combination of red with light tan leather.

'It's being sold with no reserve as part of a Maserati collection. The top Hagerty Price Guide value of £149,000 seems a bit high given the current appetite for Boras, but anything under £125,000 has to be a good deal and could see a future increase in value.'

Maserati Boras consistently underperform their Italian rivals - could be a great buy then

# An Aston that Sellers itself

▼ **1961 Aston Martin DB4GT**

For sale at RM Sotheby's, London, September 5, [rmsothebys.com](http://rmsothebys.com)

**Why buy it?** One of just 75 built, this is the actual DB4GT that starred so memorably in Peter Sellers' crime caper *The Wrong Arm of the Law*. It is also believed to have been owned by Sellers. Fitted in period with a 4.0-litre engine, it has more recently been restored to a very high standard. Collectors' gold.

Estimate tba



◀ **1978 Lotus Esprit S1**

For sale at RM Sotheby's, Monterey, California, August 25, [rmsothebys.com](http://rmsothebys.com)

**Why buy it?** As striking and stylish a piece of the Seventies as you'll find, and still wearing its Wolfrace alloys. It's had six owners and clocked 76,500 miles, but has also been carefully restored over 12 years so is now at least as good as it was when new. Very hard to find like this. **Estimate** £39k-£45k



▲ **1974 BMW 3.0CSi**

For sale at Bonhams, Beaulieu, September 1, [bonhams.com/cars](http://bonhams.com/cars) **Why buy it?** With the best right-hookers now being offered at £60k-plus, this looks like a very interesting resto project. Unused since 2004, it looks straight and has a decent interior. Low ownership too – the three owners include the vendor's company and wife. Being offered at no reserve. **Estimate** £5000-£7000



▲ **1996 Volvo 850R**

For sale at Brightwells, Leominster, September 6, [brightwells.com](http://brightwells.com) **Why buy it?** One of the steady stream of these (and the similar T5R) that are being shipped to the UK at the moment – because these flying bricks are hot property and prices are rising fast. And why not? Brits' ongoing affair with Volvo estates is at its height with all that practicality and 240bhp of turbo power. **Estimate** £6000-£7000

**UPCOMING SALES**

**AUGUST**

**Sat 25**, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. [angliacarauctions.co.uk](http://angliacarauctions.co.uk)

**SEPTEMBER**

**Sat 1**, Hampshire. Bonhams, National Motor Museum, Beaulieu. [bonhams.com/cars](http://bonhams.com/cars)

**Wed 5**, London. RM Sotheby's, Battersea Evolution. [rmsothebys.com](http://rmsothebys.com)

**Thu 6**, Herefordshire. Brightwells Modern Classics, Easters Court, Leominster. [brightwells.com](http://brightwells.com)

**Sat 8**, West Sussex. Bonhams, Goodwood Revival sale, nr Chichester. [bonhams.com/cars](http://bonhams.com/cars)

**Wed 12**, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. [charterhouse-auction.com](http://charterhouse-auction.com)

**Thu 13**, Dorset. Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester. [dvca.co.uk](http://dvca.co.uk)

**Sat 15**, Warks. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. [classiccarauctions.co.uk](http://classiccarauctions.co.uk)

**Sat 15**, Surrey. Barons Auctions' Jaguar Heritage sale, Kempton Park. [barons-auctions.com](http://barons-auctions.com)

**Sat 22**, Surrey. Historics at Brooklands, Brooklands Museum, Weybridge. [historics.co.uk](http://historics.co.uk)

**Wed 26**, Herefordshire. Brightwells Classic & Vintage, Easters Court, Leominster. [brightwells.com](http://brightwells.com)

**Sat 29**, Warwickshire. Silverstone Auctions' Porsche Sale, Dallas Burston Polo Club, Southam. [silverstoneauctions.com](http://silverstoneauctions.com)

**Sun 30**, Warwickshire. Silverstone Auctions' Classic Sale, Dallas Burston Polo Club, Southam. [silverstoneauctions.com](http://silverstoneauctions.com)

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# Alive with the sound of Stuttgart

Plethora of anniversaries sees Porsche's 70th top the [Goodwood Festival of Speed](#)

**A** clutch of significant anniversaries – including 70 years of both Porsche and Lotus, 60 years of the British Saloon Car Championship and the 25th birthday of the Goodwood Festival of Speed itself – drew a huge field of classics to the Sussex hill climb course, many of which had been restored especially for the occasion.

## Porsche 911 RSR

The 911 RSR that won the last World Championship Targa Florio, held in 1973, made its post-restoration debut at the Festival.

Historic racer Joe Twyman was there to drive it, 'It's just done a one-lap shakedown at Donington.'

After Herbert Müller and Gijs van Lennep scored that Targa victory, beating the factory Ferrari 312PBs and Alfa 33TT12s, chassis 360 0588R6, known simply as R6, went on to race in the Le Mans 24 Hours, where it didn't finish, and the Österreichring 1000Kms (eighth) and Watkins Glen 6 Hours (sixth) that year.

Says custodian Simon Harper, 'When Maxted-Page started the restoration it was halfway between Targa Florio and Le Mans spec and was in a poor state. They went to great lengths to restore it to its Targa Florio-spec, right down to the correct number of pieces of tape on the rear wings.'

Tracking down correct parts was a challenge, 'For example, they had to source 917 rear hubs, genuine throttle bodies and a fuel injection pump. One of those is €30,000.'



Dauer Porsche 962 proudly sports the same windscreen that was cracked during its 1994 Le Mans podium finish

## Dauer Porsche 962

This veteran of the 1994 Le Mans 24 Hours – complete with cracked windscreen – was brought to Goodwood from the Porsche Museum's reserve collection. It was the first time it had been seen in public since Hans-Joachim Stuck, Danny Sullivan and Thierry Boutsen brought it home in third place. 'In 1994 there was a loophole in the regulations,' said Armin Burger of the Porsche Museum. 'Group C cars had been banned and replaced with GT-based cars, but chief constructor Norbert Singer

had a small number of Group C 962s made road legal, so it could be homologated in the GT1 class. The road cars were built by Jochen Dauer, so it had to be entered as a Dauer rather than a Porsche. 'Three racing Dauer 962s were built – this one, the Dalmás/Heywood/Baldi car, which won, and a spare car that was never used. The winning car is in a private collection, and the unraced spare is the one that went on display at the Museum. But this was just put straight away. It never raced again.'





1973 Targa Florio-winning 911RSR made its post-restoration debut



First public viewing of the 3500bhp Land Speed Record car



Hans Stuck was due to sit here and chase 650km/h

## Mercedes-Benz T80

Mercedes unveiled its stillborn Land Speed Record car, the six-wheel and four-wheel-drive T80, for the first time since it was built in 1939. After a plan to run it on the autobahn near Dessau, Mercedes realised that the concrete surface was too dusty. Before the rescheduled run on the Bonneville salt flats could happen, war intervened and the T80 was consigned to the stores.

Said Jürgen Wittman, head of the Mercedes collection, 'The body and its tubular aluminium frame is displayed in our museum, but the rolling chassis has always been in the storage depot. In December we decided to bring it out, so we built a replica body frame and reacquired a correct DB603 aero engine from the Hamburg Museum.'

The 44.5-litre, supercharged 48-valve V12 was good for 3500hp, which Mercedes realised was necessary to hit the 650km/h target. A model of the slippery body was later tested at Cd0.19. 'Hans Stuck must have been very brave,' said Wittman.



Mercedes T80 was high-tech for 1939

## Porsche 962C

Jochen Mass was demonstrating this radical evolution of Porsche's all-conquering Group C car, freshly restored by the Museum, although as he explained, modifications didn't always work.

'As you can see, it uses a lot of different aerodynamic ideas,' said Mass, pointing out the unusual nose, tail and ducting. 'It was Richard Lloyd's project - he wanted to improve on the works cars' design - which no-one ever did, despite several attempts!

'I drove this car at Kyalami and won. It only did a few races. The truth was, only original engineer Norbert Singer truly understood the 962. The key to the 962's stability is its sculpted underfloor, and the body's aerodynamic fine points work in conjunction with this. Lloyd's revisions reduced drag and made it quicker in a straight line, but harder to control on the limit.'



Even Jochen Mass found this tweaked 962C tricky to drive



## Alfa Sportiva prototype

This year's Festival of Speed was the first time this radical Alfa Romeo 1900 Sportiva Spider prototype has left Italy. 'Alfa Romeo built a small run of four prototypes based on the 1900 Berlina in 1954, with the intention of building a sports-racer to compete in the 2.0-litre class,' explained Stefano Agazzi, Alfa Romeo Heritage Collection manager. 'But mechanically it was completely different from the saloon - all-alloy 2000cc engine with dry sump, and de Dion rear suspension like an Alfetta would have 20 years later. It had 130bhp, and was capable of 220km/h (137mph).

'To ensure it could compete in both Sports and GT categories, Bertone built them as Spiders and coupés - two of each - although a few years later Alfa Romeo destroyed the other Spider.

'It was never raced. Productionising the technology turned out to be very difficult and Alfa was still rebuilding itself post-war, so all its resources were concentrated on development and production of the new Giulietta. However, the 'cuttlefish' design of the tail of this one influenced the Duetto Spider a decade later - the other Sportiva Spider prototype had tailfins.'



## Volvo 850 Super Tourer

'It's been 20 years since this last ran,' said co-owner Johnny Haraldsson of the Volvo 850 Estate that Rickard Rydell raced in the 1994 British Touring Car Championship. 'I used to work with Volvo, running the 850 then the S40 in the Swedish Touring Car Championship from 1996-99. In the Nineties, TWR provided cars to Swedish teams as well as running them in the BTCC, so we had a good relationship. After the 1994 BTCC, this car went to race in Australia. By the time its racing career had finished and I'd bought it and returned it to Sweden in 1997, it had been fitted with updated aerodynamic kit from 1995 and finished in a red livery.

'Everything had to be dismantled, gone through with an eye to originality and repainted, but mechanically it was in good shape. Bodily not so much - it had spent several months in a shipping container and the metal had had a tough time.

'In truth, there was no real advantage to running an estate in the BTCC - Volvo knew it would sell more 850 estates than saloons so it was just PR. There was a slight aerodynamic advantage in a dead-straight line, but it was undermined by extra weight and susceptibility to crosswinds.'

Events

Continued Goodwood Festival of Speed



DTV 'Mega Bertha'

This radical spaceframed Vauxhall Cavalier V8 Coupé completed its maiden voyage having been found as a pile of parts in an Irish garage last year.

'Bill Blydenstein came up with the idea for 'Mega Bertha' after Vauxhall expressed concern that 'Baby Bertha' [a silhouette racer with enormous bonnet and side-scoops] looked too far removed from the production Firenza it was supposedly based on,' explained Ric Wood, who was still finishing the car a few hours before the Festival began. 'The idea was to completely conceal the spaceframe chassis and big-block Chevrolet engine with a Cavalier Coupé body a foot wider than the production car, but with fewer cooling and aerodynamic add-ons. I have a letter from Blydenstein saying the intention was to race it alongside Baby Bertha as part of a two-car team.

'I bought the bodywork, but fabricated the rest based on the detailed description in Marshall's book. It's a handful - 800bhp plus rear-wheel drive equals rear-wheel steering! It's never been developed either, so it's at its rawest. Scary too - I'm sitting beside the engine. It won't be a museum piece though - it's eligible for Historic Modsports!'



Opel Manta 400

Jimmy McRae's AC Delco-sponsored Opel Manta 400 from the 1985 British Rally Championship ran for the first time since 1992, after a hard life and a long and convoluted restoration. 'It's actually a 1984 car, and was originally driven by Russell Brookes under Andrews livery for that season,' said owner Jiri Jirovic. 'It was updated to 1985 specification the following year, and run by Jimmy McRae. It has certain modifications compared to Brookes' 1985 car - that was infamously known as the 'Bendi-Bus' because the acid-dipped chassis was so flexible that the nose would droop going over crests. With this car, Opel welded extra tubes into the chassis rails to stiffen it.

'Immediately after the 1985 British Rally Championship it went to New Zealand, where it was owned and run by a guy called Simon Powell. In the Nineties, he sold it to Andy Horne in Scotland. It had suffered a lot of corrosion, and sadly Andy didn't know much about Group B Mantas so he just fixed the rust. The unique Group B parts were in a bad way.

'I bought it as a restoration project at an auction in Birmingham five years ago and took it back to Prague. It's all sorted now but it won't be rallied - it wouldn't take much to destroy its originality.'



Kleint's twin-engined Golf attacks another famous hill climb - and this time the wheels stay on

# 'Less than a mile from the finish line, I lost a wheel'

As Volkswagen claimed a Goodwood hill climb record, Jochi Kleint relived his fateful 1987 Pikes Peak title tilt

While Volkswagen claimed another hill climb record at Goodwood - the new IDR storming up the hill in 43.05 seconds with Romain Dumas at the wheel - it also showcased its hill climb heritage with the unique 1987 Golf Bi-Motor.

Restored by VW earlier this year, it was reunited with its original pilot, former works rally driver Jochi Kleint, who recalled the firm's assault on the greatest hillclimb of all - Pikes Peak in Colorado.

'Volkswagen was doing well in the US in the Eighties,' Kleint explained, 'but it needed something to really build its image in motor sport. An experimental racing Jetta was built, but it was underwhelming. Then someone on the board said "why don't we build a special Golf for Pikes Peak?" The Golf, known as the Rabbit out there, was the firm's biggest selling car in the US.

'The twin-engine configuration was chosen for chassis balance, which is a real problem on Pikes Peak, with its combination of fast straights and extremely tight turns. An in-house rivalry instantly sprung up with Audi, which had different ideas with its Sport Quattro. It made for an odd atmosphere, because many of the mechanics on these rival projects knew each other from their time with Audi's Group B rally team. However, the Golf's chief engineer Kurt Beckmann had come to Hanover from Vienna, where he ran his own motor sport tuning business, Kaimann Racing.

'Both Audi and VW contested Pikes Peak in 1985, 1986 and 1987. In 1985, I came third and won Rookie of the Year while Michèle Mouton won in the Quattro. In 1986, I'd been posting faster times than Walter Röhrl, but Bobby Unser's Quattro

won. It was disappointing but we knew the car could do it - with Hewland F2 gearboxes and a compact wheelbase, it was capable of 180mph.

'In 1987, we really went for the win. On a 300-metre climb, the engine can't breathe as well at the top as it can at the bottom, resulting in a 30 percent power drop-off by the time you finish. You have to concentrate so hard.

'The atmosphere at Pikes Peak is unlike any other motor sport event. We arrived in our specialised rally cars, but there was everything contesting the hill climb - 4x4s, off-road buggies, old NASCARs, even modified open-wheel Indycars on knobbly tyres! Yet at its heart it's the world's greatest rally stage. The nearest thing we have in Europe is the Col di Turini, but even that doesn't come close.

'And yet, like the Col di Turini, in order to get it right

you have to be able to visualise every corner - on Pikes Peak you aren't allowed a navigator. My first practice run was in a hire car and I took a tape recorder with me to record my own pace notes. That night, I went back to my hotel, played the tape back, closed my eyes, listened and learnt the course in my mind.

'It paid off. Once again, I posted faster times than Röhrl, but less than a mile from the finish line, a suspension ball joint failed and I lost a wheel. A grease cap had come off, dust had got in and caused something to seize. Röhrl went on to win, but I knew that had that wheel not come off, it would have been this car that set the record.

'It's all academic because the following year Peugeot entered with Ari Vatanen and the even more specialised 405 T16, completely obliterating Audi's times, and a new era of hill climb specials began. I can laugh about it all now, of course!'



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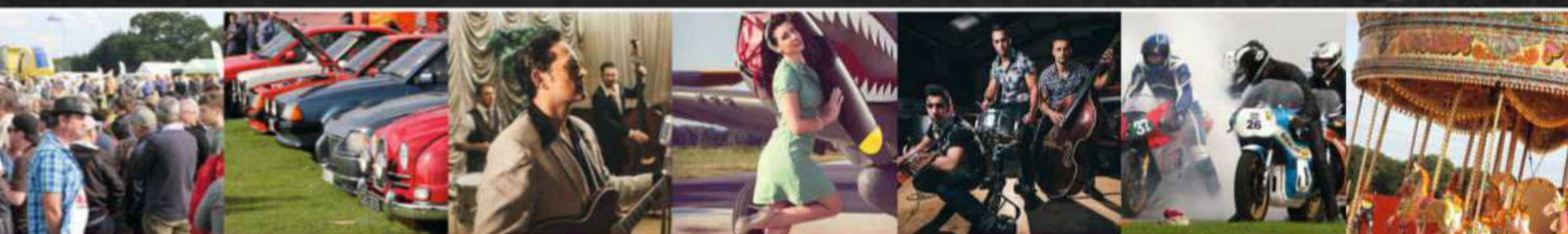
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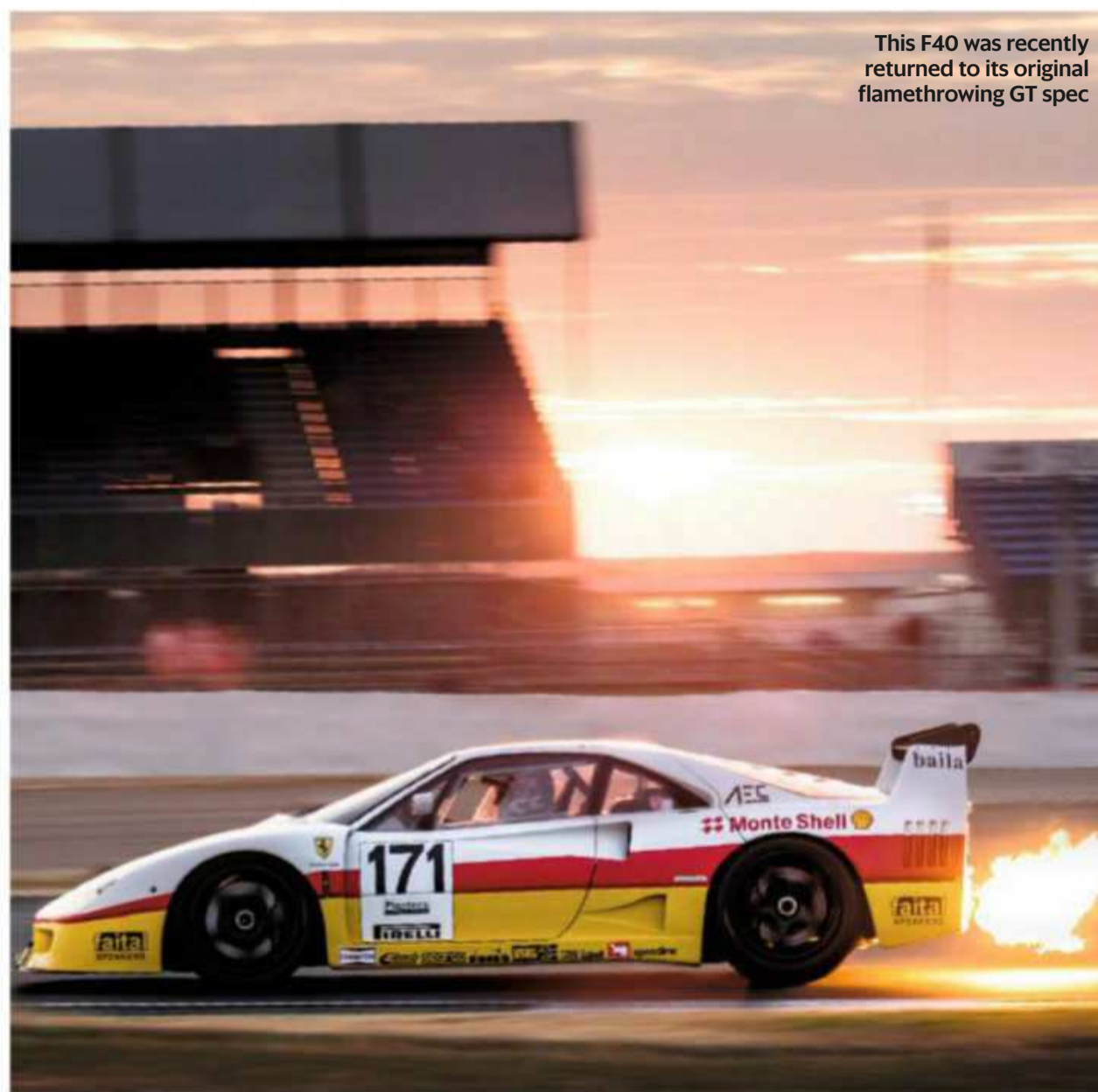
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Northamptonshire's Sywell Aerodrome



This F40 was recently returned to its original flamethrowing GT spec



South African Nissan Primera touring car in its 'semi-Super' spec



The only completed Rapport Forté Estate



BRM hadn't run since 1971

# Silverstone redefines Classic era

Nineties GTs and sports prototypes crown a distinctly different Silverstone Classic

**T**he spectacular GT-class supercars of the Nineties and their even more radical open-cockpit sports prototype counterparts fought it out in a new headline race – the Masters Endurance Legends – at this year's Silverstone Classic. The event felt more focused on the motor sport of more recent eras than previous editions, with no pre-war classes plus a new race for veteran competitors of the World Superbike Championships. Elsewhere though, the 60th anniversary of the BTCC meant that touring cars stole the show.

## Nissan Primera SATC

This experimental Nissan touring car was making its UK track debut following restoration by Club Tropicana International.

'It was built in 1997 for the South African Touring Car Championship,' said Tropicana's Johnny Westbrook. 'South Africa's motor sports association was the first to recognise that the costs of Super Touring were getting out of hand, and created its own formula halfway between Super Touring and production – this car was the first built to the new specification.'

'It has 315bhp, a dogleg manual gearbox, centre-lock wheels, no aerodynamic add-ons and the engine was in its normal place, not tilted back like a Super Tourer's. Although built by Nissan Motorsport South Africa, there was a lot of input from Sunderland, and funnily enough it ended up influencing the design of the 1999 Primera – one of the most expensive Super Tourers built.'

'They had to drop the four-wheel-drive floorpan, which had been homologated to take on the Audi Quattros but after four-wheel drive was banned

they used its independent rear suspension. On this car they developed a twist-beam with an adjustable link in the middle.'

## Ferrari F40 GT/LM

This spectacular F40, recently restored by DK Engineering, made its historic racing debut in the Masters Endurance Legends. 'It's one of only seven F40 GTs built by Michelotto to CSAI-GT specifications,' said Paul Barrett of DK Engineering. 'Originally it had 560bhp – later developments have taken it up to 690bhp – in a package weighing just 1050kg, with rose-jointed suspension.'

'Amazingly, all the Michelotto GTs were road cars originally. This was a 1989 car converted to GT specification in 1991 for the Jolly Club to run in the 1993 Italian GT Championship. Marco Brand won eight of the nine races, winning it outright.'

In 1994 it was sold to Team Taisan in Japan, which got Michelotto to upgrade it to Le Mans specification before racing it in the Japanese GT series in 1994-1995.

'It remained in this specification, unused, until we acquired it last year and returned it to GT spec – complete with original Monte Shell livery.'

## Rapport Forté

This bizarre shooting-brake, just restored and driven all the way from Switzerland by its owner, Georg Dönni, was the star of the Jaguar Enthusiasts' Club stand.

'As far as I know, it was never publicly shown – it just appeared in publicity photographs,' said Dönni. 'In the Seventies Rapport mainly produced long-wheelbase Range Rover conversions, but it wanted to get more into the car business with models

such as the Ritz, which was a luxury wedge-shaped version of the Triumph Acclaim.'

'Rapport wanted to build its own car. Designer Chris Humberstone acquired an unknown number of Jaguar XJ12 chassis and created prototypes of the Forté in coupé, cabriolet and estate form. After launch in 1980, 12 orders were taken, most from Alexander Patrick of the Patrick Motor Group, but Rapport went bust before it could build any cars. In the end Graham Hudson of Ladbroke Avon offered to build them – he started three but only finished this one.'

'Jaguar historian Andrew Whyte tested it and said its handling was awkward. Patrick wasn't satisfied with it either and didn't drive it much. When I acquired it in 2009 it only had 690 miles on the clock. Part of its problem was that the nose only left a small inch-high slot for the V12 to take air through, so it'd overheat after about 15 minutes. When I restored it, I had to devise a completely new and more powerful cooling system for it.'

## BRM P48

This BRM was competing even though its restoration wasn't complete yet, running without paint. 'It's the most successful P48 there ever was,' said Rob Hall of restorer Hall & Hall.

'It got the best results during a difficult 1960 season for BRM! Graham Hill finished third at Zandvoort, and Jo Bonnier managed fifth at Monaco and Riverside. Dan Gurney mainly drove it, including at Silverstone, finishing 10th.'

'Robs Lamplough has owned it since 1971, but it hasn't run since then because bits from it were put in a P25. We've spent the last five years restoring it and it's still not finished, but it is running!'



Ex-Sir Malcolm Campbell Bugatti Type 37 predates the Prescott Hill Climb by two years

## Bugattis bombard Prescott

Gallic tribute to 80 years of Gloucestershire hill climbing

**A** spectacular field of Bugattis shunned Goodwood this year for Prescott's 80th anniversary celebrations. The hill climb circuit opened in 1938 and hosted many of the marque's most significant achievements on British soil.

### Bugatti Type 37

Robs Lamplough was campaigning this ex-Sir Malcolm Campbell Type 37 for the first time since its restoration. 'It's probably the most documented Type 37 of all – one owner had it for 57 years, followed by his mechanic who imported it to Tasmania in pieces along with his house furniture to avoid import tax.

'Campbell ordered three Type 37s, delivered to his dealership in April 1936. He kept one for himself and sold the others, including this one which went to WB 'Bummer' Scott, who ran it at Brooklands with his wife Jill.

'The owner after him, Ronald MacCloed-Carey, had it until 1940 and developed it further for racing, with twin carburettors, magneto, competition oil pump and a fly-off handbrake for hill climbing at Shelsley Walsh. The next owner, Dudley Gahagan, had it from 1940 to 1997 and bequeathed it to his mechanic, Tim Whitely.

'I bought it just before Christmas, and Gentry Restorations in Oxfordshire has rebuilt it. They've had to remake all the engine's moving parts, but managed to retain Bugatti's castings. When it came over from Tasmania, the conrods were from a Holden diesel tractor, and the cylinder block was twisted because of a replacement iron bottom end that had warped. Fitting the new crankshaft bearings was largely guesswork!

### Brabham-Lotus BT18

Phil Chatterton presented this Brabham for the first time at Prescott having restored it himself in his garage. 'Chris Williams ran it in the European Formula 3 Championship in 1966-67, winning at Goodwood, Monza and Dijon,' said Chatterton. 'Its paperwork includes letters from Jack Brabham saying things like "put these parts on for Monza."

'Sadly, Williams was killed in a race in 1968 and the car was just slung in a shed. It ended up at Retro Track & Air, where the chassis was sorted, but it was fitted with a 1.0-litre 'screamer' engine and different bodywork, crashed at Silverstone, and put back in a shed again.

'I've restored it to its original specification, with a Lotus twin-cam. However, I found a photo of it being used at a Formula 2 race at Rouen with a very rare Cosworth SCA engine in the back. The driver's not in the photo but he's left his helmet on the bodywork – we're still trying to identify him and unlock that part of its history.'

### Bugatti Type 54 by Uhlik

This stunning Bugatti came to Prescott – and the UK for the first time – courtesy of Peter Mullin. It wears a body by Prague coachbuilder Uhlik, which originally replaced Grand Prix coachwork on a Type 54 that was fatally crashed by the Czech Prince Lobkowitz at Avus in April 1932. His friend Zdenik Pohl commissioned the bodywork, which was removed by a later American owner so the original chassis could be returned to racing use. It was transferred to another Type 54 chassis by another Californian owner, Skip Berg, before being acquired by Peter Mullin. It won Best in Class at the 1991 Pebble Beach Concours d'Elegance.



Brabham BT18 was home-restored



Uhlik-bodied Bugatti Type 54

### HAGERTY'S CONCOURS DE L'ORDINAIRE

## Acceptably unexceptional

Held on the same weekend as Goodwood Festival of Speed, Hagerty's fifth Concours de l'Ordinaire hosted a similarly passionate band of enthusiasts and showcased arguably even rarer classics at Stowe House.

### Seat 1500 Hearse

Fresh from decades of transporting the dead of Seville was Martin Aldridge's hearse making its show debut. 'I just like hearses!' he grinned. 'I've been trying to get it to shows for ages but every time I get it ready, it suffers a mechanical failure the night before. Somewhere in the UK resides a Fiat version – an Italian 2300 model. That's a bit grander than mine though – it has very fancy details and big, ornate lamps.'

Martin recently had to fit an entirely new braking system and has rebuilt the engine but it's otherwise very clean. 'There were loads of them in Spain but I think it fits right in here. It's unexceptional, but has a Spanish accent.'

Martin Aldridge's Seat hearse



### Citroën Visa Super E

Chris Salter has recently bought his 1983 Visa, named Florence, for the second time. 'I bought it from the original owner some years ago but then sold it to fund my Citroën DS,' said Salter. 'I missed it so much though – I didn't like the idea of anyone else driving it. It just felt like Florence and I were meant to be together.'

The first result of the 1975 merger with Peugeot, this 104-based Visa was hugely successful in the UK but is now virtually extinct.

'The attachment to nostalgia is arguably stronger here than at most high-end classic shows. These are all cars that normal people grew up with. The smell of the plastics and the upholstery stirs so many memories – that's what this event is all about.'



Chris Salter's Citroën Visa

### LONDON TO BRIGHTON RUN

## A Veteran win

Aberdeen-based *Classic Cars* reader Stuart Milne has won our competition to visit the London start line and Brighton finish line of the Bonhams Veteran Car Run supported by Hiscox, plus VIP access to Bonhams' auction.

'I'm delighted,' said Stuart. 'It's always been a dream of mine to see the start and finish of this event on the same day.'



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# September-October highlights

## September

**August 30-1** Salon Privé.

Blenheim Palace, Oxfordshire  
salonpriveconcours.com

**August 31-2** Zandvoort Historic Grand Prix.

Zandvoort, Netherlands  
historicgrandprix.nl

**August 31-2** Concours of Elegance.

Hampton Court Palace, London  
concoursofelegance.co.uk

**1** Brighton Speed Trials.

Brighton, Sussex  
brightonandhovemotorclub.co.uk

**1-2** Beaulieu International Autojumble.

Beaulieu, Hampshire  
beaulieu.co.uk

**1-2** Bo'ness Revival Classic & Hill Climb.

Kinneil Estate, Linlithgow, Scotland

bonessrevival.co.uk

**2** Classics at Hoghton Tower.

Preston, Lancashire  
hoghtontower.co.uk

**2-5** Alpine Trial.

Divonne-les-Bains, France  
endurorally.com

**2-6** Discovering Kent.

Weald, Kent  
classictravelling.com

**7-9** Goodwood Revival.

Goodwood Circuit, Sussex  
goodwood.com

**8-9** VSCC Speed Hill Climb.

Loton Park, Shropshire  
vsc.co.uk

**10-14** Colorado Grand.

Colorado, USA  
co1000.com

**12-16** Spa Six Hours.

Spa-Francorchamps, Belgium  
spasixhours.com

**13-16** Pyrenees 1000.

Pamplona, Spain-Andorra la Vella  
bespokerallies.com

**14-16** Circuit des Remparts

Angoulême, France  
circuitdesremparts.com

**15-16** Manchester Classic Car Show.

Trafford, Manchester  
manchesterclassicarshow.com

**15-16** Kop Hill Climb.

Princes Risborough, Buckinghamshire



Salon Privé sees hypercars meet pre-War leviathans at Blenheim Palace

kophillclimb.org.uk

**19-23** Mallorca Classic Car Week.

Mallorca, Spain  
mallorcaclassicarweek.com

**21-October 11** Himalayan Challenge.

Delhi-Agra, India  
endurorally.com

**22** HERO Challenge.

Magnolia Park, Buckinghamshire  
heroevents.eu

**22** Castle Combe Rallyday.

Castle Combe, Wiltshire  
rallyday.com

**22-23** Sywell Classic.

Sywell Aerodrome, Northamptonshire  
sywellclassic.co.uk

**23** Snetterton Vintage Motorsport Festival.

Snetterton, Norfolk  
snetterton.msv.com

**27-October 2** MGOC Normandy Tour.

Normandy, France  
traveldestinations.co.uk

**29** VSCC Prescott Hill Climb.

Prescott, Gotherington, Gloucestershire  
prescott-hillclimb.com

**29** VSCC Prescott Hill Climb.

Prescott, Gotherington, Gloucestershire  
prescott-hillclimb.com

**29** VSCC Prescott Hill Climb.

Prescott, Gotherington, Gloucestershire  
prescott-hillclimb.com

**October 1-14** Peaks of the Caucasus.

Tbilisi, Georgia

via-flaminia.com

**1-27** Rally Round Africa.

Dar Es Salaam, Tanzania-Cape Town, South Africa  
rallyround.co.uk

**3-19** MG Portugal.

Porto-Douro, Portugal  
traveldestinations.co.uk

**4-7** Zoute Grand Prix.

Zoute, Belgium  
zoutegrandprix.be

**6** Castle Combe Autumn Classic.

Castle Combe, Wiltshire  
autumnclassic.co.uk

**6-7** American Autumn Classic.

Prescott, Gotherington, Gloucestershire  
prescott-hillclimb.com

**6-7** CSRG Charity Challenge.

Sonoma Raceway, California, USA  
sonomaraceway.com

**7** Street Stage Festival.

Llandudno, Wales  
walesrallygb.com

**11-14** Malta Classic.

Mdina, Malta  
maltaclassic.com

**11-14** Motorclassica.

Melbourne, Victoria, Australia  
motorclassica.com.au

**12-14** Dijon Motors Cup.

Prenois, Burgundy, France  
mastershistoricracing.com



## 5 THINGS YOU NEED TO KNOW ABOUT THE ZOUTE GRAND PRIX, 4-7 OCT

### A four-day celebration of high-end classics

The chilly yet enticing Belgian coastal region of Knokke-Heist hosts this connoisseurs' event each October. The lively, picturesque town of Het Zoute is your focal point for a long weekend of Fifties and Sixties-centric classic car events.

### There's a concours, naturally...

The first fairway of the Royal Zoute Golf Club hosts one of Europe's most exclusive concours d'elegance on October 6. Expect elegant coachbuilt creations from the likes of Bugatti, Bentley and Mercedes to fight for the silverware.

### ...but the cars have to prove themselves first

A pair of rallies take place during the week. The Zoute Rally by Stow is a combination of navigational and speed challenges around the Knokke-Heist area for pre-1965 cars - including a quarter-mile drag race! The corresponding Zoute GT Tour® by EY is for more modern supercars.

### Itchy fingers?

The Zoute Grand Prix also plays host to a Bonhams auction at the Albertplein. A number of interesting cars have already been consigned, including a 1936 Bentley 4.25-litre Cabriolet by Antem and a *Sonderwunsch* Porsche 964 RS.

### Interested in going?

Much of the action at Zoute is free, but you'll need a €40 ticket to access the concours; entry to the Bonhams sale is by catalogue only. Visit [zoutegrandprix.be](http://zoutegrandprix.be) and [bonhams.com](http://bonhams.com) for info.



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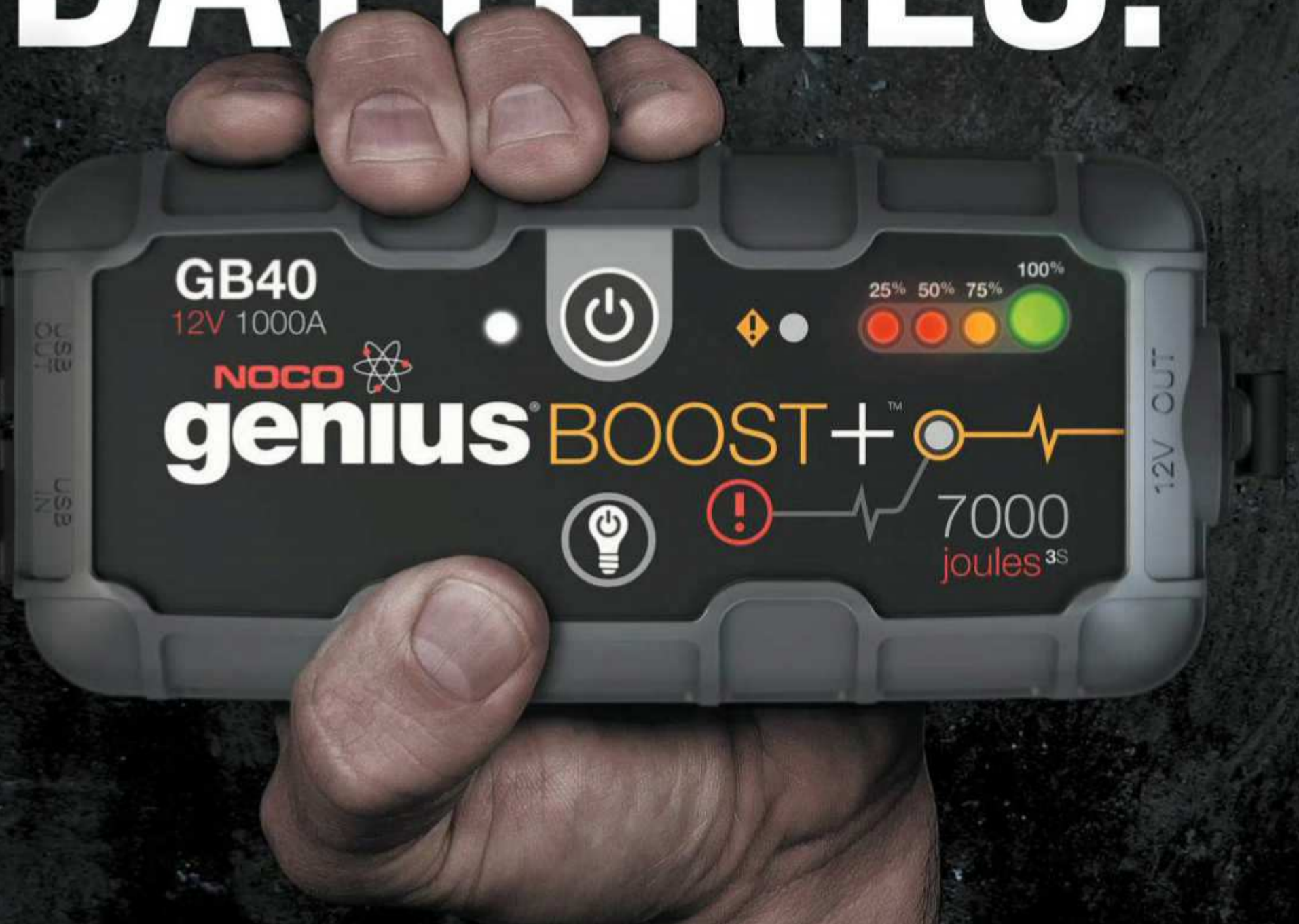
### Street Stage Festival, 7 October

It's the final day of Wales Rally GB, but with new closed-road motor sport legislation, there's cause for further celebration. This year, ahead of the WRC circus, there's a gathering of rally machinery throughout the ages, from wide-arched Group 4 monsters to the fire-breathing Group B era, through to the ultra-competitive Group A cars of the Nineties.

The careers of Colin McRae and Richard Burns will also be honoured. Best bit? It's free to spectate - if you can find somewhere to park. Go to [walesrallygb.com](http://walesrallygb.com) to find out more.



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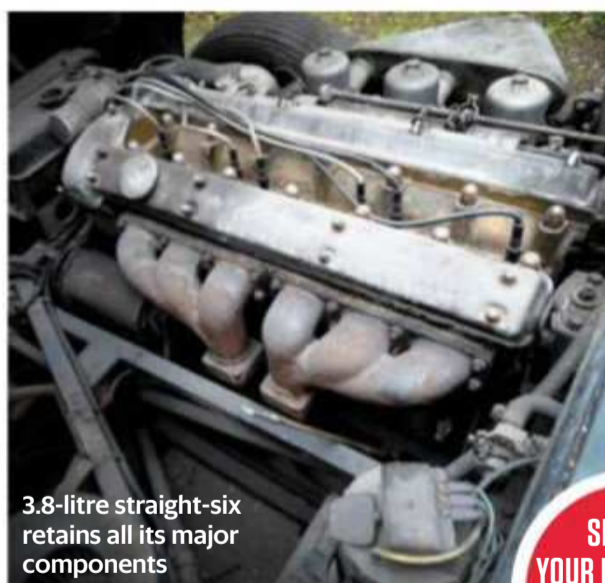
Green E-type was Opalescent Dark Blue

## Hope for not-so-Flying Scotsman

Early London-supplied E-type found sidelined in Scotland after 35 years off the rails

**T**he trickle of tempting early E-types emerging from decades of storage continued at H&H's Buxton sale on July 19, when a 1962 fixed-head coupé ended 35 years of internment in Moray, Scotland. The car, which has just 66,551 miles on the clock, was said to be original and complete - bar a windscreen washer bottle replaced with a Baxters Sliced Beets jar. Importantly it retains its matching-numbers engine and boasts a Jaguar Heritage Trust Production Record Trace Certificate to check everything against.

H&H's Roger Nowell had the pleasure of seeing the car in its spacious but rather dusty storage unit. Says Nowell, 'The vendor bought it from a friend with a view to restoring it, but now realises he has too many projects on the go. The friend was apparently an avid car collector and bought the E-type in the late Seventies or early Eighties, running it for a short while after which it was put into a barn and forgotten about. The last tax disc expired in 1983.'



3.8-litre straight-six retains all its major components



'An amount of leather paint' had been applied to the blue seats

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This car was originally supplied by Henlys of London in Opalescent Dark Blue but has since been repainted in British Racing Green. Otherwise, it's survived well and the attractive registration number, 399 ELC, might have been a factor in helping the S1 whoosh past its £30k-£40k estimate for a hammer price of £75,375.

In the same sale, a 1967 Morris Mini-Minor Super De Luxe with just 36k miles and an extraordinary history in one family's ownership flew past its £8000 top estimate to sell for £15,187. It had been sat on blocks since 1983, but its incredible state of preservation suggests a return to road will need no more than patient recommissioning.

Barn Finds

**Ex-Moss Aston in Canada**

When we saw a private ad modestly mentioning a long-stored Aston as having once been owned by Stirling Moss, we had to know more. The owner, Wayne Young of Port Colbourne, Ontario, told us a fascinating tale, 'I travelled to England back in 1975 specifically to buy a DB MkIII. I was just 23 but I'd previously bought a DB2/4 in Toronto and set my sights on a MkIII. I found this one advertised in the back of *Exchange and Mart* and went to see it. It had a blown head gasket, but I bought it anyway and eventually put it on a ship back to Canada.

'Before I left, I went around buying up spares - I have a memory of carrying a DB MkIII exhaust system and some Connolly hides across London on the tube, with British people politely letting me through with my outsize luggage. Aston Service in Dorset dug out the build sheet, which listed the first owner as "David Brown Motors (Stirling Moss)", which was the first I knew of the connection.'

It seems Moss was gifted the car for a short while and performed a magazine road test. A few months later it was with a dealer and thereafter passed into private hands. We contacted the Moss family, but Sir Stirling has said before he doesn't tend to remember road cars, and could add nothing further to this car's story.

'I've had a lot of Austin-Healeys to distract me - I still have three - and I moved house once or twice,' says Young. 'I'm planning to move again soon, up to a lake house, and if the car doesn't sell I'll finally finish it up there.' Young is keen to hear from anyone who can add to the car's early history. Interested parties can contact the magazine.

Once back in Canada, Young had extensive work done, completing the body restoration, paint, chrome...



...and a full engine rebuild by 1980...



...but the car never returned to the road



Expect to see this at a top-level concours soon, either in a preservation category or freshly restored in its original Nero over Grigio colour scheme



**Long-lost 'company-car' Lusso surfaces in Florida**

As hard as it is to believe, this Ferrari 250 GT Lusso has been parked in storage in Southern Florida since 1978. The first classic car boom came and went, the second and much longer boom in the prices of high-end exotica drew most barn-fresh Ferraris out of storage, yet only now does this car emerge - carrying a \$1.4-\$1.8m estimate with it.

It's chassis 5201, the 162nd of the 350 Lussos built. It was sold new in 1964 through Chinetti Motors in New York and covered just over 32,000

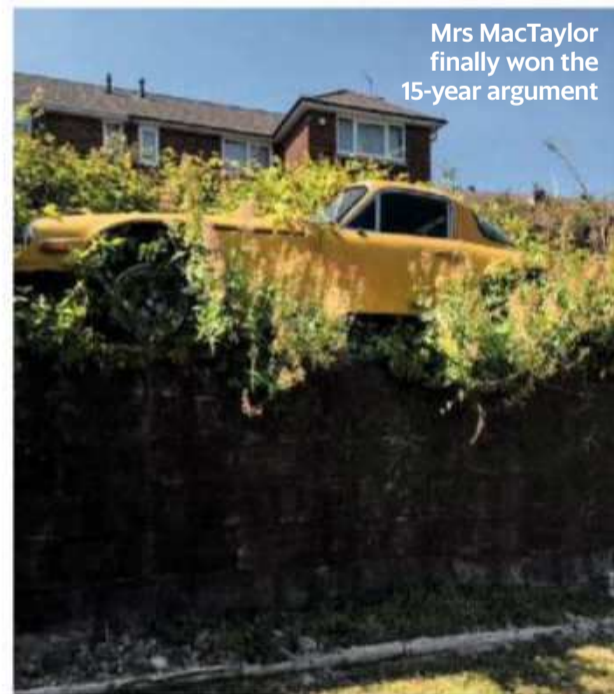
miles in the 14 years it was on the road, the last of which it spent registered to the second owner's company. Although the car was repainted at some point before then, the engine is original and this chassis number has not previously been on the lists of surviving Lussos.

This freshness-to-market makes it all the more attractive to collectors and those who approve concours entries. Gooding & Company is offering the car at the Pebble Beach sale on August 24-25.

**Venus TVR trap**

'Bring a strimmer' is not a commonly seen line in small ads, but it made perfect sense in the listing for this TVR 3000M. The vendors, Mr and Mrs MacTaylor, decided that its restoration was unlikely to proceed after 15 years of inactivity in their garden in Brighton. It's a 1976 example of the Essex V6-powered coupé and will hopefully be restored - the sale price of £2650 suggests it's too valuable to break. We hope the buyer followed the MacTaylors' advice in the listing, 'Buyer must collect and have own equipment to do so (eg flatbed with winch and a strimmer). Car is a bit overgrown.'

Mrs MacTaylor finally won the 15-year argument



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# Satanic memories

**LETTER OF THE MONTH** It was interesting to see the photo of Bill Fryer in the article about Bill Wyman's Mercedes (Sedanic Majesties, July 2018). I used to do business with Bill and I remember the most prominent feature in his office was a picture of him handing over a new 1968 Morgan Plus 8 to Mick Jagger with a copy of Mick's cheque beneath the photo.

By the time I got to know Bill he was into supplying adapted vehicles (DAFs!) for the Motability programme. Quite a contrast.

*Ian Dove*



## Weekend-job reminiscing

The Alfa Romeo 1750GTV dream drive (The List, August 2018) brought back memories of when I had a Saturday job washing and preparing cars at our local 'honest John' car sales emporium in Daventry.

On my first day I had two Range Rovers (two-door original) and a Rolls-Royce Silver Shadow to prepare. They were just secondhand cars back then. However, in the showroom sat a gorgeous red Alfa 1750. Oh, what a thing of beauty when compared to Capris etc. Despite my pleas to my dad to swap the Maxi for it they fell on deaf ears. I did get a quick run in it though. Boy what a machine, and that alloy twin cam on song...

*Gordon Dow*

## 1971 London Motor Show

I really enjoyed your Jensen SP life story (Life Cycle, August 2018) in Issue 541 - coincidentally a Jensen model number.

I often think about the 1971 London Motor Show, which I was lucky to be taken to by my Dad when I was 11. I think I'm right in saying that the SP show car was in a bright orange and that they differed visually by having the louvered bonnet and a black vinyl roof, SP badges and possibly minor changes to headlamps and grille.

I remember years ago, seeing *The Goodies* on TV turning up at a book signing or something in a gorgeous black Interceptor Convertible with a louvered bonnet. Graeme Garden was driving, Tim in passenger seat and Bill in the rear. Does anyone else remember this and if it was Graeme's own car?

*Antony Barrett*



## No asking price?

I agree totally with the letter from Tony Woods (Dealer Versus Private Seller, September 2018). I'm currently in the market to add to my small classic car collection. Your magazine - and others - carry advertisements from classic car dealers that do not show the asking price.

As soon as I see that I just turn the page and move on. Surely they're losing a lot of business? Like most enthusiasts I have a budget, and I want to see what I can afford and not waste time contacting the dealers to find out the asking prices.

*Martin Nickolls*

## Capri recognition

It's nice to see the Ford Consul Capris receiving the praise they deserve (Chasing Cars, September 2018). Ford didn't sell many because it didn't want to - being hand-built made it expensive to make, the Mustang was coming and saloon racing was big there where the Cortina was a strong contender. Here in the US there was little or no advertising, or even road testing in the sports car mags.

Since the GT engine was the first production one tuned by Cosworth, that should have at least elicited some attention and these new engines were also the power unit of choice for many serious road racing cars from the Anglia 105E to the 120E 1.5-litre and later engines used in Formula II and III as well as the Elan and Europa. Not a bad heritage.

*Michael Rogers*

## A Maserati for me

A £1m+ Ferrari 250GT Lusso, a £650k Aston DB5 and a Maserati Sebring worth around £150k (Grand Trial, June 2018)... To me it's simple maths - I'd go for the Maserati.

And if money were of lesser concern, I would still go for the Maserati. There must be very few more beautiful designs than this car. What lines! What looks! And its interior is sublime.

*Danny Bell*

# Classic Cars

OCTOBER ISSUE  
ON SALE AUG 22-SEP 25

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# Quentin Willson



Don't despair about current market uncertainties, – look hard enough and you'll find plenty of quality bargain classics just waiting to be snapped up

**T**his year predicting the market has been as easy as drawing up laws against the sea. Hardly surprising given the blizzard of background distractions – the World Cup, fears of an accidental hard Brexit, global trade wars, Trump's continual spooking of the markets, a blisteringly hot summer... Things looked pretty rum for the first six months with plenty of unsold cars and some auction sales rates hovering as low as 50 per cent.

Then in July, surprising us all, Bonhams' Goodwood sale and Silverstone's Classic produced a more encouraging set of results – £830,625 for a '58 Merc 300SL Roadster, £343,125 for a '72 Ferrari Dino GTS, £159,750 for a '92 Mercedes 190 2.5/16v Evo II, £101,250 for an ex-Royal Family '75 Range Rover, £3.8 million for the ex-John Surtees BMW 507, £10 million for '2 VEV', the ex-Essex Racing '61 Aston DB4 GT Zagato, £1.9 million for the *Goldeneye* DB5 and £404,700 for 'UPJ 75', the Tulip Rally-winning first AC Ace ever built. Decent prices for exceptional cars.

But if you'd been on the ball from January to July you would have found spectacular bargains lurking in all those downbeat sales. Such as the as-new US-spec '98 Jaguar XK8 convertible with just 6k miles sold by Barons in July for an insanely cheap £6820. In June Brightwells dispatched a very smart and original Jensen CV8 MkIII for just £21,800 – the lowest I've seen for years. Not to mention £6700 for the 64th Silver Shadow built, a shiny '66 in Georgian Silver with 60k miles and a substantial history file – another thumping bargain. Brightwells also sold a near-concours '66 Sunbeam Tiger for £57,000 – half the rebuild cost – while Barons knocked down a '94 MG RV8 with just 18k miles for £16,500 – again one of the cheapest I've seen. SWVA sold an older restoration '72 Interceptor III in Canary Yellow with good history and 72k miles for a very reasonable £18,400, plus premium.

For epic value for money, Barons' 2001 Merc CL500 has to take the biscuit. Mint with just 59k miles and full history, this gorgeous V8 coupé sold to a delighted punter for £3300. Beat that.

So, don't be glum about the current market uncertainty – see it as a forest of new opportunities. Almost every auction has classics being sold for less than established market values and there's clearly a significant churn going on as elderly or hard-up private owners bail out of cherished cars. Financial pressure on consumers has increased the supply of metal coming to market. Turn up at the smaller sales with some readies and an open mind and you can nab a bargain. Study the catalogue in advance, target restored or low-mileage stuff and you'll be surprised what you could own.

Even Bonhams' posh Goodwood sale had low-priced treasures. How about an official government bullet-proof 2010 Jaguar XJ8 (complete with titanium roof) used by Baroness Thatcher and David Cameron, with just 22,700 miles for £27,083? For a much-photographed Number 10 limousine, that's no money at all. So cheer up everybody – the world may feel like it's out of control, but everyman classic cars haven't been this affordable for years. Enjoy them while you can.

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.



Bulletproof ex-prime ministerial XJ8 sold for a bargain £27k



The Footman James

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# Gordon Murray



Gordon's on cloud nine after driving two cars from his early design days – his continuation Brabham BT44 and T3 Duckhams Le Mans prototype

**H**ere at Gordon Murray Design we are assembling a heritage collection that we hope to display in a special building after our headquarters move in two years' time. The collection has three sections – my early personal car designs from the Sixties and Seventies, the racing cars I designed, and cars we have produced at GMD.

We're doing pretty well with the first group, beginning with the rebuilt IGM Ford (T1) I ran up the hill at the Goodwood Festival of Speed last year. The IGM Minbug (T2) is also complete and running. We recently found and are about to restore T4, the Formula 750 racing car I designed and started building in 1972 when I was working at Brabham.

The missing car from my early years was T3, the Duckhams Ford Le Mans 3.0-litre prototype that I designed for Alain de Cadenet to race in the 24 Hour race of 1972. It was a great candidate for a continuation car because I still had all the drawings. I was also keen to build a continuation

Brabham BT44, which produced my first Grand Prix win in 1974.

Armed with my original drawings, many photographs and some assistance from Bernie Ecclestone, we set about finding someone to build the cars and came up with two companies who frequently work together on classic builds. R&J Simpson Engineering built the monocoques, bodies, suspensions and systems, and Akron Sport managed the powertrains, finishing, set-up and running. Both companies did a fantastic job – the cars are beautifully built and incredibly accurate.

With the builds finished, I nostalgically relived my design days in the early Seventies. I had flashbacks of problem-solving and moments of inspiration when I picked out design details on the cars. For example, the Brabham BT44 was the first car to use rod-operated rising-rate suspension and to attach the rear spring load directly to the engine, and of course to have that aerodynamic triangular shape.

Another thing that struck me was just how tidy and compact F1 cars were then. The Duckhams LM also brought back great

memories of our 1972 giant-killing Le Mans trip. I find it fascinating that the brain has the ability to remember the fun stuff while blocking out the memory of 20 hour days and designing on my drawing board until three in the morning in an unheated flat!

The best part of the re-acquaintance came when Akron Sport brought both cars to Dunsfold for a shakedown. Akron driver Aaron Scott gave them a preliminary run, then it was my turn. I ran the F1 car first. Even with the seat out it was a tight fit (I've put on two stone since I last drove a 44 in 1975). It rained as I went on track, adding to the thrill of my first F1 drive in 43 years. The car felt very tight and connected and a little like a video game.

The LM car also felt taut and responsive. It was interesting too, because I hadn't driven the original back in 1972. I was amazed by the 3.0-litre DFV – so responsive and powerful, and such a great sound.

I was on cloud nine after Dunsfold. It was so uplifting to drive my designs after all those years – that morning has gone down as one of my best-ever classic car experiences.

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 was on cloud nine after driving his continuation Brabham BT44 F1 car and Duckhams Ford



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# John Fitzpatrick



John's been flooring an awesome Le Mans racer at Goodwood and rekindling his respect for owners who compete in their prized classics to the limit

I am writing this after spending the weekend at the Goodwood Festival of Speed and while preparing for the Silverstone Classic, two amazing events unsurpassed in the classic car world. At Goodwood I was invited to drive the 1978 Porsche 935 'Moby Dick' Le Mans car - a car built specifically for the 24-hour race and designed with top speed down the Mulsanne Straight in mind, years before the chicanes were introduced.

It was powered by an 850bhp twin-cam, which is still in the car 40 years later. In 1978 it qualified 16 seconds a lap faster than the quickest customer 935, which I was driving for Georg Loos. The Moby Dick competed in only four races and was then consigned to Porsche's museum.

I was at Goodwood to demonstrate the car to racing fans, so I drove it very circumspectly up the hill. However, I couldn't resist flooring the throttle on the straight bits and enjoying that punch in

the back plus the glorious sound of the six-cylinder 3.2-litre motor. It may have been 35 years since I drove a 935 in anger, but it felt like yesterday.

When I was running my own team in 1982 the Porsche 956 Group C car was announced and the factory entered three cars for Le Mans. The 956 was not available to private entrants until 1983, so for '82 I commissioned Reinhold Joest to build a 935 using the Moby Dick factory drawings. We used the same aluminum tube frame and bodywork but with a 750bhp 3.2-litre 935 motor. We lost out on speed down the Mulsanne but finished a creditable fourth behind the three Rothmans-sponsored 956s. Our car also competed in only four races and was destroyed at Riverside, where we lost our great friend Rolf Stommelen. Out of respect for Rolf we decided not to rebuild it.

I eagerly anticipated the Silverstone Classic, which this year featured 60 years of the British Touring Car Championship.

My first BTCC race was for the Cooper Car Company in the works Mini Cooper, and the Silverstone organisers located a Mini for me to drive in this year's parade.

The Classic is very special to me because it was one of my responsibilities as BRDC secretary. Stuart Graham put the event (then called the Historic Festival) on the map in 1990 and I took it on when I became secretary in 1993.

I got to know many of the owners and was genuinely surprised at how hard and competitively they raced. Most cars competing there are far more valuable than any of the supercars on sale today, yet they are driven on their limit. I found this out when I was offered a drive in some very exotic machines, as I disclosed last month.

Incidentally, I first raced a Mini in 1962 - it was my 850cc road car that I drove to and from the tracks. It was the only car I both owned and raced until starting my own team in 1981. That meant nearly 20 years of driving other people's cars at their expense and getting paid for it. Happy days!

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



John's been pleasing the crowd driving the Porsche 935 Moby Dick at the Goodwood Festival of Speed







# HOT 30

In a turbulent market, even great cars can slip into a backwater. We asked six experts to tip those set to move again soon

Words NIGEL BOOTHMAN  
Photography JULIAN SANDIFORD/CLASSIC CARS ARCHIVE



**T**o a casual observer the classic car market has been on a long upward trajectory since the late Nineties. Yet the closer we get to the end of this decade, the more it looks like the speculators have left the party.

Quite dramatic growth is still seen lower down the scale, where some younger classics are developing cult status. At the top end of the market, many prices peaked around summer 2015 and have since cooled a little. Now, with values stable and enthusiasts taking over from the money men, a steadier rise can resume. To unpick this intriguingly mixed picture, six market experts guide us to the hottest buys in every price bracket.

#### Our six market experts



**Justin Banks**  
Justin Banks Ltd

Banks started out at Hexagon before setting up as an independent dealer 15 years ago. Based in Tunbridge Wells, Kent, he specialises in offering an eclectic mix of cars at realistic prices. His personal taste is for Sixties grand tourers.



**Edward Bridger-Stille**  
Auction director, Historics at Brookland

Accomplished classic car auctioneer, market commentator and founder of Historics at Brooklands, Edward has balanced his love of the Austin Seven with the more esoteric in his past, including the odd Testarossa, Aston Martin, Porsche and more besides.



**Emanuele Collo**  
Managing director, Kidston SA, Geneva

While still at university, Collo contacted Simon Kidston asking for work experience. The move paid off – he's now the company's managing director. He has a soft spot for homologation specials but that hasn't stopped him buying a Mercedes-Benz 300SEL 6.3 restoration project.



**Stephen Halstead**  
Chief operating officer, JBR Capital, London

Halstead has a finance background and his long-standing interest in classic cars made a perfect fit with an opportunity to grow high-end vehicle finance provider JBR Capital. His own preference is for V12 engines and he aims to get a Ferrari with one up front.



**Maarten ten Holder**  
Chief auctioneer, RM Sotheby's

Ten Holder is also the Sotheby's executive vice president and head of Europe. During a 25-plus-year career that has spanned the globe, his first encounter with cars came in 2005 when the first 'Sotheby's at Ferrari' auction was held at the Ferrari factory in Maranello.



**Tim Schofield**  
Director, Bonhams Motor Car Department

A member of the Vintage Sports Car Club and Veteran Car Club, Schofield has been involved in the classic car market since 1994. He has handled the sale of many top collections and runs a 1927 Austin Seven Chummy, a 1934 Lagonda M45, a 1966 Pontiac GTO and a Range Rover.



Step-front cars like this one are more expensive than later models but the iconic styling cue is worth the extra outlay, reckons our expert



£25,000

## > Alfa-Romeo 1300 GT Junior TIPPED BY MAARTEN TEN-HOLDER

‘These Alfas are still a great buy at £25k,’ says Maarten ten Holder. ‘I think everyone in my office wanted one of these when I raised the topic. Half my team are racers, and there’s enough about the driving appeal of these GT Juniors to appeal to them.’

We need to consider the Junior’s place in Alfa’s confusing line-up of 105-series Giulia coupés see it in its proper context and appreciate what good value it represents. First came the 1600 Sprint GT in 1963, then two years later the 1300 GT Junior joined the range. All models featured the famous ‘step front’ nose, like that of the car in our pictures, until the 1750 GT Veloce arrived in late 1967 with four headlamps and no step. The 1300 GT Junior retained its step-front until 1970, when it was revised with the newer nose but only two headlamps.

‘The step-front cars are more expensive, but they’re worth it,’ explains ten Holder. ‘The styling is a big part of the car’s appeal and that earlier front end is the classic look for a Giulia coupé, yet you can buy a step-front Junior for less than a four-headlamp GTV. They’re pretty but can also look understated if they’re not red.’

Values of the 1600 Sprint GT and GTV are now well past the £25,000 mark, probably somewhere between £35,000 and £50,000 depending on their condition, which leaves the Junior looking like great value with the influence of some more valuable siblings to keep the market rising.’ For a long time the Juniors were overlooked (by those who hadn’t driven them, anyway) as underpowered and less sporting than the Sprints and GTVs. On the road, however, you’d only notice the lesser cubic capacity

when heavily laden or perhaps trying long overtakes up hills - the twin-carb, twin-cam engine is in a high state of tune and with the Junior’s low gearing it loves to rev and make its voice heard.

‘The Junior still has a five-speed gearbox,’ says ten Holder, ‘so you have no worries about motorway driving. It will sit happily at 80-90mph, but the fun comes through the bends - they’re some of the best-handling, most accomplished coupés of their time.’

Buying any of this family of Alfas is a task that needs to be taken on with care. A good one will be no trouble at all and a joy to own - the car in our pictures has needed nothing more than routine servicing in the four years the owner has had it - but putting right bodged bodywork or years of missed maintenance can be expensive and hair-tearing.

‘These are some of the most accomplished coupés of their time’

‘It’s worth considering a left-hand drive car for sale on the Continent,’ says ten Holder. ‘It’s going to make your choice of Juniors much larger.’ That choice has been confused in the UK by the numbers of Juniors that have been re-engined with larger twin-cams or even Alfa’s much newer twin-spark engine. The question of what this does to the cars’ values is probably down to personal preference, but the prospects for the future are a bit clearer, says ten Holder. ‘Original-specification cars are always a safer buy. I think modified Juniors will struggle to appreciate as much as a well-preserved or restored original.’

Look out for paperwork that shows attention lavished by a dyed-in-the-wool Alfisti - in the UK, names such as Alfaholics, The Alfa Workshop, Classic Alfa, Ian Ellis, Peter Smart or Veloce Sport on the bills are encouraging, but these cars haven’t always been valuable and an expert inspection can pay dividends.



£25,000

### > Jaguar XJ-S Pre-HE manual TIPPED BY JUSTIN BANKS

Here's a car we tipped in the Hot 30 a couple of years ago - but then it was in the 'up to £10k' price bracket. Justin Banks says the rarest and most sought-after XJ-S variants cost rather more than they did a couple of years back, and has little doubt that they will continue to rise even further.

'There are plenty of younger ones around but the first-generation cars with black bumpers really stand out,' he says. 'They're already pretty scarce but if you go for a manual-gearbox version you'll have the ultimate collectible XJ-S.'

Some sources say only 352 manual V12 examples left the factory, perhaps a few dozen of those being pre-HE cars. These letters stood for High Efficiency, demonstrating that all things are relative when discussing 5.3-litre V12s, and introduced a number of changes to the engine and ignition system for 1981. HE cars are slightly more powerful and less willing to devour petrol, but it's the 1976-80 models that show the XJ-S as its Browns Lane creators intended - little brightwork, a dashboard devoid of wood, and some with cloth seats.

'The manual gearbox is the four-speed from the E-type V12,' says Banks. 'I haven't seen a fully restored XJ-S yet, but there are a few really good survivors if you look hard enough. They've been unfashionable for so long, but they're incredibly smooth and well engineered and I think the image of these early cars has definitely turned a corner. Pay an extra £10k over an automatic example and the gap will widen further.'

### > Mercedes E320 Cabriolet TIPPED BY TIM SCHOFIELD

Mercedes sold about 1300 E-Class Cabriolets in the UK between 1991 and 1997, including 557 with the 24-valve straight-six and four-speed automatic. As part of the W124 family, you can expect bank-vault build quality and it's this, combined with many cars'



£18k buys you a superb, low-mileage Maserati 4200 - 'terrific value', reckons Stephen Halstead

lifelong role as summer weekend transport, that provides today's choice of well-preserved minters.

'Most are between £5000 and £15,000,' says Tim Schofield. 'There's a four-cylinder E220 cabriolet but the six-cylinder cars are preferred and it's much easier to see these rising in value as the best ones separate themselves from the rest - they should be £20k soon. I see them as a more modern equivalent to the stack-headlamp Mercedes four-seater convertibles of the Sixties, but the E320 perhaps has the advantage of seeming classless. They're not show-offish and don't provoke envy, and of course they're durable and great to drive - any distance, every day, if you wanted to.'

As relatively complex luxury cars they should be inspected by a specialist. Give attention to signs of oil and water mixing, potentially indicating a cracked cylinder head. The powered roof should work quietly and smoothly as the rear side-windows drop automatically. Sportline models offer more tautness for twisty roads but the E320 is no sports car and should be bought more on condition than specification, perhaps with the exception of colour, says Schofield.



‘Just think what you’d choose on a new car today. Modern subtle metallics are preferable, pale metallic blue and black seem to sell well. I would avoid Transit van white.’

### > Austin Seven Open Tourer TIPPED BY EDWARD BRIDGER-STILLE

You needn’t spend all of that £25k to buy an Austin Seven, of course - you might get three for that price. But some strange things are happening in the market and a cobwebbed, barn-stored boat-tail A7 body sold at auction for £18k in 2016, while sporting two-seat Ulster, Nippy or Speedy models are regularly advertised north of £20k - even if they’re replicas.

‘The four-seat open tourer is the one I’d choose,’ says Edward Bridger-Stillie. ‘Proper family fun. All models are simple to mend and cheap to run. Owners and bystanders alike simply smile as they pass... I’d have one in the kitchen if my wife allowed it.’

‘Age - as in Vintage or post-Vintage - is not that important, though the gravity-tank cars built before 1932 are worth a bit more. Useable open cars start at about £6k-8k, while £10k-12k buys you a nice one and £15k should secure an immaculate rebuilt car.’

Austin Seven motoring both requires and promotes a more carefree attitude. Pre-1933 cars have just three forward gears, all

have feeble brakes and tiptoe handling from the transverse leaf springs and beam axles. But the operative word is fun, as Bridger-Stillie reminds us. ‘It can be as tatty as you like as long as it’s reliable. The rest of it delivers in spades - you can even go racing at weekends. It’s an easy car to enjoy and with such a strong club scene, excellent spares support and a well-loved image, they will only rise in value.’

### > Maserati 4200 TIPPED BY STEPHEN HALSTEAD

‘A Maserati 4200 can be picked up for as little as £10,000,’ says Stephen Halstead. ‘But for a good example with low mileage, around £18,000 will buy you one of the best, which I think represents terrific value. It may be lacking the unique boomerang tail lights of the 3200, but the Coupé remains a beautiful modern classic. Under the bonnet you’ve got a proper Ferrari V8 - the F136 that’s shared with the Ferrari F430, California and 458.’

For many less wealthy enthusiasts, the immense pull of the Maserati name has led to fraught relationships with Biturbos and more recently 3200GTs, but here at last is an inexpensive Maserati you can live with, says Halstead.

‘They’re usable as daily transport, but electrics are their Achilles’ heel. So often after you fix an electrical fault another appears in its place, so it can feel a bit like maintenance whack-a-mole at times. Check the car’s service history, then test every switch and button.’

For those with the Cambiocorsa transmission it’s also essential to check the clutch wear - a plug-in process at a Maserati specialist - and ensure the software is up-to-date. The F1 pump runs the transmission and is failure-prone, so a receipt for a recent replacement is encouraging for buyers, especially if the owner has upgraded the pump’s relay from 30A to 50A.

‘Where else will you find a relatively cheap and easy-to-maintain Italian supercar for less than £20k?’ asks Halstead. ‘The 4200 is a superb car and arguably more interesting, less common and significantly cheaper than an equivalent 911. Prices can really only go in one direction from here.’

£50,000

> Lotus Cortina MkI TIPPED BY  
TIM SCHOFIELD

‘This is the first fast Ford, the original super-saloon,’ says Tim Schofield. ‘They handle beautifully, and with twice the power of a basic Cortina they still feel quick. As a performance icon of the first half of the Sixties they’re in everyone’s consciousness.’

That’s certainly true - most people have seen a photo of Jim Clark or John Whitmore hurling one through a bend, inside front wheel pawing the air. More recently Lotus Cortinas have become a fixture of the most exciting races at the Goodwood Revival, as the likes of Mike and Andrew Jordan do battle with rivals in the St Mary’s Trophy. Competition cars, especially those with exciting period history, can hit values well beyond our £50k bracket, yet recent price hikes in the classic Ford scene have hardly affected the roadgoing Lotus Cortina MkI, so far.

‘Look at the auction results for low-miles Sierra Cosworth RS500s, RS Escorts, even Capris,’ says Schofield. ‘They may not be typical of the bulk of the market for these models, but when a Sierra Cosworth breaks six figures and someone pays £98k for a Escort RS2000 MkII, half that sum for a genuine Lotus Cortina looks extremely attractive.’

Ah yes - genuine. Alleged Lotus Cortinas have left incautious buyers open to fakery and fraud. But in practice this is something you can circumvent pretty easily. ‘The Lotus Cortina Register has data files on all the cars - it’s what they do,’ says Schofield. ‘Most that come up for sale in the UK will already be known to the Register and will have a history that leaves you in little doubt.’

Genuine cars do appear on the market overseas, but without either a thumbs-up from the Register or a detailed inspection by someone familiar with the traits of a true Lotus Cortina bodyshell, you’d be brave to send any money. Re-shelled cars are another tricky area, because the work may have been done long ago using a non-Lotus body shell but retaining the identity and components of a genuine example. They are also frowned on by the Register.

‘As a Sixties performance icon they’re in everyone’s consciousness’

‘From a collector’s point of view, the one to have is the A-frame version,’ says Schofield. ‘The 1963 and ’64 cars had alloy bonnets and bootlids with this special coil-sprung rear suspension, plus a rather tall first gear.’ The clever suspension actually proved troublesome in the end and was replaced shortly after the ‘Aeroflow’ facelift launched at the October 1964 Earls Court Motor Show. The alloy panels and parts were replaced by steel from June to August 1964 and during the following 13 months a leaf-sprung rear axle and 2000E gearbox were introduced. These cars probably represent the better choice for those wishing to use them regularly because they’re more civilised and nicer to drive.

At the other end of the scale, investors should seek out a survivor of the 1968 Special Equipment A-frame cars such as the one pictured, with tweaks to cylinder head, carburettors and manifold, adjustable rear dampers and a three-quarter race harness - but expect to pay rather more than our £50k limit.



You could buy a genuine Lotus Cortina MkI for just half of the £98k paid at auction last year for an Escort RS2000 MkII







£50,000

## > Porsche 911 (996) Turbo TIPPED BY STEPHEN HALSTEAD

‘The days of picking up a cheap 911 are long gone,’ says Stephen Halstead. ‘However, the 996 Turbo still appears to offer great value at a sub-£50,000 price point, although we would expect prices to continue to rise for low-mileage examples.’

‘The 996 was the first of the 911 family to have a water-cooled engine, improving economy and power, with the Turbo boasting 420bhp and a 0-62mph time of around 4.5sec.’

Perhaps the biggest advantage over the non-turbo 996, apart from the colossal performance, is the Turbo’s use of a different engine. The Mezger unit was derived from that of the 1998 GT1 race car, using the aluminium crankcase from the previous air-cooled generations, and did not share the fragilities of the naturally-aspirated 996 engine.

‘The tyres of any potential purchase need to be checked thoroughly,’ advises Halstead. ‘If it’s been fitted with cheap rubber, or tyres that are obviously past their best, then budget for a new set and you’ll drastically improve the car’s handling. That’s crucial on a car that relies so heavily on.’

Finding a car with a full history is an absolute must, and modified examples are best avoided - there are plenty of standard, unmolested examples out there to choose from, so why take any unnecessary additional risks?

There were updated versions of the 996 Turbo made that might justify the extra expense for their investment potential - the X50 option added 30bhp, for example, and the run-out Turbo S featured upgrades that included interior changes and carbon-ceramic brakes, but these will bust our £50k price point.

But this is above all a drivers’ car and investment potential isn’t the main priority for most buyers. ‘If you’re looking to drive the car regularly, save some cash and go for a cheaper higher-mileage model,’ advises Halstead. ‘If you’re hoping for a serious value increase in your Turbo, a low-mileage car is a must.’



## > Mercedes 230SL Pagoda TIPPED BY JUSTIN BANKS

Can you really get a nice Mercedes SL ‘Pagoda’ for £50k? You certainly can, says Justin Banks, as long as you don’t insist on having the largest engine.

‘Not only would that buy you a smart 230SL, you’d get a right-hand drive example,’ he says. ‘The most valued will always be the right-hand drive-280SL automatics, but you get a very similar boulevard-style driving experience with a 230SL automatic with power steering. It’s the same six-cylinder engine, just a difference in bore and stroke, and the extra half-litre doesn’t turn the 280SL into a fast sports car.’

There’s also the 1966-onwards 250SL, which may just creep into our £50k price bracket if you didn’t mind some patination. All SLs are expensive to restore, so structural condition is key. Missing parts can create an alarming bill too.

‘Inspect each potential buy carefully and be ready to keep on looking - there are lots available,’ says Banks. ‘They could be ordered with a soft-top, a removal hard-top, or with both. And finding a good original hard-top on its own can cost £2000 before you get it repainted to suit your car.’

Banks mentions another tack that budget-conscious potential Pagoda owners may consider. ‘If you ignore the power-steering, automatic-gearbox cars and go for an unassisted manual-gearbox 230SL, you’ll find they cost less but are a lot more suitable for certain events. It’s the specification people actively choose when they want to go rallying.’



'This is above all a drivers' car and investment potential isn't the main priority'



With 460bhp and 0-62mph in 4.5sec, a Porsche 911 (996) Turbo offers great value for £50k, reckons Stephen Halstead

'Because some vendors are asking six-figure sums for the best 280SLs, a sound 230SL needing no more than upkeep and cosmetic tweaks looks a great buy at £50,000.'

### > Lotus Elan TIPPED BY EMANUELE COLLO

'The Lotus Elan is a fantastic package,' says Emanuele Collo, 'Simple, quite humble in origin, but it works incredibly well. It must be one of the best drivers' cars ever made, yet it's still affordable and you can work on it yourself.'

Of the models Lotus produced between 1962 and '73, only prices of the last big-valve Sprints with 126bhp and the optional five-speed gearbox are close to £50k, and then only in convertible form. The fixed-head Elan is often forgotten, because it only arrived with the Series 3 model in 1965 and is not numerous - they tend to sell for a little less than open-top cars, offering a claustrophobic but exciting experience closer to the preceding Elite.



'The Elite used to be another cheap little Lotus. You would maybe pay £20k for a nice one, but the best are now touching £80k or even £100k,' says Collo. 'The Elan is also very pretty, much stronger thanks to its separate chassis, and easier to live with. For now, the prices are still down to earth - maybe £30k-35k for a good, non-Sprint drophead, but I don't think that can last.'

The Elan's twin-cam engine is more of a road-car unit than the Coventry Climax used in the Elite, but it still needs careful maintenance and is one of three potentially big spends for any Elan owner, the others being chassis repair or replacement and making a tired glassfibre bodyshell look good.

'Replaced chassis are common for Elans,' says Collo. 'Maybe for the ultimate investment car you'd find a totally original Series 1 or five-speed Sprint, but otherwise I think condition is more important than perfect originality.'

### > Jensen Interceptor TIPPED BY EDWARD BRIDGER-STILLE

'The Jensen Interceptor has not only a tremendous name but all the elements of a gentlemen's sporting tourer,' says Edward Bridger-Stille. 'There's an enormous engine with a lovely V8 exhaust note and original styling by Touring of Milan, plus an interior that offers great luxury and the sort of instrument panel that makes you feel like a fighter pilot.'

It's a tempting proposition. We all think we know the Interceptor's story - V8-powered celebrity favourite, fallen on hard times in subsequent years, now revived in reputation and gaining a value more in keeping with its place in the market when new. But there are still more edgy ones in circulation than good ones, which makes this a car to buy with your head, not your heart. We tipped it in 2016 when you could buy the absolute best there was for £50k, but that's not so easy any more.

'There are specialists who will charge you a great deal of money to restore and upgrade a tatty one,' says Bridger-Stille. 'You're far better off buying a cared-for example with history of well-executed repairs to the side-beams inside the sills and perhaps an engine rebuild. They may be slow to reach six figures but really good ones will hold their value. They're very cool.'

You can still get a terrific Interceptor for £50k, but don't look to Aston Martin for future value equivalence - try another Brit with American power instead, such as a V8 Bristol. The Interceptor is better looking and better known, so it should do at least as well. And Bristol prices are rising significantly.



Built to homologate a Ferrari Formula Two engine, Fiat's Dino Spider took an age to escape the classic car bargain basement



# £100,000

## > Fiat Dino Spider TIPPED BY EMANUELE COLLO

This is not like an E-type or a Pagoda Mercedes, it's a more left-field choice,' says Emanuele Collo. 'It's one for the connoisseur, and you can think about it in various terms - it's Italian; it has a great Ferrari engine shared with models that are now valued much higher - the 206 and 246 Dino GTs and the Lancia Stratos; it's a beautiful shape; and it's a genuine exotic. When you search for other Italian spiders from the Sixties you won't find many at this price level.'

Values for the Fiat Dino used to be one of the more puzzling features of the classic car scene. Look a price guide from 15 years ago and you'll find a Condition 1 Coupé at £9k and a Spider at £18k... at a time when prices for other exotica of a comparable age were already in a different ballpark. Both models are worth five times as much now, perhaps even more for the Spider - its beauty continues to encourage investors and enthusiasts.

But does Collo really think it can continue to rise? 'Yes - if it weren't a Fiat it would already be more. The bodies were designed and built at Pininfarina and the engine is Ferrari, of course, and makes a wonderful sound. The chassis is not shared with anything else. Call it a Pininfarina Dino Spider and it would never have dropped to such a low value.'

The Dino Spider's production history, like that of its Bertone-built coupé brother, falls into two generations. Both started with an all-aluminium, four-cam V6, originally created as a Ferrari Formula Two engine, and the main reason the Dino existed was to help homologate the power unit for competition. The gearbox in these first 1966-69 Dinos is Fiat's own and the rear suspension is by live axle and leaf springs, but when the 2400 arrived in 1969, an iron-engine block, a ZF dog-leg 'box and independent rear suspension altered the driving experience.

'Prices will continue to rise - if it weren't a Fiat it would already be worth more'

'It's difficult to say which is more valuable,' says Collo. 'The 2400 Spider is more powerful and much rarer with only 420 built versus 1163 Spider 2000s, but it's also a little heavier and you could say the early car has the purity. In the end, you have to buy on history and condition - and on which you enjoy more on the road.'

Dino Spiders have long since shaken off their status of low-value exotica maintained on a shoestring, but it's important to ensure the legacy of that period in their lives holds no nasty surprises.

Collo suggests expert assistance. 'Invest in a professional inspection and remember to make your search as wide as possible. Both cars were available new in the UK but none was made in right-hand drive, so if you might as well look in Italy or elsewhere for a really good, rust-free car with a great history. Be prepared to break our budget to get the very best, though.'

Cars like that get snapped up and imported - the one in our photos originated in Brescia and is now for sale with Greenside Cars in Norfolk.



[The Hot 30]



£100,000

> **Alpine Renault A110 1600 SC** TIPPED BY JUSTIN BANKS

The Alpine A110 is making a repeat appearance in the Hot 30 - it was picked in 2016 for the 'up to £75k' category. It wasn't Justin Banks who chose it on that occasion, so it's clearly a car fancied by more than one expert.

'Alpine has been relaunched as a brand since then, and the new car uses the same A110 name. It's been incredibly well received and that can only have a positive effect on the original.'

Ah, but which original? The A110 was built in a bewildering variety of versions - not just in France, but also in Spain, Mexico, Brazil and Bulgaria. Luckily, Banks is very clear about this.

'It has to be Dieppe-built. It's relatively easy to check; you get the chassis number and you do your homework. The 1600 is worth more than the 1300, and the 1100 and 950-engined cars are a bit of a no-no unless you need a bargain-basement entry. But the potential for investment and the greatest driving thrills come from the versions with the larger Gordini engines - the 1600SC from 1975 to '73 is the nicest.'

After establishing an A110 is what it claims to be, the next concern is the extent of the changes made after competition-related injuries, which many carry.

'A bit of bruising is OK - it's a badge of honour for an A110,' explains Banks, 'and a correct but non-original engine is forgivable. You'll have to pay £100k for a sorted 1600 in Alpine blue now, maybe £80k for a good 1300S.'

> **Jaguar XK120 roadster** TIPPED BY TIM SCHOFIELD

'The XK120 has been struggling to break £100k consistently in recent times - and I can't really understand why that should be,' ponders Schofield. 'In my opinion a spatted, early XK120 is

'Sparsely-equipped inside and still retained the classic 911 shape'



Strangely, 930 values have lagged behind both younger and older 911s. But now they're creeping up again

actually prettier than an E-type roadster, not least because it's a car that was always designed to be open.'

It's possible that supply and demand issues have kept prices in favour of the buyer, as XKs continue to return from the USA and Australasia either as projects or finished cars. The image is certainly more 'old car' than that of the E-type, but the XK's achievements way back in the Forties are part of its appeal.

'It was such a revelation when it was new,' says Schofield. 'For a British manufacturer to come up with a sleek, low sports car with a double-overhead cam straight-six when most people were still struggling on with pre-war sidevalve engines was an amazing thing. As was the 120mph performance - they still feel fast and hairy if you drive one near its limits.'

They are a less well-tamed, civilised experience than the later XKs, which is all part of XK120's appeal, although that might have also have had the effect of holding back appreciation.





‘Later XKs have been growing in value - I reckon about 10 per cent a year for the XK150S, for example. XK120s are due to rise; at less than £100k they look underpriced,’ maintains Schofield.

Genuine right-hand drive cars attract a premium, but a good conversion on a US-import is a valid choice. The 180bhp SE status adds maybe 10-15 per cent. The first 240 examples with aluminium bodies are in a very different league - think £250k plus.

### > **Ferrari 599GTB** TIPPED BY STEPHEN HALSTEAD

‘Very much destined to be a modern classic, the Ferrari 599 is something of a dream car,’ says Halstead. ‘You’ve got what’s essentially the 6.0-litre V12 Enzo engine in a car that’s undeniably gorgeous with mindblowing performance - 0-60mph in 3.2sec and 200mph-plus. It’s no surprise that it picked up Car of the Year awards from *EVO* and *Top Gear* in 2006.’

It’s the successor to an impressive modern dynasty of front-engined, two-seat Ferrari GTs, replacing the 575 which in turn updated the 550 Maranello. Like the 550, Halstead expects the 599 to bounce back strongly from post-production depreciation.

‘Three years ago you could pick one up for as little as £70k, but now you’ll need £100k to secure a nice example with around 40,000 miles on the clock. I think it’s the perfect car to enjoy, without putting on too many miles, with the potential for a

healthy increase in value in a relatively short amount of time. And it’s still half the price it cost new - as well as being less than you’d have to pay for a good 550!’

Halstead recommends checking the consumable items - tyres and clutch (a £5000 fix) particularly, for which you’ll need a plug-in session with a specialist.

‘Just 30 cars were produced with manual transmission and as the last ever V12-powered Ferraris with a manual gearbox, they command a crazy premium - one sold at auction in the States for \$500,000. But don’t be put off by the six-speed F1 paddleshift - it shifts without lag in a startling 100 milliseconds.’

### > **Porsche 911/930 Turbo** TIPPED BY EDWARD BRIDGER-STILLE

‘This was the last proper man’s Porsche,’ says Bridger-Stille. ‘It’s sparsely-equipped inside and still retained the classic 911 shape before the whole thing became rather softened. Performance is very shouty and, if you’re not careful, it reminds you of your limitations. With a little experience, however, you can wring its neck and have the ride of your life.’

Anyone doubting the raw-boned driver appeal of Porsche’s first blown 911 has never been in one - that sudden on-rushing power delivery still feels volcanic, even if peak power (260bhp in the first 3.0-litre cars) wouldn’t frighten a 2018 hot hatch. What’s less certain is why they’re not more highly valued. As all older and most younger 911s continue to rise, the 930 had a jump some years ago from £35k to £60-70k, then stagnated with only perfect early cars or rare ‘Sonderwunsch’ specials hitting six figures.

‘Now they’re creeping up again,’ says Bridger-Stille, ‘and more are knocking on £100k. Don’t get one that’s been messed with, just find a standard car with an engine rebuild somewhere in its history from a good specialist. Try to weed out those with any repaired crash damage and bear in mind a colour change, interior change or an engine change shouldn’t make a difference to values, but it does. The last 3.3-litre cars from 1989 with a five-speed ’box are the nicest to drive - and you will drive it, won’t you?’

# £250,000

## > Iso Grifo GL TIPPED BY MAARTEN TEN HOLDER

'I like the underdogs,' says ten Holder, 'and when you think of the Ferraris, Lamborghinis and Maseratis that the Grifo competed with, it does get forgotten in comparison - but it shouldn't.'

The intention was obvious from the start. Renzo Rivolta began his tilt at the Ferrari market with the four-seat Iso Rivolta IR300 in 1962 but wanted to take the next step, so went back to Bertone (and a young Giorgetto Giugiaro) for a fabulous fastback body on a shortened Rivolta-type chassis. The chassis work was down to Giotto Bizzarrini, who had turned a 250GT into the 250GTO for Ferrari. So the Grifo's pedigree is hardly in doubt. Neither was its intended target - the griffin symbol refers to a heraldic beast said to be a fierce enemy of horses (especially prancing ones, we assume). But ten Holder's fondness for the car isn't about history.

'I really love the Bertone styling - I think it's just a fabulous-looking car. It must be the Grifo's greatest quality, and while we can all argue about these things, I don't think there's a better-styled Italian car from this period.'

The obvious difference between the Iso and the others is under the bonnet. Where that other great anti-Ferrari start-up, Lamborghini, created its own V12, Iso used Chevrolet V8s to power its creation and there's undoubtedly a bit of lingering snobbery about this that has held the Grifo back in value terms when compared with the V12 rivals.

'You just have to appreciate the advantages of the engine,' argues ten Holder. 'I spend about half of my time in the UK and half in the USA, so I'm used to American V8s and I love them. The Grifo engines were blueprinted and tuned to give huge power but they're still very reliable and a fraction of the cost to repair, compared to an Italian V12.'

The Maserati Ghibli's four-cam V8 is no low-budget item either, but the Grifo is now more costly than a Ghibli - our £250k would get you the best Ghibli 4.9SS, but probably just a Grifo GL and not a 7.0-litre. The big-block Grifo was introduced in 1968, two years before the restyle that saw Series II Grifos develop a sloping nose and pop-up lamps. Some used even larger 454ci (7.4-litre) V8s

'I don't think there's a better-styled Italian car from this period'

before the final two years of Series II productions switched to 5.8-litre Ford V8s. Nowadays, a perfect 7.0-litre Grifo is closer to £350k than our £250k, but only 90 were built from a total of 413 or 414 Grifos. Perhaps 20 of the Series I cars were right-hand drive.

Ten Holder is backing these 1965-69 small-block cars with their lighter front ends and bonnets free of vast 'penthouse' bulges.

'Yes, they made fewer 7.0-litre Grifos, but they're all rare. I like the perfect, original looks of the Series I cars and they should be fast enough for anyone - 350bhp and 0-60mph in first gear, for a manual car. The difference with a Daytona? Just the brand. So their values will get closer.'



Earlier cars with small-block engines develop 350bhp and are primed to close in on Ferrari Daytona values







Super-low production numbers and growing appreciation of the opulent Facel II means values now reflect their real worth

£250,000

## >Facel Vega Facel II TIPPED BY JUSTIN BANKS

Justin Banks is something of an evangelist for the Church of Facel Vega - he's owned a few and speaks about them both with experience and passion.

'The Facel II is one of the best cars ever made. It's much better than the HK500 it replaced and has the best dashboard in any car, ever. The myth of the marque and model is second-to-none, and a Facel II makes early Sixties Ferraris seem commonplace.'

Their low build numbers (184 produced, just 26 in RHD) mean the flip-side of showing up mass-produced Ferraris is a severely restricted choice of cars to buy. However, the strong upward trend in Facel values has meant money is finally being invested in returning them to appropriately opulent condition.

'They're all getting restored,' says Banks. 'If they had an exotic European engine they'd be valued so much higher already; I think they make a nonsense of Aston Martin values and I see no reason why they should drop from the point they've reached now.'

With 390bhp and 150mph potential, the Facel II could keep up with anything else made between 1961 and '64, save a 250GTO. Perhaps the message about the Chrysler V8 powerplant - a strength rather than something to be sniffy about - is finally getting through. The Facel II was tipped at £200k in our 2015 Hot 30 and you'd now struggle to get the best under our £250k limit.

## >Alfa Romeo GTA TIPPED BY EMANUELE COLLO

We've tipped the GTA before - an appearance in 2016's '£100k and up' slot didn't pin down values at that point, but this is one of the few classics that has been bridging the gap between fast-rising 'youngtimers' under £100,000 and the blue-chip cars fetching half a million or more.

'It's an icon of its period,' says Collo. 'They have an incredible look, they won everything back in the day and they're so much



fun to drive. I'd say they combine everything desirable in one car, with this terrific Alfa Romeo brand heritage.'

They have a lot in common with the Lotus Cortina MkI in our £50k selection - a fabulous race pedigree and a significant issue with fakes. The problem of bogus cars is not quite so easily solved as it is with the Cortina, as Alfa's racing arm, Autodelta, wasn't particularly consistent in the way it built the cars or indeed kept records, so the best insurance is to buy one with impeccable history from decades past.

'Fakes are a problem,' says Collo. 'But there are people who can look for clues. Check the chassis number and then ask Max Banks at Alfaholics - he's one of the most knowledgeable guys around. There were street versions - the Stradale - and pure competition versions, the Corsa. The best Stradale might make £250k, a car with good period competition history a bit more, an example with less history and a few scars, a bit less. But everybody wants them.'

## >Panhard et Levassor 7hp tonneau

TIPPED BY TIM SCHOFIELD

Surprised? It's not our normal subject matter, but Tim Schofield makes a strong case for this influential Veteran.

'It's about the lifestyle and friendships you make while enjoying engineering in its early forms. Until you've experienced the start of the London to Brighton run... the noise, the smoke, the





‘They are the root of modern motoring - the “systeme Panhard” is the name for the front-engine, rear-drive, front-steering layout. These are premier-league Edwardian cars but at £170k to £200k, where a big four-cylinder car of the era would be at least £100k more. Original coachwork is important and so is the paperwork to prove the car’s provenance, but lots of Panhard information is in the public domain so it’s simple to check.’

> **Lancia Aurelia Convertible** TIPPED BY STEPHEN HALSTEAD

‘The Lancia Aurelia B24’s market is a tale of two cars,’ says Halstead. ‘On the one hand you have the Spider, which has rocketed in value in recent years, with one example selling at auction for £1.5 million in 2016. On the other hand you have the

Convertible which, despite tracking around 40 per cent below the Spider until 2002, has been unable to match its sibling’s growth. In the last four years, the most paid at auction for the Convertible was £255k. This makes me think the Convertible has a long way to go before it reaches its true potential.’

That’s the argument - but what about the differences between the two? They’re analogous to the Porsche 356

Speedster and 356 Cabriolet; what’s now the more valuable car was simpler and less well-equipped. The Spider has a wraparound front screen, no wind-up windows, a split front bumper and a spindly lift-off folding roof. It has a more charismatic dashboard, with three large dials rather than the Convertible’s two, but can you tell we’re struggling for major distinctions?

‘Both cars used Lancia’s 2451cc wet-liner V6 and transaxle gearbox, so despite a slight weight increase for the Convertible, performance is very similar,’ says Halstead. ‘The Spider is rarer - just 240 made - but there were only 521 Convertibles produced, so we’re still talking about a very rare car. It’s more practical and comfortable to drive than the Spider too.’

A specialist’s inspection is vital, especially if the car has been restored - that may sound odd, but an older or less careful restoration may have harmed the car’s long-term value by failing to replicate original features and standards. Aurelias often experienced engine changes early in life, although the one fitted in the car should at least be correct for the age and series. But as a useable, cut-price sister car to a million-pound masterpiece, it’s tempting.

steam, the smells of a chilly dawn in Hyde Park surrounded by hundreds of other such cars, you won’t know what a great feeling it is to be part of such an ancient event. And that’s not the only trip you can do - the Veteran Car Club is active and you could be out almost every weekend.’

There’s no doubt that eligibility for that one annual event in November dominates the market for Veteran cars. But it shows no sign of stopping, and neither does the growth in Veteran values, says Schofield. ‘Look over the last 20 years and you’ll struggle to find other cars that show the same sustained, steady growth as these Panhards and their kind. They’re surprisingly competent, twin-cylinder machines and with a 1901 or 1902 build-date, they get an early-ish start number on the London to Brighton.

‘Few other cars show the same sustained growth as these Panhards’





More Flaminia Zagatos are being properly restored now, as owners know they'll be able to recoup the outlay when they come to sell



# £500,000

## > Lancia Flaminia Sport Zagato TIPPED BY EMANUELE COLLO

‘It’s as good-looking as a Ferrari 250SWB,’ says Emanuele Collo. ‘It’s fast, capable and exciting. It has the engineering heritage of Lancia, the extraordinary style of Zagato, and an engine with plenty of torque that is tuned to give real performance. So it has every important ingredient, perhaps with the exception of much racing history - but it’s not £5m, it’s less than a tenth of that.’

Lancia launched the Flaminia in 1956, with three separate coupé versions popping up at once in 1959 - a sensible, elegant Farina four-seater, a lower, quad-headlamp Touring GT and Zagato’s Sport. With its double-bubble roof, large bonnet bulge and near-fastback side profile, it always looked special. Some of the earliest cars had fared-in headlamps under Perspex covers, but this look soon changed to the uncovered lamps of the car in our pictures. In 1964, the engine grew from 2.5 to 2.8 litres as the Sport became the Super Sport, and the looks changed again, with fared-in lamps within a teardrop-shaped cowl. The tail was altered from the Sport’s slippery taper to a more chopped off Kamm-style shape.

‘The Super Sport may have the larger engine, but it’s not as valuable as the Sport,’ says Collo. ‘It’s very Italian playboy-esque; more showy than the Sport with a different interior including wood veneer on the dashboard.’

But are any Flaminias getting close to our £500k mark? Collo says all are motoring in the right direction. ‘The early covered-light cars are the least common with just 99 made and they’re probably the most valuable - the best would be more than £400k now. The other Sports - about 350 made - can get to £350k, with the 150 Super Sports perhaps £50k-£100k less in equivalent condition.’

‘Park this car next to any Ferrari 250 or Aston Martin and it will hold its own’

The production totals may sound dauntingly small, but there always seems to be a choice of cars for sale; indeed the 1963 car pictured is offered now by Greenside Cars in Norfolk.

One reason may be the spate of recent Flaminia Zagato restorations - at long last, patient owners have felt able to invest in the specialist rebuild the cars deserve in the knowledge that the finished value will not be dwarfed by the cost of the work. That expenditure, in turn, can drive up what sellers are willing to accept before they part with the car. There’s a flip side - buyers can be more demanding too, as Collo points out.

‘With cars that have risen to these prices, buyers will care a lot more about details than they once did. Is everything absolutely correct - the right engine, the right seats and so on? What is the quality of the restoration? It’s where an expert inspection pays off.’

If the Alfa Junior GT owner need have no shame parking his pretty coupé next to a Flaminia Zagato, the Flaminia Zagato owner can look higher still.

‘You could park this car next to any Ferrari 250 or Aston Martin and it would hold its own,’ says Collo. ‘They’ll always be appreciated by those in the know.’





£500,000

> **Ferrari 365 GTB/4 Daytona** TIPPED BY MAARTEN TEN HOLDER

Here's another recent market correction, rather like the DB5. The Daytona looked a perfect target for speculators five years ago, on an apparently unstoppable mission to surpass £1m. But the picture has changed a lot since the summer of 2015 when they peaked at £800k-900k. By last summer they looked tempting at £600k-700k but prices have continued to soften, at least temporarily.

'The market is ready for a slower, longer, steadier rise,' says Maarten ten Holder. 'Cars such as the Daytona have been part of a correction at the top but after this pause I think they're ready to grow in value again. You might not get the best of the best for our £500k budget, but within that figure there will be vendors out there willing to part with good cars with the right history.'

Aim for cars with matching numbers and lengthy trails of bills for upkeep from Ferrari specialists. That's more to ensure the car's appeal to its next buyer than it is to avoid bad examples - there are increasingly few of those - and there might be relative bargains among cars in colours other than Rosso.

'It takes a little nerve to buy a car whose value has been softening,' says ten Holder, 'so buy one for that fabulous driving experience and the thrill of seeing it in your garage. It will go up in value, but whether that's in six months or 18 months is hard to say.'

> **Aston Martin DB5** TIPPED BY TIM SCHOFIELD

Can you really buy a DB5 for half a million or less, without expecting a project? In a word, yes.

'You're not going to get a perfect Bond-lookalike car in Silver Birch for this money, but the hammer price for the four DB5s

'It takes a little nerve to buy a car whose value has been softening'

we've sold in the last year has been less than £500k,' says Tim Schofield. 'It's where we are now for a good if not amazing example and it will get you into a usable DB5.'

It's undoubtedly the case that DB5s have undergone a bit of a correction in the last few years, but even that picture is more complicated than a simple drop-back in values for the less-than-

concours cars, says Schofield.

'There's now a premium of perhaps 40%-50% for a Vantage,' he says. 'That gap is much wider than it used to be but there are only 65 of them out of 1021 DB5s in total including the dropheads, and they are in a different league for value. A non-Vantage DB5 saloon is still a wonderful thing - it will turn heads wherever it goes, it makes a good family classic thanks to back seats for kids and they define an era. Plus James Bond still drives one, which helps.'

Very few DB5s were sold with automatic 'boxes and many of those have since been converted to manual, which won't hurt



Invicta's 4.5-litre S-type Low Chassis Tourer offers everything you could want in a Thirties sports car and will never lose money





values. Colour choice might, though. Says Schofield, 'Silver Birch is the obvious respray but the market is heading back to originality. As long as the original colour isn't too horrid!'

### > Fiat 8V Supersonic TIPPED BY JUSTIN BANKS

Once again Justin Banks picks out under-appreciated exotica, only this time we've moved from glamorous grand tourers into something closer to fine art.

'The Supersonic is Ghia's rare and rather crazy coachbuilt body penned by Savonuzzi. I think it's the most incredible, most amazing translation from a sketch to reality that's ever happened. It's in a different category even to coachbuilt Fifties Ferraris because we're into the realm of the car as art.'

Only 15 of these rolling sculptures were produced on Fiat's untypically exciting 8V (*Otto Vu*) model in 1953 and 1954. They're the most startling of the 114 8Vs sold, though bodies by Vignale, Zagato, Pininfarina and Fiat's own coachworks provide alternatives to this jet-age fantasy.

'Values are a bit arbitrary,' says Banks. 'I'll admit you wouldn't get a Pebble Beach winner for our £500k budget but I hold out a

hope that you could find one that hadn't been through a money-no-object restoration and so might be within budget.'

Versions of Ghia's Supersonic bodies appeared on other chassis, but none suited it quite like the 8V. Trying to visualise a future for the values of such cars is akin to predicting the art market, but Banks has one other point to make, 'With a car like this you are buying an individual, unique object. Every one will be slightly different even from the others supposedly with the same coachwork. That's what genuine rarity gives you - it's a step ahead of owning just another example of a famous model.'

### > Invicta 4.5 litre S-type Low Chassis Tourer TIPPED BY EDWARD BRIDGER-STILLE

'A glorious open sports car, beautifully built and wonderfully engineered,' says Bridger-Stille. 'It's an often-overlooked contender for long-distance touring as well as a comfortable four-seater with power to spare from its 4.5-litre Meadows engine. They feel faster, more exciting and more planted than some of the much bigger names in Thirties touring cars.'

The S-type emerged from the Invicta works in Cobham, Surrey with little company kudos to rely on, but received a terrific boost in 1931 when Donald Healey set off from Stavanger in Norway for the Monte Carlo Rally and won the event outright.

'With around 75 built it is a credit to the quality of workmanship that 63 of them survive,' says Bridger-Stille. 'They come to the open market rarely because most sell within the club, so it's hard to be sure of values. They've exceeded £500k at auction but if you could get one for less - possibly with a non-original body - you'll do well. If you can get into Invicta ownership you'll secretly be hugely proud and never lose money.'

£500,000+

## >Aston Martin DB6 Volante TIPPED BY STEPHEN HALSTEAD

'This model might ring a bell from the Royal Wedding of 2011,' says Stephen Halstead. 'Prince William and the new Duchess of Cambridge sped down the Mall in Prince Charles's DB6 Vantage Volante - and what a car that is! Only 29 Volantes were built to Vantage specification so they're the pick of the DB6 bunch and highly sought after.'

Such exposure only boosted the model's already aristocratic image. But what makes the DB6 Volante our pick for this exalted value bracket? Halstead offers a few pointers. 'You could argue that all DB6s are undervalued, considering they offer more space and comfort than a DB5 with a better-controlled ride and slightly more performance. But the Volante is scarce compared to the saloon - 215 built against 1567 - and it's a more enjoyable car, simply for the folding roof.'

That roof is power-assisted, in part because the American market was starting to expect it even from British cars over a certain price. Other user-friendly accoutrements such as Borg-Warner automatic transmission and power steering were offered, but the five-speed ZF manual is more sporting and perhaps 10% more valuable. The first 37 DB6 Volantes were built on the shorter DB5 wheelbase and might command a premium, but sales are too scarce to plot a course. The big difference is undoubtedly that 325bhp Vantage engine.

'Prices for the Vantage Volante are nudging £800k and it doesn't seem unreasonable to assume they'll top £1m before too long,' says Halstead. 'That's twice what you'd have to pay for a shabby non-Vantage example. But restoration costs can be considerable, so make sure you're adding more value than you're spending.'

'It doesn't seem unreasonable that they'll top £1m before too long'

Such has been the boom in DB Aston values in the last decade that the sums charged by specialists seem to have bloomed in sympathy - even at this end of the market the motto must be to buy the best you can afford rather than trying to save money with a barn-find and a time-consuming rebuild.

'Don't expect low-mileage, museum-preserved cars - they tend to have been driven,' says Halstead. 'But as long as it's been well maintained and restored by a specialist you can expect it to perform just as well on the road as it did in the Sixties.'

The same is true of the non-Vantage car, of course, which for the record should fetch £600k by private sale or £700k for the best examples offered by dealers. A few standard cars might turn up with Vantage-spec uprated engines - no crime, but the value increase is not in line with a genuine Vantage.

Halstead offers reassurance for anyone investing £800k in the Vantage version. 'There are more than 2000 billionaires in the world. Lots of them collect cars. The fastest, best-driving and most comfortable Aston DB convertible is the DB6 Vantage Volante and there are only 29 of them - not enough to go round.'



Scarcity, usability and Royal patronage mean that an Aston DB6 Volante will always generate a queue of eager buyers







Porsche Carrera GT prices are on the rise and could soar a lot more on the back of their F1-bred V10 and superb driving qualities

£500,000+

### > Porsche Carrera GT TIPPED BY EMANUELE COLLO

With a quad-cam V10 engine making 603bhp, a pure carbon-fibre monocoque, inboard suspension and silicon carbide brake discs, the Carrera GT seems every inch a 21st-century hypercar. But for Emanuele Collo, the biggest aspect of its appeal is very traditional.

‘It’s the sound - that fantastic engine. You have to hear it to understand what I mean, but it was created and developed for racing projects that never happened.’

The engine’s origins were in an aborted F1 project from 1992 which became a Le Mans prototype engine later in the Nineties until that too was cancelled either because of a lack of resources or to avoid a clash with Audi’s efforts. A concept car appeared at the Paris show in 2000 and to widespread surprise went on sale with very little alteration in 2004.

In total 1270 were sold (all left-hand drive) before production ended in 2006. When new, these 208mph cars sold for \$440k (£250k at the time) and stayed around that mark until the last five years, since when they began a steep climb.

‘They’re trading at around £600k-800k,’ says Collo. ‘I think they can still move a lot more because they are such incredible drivers’ cars. They were built regardless of budget and are ageing better than one obvious rival, the Ferrari Enzo, which looks over-designed in comparison.’

### > Alfa Romeo 8C 2900 TIPPED BY JUSTIN BANKS

These wonderfully exciting and exotic Alfas vary so much between individual types of coachwork that it’s tricky to get a handle on them as one model with one market, but Justin Banks offers a helpful starting point. ‘The chassis alone is worth £500k. It’s a de-tuned supercharged grand prix engine with a four-speed



transaxle set in a 1935 grand prix frame. Only about 40 of them were made and all the survivors are accounted for.’ Ten A-series cars were built on the shortest, sportiest wheelbase, then two lengths of 2900B - the Corto (short) and Lungo (long). The latter carried the most dazzling coachwork by Touring or Pininfarina, but the shorter cars gained the most sporting image when Corto roadsters came first and second in the 1938 Mille Miglia.

‘Getting a Touring-bodied two-seater 2900 at £5m-10m is like buying a 250 GTO... but it’s not £50m,’ says Banks. ‘The difference is that when you come to sell there aren’t 50 or 100 people who are after an 8C 2900; there are probably five. But they’re looking.’

Even in comparison with exalted Bugattis such as the Type 57 (630 built) and the Type 35 (340 built), the 8C 2900 is vanishingly rare. ‘And the Alfa is a whole league ahead of the Bugattis. Pre-war cars in general are having a lull and many look good value compared with Fifties and Sixties Ferrari prices. The 8C 2900 is on my list because what they sell for is less than what they’re worth.’

### > BMW 507 TIPPED BY TIM SCHOFIELD

‘We don’t see many of these in the UK market, but if my lottery numbers came up I’d buy one - ideally the ex-John Surtees car given to him by Count Agusta for winning the 500cc World Championship,’ says Schofield.





Continent they've long been seen as incredibly glamorous and desirable. Now that the message of their eligibility and rarity has got out - by comparison there were nearly 1900 Mercedes 300SLs - their legend will certainly grow?

> **Ferrari F40** TIPPED BY EDWARD BRIDGER-STILLE

'This is one of the most exquisitely-built road cars ever made,' says Bridger-Stille. 'Completely different from the beautifully sculptured bodies of previous years, it made no compromise to aesthetics in the pursuit of performance while at the same time remaining brutishly stunning. Power delivery is unrelenting and the ability to apply it to the road is nothing short of magical.'

The F40 is in some senses an obvious choice - it's a supercar

legend every bit as much as a Miura or a McLaren F1 and could be regarded as just as much of a game-changer thanks to its standard-setting road manners and adrenaline-pump performance. Yet it's typically worth less than half what the best Miura SV fetches, a small fraction of F1 money and far less than its own immediate predecessor, the 288GTO.

That's partly down to numbers,

with 272 GTOs and 1311 F40s produced. But which of the two has icon status? A scarlet F40, surely.

'They're typically trading at £750k and up,' says Bridger-Stille. 'They will get to £1m if they're not they're yet. The most sought after are pre-catalyst cars with non-adjustable suspension, but make sure yours has had its belts and bag tanks changed recently. Find one that's been driven little and often. Be aware that they do get crashed and re-painted, though the Ferrari Classiche system accreditation will also aid value. They're surprisingly easy to drive at slow speeds and fast enough to destroy anything else on the road, even today. Just don't boot it into a wet corner!'

The 507 was one of BMW's desirable but loss-making glamour machines from a time before the company hit its niche with compact sporting saloons. Only 252 of these svelte 3.2-litre V8 roadsters were built and more than 200 are thought to survive. But with many enjoying celebrity provenance (Elvis had two, for instance) and emerging from high-end restorations in recent years, values have soared.

'They've gone from tracking some way behind the Mercedes 300SL to surpassing them,' says Schofield. 'The first-series cars made in 1956 and '57 are Mille Miglia eligible, which has helped the very best examples to double or even treble 300SL values - towards £2m, in other words.'

A very few Series 2 507s sneak into the 1957 limit for Mille Miglia eligibility, but most of these disc-braked cars were produced through 1958 and '59. Schofield puts their value at £800k to £1m.

'No 507s were built with right-hand drive, so their presence in the UK was always very limited, but in the USA and on the

'Getting an 8C 2900 at £5m-10m is like buying a 250 GTO... but it's not £50m'





Our man Nigel Boothman whittles the experts' Hot 30 down to his flaming three – Alfas GT Junior and 8C 2900, and the Iso Grifo

'Rarity has been mentioned repeatedly for how much it matters with genuinely desirable cars, not because rarity alone makes a car desirable. It doesn't.'

## > My choices

Anyone choosing from a list that contains both a Ferrari 599 and a Panhard et Levassor 7hp Tonneau has to be open-minded. But while there are still traditional favourites among the 30, our experts were all keen to step beyond the obvious.

Why? Because of that recent cooling at the top of the market we mentioned in the introduction. The fog is only just clearing, as Justin Banks says. 'We have seen the top of the market come and go and many investors have dropped out, creating some supply. After three years we now know what's happening - it's stable again but ready to rise.'

Seeing how our team chose to diversify has been fascinating - Veterans mix with supercars of the Thirties, art statements of the Fifties, American-engined Euro exotica of the Sixties and even 21st-century hypercars that slipped straight from new to classic

status. Rarity has been mentioned repeatedly for how much it matters with genuinely desirable cars, not because rarity alone makes a car desirable. It doesn't.

There's also been a bit of ego-pricking for certain famous models. So you can get that Daytona or DB5 without waxing most of a million, and the days of £250k kite-flying for Pagoda Mercedes are over - instead try £50k for a 230SL... or a Series 1 Land Rover.

Which leaves the joyful task of choosing the hottest of our Hot 30. Watching yesterday's foreign runabout become today's baby exotic leads me to the Alfa GT Junior, while further up the scale the Iso Grifo GL might be the best-looking car of the Sixties, touched by the hand of the 250GTO's creator. But if I can take home any of these 30 I'll have the Alfa 8C 2900, please. It really is the 250GTO of its era.

**Thanks to:** Hugh Nicholls, Rick Nock of the Lotus Cortina Register ([lotuscortina.net](http://lotuscortina.net)), Andrew Yaras, Fred Moss, Alex Branchini, James Henderson of Greenside Cars ([greensidecars.com](http://greensidecars.com)) and Roger Bennington of Stratton Motor Company ([strattonmotorcompany.com](http://strattonmotorcompany.com)).

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# ROYAL



# BLUE

This unique SS Jaguar 100 hides a tale of mystery, Royalty and turbulent 20th Century politics within its art-deco lines. We drive it, the only Jaguar to be bodied in Romania

Words SAM DAWSON Photography CHARLIE MAGEE



## [SS Jaguar 100 by Leonida]



Political turmoil in Romania and a subsequent half-century in hiding had taken its toll on the unique SS100

For the best part of half a century, the car you're looking at here enjoyed almost mythical status. Like the feet of the Colossus of Rhodes or the grainy Thirties film clip of the last surviving thylacine, the existence of the 'Romanian Jaguar' was confirmed only by documentation: a double-order in the books of SS Cars for a pair of Jaguar 100s; chassis 39001 - the very first 3.5-litre roadster - and this one, 39070, specified as a bare chassis to be delivered to the coachbuilder Leonida & Co of Bucharest and built as an Open Two-Seater. It went unseen by British eyes until it finally emerged in a rusty, dismantled state at a Coys auction in 2000. Now it's fully restored and sitting in the grounds of Orsett Hall, ready for me to drive.

That double-order was placed in 1937 via Bucharest dealer Anglo Cars by Queen Marie of Romania. The complete 39001 roadster with its standard SS coachwork was presented to her grandson Michael, then Crown Prince of Romania, upon his 17th birthday in 1938 as part of a coming-of-age ceremony in which he was also put in ceremonial charge of the Romanian Air Force. But the story of 39070 is much less clear-cut, yet all the more tantalising for it. All because of the turbulent events occurring in the country between the late Thirties and the late Seventies, and the presence in the tale of a flamboyant engineer and occasional racing driver by the name of Jean Calcianu.

In 1937, the much-loved Queen Marie was suffering from terminal pancreatic cancer, and was confined to a sanatorium in Italy. Her son, King Carol II, who had returned from exile following his affair with socialite Magda Lupescu and ensuing divorce, deposed the Regency of the teenage King Michael, demoted him and established a dictatorship.

But during her time in Italy, the Queen also received a visitor in the form of her 'favourite son' Nicholas, formerly the Prince Regent, exiled to Spain by Carol II in a power play that used his marriage to divorcee Ioana Dumitrescu-Doletti as justification. The dashing aviator *Time* magazine dubbed 'speed-fiend Nicholas' also contested the 1933 and 1935 Le Mans 24 Hours behind the wheel of a Duesenberg SJ special.

At Leonida, a coachbuilder founded by the Romanian engineer Dimitrie, a streamlined shape took the place of the SS100's usual stark sports-car bodywork. The distinctive radiator grille with its wishbone-shaped headlamp supports makes it seem more familiar at first glance. But then you see the helmet-like wings enclosing the front wheels, the higher scuttle with its low, speedster-style windscreen, and the sloping tail which elegantly semi-encloses a spare wheel. View it from the side or rear three-quarter and there's something distinctly French about it, and it's not just the blue paint. There's a good reason for that.



With lighter-than-usual coachwork, Prince Nicholas' car would have had no trouble reaching the SS100's namesake top speed

The man who devised this car was Jean Calcianu, a polymathic engineer who left Bucharest for Paris in 1914 to work for Renault, helping to invent the tank during the First World War before moving to Grenoble to work for Corniot and look after André Dubonnet's fleet of racing Bugattis. Dubonnet indulged Calcianu with an old Type 37, which he modified aerodynamically, achieving 173.6km/h (108mph). Calcianu's attention to detail - in particular, the countersinking of screws into the bodywork and the subtle smoothing of square edges - impressed Ettore Bugatti, who hired him to work as a test driver.

Calcianu held the position at Molsheim for six years before returning to his native Romania to set up a Bugatti dealership in Bucharest, lodging a FF5000 deposit guarantee with Ettore. But the arrangement didn't last. Calcianu's affiliations switched to Duesenberg, and a customer who'd become a close friend - Prince Nicholas. His Le Mans Duesenberg was an early Calcianu-Leonida collaboration, so it's not hard to work out who the ultimate owner of this expensively-created, Royal-ordered Jaguar was intended to be. But events would ultimately turn against it.

I don't know how tall Prince Nicholas was, but he wouldn't have had much room inside this Jaguar. Getting in is an ordeal unless you're markedly shorter-legged than average. I have to crank my left knee over at an angle known only to yoga instructors to clear the vast steering wheel, before sliding into the seat, opening the rear-hinged door wider, and dragging my right leg in at a similar angle. Space is at such a premium that my lower legs are

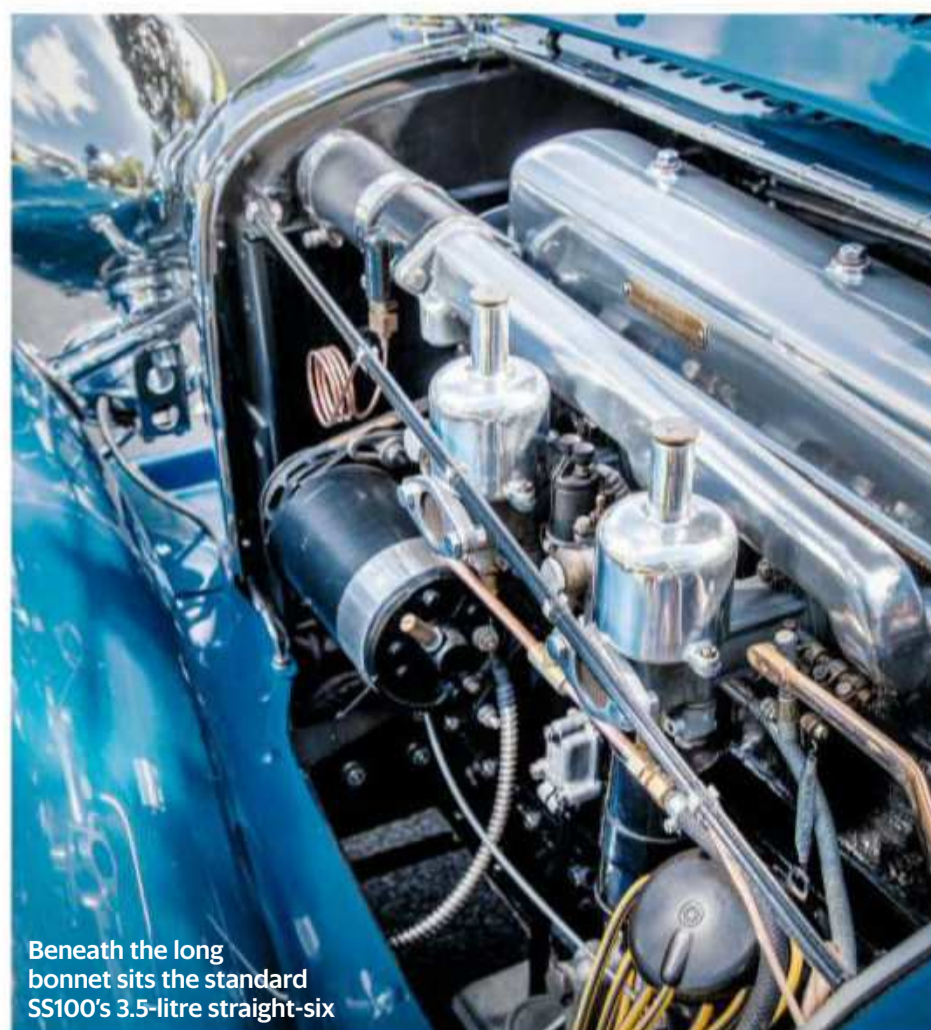


completely folded round, and I have to operate the pedals with the outside edges of my feet. Amazingly, the higher scuttle of Calcianu's design was supposed to give the Leonida Jaguar more legroom than the standard SS100.

Press the starter button, tap the throttle, and the 3485cc straight-six bursts into life with a deep, percussive baritone. It would have been even louder when it was new - Calcianu intended it to be a racer, possibly to succeed Prince Nicholas' Duesenberg, and it sported four deafening open exhaust pipes. The adjustable friction-disc dampers remain, as does the larger, lower-profile endurance-specification coolant tank. The early double-helical-cut racing version of the Moss gearbox is sadly long gone - it was a short-lived experiment adapted from heavy-duty marine practice, also investigated and abandoned by Citroën and MG in the Thirties after it proved prone to stripping teeth.

The conventionally-cut Forties-spec Moss gearbox installed today engages slickly and cleanly. I twist my right foot painfully and acceleration is instant and vigorous. It's a product of the car's lightness - Leonida used aluminium rather than SS's standard pressed steel, so even given the more extensive metalwork of Calcianu's design, it's a fair bet it weighs a lot less than the normal 100 3.5-litre's surprisingly hefty 1181kg.

It's even more impressive in corners. I aim it at a very tight left-hand off-camber bend running into a narrow avenue of trees, and although the wheel demands a lot of shoulder power to muscle it through, the low-slung chassis is unfazed by the sudden change



Beneath the long bonnet sits the standard SS100's 3.5-litre straight-six

## 'As I pick up speed I can feel Calcianu's aerodynamics working'

of direction, the car remaining impressively neutral. I change up through the gears, still impressed with the 'box - the Moss never felt this precise and positive in an early E-type, let alone an XK. If your shift timing is slightly out you'll feel a jarring crunch jumping through the palm of your hand like a mild electric shock, but this merely forces you to think more carefully about changing gear.

Accelerating harder, the thudding engine note is replaced with a high-pitched, almost supercharger-like whine from the gearbox. It's the sophisticated note of a neatly-balanced instrument machined to fine tolerances and running at high speeds.

Although it's a very hot day with correspondingly still, muggy air, as I pick up speed I can feel Calcianu's aerodynamics working. My face is exposed behind this low-set windscreen but I'm not being blasted by the wind - it's rushing neatly off the scuttle and over my head. I've no doubt a similar flow-smoothing function is being performed by those low-plunging front wings too. Tellingly, Calcianu worked for Romanian aircraft manufacturer IAR following the termination of his Bugatti deal, so unlike some of the French carrossiers of the Thirties, there was genuine aerodynamic theory behind his designs, rather than extravagant guesswork.

The brakes, sadly, are one major reminder that I'm in a machine of the Thirties; they fade alarmingly quickly no matter how progressive you're being. Unfortunately the bodywork probably doesn't help - these flowing teardrops will trap heat like an oven.

We don't know whether it was these brakes, the ultimate limits of its roadholding or Calcianu's own shortcomings that made for the first incident in this car's long fall from grace. Shortly after building it, he drove it in a street race at Câmpina and crashed, damaging the body and repairing it himself at IAR. It's unlikely, given his exile in Spain as of 1937, that Nicholas ever got the chance to drive the car created for him, because ten years later it was still in Romania. According to correspondence current owner Nick Williams had with King Michael I during his restoration of the Jaguar, Nicholas' cars were never kept in the Royal garages, so it's likely Calcianu stored it alongside the Duesenberg.

The car was lucky to survive World War Two. In 1940, following the threat of Soviet invasion, Carol II ceded power to Ion Antonescu, a Fascist who aligned Romania with Nazi Germany and perpetuated the Holocaust on domestic soil. Michael led a successful coup in 1944 and realigned the nation with the Allied powers. However, the Soviet troops who had aided Michael's victory then refused to leave. A rigged election followed resulting in the installation of a Soviet puppet regime. Michael's triumph had lasted just three years before he too was exiled by Stalin.

This sudden rise of anti-Monarchist Communism meant Nicholas knew he still couldn't return to Romania. In 1947 he signed the decade-old car over to his flying instructor, Captain Cula of the Romanian Royal Air Force, but Cula was killed in an aeroplane crash not long afterwards. The car passed to Cula's wife, whose solicitor took it in lieu of payment for a debt.

The late Forties were a tough time to be a car enthusiast in Romania. In 1948 Englishman Ernest Dawyl, owner of SS Jaguar's Bucharest importer Anglo Cars, was arrested on suspicion of espionage. Meanwhile, the contents of the Royal garage were quickly sold to trusted enthusiasts without obvious connections to the family - the new owner of Michael's SS100 had it rebodied in Calcianu's style by Leonida, albeit without the revised scuttle. All the while the Communist secret police, the Securitat, monitored sales of cars, ready to requisition any former Royal property.



Amid this climate of fear, Mrs Cula contacted Nicholas Mazilu, a trusted car enthusiast who she figured would make a better owner for the Jaguar than her solicitor, and whose purchase of it would clear her debts. To make sure of the sale, Mazilu bribed a Securitat officer to accompany him to the solicitor's house. It worked, but ironically Mazilu was stopped by another Securitat officer on his way home in the car for making too much noise - it still wore its quad open exhausts. Mazilu was lucky to escape with a stamp in his licence. Just three stamps would have seen the car confiscated.

Mazilu's ownership lasted until January 1955 - his wife reputedly said it was attracting too much attention. Mazilu sold the car to Dr Viorel Pop, an unsavoury character who made a fortune performing illegal backstreet abortions. He crashed the car and had it repaired in secret at Calcianu's old workshop in the Brasov IAR factory. After this the trail goes cold until a room of dismantled, rusty but complete parts was uncovered in neighbouring Hungary in 2000. However, what happened to another of Calcianu's cars gives us a fairly clear picture of what fate might have befallen chassis 39070.

For all his prowess as an engineer and his significance in motor sport - in 1934 he organised the first Romanian closed-road race, in Brasov - Calcianu was never the driver he wished he was. He was accomplished as a national-level sports car road-racer in France and Romania, with wins on the Laffrey Coast and at Miramas in a Talbot. However, amid the fog of war and later as the Iron Curtain descended, Calcianu had a tendency to embellish his own past.





Body by the brother of Gheorghe Leonida, a sculptor who worked on Rio's 'Christ the Redeemer'



Despite a later tribute, this is the only Leonida SS100



Grille is one of the few standard SS100 fittings



Unique scuttle redirects airflow over the occupants

He'd claim it was his prowess on the track, not as a designer, that led Bugatti to hire him. His biggest fib involved him winning the 1939 Belgrade Grand Prix when Tazio Nuvolari was unable to get from Italy to Serbia due to a travel ban imposed upon Mussolini's citizens. In reality, Nuvolari's passage to Belgrade was secured by a column of Wehrmacht tanks, and the race was a victory for his Auto Union. Not that anyone noticed - Hitler invaded Poland on the same day. As the Cold War began, Soviet authorities had any trace of this Axis propaganda victory on Balkan soil airbrushed from history, so Calcianu could say what he liked about it.

Unsurprisingly, it wasn't long before Calcianu attracted the Securitat's attention. In the same year the Leonida Jaguar's history comes to a halt, officers paid a visit to his workshop and found the ex-Nicholas Duesenberg under a tarpaulin. It was requisitioned and taken to the Club Sportiv Steagu Rosu (Red Flag Sports Club), a collection of racing cars deemed to belong to the nation. A car like the Leonida Jaguar would have had to be taken off the road and hidden to avoid this fate. The ex-Michael I SS100 was smuggled into Greece and restored.

Two decades later, things were even more desperate. Under the totalitarian dictatorship of Nicolae Ceausescu, with the country

plunged into poverty, the Communist government started to liquidate national assets. Calcianu's Le Mans Duesenberg was identified as an ideal candidate, but in response someone from the Dimitrie Leonida Technical Museum dismantled it, removing several vital engine components to ensure it couldn't be sold as a working car. It remains in the Museum to this day, a monument to Romanian craftsmanship rather than political wrangling.

It's not hard to see, against this desperate backdrop, how the Leonida Jaguar ended up disappearing for 45 years only to be found in bits in a Hungarian garage. However, there's a bizarre footnote to its story. In his 1984 book *Jaguar SS90 & SS100 Super Profile*, the late Jaguar authority Andrew Whyte, having unearthed a picture of Michael I, Ernest Dawyl and the first 3.5-litre SS100, noted that the Royal family 'imported this car, plus a chassis (39070) subsequently reported in the USA with a MkV engine.'

When the car's remains were discovered, the chassis plate was missing. It was identified by its unique body, and the engine number M774E. Could it be that a Ceausescu apparatchik managed to rake in some American cash by selling off a genuine SS Jaguar 100 chassis plate, allowing a backyard restorer to authenticate a bitsa? As with so many aspects of this car, it's a tantalising mystery.

#### 1938 SS Jaguar 100 by Leonida

**Engine** 3485cc in-line six-cylinder, ohv, two SU H4 carburettors  
**Power** 125bhp @ 4250rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Worm and nut **Suspension** Front: beam axle, Luvax hydraulic and Hartford adjustable friction dampers, semi-elliptic leaf springs. Rear: live axle, Luvax hydraulic and Hartford adjustable friction dampers, semi-elliptic leaf springs **Brakes** Rod-operated drums front and rear **Weight** n/a, lighter than standard 1181kg because of aluminium bodywork **Performance** Top Speed: 100mph+ (est); 0-60mph: 10.5sec (est) **Fuel consumption** 21mpg **Value now** £700,000



ROYAL  
JACK BARCLAY



[The Collector]

‘They’re not lumps of metal,  
they’re part of the family’

Vernon Mortimer is fascinated by cars with interesting stories. If it has a tale to tell, he'll put it in his garage

Words SAM DAWSON Photography JAMES PARDON

suppose you could say my grandfather was responsible,' laughs Vernon Mortimer as he surveys his unusual car collection, peeking out from a series of garages on top of a Mendip foothill. It overlooks the caravan park his family has run for several generations. 'He always looked after his cars, preserving them, never treating them as disposable, always seeking to understand them, to find out what he could do to be a better owner and motorist.'

Mortimer picked up on these traits in his career as a motoring journalist. 'I got into magazine publishing at college, and then through my membership of car clubs,' he explains. 'My first magazine, back in the Sixties, was called *Saab Driver*. A publisher called Bob Wise had a 96 V4 on order, and found himself leafing through the magazine while waiting in the showroom at Slough. One night, my doorbell rang, and Bob was there with Robert Wagner, deputy headhunter for Haynes Publishing. He said he'd seen *Saab Driver*, liked it, and asked if I'd like to do some work for him.' Decades of specialist magazines dedicated to single marques, kit cars and grass-roots motor sport followed; and with it an appreciation of the eccentric and unusual, resulting in a unique collection of cars.

### **Austin A40**

'This car was originally owned by my grandfather, and it's the one that started it all,' says Vernon of the diminutive aqua Austin. 'Also, it's technically red.' How come? 'My grandfather ordered a red A40, but in those days everything was geared for export, churned out speculatively rather than to order. Sidney Oliver Kincott, family friend and BMC dealer, called my grandfather and said, "Fred, your car's arrived, but it's come through in Sutherland Green." He was a superstitious man and saw green as an unlucky colour, but he also understood that he'd be waiting a long time if he still wanted a red one, so he bought it anyway.'

'It's turned out to have been far from unlucky. I inherited it at 5098 miles and it now has 59,392. Amazingly, it's completely original and unrestored to the point of still having its original light bulbs. It's towed a caravan from Land's End to John o' Groats, and was my honeymoon car too - I didn't take it to the wedding reception because I didn't want it covered in tin cans and squirry cream, so I used my father's Austin 1100 instead!

'Grandfather lavished love and attention on this car. Whenever he drove in the wet, he'd chamois it down when he got home. He'd always say that these cars aren't lumps of metal, they're part of the family. But I was a boy racer. I did tarmac rallies in it, and also used it to test out products for *Safer Motoring* magazine. That's how it got Styla racing wing mirrors, a Hopkirk map light, Raydyot spotlights and an Icelert - this thing came from America, and took the road temperature several feet in front of the car, switching an orange dashboard light on if its thermometer dropped below freezing. I eventually bought a Saab to give the Austin an easier time, but I've loved it and looked after it ever since.'

### **VW Kombi**

'This VW was supplied new to Zurich Airport from the Hanover factory in 1966 as a fire tender - its sliding doors on both sides make it unique,' says Vernon of the grey van. 'The fire pump was housed inside, but the idea behind the sliding doors - and making

a fire engine out of a VW in the first place - was so it could pull right alongside an aeroplane, underneath the wings if necessary.'

'After the airport had finished with it, it went to the fire brigade of a small Swiss village, but effectively ended up being stored until the Nineties. Volkswagen and Porsche specialist Ritchie King found out about it and imported it. His engineer, Ross Gammie, was building a Porsche 908 and wanted to turn the VW into a replica race support vehicle, but upon acquiring it realised it'd have trouble getting up hills full of spares with a 908 hitched to the back - it was only designed to work on the flat! He also found out around this time that Porsche's own vans had 911 flat-sixes!

'It ended up in Ross's barn in Dorset. I paid him a visit, spotted its rear quarters through the door, and it turned out he was ready to sell it to buy a new kitchen. I couldn't walk away from it. 'I wanted to leave it as-was and kept it outside under covers for two years, but it started microblistering so needed a full repaint. Upon stripdown, it was perfect apart from some rust near the rear arches the width of a finger. It's still got less than 50,000km on the clock.'

### **Citroën DS23 EFI Pallas**

'This is the culmination of a long quest which began in October 1955 when I was 11 years old,' says Vernon, firing up his Citroën DS and easing it onto the gravel drive to demonstrate its hydropneumatic features. 'I remember the reports from the Paris Motor Show, saying how the organisers had to close the doors of the exhibition hall in order to avoid a dangerous crowd crush. I saw the pictures and decided there and then I had to have one.'

'At the Goodwood Revival in 2012, I found one for sale in the car park, but it was white - the wrong colour for one of these. The owner said he'd bought it from Olivier at Citroën specialist French Classics on the recommendation of Lord March himself! I went up there. It was based in the next village along from Brands Hatch, and this one was parked on the edge of a badminton court. Full Pallas trim, a huge sunroof, and every evolution imaginable: five-bearing crankshaft, electronic fuel injection before anyone else, semi-automatic transmission. It had belonged to a doctor in the south of France, and had only done a few hundred miles a year.'

'I'd wanted the earlier dashboard, but it was just perfect and I had to have it. I got Olivier to change the plastic steering wheel to the earlier metal type, though. With the Monte Carlo sunroof, it's ideal for driving to Goodwood.'

### **Porsche 356 Speedster replica**

All is not quite as it seems with Vernon's gleaming metallic maroon Porsche 356 Speedster, but it's got a great story to tell. 'In the Eighties I had a 912, and always liked the way it looked like a 911, but handled better because there was less weight at the rear,' he explains. 'On a cross-country route, a 912 is faster than a 911. However, I had to part company with it. It was the same old

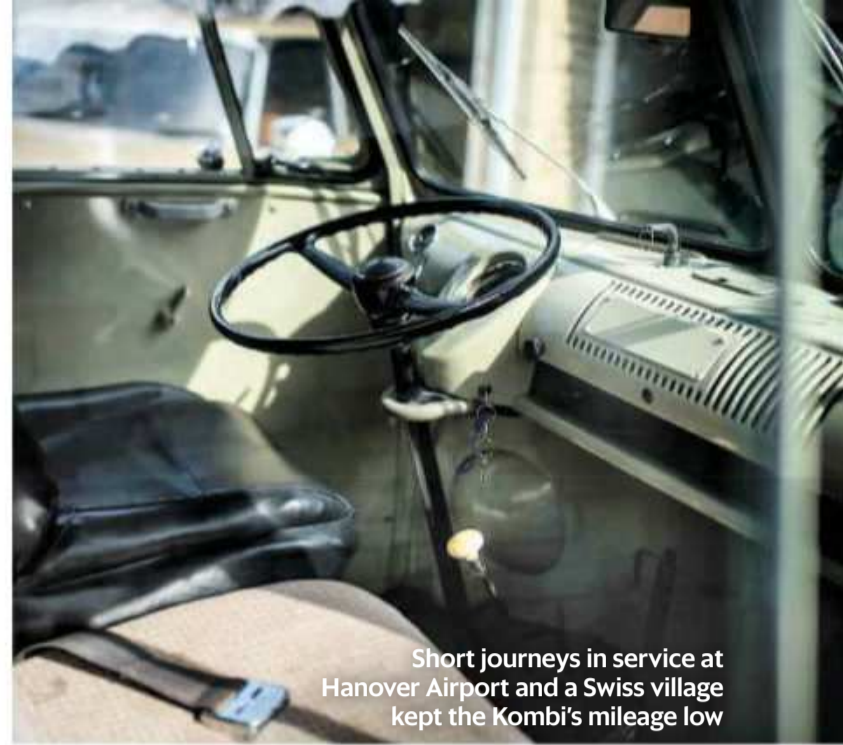
'The A40 is completely original and unrestored to the point of still having its original light bulbs'



Grandfather's A40 is the car that gave Vernon his passion for all things motoring



Unique VW Kombi, originally supplied as a fire tender, has sliding doors on both sides



Short journeys in service at Hanover Airport and a Swiss village kept the Kombi's mileage low

Vernon has craved a DS since the age of 11; he found the car of his dreams in 2012



After grandad's tender care, it must have been a shock when Vernon took it rallying



A40 is now spared caravan-towing duties



Super-rare Subaru XT was used as a workhorse on Vernon's family's caravan park



Manual transmission was the clincher in buying the XT; now it leads a more relaxed life

complaint with so many early Porsches - the dreaded tinworm. On quiet country nights you could practically hear it rust.

'Soon I had withdrawal symptoms, so I went to Roger Bray Restorations in Wimpole. He had a 356 coupé in from Texas, but already it was showing signs of corrosion. I knew in six months' time it'd be a tip-of-the-iceberg scenario. So, as I do so often, I ended up at a barn in Dorset, this one belonging to my friend Peter Bailey, who built VW Beetle-based street-rods. He sourced a restoration-project 356, bought in a glassfibre Speedster replica body, and restored it as my dream rust-free Porsche for a fraction of the cost that Texan coupé would've been eventually. It might have a glassfibre body but it's a genuine 1957 356 and retains its original identity with the DVLA.

'This was 25 years ago. Peter used it to promote his work and before he knew it he was in the *Sunday Times* motoring supplement. He subsequently set up a firm to build them commercially, based on donor VW Beetles as well as old 356s. That firm became Chesil Cars, the world's leading manufacturer of 356 replicas - and it all grew out of this car.'

### Subaru XT

This Eighties Subaru sports car is probably the rarest car in Vernon's collection. 'I've been a Subaru customer since 1978, when the firm was first officially set up in the UK,' he says. 'Back then Subarus were often sold by agricultural showrooms because they were superbly rugged off-road cars - even the saloons. They were perfect for running the caravan park and towing visitors' cars out of the mud - the field could get quite boggy.

'On one occasion I went into the local Subaru dealership, and behind the dealer principal's desk was a great big poster illustrating everything Fuji Heavy Industries built. Alongside things like industrial machinery and missiles was this sleek-looking turbocharged GT car that I'd never seen before. I asked if I could buy one, but he didn't have any in. I had to go up to Birmingham to test-drive one, but it had already been sold. A dealer in London had one for sale, which I went to see, but I didn't like its automatic gearbox - the automatic version infamously had four-wheel drive which only came on with the windscreen wipers, but it was fully switchable in the manual.

'I was driving back from London, on the verge of giving up, when I went past a local second-hand car dealership and spotted this one on the forecourt. It was just one year old, and had been sold by someone whose business was in trouble - and it had manual transmission.

'I ran it as my daily driver to start with - including pulling people out of the mud with it - but as it got older I realised how incredibly rare it is, and it needed preserving. It's now the only manual version left on the road in the UK. Just one other - an automatic originally owned by a baroness - has just been put back on the road after a lengthy restoration.

'They were massively misunderstood. They were the godfather of Subaru's turbo rally cars, but that wasn't the intention. This was a sophisticated GT with hydropneumatic suspension, a 0.29Cd drag coefficient and design features that Mercedes copied. It should be regarded as the Japanese Citroën SM.'

### Morgan Three-Wheeler

'My wife Yvonne, who passed away suddenly five years ago, always fancied a Morgan,' says Vernon. 'But for various reasons she always had practical cars and never quite got round to buying one. Six months after she died, a friend of mine in Winscombe had this, but his wife told him: "either I go or this does!" and this acted as a lever on me. Admittedly it has fewer wheels and doors than Yvonne would've wanted.

'I sold my Porsche Boxster to buy it, and discovered the Morgan mystique! Everything they could have got wrong, they got wrong. The first sight of a pothole would throw it into the weeds. I had a long battle with Morgan dealers over it - they're lovely people, but don't seem to get much done. Morgan doesn't have a customer relations department, but thankfully the man who runs the racing division stepped in to help instead. It turned out that my car was a pre-production model. All the modifications they came up with when fixing its foibles went onto the future production three-wheelers. Problem is, Morgan expected me to pay £3000 for the privilege, but I did a deal with them to get it down to £800.

'The one thing mine didn't suffer from - which most of the early ones do - was cracking in the chassis. But the bump-steer was terrible. Morgan also fitted a better fan, and rerouted the clutch cable.

'But the truth is, it's a joy to drive and like nothing else. And that's why I stuck with it.'

### The Keeper

It doesn't take Vernon long to decide which car he'd keep above all others. 'The A40,' he says without hesitation. 'It's part of the family, and because it was so well looked-after by my grandfather, I see it as my duty to pass it on to future generations. It started my interest in cars, my career and my collection. It's extremely important to me.'

#### COLLECTION BREAKDOWN

- 1957 Porsche 356 Speedster by Chesil
- 1959 Austin A40
- 1966 Volkswagen Kombi Van
- 1973 Citroën DS23 EFI Pallas
- 1985 Subaru XT Turbo
- 2002 RAW Striker hillclimb special
- 2004 Bentley Continental GT
- 2011 Smart ForTwo NightOrange
- 2012 Morgan Three-Wheeler
- 2014 Mercedes-Benz SLK AMG

NEXT  
MONTH  
A RALLY THEME  
AND MORE

Vernon's Porsche 356 is essentially the prototype for the Chesil Speedster



Vernon's SLK is the only example in the UK in Diamond Silver with Crystal Grey interior



Continental GT was bought in 2016 using the contents of the 'Bentley fund' jar Vernon started in 2004



Morgan Three-Wheeler became a joy to drive - after much fettling

# ACROSS





# AFRICA

When an owner asks if you fancy driving his Lancia Thema 8.32 from Cape Town to Johannesburg, there's only one answer

Words WILHELM LUTJEHARMS Photography KIAN ERIKSEN





A vision of Thema 8.32 heaven  
– an empty stretch of road  
spooling out beyond the horizon

It all started with a phone call.

'My Lancia Thema 8.32 has been serviced in Cape Town and it needs to come back to Johannesburg,' said the owner. 'Perhaps you'd like to drive it back?'

I'm exposed to new cars almost every week and, I'm sad to say, the furthest I've ever driven a classic car, a Mercedes-Benz 300SEL 6.3, is approximately 30 miles. The prospect of a three-day road trip in a Ferrari V8-engined saloon sounded adventurous, romantic... and simply too good to pass up.

South Africa encompasses a wide variety of landscapes and most of its routes are in very good condition, so there shouldn't be many unexpected road hazards. However, the uniqueness of the car made me wonder - what would I do if it encountered a problem, or any type of breakdown, on our journey? After all, this is not a type of car any rural town mechanic would be able to fix; lest we forget the Lancia was sent 1000 miles just to be serviced. But given the golden opportunity, I gave the owner a confident yes.

Shortly before our departure, the car had a comprehensive engine-out service (£3500, including a new exhaust system), which settles my nerves somewhat.

I've never driven a Lancia Thema nor a Ferrari 308GTB Quattrovalvole, from whose 2.9-litre V8 engine the 8.32's powerplant is derived. However, I was looking forward to getting acquainted with the car over the course of the 1000-mile trip.

On the Friday afternoon that I'm due to collect the Lancia at Cape Town's V&A Waterfront, I decide to head up Signal Hill, one of the main attractions in Cape Town. It meanders up a steep climb and offers perfect vistas of the city, Table

Mountain and even the coastline, if you drive all the way around the hill. It is here that I have my first opportunity to take a closer look at this Giugiaro-penned machine.

A twist of the wiper-operating stalk prompts the rectangular spoiler to deploy from the bootlid. Today it might look laughable, but downforce of 12kg at 87mph and 20.5kg at 137mph is not to be sniffed at.

The yellow Prancing Horse centre caps on the five-spoke wheels make clear that this is no ordinary Thema. The 8.32 denotes the eight-cylinder, 32-valve configuration of the Maranello engine, but it wasn't simply shoehorned into the Lancia and told to get on with it. Whereas in its 308GTB application the Ferrari V8 develops 240bhp at 7000rpm, in the Lancia it develops 215bhp at 6750rpm. But importantly, the torque output has been marginally increased to good effect, as I'll soon find out.

To fit the V8 in the Thema's engine bay (which was originally designed to house four- and six-cylinder units), the grille - with a new egg-crate design - was pushed forward to accommodate an enlarged radiator, reinforced front suspension and stiffer springs. Fifteen-inch wheels and thicker, ventilated front discs help it to cope with the extra heave.

I climb back into the cabin of the Lancia, replete with its full-leather trim. The moment I twist its ignition key the 8.32 emits a deep-chested burble, which remains audible from idle and even at low speeds. It's a constant reminder of the special engine under that discreet bonnet. As the sun starts to set I take it easy and cruise home, a 40-mile drive from Cape Town.

Tomorrow morning at 6am, I'll load my luggage into the Lancia's 462-litre boot - and find the parts that were replaced during the recent service. The 650-mile drive to Kimberley, the capital town of South Africa's Northern Cape province begins.

The next morning's excitement starts an hour into the drive. I decide to ditch the N1 toll road, which heads diagonally from

'No rural town mechanic would be able to fix it. After all, it was sent 1000 miles just to be serviced'

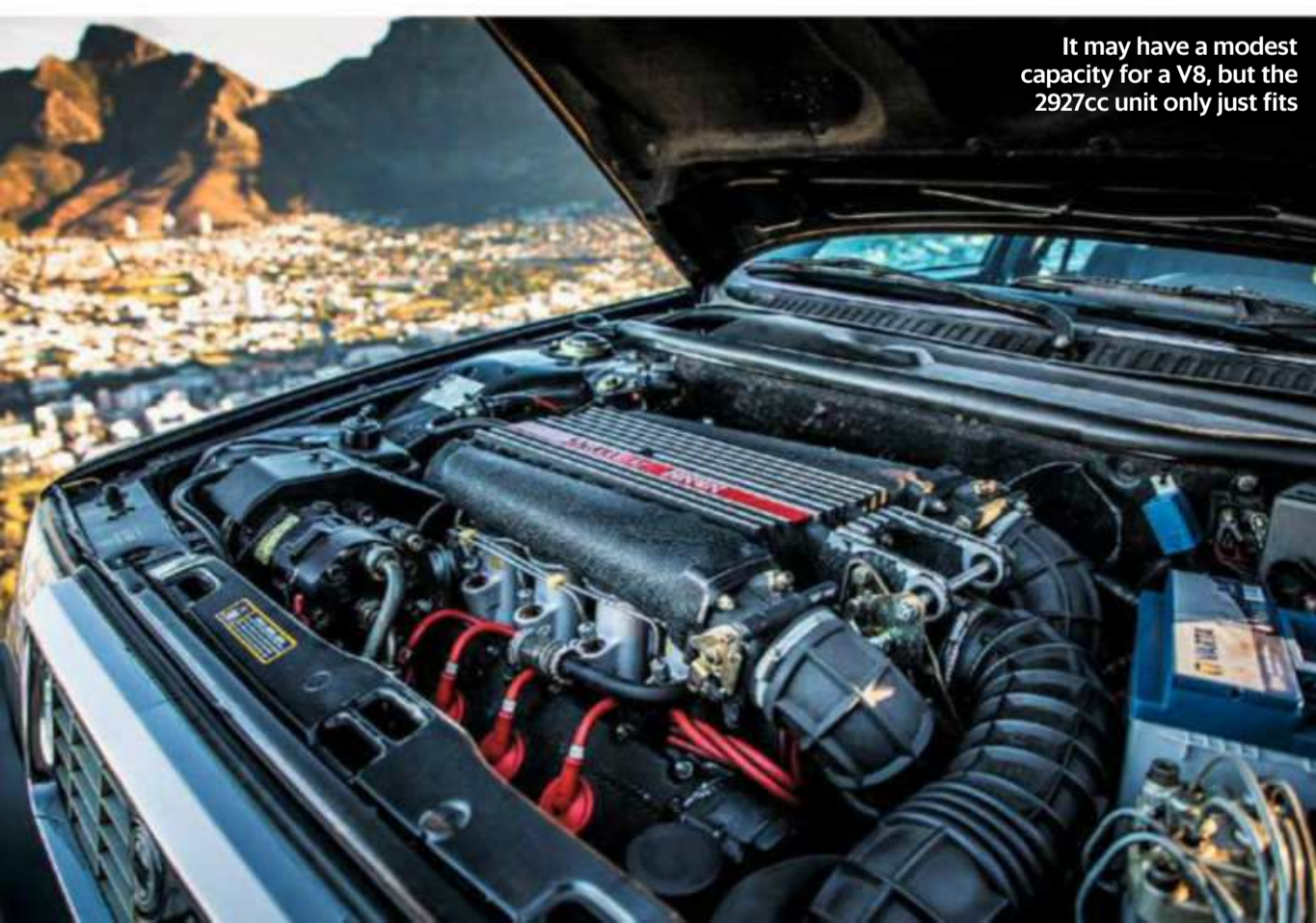




The Ferrari-sourced V8 means tunnel runs have magnetic pull



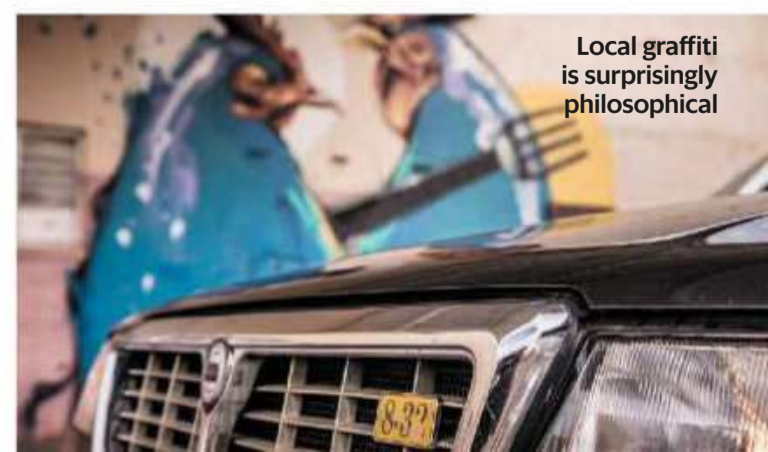
E36 and 8.32 meet the Atlas Impala Mk1 that's become one of several war memorials in Kimberley



It may have a modest capacity for a V8, but the 2927cc unit only just fits



The speedo is out of order. Does that mean we can plead ignorance?



Local graffiti is surprisingly philosophical

The Lancia copes with the mountain pass road but prefers highway miles



N12 roadworks allow time to admire the evening sky



Modern tech meets old new tech

The Lancia achieves 28mpg... until the average speed cameras disappear



Lancia may have borrowed the engine architecture and a set of wheel caps from its cousin in Maranello, but this accomplished cruiser made the V8 its very own





Cape Town to Johannesburg, and take the tunnel for the longer Du Toitskloof mountain pass. It's not the smoothest stretch of tarmac, but the Lancia soaks up the bumps with ease. My ears adjust to the climb in altitude, even though the summit of the pass is only at 820m (2700ft). From here on it will only be long, straight stretches of roads all the way to Johannesburg, so I push the Thema harder through some of the last corners as I head up the pass.

The 8.32 is not particularly wieldy - after all, it is laden with such luxuries as electrically adjustable rear headrests and seats; this one has the optional heated front seats too. However, once it has settled and is stable in a corner it feels more planted than I expected.

Although I never have to brake particularly hard, the brakes do a good job of knocking off speed. The V8 and its ancillaries add 54kg, to give a claimed kerb weight of 1400kg. Of that, 64 per cent is balanced over the front axle so the 8.32 can feel nose-heavy.

On the other side of the mountain I spot a troop of baboons crossing the serpentine road. They don't seem too bothered by the presence of the 8.32. Perhaps they've mistaken it for a standard Thema.

Back on the highway I know that the Lancia's long-distance cruising ability will be tested to the utmost. Before we both settle in for the ride, I target a quick stop only another 80 miles up the national highway. Matjiesfontein is one of the smallest but most interesting towns I'll encounter on the way to Johannesburg. It has a Transport Museum and an old colonial hotel named the Lord Milner. The hotel's doorman proudly poses next to the Lancia - he knows.

During the next few hundred miles I realise that my earlier worries were unfounded - the Lancia is running perfectly. However, a few hours in, two dashboard warning symbols illuminate, one being the suspension light. Not ideal - the dampers are electronically controlled.

At the next fuel stop I call the owner. Fortunately my fears are laid to rest when he explains that the suspension light shouldn't result in any big problem; the other light indicates that one or more of the outside bulbs have blown. He's right - a front foglamp and a tail light are out.

Between Laingsburg and Beaufort West, average speed cameras monitor traffic on the N1. I settle into an indicated 79mph, using my modern GPS for a more accurate reading than the Lancia's speedometer. The Lancia feels happy to hum along at this speed.

To overtake slower traffic, I can keep the gearbox in fifth, put my foot down and make full use of the torque. For a brisker fly past, dropping down to fourth sees the revs increase with smooth vigour and the Lancia surges past its prey before settling back into cruising gait.

With the exterior temperature gauge nudging 26°C most people would use the aircon, but I prefer to fully embrace classic motoring and drop the windows when I need a blast of fresh air. It makes for a noisy cabin, but feeling closer to the landscape rushing past is an adequate payoff.

The Lancia will happily gallop at headier speeds, and my chance comes once I leave the N1 for the quieter N12. Knowing the distance between our last two fill ups, I calculate over 120 miles the Lancia has averaged a respectable 28 miles per gallon.

I decide to venture a little off the usual roads and visit the isolated, ultra-conservative town of Orania. The roads through the politically controversial right-wing town have undoubtedly never seen an 8.32, and in turn, I have never seen so many minors driving their parents' cars - the follow-on from them driving tractors from a very young age.

The day will soon come to an end, but not before I need to make another fuel stop at Strydenburg. Whenever I re-enter the Lancia's cabin, I'm surprised by how luxurious it still feels by modern standards. The door cards are trimmed in padded leather and the roof lining in suede. All this undoubtedly helps to minimise engine and road noise. And it's nothing but a joy to caress the rim of the leather-covered three-spoke steering wheel.

Before reaching Kimberley, I encounter a stop-and-go road block where repairs to a section of the N12's asphalt are underway. The blue and pink horizon adds to the relaxed ambience, contrasting with the dark cabin and the brown and yellow landscape.

That evening I tell a friend - who was convinced that we would have a breakdown at some stage - that I've arrived safely. He, in turn, warns that I should never pull away too quickly because the 8.32's front driveshafts might get damaged by the effort. As I park the car at the guesthouse, I'm impressed that the Lancia has brought us this far.

The next morning the 8.32's engine turns over immediately and I visit two of Kimberley's Anglo Boer War memorials before setting off on the trip's 350-mile final leg.

Although I know the road to Johannesburg on the N12 - the standard and safe if not monotonous route - I decide to see what Google Maps suggests. This proves to be the only mistake I make on the trip.

It directs me along a shorter, quieter route, starting with the R64 towards Boshof. Outside Boshof it tells me to turn left and head north on a gravel road whose surface soon deteriorates. I have no choice but to push on and complete the 60-mile

### **Lancia Thema 8.32**

**Engine** 2927cc V8, 32 valve, Bosch KE3 Jetronic mechanical fuel injection **Power and torque** 215bhp @ 6750rpm; 210lb ft @ 4500rpm  
**Transmission** Five-speed manual, front-wheel drive **Suspension** Front: independent by MacPherson struts, coil springs and anti-roll bar; Rear: independent by MacPherson struts, coil springs and anti roll bar; optional electronically-controlled dampers **Steering** Rack and pinion with speed-variable power assistance **Brakes** Ventilated discs front, solid discs rear with Bosch ABS system **Weight** 1419kg (3128lb) **Performance** Top speed: 149mph; 0-60mph 6.8 sec **Fuel consumption** 16mpg **Cost new** £37.5k **CC Price Guide** £13k-£20k



Spolier alert: despite the pessimistic friend of its driver, the odd electrical gremlin and a barrage of backroad potholes, the Thema 8.32 completed its 1000-mile trip without a hint of drama

'The gearchange has a reassuring directness, but I'm most impressed by how low down in the rev range the V8 starts to show its pedigree'

detour. At times I can't help but wince because it's impossible to miss all the obstacles, but the Lancia survives unscathed.

I'm relieved when I cross the Vaal River at Christiana and get the 205/55 tyres back on the N12, because while the country's arterial routes are smooth and well-maintained, the back roads in this part of the country are littered with broken tarmac and potholes. With a newfound appreciation of the N12, I can resume enjoying the dulcet tones of the rumbling V8.

The timbre makes itself heard throughout the rev range. It sounds perfectly in tune; not remotely as harsh or intense as that of modern machinery. It's the perfect soundtrack to the Thema 8.32 experience.

About 100 miles before Johannesburg the frequency of the towns starts to increase and I relish the chance to work the gears more. Cog-swapping is an indulgent experience in the 8.32, which was only available with a manual 'box. I can only assume the action is not as direct as an open-gate Ferrari lever, but there is a reassuring directness to it; you're never in doubt in which gear the car's in or where the next notch is.

I'm also impressed by how low in the rev range the engine starts to show its pedigree. At times I'll leave the transmission in second or third gear and let the revs drop down past 1500rpm. But the moment I put my right foot down the engine progressively picks up speed. However, I've promised myself that I will only properly rev the engine out as we get closer to the owner's residence, well, just in case something goes wrong.

Even on this Sunday afternoon I'm glad that the owner doesn't live too close to the heart of Johannesburg because that would have meant dealing with even more traffic. The quiet roads close to his home allow me to rev the engine out in the first few gears - a perfect way to end this three-day Thema 8.32 experience.

The engine may have a much heavier body to lug than in the 308, but the torque delivery is creamy throughout the rev range. The needle pushes with zest past 5000rpm for the final 2000. This car is quick, make no mistake.

Once I park the Thema for the last time I transfer my luggage into a new, modern SUV. I reflect on the experience, especially because the owner claims that he was never in doubt that the car would comfortably complete the 1000-mile trip.

I now have no doubts about the 8.32's long-distance credentials. It is utterly comfortable and the drivetrain is perfect for covering distances quickly. It's more suited to long open roads than twisty mountain passes; its contemporary German competitors would clearly out-handle it, but a part of me actually wished I could spend a part of this trip relaxing in the rear of the car where I could plug in my headphones to listen to the radio.

At the time, *CAR South Africa* magazine ended its driving impression in 1987 by stating, 'The 8.32 is an exciting recruit to the ranks of the world's finest cars; not so much a wolf in sheep's clothing, as a greyhound in a mink coat...'

I think I left my own mink coat back in Cape Town. I wonder if the 8.32's owner would advocate another 2000 miles?

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## [Life Cycle]

# The life story of a Ford Capri Special

This rare Capri MkI Special made an impression on everyone who owned it – from the original Ford dealer who couldn't stop driving it to the man who bought and restored it twice

Words NIGEL BOOTHMAN Photography ANDY McCANDLISH

### 1972 - The new £1300 Capri is used by Horace Mortin

Mortin's Garage in Buxton, Derbyshire was a Ford agent back in the early Seventies. Horace Mortin was a director of the chain of garages that bore his family name and he was, by all accounts, a memorable character. Mick Keeling was an apprentice at Mortin's and remembers the boss very well, 'He loved cars – before the Capri he had a Cortina MkI with a Westinghouse automatic gearbox. He liked going fast; he used to do grass-track racing, though he must have been getting on for 70 by the time he started using that Capri. One day, I turned up on a Honda 400 Four and Mr Mortin asked to try it out. He started it up and roared off round the roads, no helmet or anything.'

Mortin's Capri, VRB 54K, was one of around 750 Specials made in Ebony Black with a red coachline; another 750 wore Emerald Green with a gold coachline. The Special package was only available on the Capri GT and this was an even more heavily-optioned 1600 GT XLR. Ford was using up remaining body stocks ahead of the September 1972 launch of the Capri's facelift. Adding a mixture of features from the 3.0-litre and elsewhere in the options book set the Special apart.

Keeling remembers being reluctant when required to drive the Capri – 'It was the boss's pride and joy,' he says – but it must have been used fairly hard because one apprentice had to fit a new clutch after a few months. But the Capri then moved to a Rootes dealer in Macclesfield called Gleeves Motors, probably as a part of a swap within the trade.

### 1973 - Michael Wain trades up from a Morris 1100

Michael Wain was on the look-out for his next family car. 'I had children by then and ran a butchers' shop

where I lived in Macclesfield,' he says. 'I actually saw the car through the window of Gleeves Motors and thought it looked very nice.'

So the first name in the logbook is Mr Wain's. For a car less than 12 months old, it had a surprising amount of wear in one area. 'It wasn't long into my ownership before I had to have a new clutch and clutch cable. The mechanic said it must've had a hard life.'

Horace Mortin's influence on his sale stock was still being felt, then.

'We went to Anglesey on a family holiday the next year – four seats and a good boot meant there was enough space for a young family,' says Wain. 'I looked after it and enjoyed it for its looks. I was impressed with the Capri in general and felt I'd get a good price for it when I traded it in.'

Indeed he did – in the long, hot summer of 1976 Mr Wain traded in the MkI Special against a MkII John Player Special Capri at Burns Garage in Congleton.

### 1976 - John Phillips pays £1250

For a few sweltering summer days, John and Hazel Phillips had been driving about Cheshire, looking for a new car. Recalls John, 'I'd had two or three Capris before, but this one jumped out and

hit me. It only had 20,000 on the clock. They nearly had to prize me out of the seat after the test drive.'

The price, £1250, was more than they'd planned to pay, but they cleaned out the Phillips bank account rather than go for hire purchase. It was also very similar to the Capri's list price in 1972, such was the rate of inflation in Seventies Britain. 'I brought it back to Macclesfield,' says John. 'I later realised that I lived in the next street to previous owner Michael Wain.'

The Capri suited the lifestyle of the young couple, who took it on a long-distance adventure around Europe. Recalls John, 'We went across from Dover





Thanks to Ford's stackable options packages, VRB 54K's full title is Ford Capri 1600 GT XLR Special





Stuart Barber's six-year-old son selling parts at Ford club events in the early Nineties



At the 1996 Tatton Park Classic Car Show, the Capri's first car show following its first restoration in 1995

to Zeebrugge, then drove down the Rhine and in and out of Switzerland and Austria. We had to turn back when the snow got too deep on the Aalberg Pass. The alternator packed up in Germany and a German Ford garage charged us just £25 to replace it and were done in a couple of hours... they liked the car!

Phillips made an oval holder for the GB plate and hung it from a bolt on the bumper, 'I didn't want to damage the paint!' This fastidious approach characterised John's ownership. He'd been a mechanic before moving on to site management for Texaco. 'The Capri was forever on the ramp in the garage,' he says. 'Not that there was much wrong with it, but every minor imperfection got fixed.'

Even when Capri MkIs were an everyday sight, it seemed a Special - and particularly a black XLR Special - lived up to its name. 'People used to stop and look,' says Phillips. 'These cars had a certain presence. When you saw another one, you'd acknowledge it.'

Nevertheless, time marched on and new additions to the Phillips family forced a change. 'When our daughter arrived we struggled on with the Capri for a bit but eventually decided on something with four doors - though later I bought a Capri MkIII because I thought the hatchback would make it practical!'

### 1981- John Smillie persuades Phillips to sell

John Phillips knew a chap called John Smillie from a Macclesfield pub, the Rising Sun. Smillie was a merchant seaman and is remembered fondly by Phillips, 'He was larger than life - a great storyteller and very well read. Being a seaman, he'd disappear for four or five months at a time on long voyages, but he started coming to the garage where I worked and saw the Capri. He'd bring dolls for my daughter from far-off corners of the world and he started telling me that if I ever wanted to sell the Capri, he'd love to buy it.'

Phillips caved in in 1981 and passed the car on to a delighted Smillie, who kept it in a lock-up garage during its many months in between outings, accruing minimal additional mileage over the years. Smillie's fondness for the Rising Sun eventually landed him in some bother when his licence was suspended for three years after he was caught over the drink-drive limit. By this time he'd owned the car for more than a decade and was reluctant to let it go, so he came up with a highly original solution.

### 1992 - Stuart Barber becomes temporary keeper

'I've known the car since I was 15,' says Stuart Barber. 'That was back in 1975 when I first saw it around Macclesfield. Years later, I saw it in the car park of the pub and the registration VRB 54K rang a bell. I went in and asked a local regular whose it was, and he said "mine". That was John Smillie.'

It was the start of a strong friendship that saw Smillie take Barber under his wing. 'I'd always liked Capris and I guess John felt he could trust me with his. When he got banned, he had a solicitor draw up a letter saying that while John would retain ownership of the car, registration would be transferred to me.'

Sure enough, Barber ran around in the car for three years, taking Smillie out to the Rising Sun and elsewhere, using it for car shows at weekends. By the

'The deal required a few arguments over coffee and cake'

mid-Nineties, Capri MkIs had undoubtedly crossed the line from secondhand cars to bonafide classics.

'I would sell trim and spare parts from Capris I found in scrapyards,' says Stuart. 'My son would take the money - he was only six at the time!'

Barber remains a Capri nut, having owned various versions and around 300 scale models. But when Smillie's ban elapsed, he honoured the agreement and signed the registration back to his friend.

### 1995 - Allan Jones buys it as a £700 project

As an active member of the Capri Club, Stuart saw an appeal in the club magazine from someone in Cheshire looking for a Capri MkI Special. John Smillie had decided to sell the car shortly after getting his licence back - age was catching up with him and the car needed work so Barber contacted Allan Jones, the man who placed the ad, and passed on Smillie's number.

'John was a nice man and quite a character - the deal required a few enjoyable arguments about the price over coffee and cake,' says Jones, who had his



In Gordon Needs' bodyshop at the start of the second restoration, January 2012



By April 2012, the bodywork was complete and ready to be painted



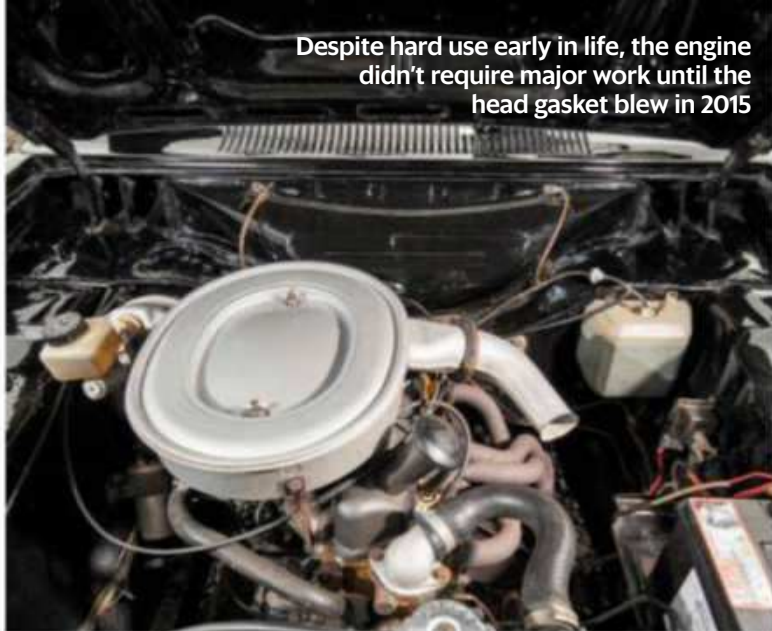
Today the Capri GT XLR retains its Special-exclusive colour scheme of Ebony Black with a red coachline



Selected to be Visitors' Choice display on the Angelwax stand at the 2017 Ignition Festival in Glasgow



Allan Jones and the Capri winning Best in Class trophy at the 2013 Mearns Vintage Vehicle Show



Despite hard use early in life, the engine didn't require major work until the head gasket blew in 2015



Allan Jones bought and restored the Capri twice – but insists he won't make the mistake of selling it a second time



Having managed to wrangle a bargain restoration, current owner Allan Jones now enjoys the Capri at every opportunity – albeit at a *slightly* more sedate pace than its first

own reasons for wishing to buy Smillie's car. 'I'd had a 1600 GT Special back in the Seventies and loved it. I discovered it hadn't survived, so I wanted one like it.'

Jones finished the coffee-and-cake negotiations in July 1995 and embarked on a fairly rapid and focused restoration, dealing with various scruffy areas and mechanical shortcomings, returning the car to the road in the spring of 1996.

### 2002 - Tony Sibson pays £1500 in good condition

Allan and Mary Jones moved to Leicestershire in the late Nineties before Allan took early retirement. By then the Capri had been joined by an Escort MkI GT and a Cortina MkIII, and the idea was to sell all three to a classic Ford dealer to help fund a move to Portugal.

'He wouldn't offer us enough for the Capri, but he took the other two,' says Jones. 'Luckily, Mary had recruited a lady as her replacement at work, and this lady's husband was keen on the Capri.'

Says Tony Sibson, 'Once word got to me about the car I bought it straight away. I took it to club meets and local shows through the summer months, but never in the rain!' However, as the years went by, circumstances changed and the car lost its garage space.

'I did the servicing myself and sourced an Escort MkI stainless steel exhaust that a garage adapted to fit. I replaced a few bits but my skills are more towards the mechanical side than bodywork. Eventually, I took it off the road for a while when money was short and it was laid up outside, under a tarpaulin.'

Some years later, the phone rang and it was Allan Jones - back in the UK and missing the Capri.

### 2011 - Allan Jones buys it back as a £2200 project

'I asked Tony if he would sell it back to me and he said no at first,' says Allan. Tony agrees that he was very fond of the car and planned to get round to fixing it, but eventually relented.

'I preferred it to go back to Allan than to a stranger,' he says. 'I knew it was heading for a good home.'

Allan Jones credits his wife with his re-acquisition. Says Mary, 'He was worried it was in a rough state, but I told him to buy it back or he'd regret it forever. However when it finally turned up on the trailer and I saw the condition it was in, I burst into tears!'

Outdoor storage and sheer age had taken its toll, so Jones set himself a budget of £6000 for the restoration, with another £2000 for parts.

'The first quote I got was for £15,000, but then I found a gentleman called Gordon Needs who said "I'll do as much as I can for £5000-£6000 and then you'll get the car back." That seemed a reasonable approach.'

Amazingly, Needs completed the restoration in three months and what came back was a near-finished car. Jones suspects he did very well out of the deal.

'Gordon said he'd taken a bit of a gamble on the car because you never quite know what you'll find after a stripdown, but he would honour the commitment. And he did a superb job.'

At the Jones' home in Perthshire, Scotland, the Capri is the one constant amongst an often-changing fleet of interesting cars. Whether it's winning prizes at shows or just causing a stampede of excited children when it passes the village primary school, it's a fixture of family life. And this time, that's permanent.

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**[Epic Restoration]**

**‘It was in a dreadful state – and the engine bay was a mass of rust’**

The restoration of a derelict Marcos GT required a specialist unfazed by a rotten wooden chassis, rust-filled engine and worse

Words LEWIS KINGSTON Photography LAURENS PARSONS



**A** chap in Devon had this car stored in a barn for some 20 years and it eventually popped up on eBay,' says Rory MacMath, managing director of Marcos Heritage. 'The engine looked like it was seized, the upholstery appeared awful and the wooden chassis was pretty nasty. It didn't fetch the desired money.'

As with many a Marcos, it ended up being offered to Rory, who worked at Marcos from 1968-94, then founded Marcos Heritage to help keep the cars on the road. Rory had also acquired all of Marcos's assets, tooling, drawings and build history following its liquidation in 2001.

Despite the car's poor condition, Rory bought it with the intention of restoring it. 'We tend to salvage them whenever possible,' he says, 'because only 4000-odd cars were ever built. We can rebuild them, even if the chassis is in a terrible state.'

To its advantage, the car had a 1.6-litre Ford Crossflow which, besides being eminently tuneable, was also much lighter than the alternative six-cylinder Ford and Volvo options of the same era. 'The 1600 is a more nimble car,' notes Rory, 'and such a joy to drive.'

#### **A potential saviour materialises**

Michael Poole, a devout enthusiast of the brand, was in the market for a lightweight Marcos. 'I met Rory when I had my first Marcos, a big Mantula Spyder with a Rover V8. Then I started looking at the older, more classic examples. I wanted to do the odd track day and hill climb, so I fancied putting a car together that suited my requirements exactly.'

Michael sat down with Rory to discuss the best avenue to explore. 'We had a long chat and agreed that the 1600 GT would be a good fit, because there was so much you could do with the engine,' says Michael. Everything was there and that was the main thing. 'We'd make some changes to meet racing regulations, but everything else needed to be from the correct era.'

Opting for an early Marcos posed its own distinct challenges. 'These cars leak through the window frames,' says Rory. 'They have a very basic rain gutter that doesn't work particularly well, so water drips onto the floor - which then rots if left unchecked.'

The floor was indeed soft and decaying. Rory knew this meant that the GT's torsion boxes - the structural sill sections that form a substantial portion of the car's strength - could also be compromised.

'You can't just place the existing body on a new chassis though,' says Rory. 'It's a mammoth operation to detach a body from the chassis entirely, because it's bonded on in so many areas, and you will damage the chassis in the process. It's just not viable.'

#### **Turning bad wood into good wood**

Rory and son James MacMath, chief mechanic of Marcos Heritage, began by stripping the car to check its condition. The week-long process cut the weight of the Marcos to the point where only four people were needed to lift, invert and place the car onto a pair of trestles. This allowed James and Rory to identify damaged areas such as the rear chassis, driver's side floor and elements of the torsion boxes - all of which needed unpicking from the glassfibre bodywork.

‘The first thing we did was to assess the strength of the chassis before we cut any of the body away,’ says Rory. ‘More than two-thirds of it was sound so the structure could support itself, meaning we could cut where the body is laminated to the chassis and then trim it back - revealing the wood without the car going banana-shaped.’

‘We then detached the wooden floor, exposing the chassis fully and allowing us to measure out replacement pieces,’ says Rory. Working from the outside in, Rory and James cut away the old wood and fabricated replacement parts out of weather- and boil-proof (WBP) plywood which Rory says can last for 50 years if cared for.

The team then used Aerolite, an industrial adhesive developed for aviation applications launched in 1938, to adhere fresh wood to old, with staples holding the parts together during the 24-hour curing process.

‘We had to work systematically and slowly, allowing each section to cure properly,’ notes Rory. ‘Repairing the torsion boxes is the most difficult part of this process, because not only did we have to reconstruct them, but within the elliptical structure there’s an incorporated diagonal section that’s tricky to access.’

Rory and James then replaced the car’s plywood floor, after which they could apply fresh glassfibre matting to re-bond the underside of the chassis to the outer shell. ‘We chamfer the cut edge of the glassfibre, then put a strip of laminate between it and the chassis,’ says Rory. ‘Glassfibre will stick to a good-quality wood and it makes a very good bond.’

With the wood restored and secured after some two months’ work, a protective finish had to be applied. ‘We use one coat of blackboard paint,’ says Rory. ‘It allows the wood to breathe. If you seal the underside, a stone chip or similar could let moisture get underneath the finish and then it won’t get out again. Leave it to breathe and when it gets wet it’ll dry out.’

### Small car; lots of bodywork problems

‘We had to take the car back to bare glassfibre,’ says Rory. ‘They always have cracks and we need to make absolutely certain repairs are done correctly so no cracks will appear after it’s painted.’

Posing a further challenge was the sheer thickness of the paint in places. ‘It had been painted four or five times,’ says Rory. ‘With these cars, people often just rub them down and put the same colour on top; the paint can be a quarter of an inch thick in places.’

A grinder couldn’t be used to quickly remove the layers of ageing paint though, because of the chance of it altering the curvature of the panels. Neither could chemical strippers be used because they can sink into the glassfibre and cause multiple paint-related tribulations later. ‘We had to do it all with sandpaper, by hand,’ says Rory, somewhat glumly. ‘It’s a horrible 50-hour job for one person, but there’s no other way of going about it.’

Removing the paint revealed small cracks in the glassfibre around the car’s windscreen. ‘The screen aperture is nearly always damaged in the corners,’ says Rory. ‘The shell shakes slightly here and the outer surface of the body is a gel coat, a non-reinforced plastic coating.

### Low point

‘Removing the paint was a soul destroying job. You can’t use paint stripper because it gets into the glassfibre, so we had to hand sand it’

That’s what cracks and that’s what you see. We grind away this coating until the crack disappears, which takes us just into the matting of the glassfibre itself. We then reinforce the glassfibre with chopped strand mat, then top it with a surface tissue - a very fine cloth-like glassfibre matting. This eliminates air pockets which can blow up in the future and it gives us an impermeable surface to work from.’

Part of the eight-week body restoration was spent strengthening known weak points. ‘We reinforced around the headlamp covers where the bonnet flexes,’ says Rory. ‘People undo the catches and lift one corner, which twists the bonnet and causes a crack. We bolstered the door hinges and the screen corners for similar reasons, because these areas flex.’

As part of his investigations into the car’s origins, Rory had rifled through the company’s original sales files. These revealed that, although the car had arrived at the workshop sporting red paint, it was originally finished in Bahama Yellow. Owner Michael instead decided on a more subtle and elegant Rolls-Royce Regal Red - an original Marcos-offered optional finish.

### It’s all in the rare, no-longer-available details

The Marcos has anodised aluminium frames for the door glass, paired with aluminium detail strips that sit on the door along the lower edge of the window - but these were missing. ‘The originals are an aluminium U-section which we can’t get any more,’ says James. All we can get is plastic chrome but it looks horrible, so I fabricated new ones out of angled aluminium. They are a nightmare to make; I had to put a curve in them by hand and then bond them in exactly the right place with polyurethane - which takes 24 hours to go off.’

Rory also replaced the Mazak alloy bonnet catches with fresh Mazak reproductions as a preventative measure. ‘The roller inside the catch wears,’ says Rory, ‘and once you’ve got a flat worn into that roller it’s a hell of a job to open the catch.’

Don’t be misled by the embossed ‘M’ on them, though - it doesn’t stand for Marcos. The catches were originally used on the Triumph Herald, designed by Giovanni Michelotti, and the emblem was reportedly cast in as a signature mark from the Italian stylist. ‘Founder Jem Marsh would tell customers we had them manufactured specially for Marcos,’ grins Rory.

Many of the GT’s exterior detail parts proved salvageable, though, including its original bonnet badge and Austin A40-sourced door locks. ‘We try to retain as much of the original car as possible,’ says Rory. ‘A lot of the minor parts we’ve run out of, mind - the cover for the interior light comes from a 1952 Vauxhall Victor. We’ve exhausted worldwide supplies so we’ll have to start remanufacturing them.’

### Major mechanical relief

The Marcos weighs in at a claimed 740kg which means it does little to tax its transmission or back axle. The front subframe and suspension components were also found to be in serviceable condition, but to ensure longevity they were sandblasted to remove surface rust and then powder-coated for protection.

### MY FAVOURITE TOOL



#### Shoe knife

‘When you edge a carpet, the material is folded around the edges and stitched together,’ says Rory MacMath. ‘You then have to trim off the excess to get a defined edge. This old shoe knife, which has been whittled down from a longer, rectangular blade, is ideal for just that. You can get a really precise, clean edge. It’s the forerunner of the Stanley knife and a very handy tool. I’ve had this for probably 40 years.’





Original black interior was good enough to save



The Marcos as found – it was originally sold as a kit in September 1968



Crossflow 1600 is light, but needed plenty of work



James (left) shows Lewis the glassfibre arch liners remanufactured using the original moulds



Anodised aluminium window frames were remade



The body took 50 hours to rub down using just sandpaper



Rory MacMath shows how well the interior scrubbed up



Rory's experience led him to pre-emptively replace the car's fuel tank, however. 'Condensation in the original tank causes spots of rust, which fall off and block the fuel filter,' he says. 'The original steel tank was full of corrosion and there was little we could do with it.'

To revive the rust-ridden 1.6-litre Crossflow and have it produce suitable power, the decision was made to have a local expert renew it. 'It was worn out,' says Jamie Bryant, owner of high-performance engine specialists JB Racing. 'There were some grooves in the bearing surfaces on the crank, so that had to go to a machine shop for skimming. We then bored the block, refitted the crank with oversize heavy-duty bearings and installed a set of bigger pistons and a high-lift cam.'

'We also fitted unleaded seats in the cylinder head and tickled the ports with a die grinder to remove the blemishes,' says Jamie. 'An uprated Kent Cams oil pump was installed, too, because Crossflows always suffer from oil pressure issues at low rpm.' Jamie then replaced the original single downdraft carburettor with a pair of side-draft Weber 40DCOE's, which helped the now-1760cc powerplant unleash some 140bhp when later tested on a rolling road.

To bring the Marcos more in line with Michael's sporting plans, Rory and James fettled its suspension and brakes. Dampers from specialist Protech improved the handling. 'The original Spax one were pretty primitive,' says Rory. 'They only damped on the bump; these bespoke Protech units damp on both bump and rebound and have a much finer range of adjustment.'

Larger vented front discs and four-piston HiSpec calipers boosted stopping power, and Yokohama-shod

### High point

'We were amazed to find the upholstery was so original, considering the condition the car was in. We managed to retain almost all of it'

Minilite alloy wheels were fitted. One other modern concession, performance and safety upgrades aside, was the fitment of high-powered bulbs in the original 5.75-inch headlights. 'The original bulbs were atrocious,' says Rory. 'We advise people to take the headlamp covers off at night to try and get some more light out of them.'

After much effort had been expended, with the project almost complete, there was one time-consuming sting in the Marcos's tail...

### The painstaking final hurdle

'The original Plexiglas rear screen had hazed over and was pitted,' says James. 'We got a new one in a pre-formed U-shape - but they're supplied a foot oversize around the edges because all the window apertures on the cars are fractionally different. I had to centralise it onto the car's frame and grind it down, millimetre by millimetre, until I had a perfect 10mm gap for the seal all the way around. It was a complete nightmare of a job and took half a day.'

With windows fitted, the 14-month restoration was over, and the Marcos was returned to owner Michael. 'I was over the moon - it just looked incredible. Little things like the original upholstery just take you right back and the engine is wonderful. It's great on track days, too, and can bomb around all day without issue. Even just driving it on Sundays is superb fun.'

He has planned a ten-day overseas trip to the Pau Historic Grand Prix in 2019, too, which will further let the freshly revamped Marcos stretch its legs in earnest.

Thanks to: Michael Poole, Rory MacMath, James MacMath, Corey Veasey.

Marcos company records show this car was originally finished in Bahama Yellow. It was a tired red when extricated from a Devon barn, but owner Michael wanted it finished in Rolls-Royce Regal Red

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# Nine steps to buying a Triumph TR4-6

With so many badly restored examples and rising prices, it's more important than ever to check carefully before you buy

Words MALCOLM McKAY Photography JULIAN SANDIFORD



**T**he Sixties TRs offer a great value proposition today but with prices of these rugged, fun, traditional sports cars rising rapidly, it makes sense to buy sooner rather than later.

Improving parts supply makes ownership easier, but an abundance of bodged restorations means you need to be more knowledgeable than ever before committing your cash.

Their separate chassis makes it easier to inspect most rot spots, while back-up from specialists on parts and restoration is excellent. Properly restored and maintained, these are reliable and enjoyable sports cars, suitable for racing and rallying - with modifications - as well as touring.

Providing guidance here are Glen Hewett - who has been restoring TRs since 1979, and as Protek Engineering of Wallingford since 1985, but is still shocked by some 'ghastly restorations' online - and Neil Revington, who established Revington TR over 35 years ago. He sells parts and performs servicing, competition-prep and restorations on TR2-6 models.

## [What to pay]

▶ TR5 PI is most sought after and expensive, with top notch cars fetching **£75k**; regular examples **£35k-50k**, resto projects **£20k+**.

▶ Regular TR4s can be found in superb order for **£27k-32k**, useable examples for **£15k-25k** and projects from **£4k**.

▶ The TR6 PI used to be the bargain TR, but outstanding CP cars now cost **£30k-35k**, reasonable ones **£18k-28k** and projects **£5k**. CR injection cars are 20-25% less and carburettor TR6s are about half a CP car.

▶ TR250s are **£20-25k/£12-17k/£6k**.

## Which one to choose?

▶ **TR4 (1961-1965)** Giovanni Michelotti restyled the TR3A to make a stunning, modern-looking 110mph sports car. The engine was enlarged to 2.2 litres, the gearbox was all-synchromesh and the rack and pinion steering was a big improvement over the old steering box. The optional Surrey hardtop pioneered the targa roof. In 1963 Stromberg carburettors introduced. TR4 production totalled 40,254.

▶ **TR4A (1965-1967)** The 4A brought independent rear suspension, a wood dash and a proper folding soft-top. A new, heavier chassis vastly improved ride and roadholding - though US dealers demanded a cheap version with live axle and cart springs. Power was up to 104bhp; HS6 SUs later replaced the Strombergs. Production ended in 1967 with 28,468 built.

▶ **TR5 (1967-1968)** The first British production car with fuel injection, on a 2.5-litre long-stroke version of the Triumph 2000 six-cylinder engine squeezed into the TR4 shell. It gave 150bhp, making this the fastest production TR, with 120mph and a 0-60mph time nudging 8sec. Wire wheels, overdrive, leather seats and Surrey top remained options. Total 2947 made.



'These are extremely reliable and enjoyable sports cars, suitable for racing and rallying – with modifications – as well as touring'

► **TR250** Triumph didn't sell the TR5 in USA, instead producing the TR250, with identical cosmetic spec but a twin-Stromberg 106bhp 2.5-litre six, no quicker than the TR4A; 8484 were built.

► **TR6 (1969-1976)** A neat design revision by Karmann, with a more clean cut front and rear panels, and a one-piece hardtop option. US customers still only had twin Stromberg carbs. Injection cars received a tamer cam with just 125bhp in 1973, alongside new chassis prefixes of CR (injection) and CF (carburettors). Production totalled 77,938, with 13,912 injection cars.

**Bodywork** is the most costly area to get right on all these cars, so look closely at the fit of the panels, especially where the door meets the rear wing. When the sills and floors rot, the gap opens at the top, as the rear body starts to collapse – rectifying this properly is a very skilled job that could cost anything from £2500-£10,000. A car with dull paint and localised rust but good panel gaps will be much less expensive to restore. Full rebuilds are easier on a TR than many contemporaries, but are still extremely costly if you don't do the majority of the work yourself, or if the

body is severely corroded – like most unrestored UK cars. Use a magnet to check any areas that look as if they have been filled; there are some terrible bodge jobs around. Check the sills and screen surround, inner wings, bulkhead, floors and A-posts especially carefully, though you could find rot anywhere. The good news is that you can buy everything, but new panels are not always a perfect fit, especially those specific to the TR6. Getting a perfect finish necessitates very tricky fettling – a professional body restoration can cost up to £25k.

**Chassis** condition is equally crucial and again, all sorts of horrors might have been concealed under filler and underseal. Get the car up on ramps and go over it very carefully – with a separate chassis, all the problems can be found if you take the time to look. Check especially around body mounting outriggers, rear suspension and differential mounting points (notably weak on the 4A/5) and check for signs of accident damage front and rear. Make sure all past repairs are sound, and not about to rot through again (tap with a spanner or small hammer and listen for the dull thud or crunch

The TR4 was so much more sophisticated than the preceding TR3A that US dealers demanded Triumph reintroduce the old car (now TR3B) for customers who wanted a more basic sports car. Surrey top is a desirable option

'With a separate chassis, all the horrors can be found if you look'



TR4 engine is tough and torquy, but six-cylinder engines are prone to crank thrust washer wear

suggesting layers of rust). You can buy a new chassis for £6000 - but that's exchange, because the deep pressings for the front suspension on the 4A-6 chassis cannot be made now, so must be swapped. Of course, transferring an entire car's worth of components from one chassis to another takes many hours of labour.

**Check identity** carefully - differences in value mean there are quite a few TR250s (CD-prefix) converted to TR5 (CP-prefix); carbureted TR6 cars were CC-prefix, injection continued with CP- then CR-prefix. Some lesser cars have been upgraded with engines from the 2.5PI, but aren't as powerful as a TR unit in standard form. Many four-cylinder cars have been converted to right-hand-drive, including 4As with live axles.

**The TR4 engine** is a robust, torquey unit that will last well with regular oil changes. Oil pressure below 50psi at speed should raise suspicion - listen for a deep knocking indicating worn crank bearings. Also check for excessive oil leaks, especially from the rear crankshaft seal which is time-consuming to sort. A DIY engine rebuild will cost about £2500, a full professional one £5000-plus, and a pro rally/race engine around £10-12k. The TR5/6 engine is liable to eat its crankshaft

thrust washers and wreck the cylinder block - check for any fore/aft movement of the front crank pulley when the clutch pedal is pushed. Otherwise, engine wear checks are as TR4, including oil pressure. It's easy to fit the early-spec cam to 125bhp injected TR6s, but converting carburettor to injection is much more complex. A good injection system, with Bosch pump and modern regulator, is the ideal and most desirable.

**Gearboxes** get a hard life - check that the synchromesh is in good order, especially on first and second, and if the optional overdrive is fitted (a desirable extra both for ultimate acceleration and for high-speed cruising), check it operates smoothly in all the gears it should (second/third/fourth to 1972, third/fourth from 1973). Dip the clutch in neutral to see if the noise reduces - if so, layshaft bearings need £250-£750 replacement. Check for leaks from front and especially rear seals.

**Interior trim** is widely available but does tend to get swapped around - so if originality is important, check the car you're viewing has the correct spec. Some items, such as the domed-glass temperature gauge on early TR4s, are extremely scarce and might have been lost if an early painted dash has been converted to the

Painted metal dash on TR4 only; woodrim wheel aftermarket



TR4A wooden dash spec. Check the condition and fit of the hood (especially around the door windows) and the hood cover; a tonneau cover is a plus (although check the fit), as is a hardtop. If a Surrey top is fitted on TR4-5, it may have either a fabric or metal top panel (or both). The top costs £2400 secondhand.

**Rear axles** suffer if allowed to run low on oil - check for oil leaks from the front and sides, and for whining or rumbling while driving. The welding and dismantling involved in putting it right could cost up to £5000.

**Front suspension** can wear rapidly and the steering can become heavy if big, wide tyres are fitted. Power steering conversions put extra strain on components far beyond what they were designed to take and it's not uncommon for poorly-maintained suspension to collapse when driven hard on wide wheels/tyres. A suspension rebuilt could cost £1000 so check for play or reassuring signs of regular lubrication.

**Wire wheels** are a popular option - but if fitted, check for broken spokes and worn splines (a clunk when taking up drive or braking) and budget £1500-2500 to replace wheels and hubs if wear/damage is evident.

Poor panel gaps at the rear and bottom of the doors mean structural rot or poor repairs

### [Owning a Triumph TR4-6]



#### Anne Norman, Suffolk

When my husband Peter and I finished restoring our VW camper, I suggested we should buy something we can take out and enjoy on sunny days. We like the shape of the TR4 and found this one at a local dealer in 2015. It's had lots of owners and lots of work done to it over the years, but still has the original engine and specification. We had the Surrey top sprayed red - it was cream and didn't look right - and had some bits tidied up on the body. Since buying it, we've enjoyed it a lot. Peter wasn't happy with some parts, so we've worked on it together - I cleaned up the chassis while he made a patch to weld in by the front suspension, and I was surprised at the red sand that came out! It also kept jumping out of overdrive, so we took the trim out and fitted new switches on top of the gearbox, which cured that. We took it down to Laon this year with no problems, and do around 1000 miles a year. We've spent about £500 a year including servicing and repairs, all of which we do ourselves.



#### Neil Wragg, Warwickshire

I bought my TR5 new in 1968. It was a fabulous car, with one problem - garages had no idea what to do with the mechanical fuel injection. Fortunately, my father did; he recognised that if it had a good supply of fuel, correct volume and pressure, the system worked perfectly. We had to strip down the pump and finish the brass base plate smooth every six months.

In 1970 Anita and I drove to Italy on honeymoon, via the Stelvio Pass. The TR became her transport to work, then became little-used, but still loved. In the early Nineties Anita and I lifted the body off and I repaired and powder-coated the chassis. Then I lightened and balanced the engine internals, with a Stage 2 head, multi-branch exhaust and much more. I repaired the bodywork, but quality body panels weren't available. The fuel injection received a Bosch pump, modern relief valve, new injectors and a recalibrated metering unit.

The car felt fabulous. In 2000, we repeated the drive to Italy, finding the Stelvio very tame this time. The last 10-15 years has seen a good bare-metal respray - the bodyshell was dip-stripped and all pitted metal cut away. The car goes good, sounds good, and looks good. We use it almost every week, always topless, including light rain and heavy snow. It is totally reliable, with 33.7mpg cruising. Annual professional servicing costs £620-640.



#### George Niblett, East Sussex

I've had TRs prepared by Steve Hall at TR Enterprises for 25 years, including TR4s I used for rallying, but my first was a TR6 which was too original to rally. When I gave up rallying, I sold all my rally cars and bought a US-spec TR6 for touring. Steve rebuilt it in 2011/12 with a fast road engine producing 178bhp on triple Webers, a rollbar, adjustable suspension and right-hand drive conversion. It's a very quick car and it's been very reliable, though it doesn't have the flexibility of a TR4, which is a better car for rallying. The suspension is set up more for touring than competition, and I find the US-spec seats with fold-down headrests very comfortable. I spend around £2500 a year on it, for professional servicing and preparation for touring events.

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#### 1973 Triumph TR6 - £18,750 ono

Original UK specification RHD car with Heritage Certificate. Recent respray in Mimosa Yellow and new hood. 81,000 miles; engine rebuilt at 60k and injection system replaced at 76k with new twin SUs. Lumeniton electronic ignition. Differential rebuilt. Poly-bushed suspension with Spax front dampers and uprated lever-type rear shocks. Adjustable MX-5 seats (originals included). Factory optional luggage carrier.

# Next Month

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

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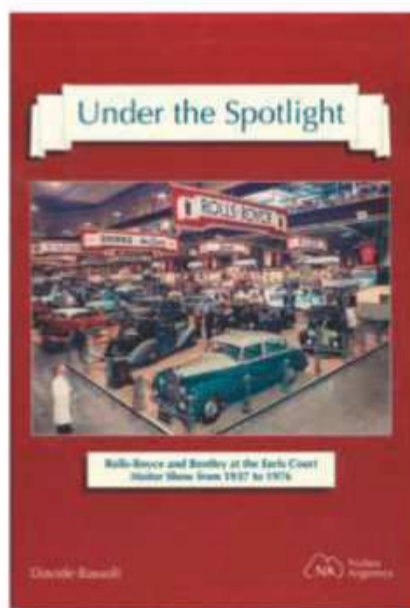
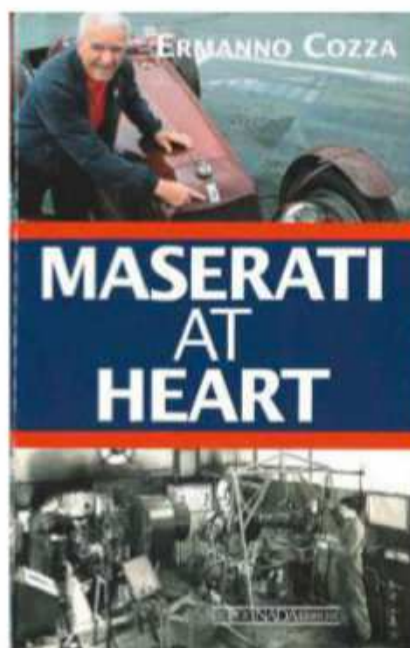
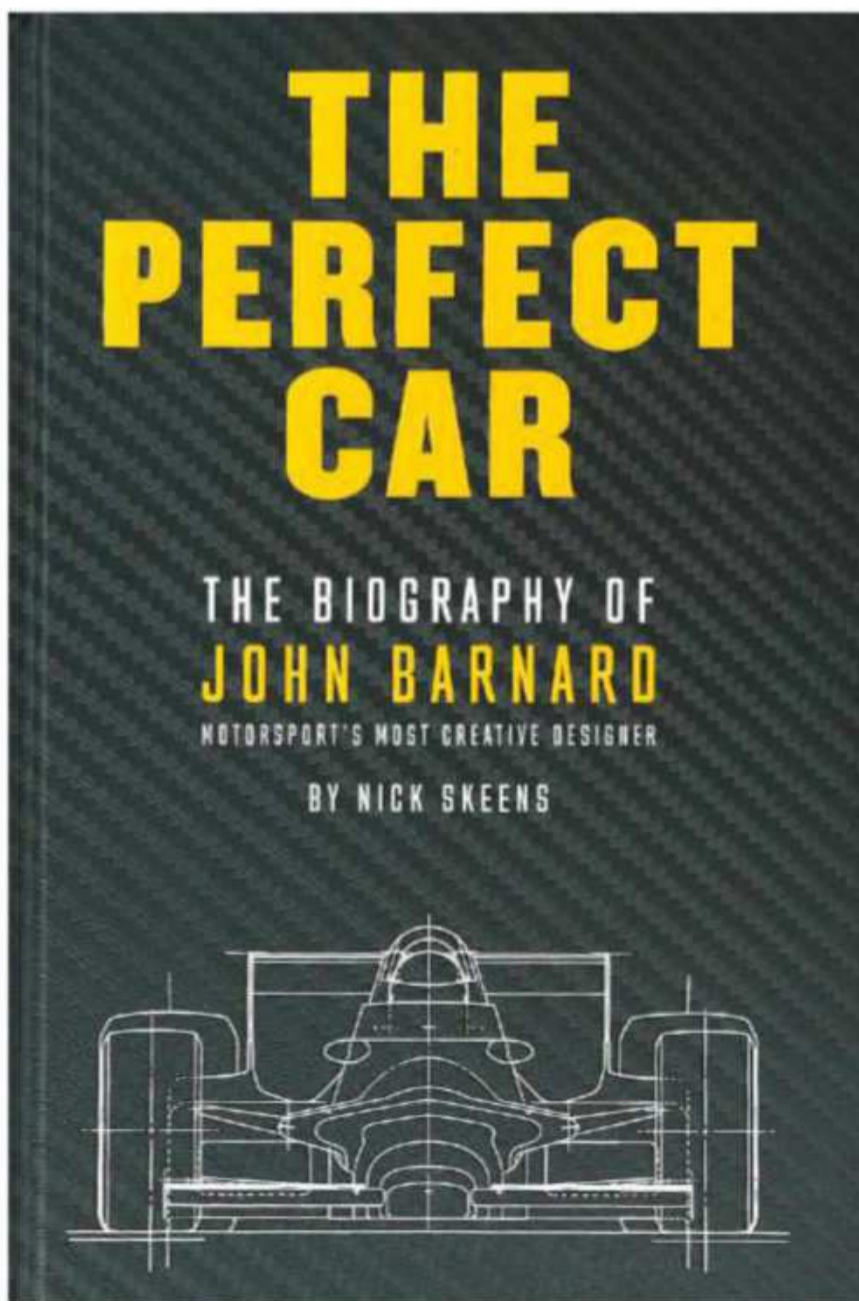


Contents may change

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**1:43-scale Connaught A**  
Spark, £53.99  
We can't remember the last time a model Connaught was available, so Moss' car from the 1952 Italian Grand Prix is most welcome. Detailing is sparse but well-chosen, but a shame Moss himself isn't as well-rendered as his car.



**1:18-scale Porsche 944S Turbo**  
LS Collectibles, £151.99  
Brings back memories of Eighties Polistil and Majorette. But LS's big-money resin falls short, with too low a stance on its wheels, a glazed-over B-pillar and heavy heater decals blocking a decent view of the interior through the rear windscreen.



**1:18-scale Jaguar XJ6 SIII**  
Cult, £160.99  
Cult's BL fixation ditches beige nostalgia for a real gem – Jaguar's XJ6. From its pepperpot alloys and lustrous maroon paint to the spindly chromed gear lever and subtle wood-effect dashboard, it's an evocative model. Just a shame it lacks carpets at this price.



**1:43-scale Excalibur Phaeton**  
Neo, £108.99  
Neo usually makes exquisite resin models of pre-war cars, so this 1977 pastiche is a charming in-joke. Attention to such details as a padded steering wheel and overdone chrome work as both comedy and art.

## The Perfect Car

### The biography of John Barnard

By Nick Skeens, £40, [evropublishing.com](http://evropublishing.com), ISBN 978 1 910505 27 4

This is a biography rather than an autobiography of the great Formula One designer, but as befits his meticulous nature, you get the strong impression that John Barnard was looking over writer Nick Skeens' shoulder throughout. This book is testament to character as much as it is engineering expertise, a story of working-class resourcefulness evolved and writ large across the world of motor sport. Although Skeens covers Barnard's groundbreaking professional career with the likes of Lola, McLaren and Ferrari in great detail, it's his escapades as a young man that provide the greatest insight on his character – building a full-sized speedboat at school, taking on an Aston DB2/4 as a 19-year-old working in a banana-packing factory and re-engineering it after the engine blew. A thorough, entertaining chronicle of an engineering giant.

#### Maserati at Heart

By Ermanno Cozza, £39, [giorgionadaeditore.it](http://giorgionadaeditore.it), ISBN 978 88 7911 716 6

The cover lulls you into thinking this hefty 500-page hardback is about Maserati engines. In a way it is – Cozza spent his entire working life as an engineer at Maserati, applying his ingenuity to everything from the 250F to the Biturbo. But this is part-autobiography, part Maserati history from a shop-floor perspective.

As a result we get stories of Fangio's Grand Prix winners, Giugiaro's supercars, a mysterious engine order from France and the chaos under Alejandro de Tomaso from the perspective of one of the people tasked with rationalising it all in steel and aluminium – one that's hitherto unheard of.

#### Under The Spotlight – Rolls-Royce and Bentley at the Earls Court Motor Show from 1937 to 1976

By Davide Bassoli, £235, [nubesargentea.com](http://nubesargentea.com), ISBN 978 8 8909 5718 5

What seems like an incredibly specific subject study at an enormous price turns out to be a sumptuous journey through five decades of motor show theatre.

Marque authority Davide Bassoli naturally keeps the focus on Cricklewood and Crewe, but it's not just each major new model that's detailed. Each Earls Court floorplan has been unearthed and photographs of every model – plus candid shots with visiting celebrity customers – have been reproduced. Every coachbuilt variation has been detailed. An intoxicating immersion.

#### MORE TO ENJOY

##### Alfa Romeo & Formula 1

By Enrico Mapelli, £40, [giorgionadaeditore.it](http://giorgionadaeditore.it)  
Alfa's involvement in F1 has been vague at times, but this volume links Sauber's current form with the Farina and Fangio glory days.

##### Schlumpf

By Arnoud & Ard Op De Weegh, £35, [veloce.co.uk](http://veloce.co.uk)  
Originally published in Dutch last year, the story and contents of the world's best car collection.

##### Aston Martin Ulster

By Stephen Archer, £30, [porterpress.co.uk](http://porterpress.co.uk)  
The life story of a single car – CMC 614 – and with it, the early history of the Aston Martin marque itself. Superb value for such quality.

##### Lang Cooper 97

By Ed Heuvink, £79.99, [mcklein.de](http://mcklein.de)

The story of a Can-Am monster from Surbiton – a colourful riot of clashing motor sport cultures.

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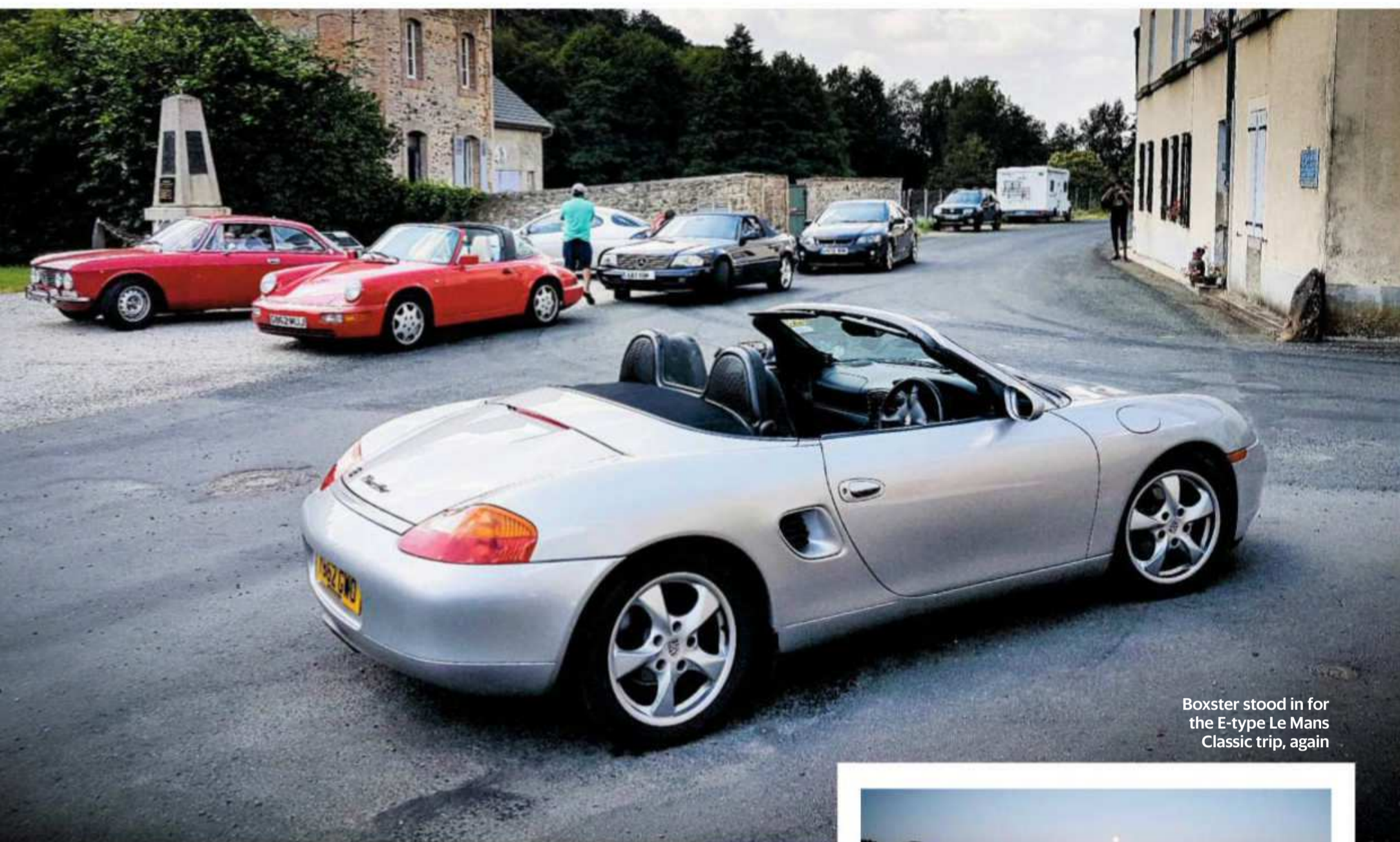
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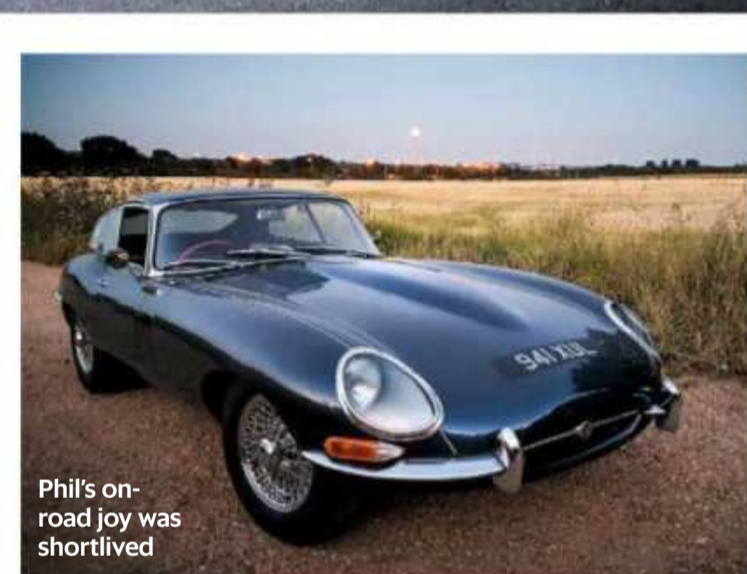
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Boxster stood in for the E-type Le Mans Classic trip, again



Phil's on-road joy was shortlived

## Rubber belt stops play

### 2001 Porsche Boxster 2.7

**Owned by** Mrs Bell,  
phil.bell@bauermedia.co.uk

**Time owned** 13 years

**Miles this month** 847

**Costs this month** £0

**Previously** New E-type water pump and crankshaft damper and thought I was all set for Le Mans Classic

**N**o, the car in the foreground doesn't look much like my E-type. This is the third time that my wife's Porsche Boxster has stood in for one of my cars on the trip to Le Mans 24 Hours or Classic. The first time, I was in limbo between selling Griffith and buying E-type. Then there was the time when the Jaguar refused to start, prompting a frantic transfer of our gear into the Porsche and a mad dash to the ferry. This year the E-type was beached by what the parts specialists amusingly list as a fan belt, in reality a drive belt for the water pump and dynamo - all E-types have electric fans.

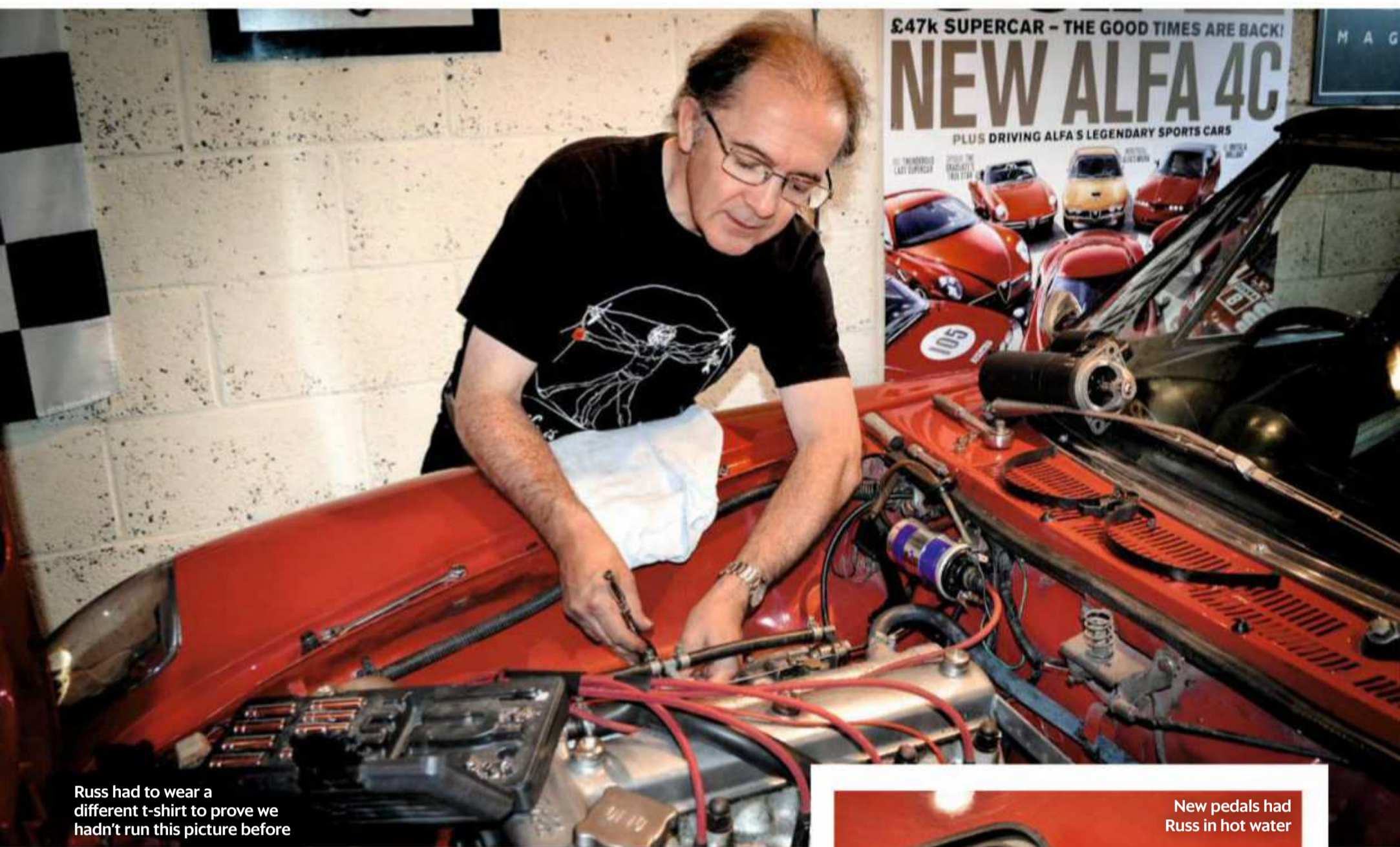
Having battled through a list of variously fiddly and frustrating jobs over the past months, I really didn't expect a simple drive belt to cause so much grief. To fit

a more robust race crankshaft damper I had to change the pulleys from single-groove to the double-groove versions on the later 3.8s. So, I expected the appropriate belt to fit. Well, you would, wouldn't you? But the belt supplied, and labelled SBS1010, was clearly way too short to fit. So, I measured the outer circumference and found it was 990mm. Then I measured the pulley run with a length of bicycle brake cable and with a spot of  $2\pi r$  calculated that I needed a belt with a minimum outer circumference of 1020mm. So, I ordered SBS1010 belts from different suppliers and hoped, but they all measured at 990. I tried the next size, which is SBS1050 as fitted to the saloon 3.4/3.8, and it fitted, albeit with the dynamo at maximum adjustment. With a week to go before the Classic, I had a functioning E-type. Plenty of time for some proper shakedown mileage.

Disconnect coil low tension wires, crank engine to build up oil pressure and fill the carburettor float chambers and... we have ignition. Months of frustrations evaporated as I nosed out into the evening sunset and cautiously wound the E-type up to its natural gait. Twenty miles later it was back

in the garage and my mind was en route to Le Mans. Just 12 hours later my euphoria came crashing down when I noticed that the tensioner pulley was pushing the belt against the bottom radiator hose. The belt had stretched 10mm. The next week became a blur of ordering more belts and more hoping, but come the day of the ferry the Boxster was the only option. A damn good one as it turned out.

As our six-car convoy hoovered up the best driving roads between Caen and Le Mans, the Porsche reminded me just how much fun 220bhp and mid-engined agility can be. Of course, I had to share wheel time with its owner, whose job has kept her away from the last half-dozen Le Mans trips and was clearly making up for it. I thought we'd feel a little out of place at the Classic in a 17-year-old car, but there were plenty of modern classics to make us feel at home and take my mind off the stricken E-type 350 miles away.



Russ had to wear a different t-shirt to prove we hadn't run this picture before

New pedals had Russ in hot water

## Another non-starter

### 1972 Alfa Romeo Spider 2000 S2

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

Time owned Seven years

Miles this month 94

Costs this month £0

Previously Handling overhauled by fitting period-look Pirelli Cinturato tyres

If there's an element of déjà vu to this episode of Our Cars it's only because it *has* all happened before. Some classics can't seem to get particular issues out of their systems. With editor Phil it invariably involves removing the rear axle from his Jaguar E-type; for my Alfa Spider it's starter motors.

By way of background, two years ago I replaced what might well have been the car's original starter motor after it made ineffectual groaning noises and emitted quite a bit of smoke. I also took the opportunity to upgrade to the motor from the later S4 Spider, which is a straight swap but it's a smaller, lighter and higher-torque unit. I'm starting to wonder if it's also a flakier piece of kit...

The first (brand new) one failed completely, so that was replaced by a

reconditioned Bosch item. Which was great for a while, though it was always quite noisy compared to previous units when turning the engine over.

Now that one's gone down the Swanee too, grinding slowly to a halt when I was just about to head off to a show. It sounded like a flat battery, but that's also near-new and the tester and charger both said otherwise.

On many cars removing the starter's not a big deal, but on the Alfa it means first taking off the twin carburettors because you can't get at the motor from below. It's a real knuckle-skinning fiddle but with all the practice, I've got the job time down to just over an hour now. My regular parts supplier, Classic Alfa, to its great credit, immediately popped another starter in the post at no charge because the old one was still under warranty.

And I'm really hoping it's third time lucky. Certainly the early signs are good. It not only seems like the liveliest of the starters I've tried on the Spider so far (further confirming the good health of the battery and all its connections), but it's also the quietest. We'll see.



At least the Spider only missed one week of the best summer we've had since the last one. But having fixed the car I managed to break myself, damaging the cartilage in my left (clutch) knee.

So instead of working on my Tuscan style top-down tan, I've been sweating away most journeys in my father's automatic Peugeot 306. In which the aircon has stopped working.

Oh well, it did give a chance to get round to fitting the new pedal rubbers I bought earlier this year. Easy once you remember to put them in a saucepan of hand-hot water first. The old (probably original) ones were nearly out of tread. And so hard they had to be cut off with a Stanley knife.



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Sam's SRI made it to Prescott Hill Climb's Peugeot celebration in a no-longer-embarrassing state

## Prepped for PugFest

### 1991 Peugeot 405 SRI

**Owned by** Sam Dawson  
(sam.dawson@bauermedia.co.uk)  
**Time owned** 17 months  
**Miles this month** 262  
**Costs this month** £275  
**Previously** Went on a personal themed Drive-It Day

**E**ver since buying the SRI last year, I had one event on my mind: PugFest, an annual two-day extravaganza of all things Peugeot at the Prescott Hill Climb. However, there was no way I was going there with a dent in the driver's-side front wing and a wonky indicator lamp. Especially as this year is the 405's 30th anniversary and Peugeot was sending a display over from the marque's museum in France. Turning up looking like I'd crashed my car en route wasn't an option.

It was a remnant of the accident which took the car off the road; the first owner

clouted his own gatepost with it, tearing the front bumper off. Previous owner Ben Molesworth had managed to source and fit a replacement SRI front bumper, but the fist-sized dent remained.

Upon a colleague's recommendation following work on his Saab 900 Turbo, I took it to Oliver Ince on Fengate in Peterborough. Straightening it out wasn't a simple job - Ince said it was tricky because only the outer skin of the double-skinned metal had taken the impact, and the presence of the inner skin made access to the back of the dent difficult.

As I waited at home for his call, I leafed through the SRI's service history file. My heart sank like a Mafia informant in a canal - the MoT test was due.

Knowing it needed a new windscreen washer pump to pass, I called Grimwood's Auto Electrics (next door to Ince's) to order one in, then booked an MoT test with NCK Autos, round the corner from my new house. I'd clocked it as a classic-friendly



Wing dent was remedied locally by Oliver Ince

outlet when I spotted a Nissan 200SX and a Ford Escort MkIII RS Turbo in its service bays. PugFest was just three days away.

Thankfully, it all worked out in the end. There's a tiny fuel leak to tend to and I still have misgivings about the brakes, but with the 405's clean bill of health I set off for Prescott, albeit in total silence because disconnecting the battery over winter had tripped the stereo's security system and without the original handbook I've got no idea what the reset code is.

My car wasn't quite as shiny as some of the Mi16s I joined in the parade up the hill, and I was completely upstaged by an immaculate grey SRI. Still, at least the car got there and I can photograph it from both sides now. But does anyone know how to reset the stereo security code?

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Well documented A110 is in fabulous fettle



Interior upgrade includes leather seats



Concours-quality engine features race-spec cam

## 1964 Alpine Renault A110 £99,950

With a plethora of works options, this concours Alpine offers a sharper than standard driving experience, says **Ross Alkureishi**

**N**egligible French record-keeping in the Sixties ensures that tracing the history of any Alpine is a complex and sometimes impossible task. However, this Dieppe-built A110 is well known to the Renault Alpine Owners Club. Originally a very early 1964 1100 V70, at some point it was modified to 1300S spec and fitted with a number of factory works items - including a reinforced chassis, competition cooling system with larger nose-located radiator, oil cooler and high-ratio steering rack.

Its history can be traced back to 1977 when it was bought in Lyon by an American; he drove it in Europe before taking it home. There's a raft of invoices in the history file from its time there, including one for the replacement of its four-speed transaxle with a five-speed unit. It came to the UK in 2005, gaining an FIA Passport in 2007 and competing regularly in events. In 2012 a full body restoration was carried out at an estimated cost of £26k (documented on a picture disc) and an engine rebuild which included a racing-spec camshaft.

Its current owner bought it and completed the restoration. Only recently finished and returned to the road, the glassfibre body remains in outstanding condition, the only minor blemish a very small chip in the lacquer under the nearside rear window. Shutlines are similarly first class and the paint finish is superb. All chrome is straight and in very good condition, and new Cibie spotlights are fitted. The alloy wheels are flawless and the Avon Sport tyres have plenty of tread.

The freshly restored cabin has tan leather with cream stitching replacing the original vinyl but retains its distinctive design. Carpets are fresh, with blue overmats. The original seats have been adapted to offer improved lumbar support and comfort; a half roll-cage and TRS four-point harnesses are also fitted. Under the bonnet and boot it has been completed to a similarly high standard and the entire package would grace the most stringent of concours lawns.

On the road it's a brutal and viscerally entertaining car. The steering is supremely direct, the five-speed 'box shifts with aplomb, and although they require a hefty push the non-servo brakes bring the lightweight car to a stop with confidence.

The engine comes on cam at 3000-3500rpm so you need to keep the revs high. Do that, and it pulls like a demon. The gearbox's fifth cog civilizes matters at motorway speeds, so it'll cruise happily.

Once warm, water temperature sat at a steady 80 degrees and twin electric fans keep matters cool when sitting in traffic. The custom electrical system also has fuses and relays for improved safety.

This A110 must be one of the best 'fast road' examples out there. It's the perfect weekend B-road blaster - and occasional show pony, should you wish.

### CHOOSE YOUR ALPINE A110

- ▶ A110 launched in 1963, with glassfibre body bonded to steel chassis and Renault 8-sourced 956cc engine (producing 51bhp) and four-speed gearbox. 1108cc V70 arrived the following year with 66bhp and all-synchromesh gearbox.
- ▶ Gordini engine from '64 in the 85 (renamed Super two years later), as was the option of a five-speed 'box. 1300S has 115bhp from 1965, with lower-powered 1300 engine also available.
- ▶ Body facelift (new lights, flared arches) in 1967, and 1600 engine arrived. High-compression 1600S version of the 1565cc Renault 16TS had twin Weber 45 carburettors and 138bhp. V85 entry-level Alpine made its debut in 1970 with 1289cc 81bhp Renault 12 engine.
- ▶ High-performance model in 1973 - in SC (twin carb) or SI (Bosch fuel injection) form - shared engine with new A310 and had double-wishbone suspension. Final SX variant in 1975 used 1647cc R16TX engine with a single Weber.
- ▶ Dieppe production ends in 1977.

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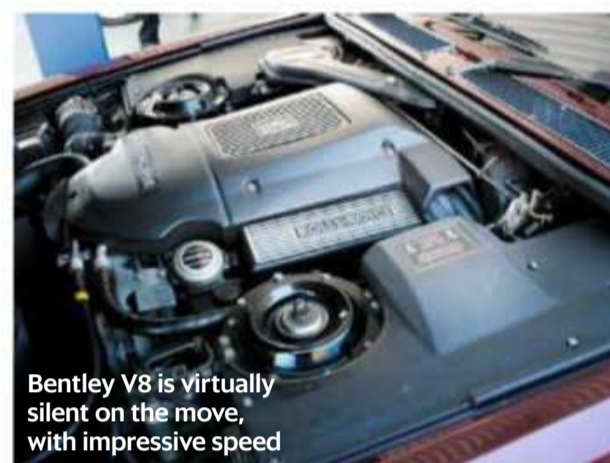
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### 1964 Alpine Renault A110

**Price** £99,950 **Contact** Trevor Farrington, Cheshire (01622 851841, [trevorfarrington.co.uk](mailto:trevorfarrington.co.uk)). **Engine** 1296cc in-line four-cylinder, ohv **Power** 128bhp @ 6000rpm (est) **Torque** 130lb ft @ 5000rpm (est) **Performance** Top speed: 115mph; 0-60mph: 7.0sec (est) **Fuel consumption** 26mpg **Length** 3850mm **Width** 1550mm



Flawless Sandstone leather seats and lambswool over-rugs



Bentley V8 is virtually silent on the move, with impressive speed

## 1994 Rolls-Royce Flying Spur £24,500

With full service history and rarity, this turbocharged Rolls is quite a catch, says **Mike Renault**

**T**his Silver Spur is one of 133 to be fitted with Bentley's turbocharged V8. A dashboard plaque labels it as number five of the Flying Spurs built and it's one of very few finished in Wildberry paint that varies between dark red to almost purple depending on the light.

It was sold new by the Jack Barclay franchise in London, and the service book bears that dealer's stamps right up until 2008. The current vendor has serviced the car ever since. It now has 34 stamps in the book covering its 90,924 miles.

The stack of past bills strongly suggests that whatever the car required was done, alongside yearly oil and filter changes regardless of the annual mileage. In April 2018 the car had new brake pads and suspension spheres along with a new oil cooler and associated pipework costing £1500 in parts alone. The month before, new front camber bushes, exhaust work and a gearbox mount saw another £1300 spent and in February 2018 a reconditioned steering rack was fitted at a cost of over £1400. In 2016 a new radiator was fitted. A running fault in 2014 saw new ECUs,

sensors and hoses put in - well over £4000 of work. Add on the £3600 in 2012 for a new gearbox and the asking price can't be far off what has been spent on maintenance.

Other bills show damage repair to the offside rear door in 2012, but the work was carried out flawlessly with a perfect paint match. There are a few scratches on the body if you look closely, notably a series of small scuffs on the front nearside corner. The passenger side mirror has had a scrape resulting in scratches to its chrome body. Happily the bumpers, grille, headlights and wheels all appear flawless. Under the bonnet the V8 is extremely clean with no signs of fluid leaks in the engine bay.

The old adage is true - these cars are virtually silent on the move. Gearchanges from the four-speed auto are imperceptible and engaging kickdown brings about impressive acceleration but no change in volume. All gauges and dials offered no cause for alarm despite a lengthy test on a very hot day. The brakes work perfectly too, stopping this weighty car very well.

The colour-matched steering wheel, carpets and dashboard top may be an acquired taste but there's little to fault in the cabin, especially concerning those

flawless Sandstone leather seats with their Wildberry piping. The rear picnic tables, footstools and lamb's wool over-rugs are all equally unmarked. The cream headlining remains pristine and the abundant polished wood appears factory fresh.

Push any button and you'll discover it all works immediately and silently. The full factory toolkit is hidden away in the immaculate, carpeted boot along with the fully functioning six-CD multichanger.

Aside from the noted external marks, this Spur is in very presentable condition and its rarity makes it even more special. If you're looking for high performance and luxury along with a healthy dash of exclusivity, without spending a fortune, this car should be a strong contender.

### CHOOSE YOUR ROLLS-ROYCE SPUR

- ▶ Introduced in 1980, the Silver Spur was a 10cm-longer version of Silver Spirit with more interior space. A Spur II was released in 1989 with auto-adjusting dampers; 1993 saw a series III with modified suspension and dual airbags.
- ▶ In 1994, R-R's first turbocharged car saw the Bentley Turbo R's engine fitted to the Silver Spur III to create the Flying Spur with adaptive damping and self-levelling suspension.
- ▶ Initially produced as a batch of 50, demand meant 133 Flying Spurs were built by end of production in December 1995; 129 are designated 1 to 50, with some numbers allocated in to as many as four different cars.
- ▶ Spur IV came in 1996 and production officially ended in 1997, though cars were built until 2000.

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**Price** £24,500 **Contact** Silver Lady Services Ltd, Bournemouth, (01202 388488, [silverladyservices.co.uk](http://silverladyservices.co.uk))

**Engine** 6750cc turbocharged V8, ohv **Power** 360bhp @ 4500rpm **Torque** 350lb ft @ 2500rpm **Performance** Top speed: 140mph; 0-60mph: 6.9sec **Fuel consumption** 14mpg **Length** 5370mm **Width** 1887mm

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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. .... **Arriving 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 3.2Ltr (X-308) 1998:** Maderia Pearl with Cashmere hide 'Classic' interior. Figured walnut veneers. '20 Spoke' alloy wheels. 33,000 miles only from new. Air conditioning, electric seats, retractable door mirrors, wood & leather steering wheel, headlamp wash/wipe, cup holders and other usual refinements..... **£9,750**

**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 ..... **£14,995**

**JAGUAR EXECUTIVE 3.2Ltr (X-308) 2002:** Sapphire Blue with Oatmeal hide interior. Three owners. 34,000 miles only from new. Supplied and maintained by R.A. Creamer in Kensington. 16" 'Starburst' alloy wheels. Wood & leather steering wheel, Park-assist, rear window blind and other usual refinements ..... **£10,995**

**JAGUAR XJ8 SE 4 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 ..... **£14,995**

## Hurst Park Automobiles Ltd

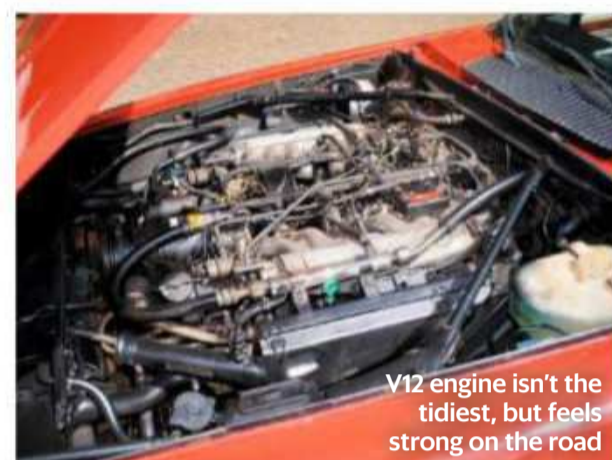
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With excellent paint, chrome and wheels, this XJ-S hard to fault



Interior is in fine condition, with seats that look barely used



V12 engine isn't the tidiest, but feels strong on the road

## 1986 Jaguar XJ-SC V12 £11,999

Reasonable mileage and the gloss of good history make this Jag an appealing prospect at the price, says **Mike Renault**

**F**rom every angle this Jaguar Cabriolet gives the impression of a well cared-for car. The red paint is extremely shiny with no sign of fading. Look closely with a critical eye and you may find the odd tiny stonechip within the lips of the wheelarches, but it takes some hard searching.

The chromework is also in excellent condition, as are the black inserts in the bumpers - with no parking scrapes or scratches. All four lattice alloy wheels appear equally flawless and Falken tyres with plenty of tread are fitted all round. The boot is in equally good order with the carpet in decent condition and the original cover in place around the spare wheel.

Climb inside and it's the same story; this XJ-SC's interior is in excellent shape and the polished wood inserts appear new. That off-white leather cockpit is virtually unblemished on either front seat. A couple of small creases in the driver's seat and dirt on the foot mats are the only indication this car has ever been used. This example has rear seats fitted which appear excellent. Both front seats are electric and operate correctly. The black fabric roof has

two small scuffs on the driver's side but the rest is in terrific condition with no rips and the soft rear window free of crazes, stretches or discolouration. No sign of water ingress is evident.

Opening the bonnet reveals an engine that's clean but not immaculate; no leaks were noted before or after the test drive. All dashboard instruments work perfectly with the needles rising smoothly on the turn of the ignition key. The V12 starts instantly, hot or cold. When stone-cold the motor hunts noticeably up and down the rev range but within 20 seconds settles to a smooth and quiet idle. The exhaust gives no indication of burning oil or other concerns, while on the move indicated oil pressure and water temperatures are just as you'd hope. All four electric windows work quickly and silently, as does the power steering which operates smoothly and has no flat spots when turning from lock to lock. A Sony CDX GT-200 radio/CD player is fitted, the electric aerial in the offside rear wing raises and drops obediently.

Find some clear road and the V12 shoves you back in your seat even under gentle throttle, the kickdown virtually instant with acceleration sufficiently strong

that we have trouble believing the only modification is the stainless steel sports exhaust. Nothing in the paperwork reveals any other upgrades, but this XJ-SC feels quicker than others we've driven.

Gearchanges through the auto 'box are imperceptible; even when engaging reverse there's no jolting. In fact, the car displays no untoward noises or rattles at all and feels all but vibration-free.

Paperwork shows a full service history up to February 1993 and 59,871 miles. At the time of testing it displayed a mileage of 90,642. Other bills since include an aircon compressor and suspension work. This certainly feels like a lot of car for the asking price, considering good XJ-Ss are increasingly in demand.

### CHOOSE YOUR JAGUAR XJ-S

- ▶ Launched in 1975, the XJ-S had a 5.3-litre V12 engine. Most were autos. HE (High Efficiency) V12 offered better fuel economy from July 1981.
- ▶ Jaguar's 3.6-litre straight-six twin-cam joined it in 1983. Manual-only until auto added in 1988.
- ▶ 1983 saw the 3.6-litre XJ-SC cabriolet, with a V12 version in 1985. Both were discontinued in 1987 in favour of the 1988 convertible with frameless windows and one-piece hood.
- ▶ 1991 saw relaunch as the XJS (minus hyphen). Changes included revised rear side windows, taillights and 4.0-litre straight-six engine option.
- ▶ Six-cylinder 4.0 convertible joined the existing V12 version in 1992, while the following year saw a 6.0-litre version of the V12 available.
- ▶ XJS production ended in April 1996.

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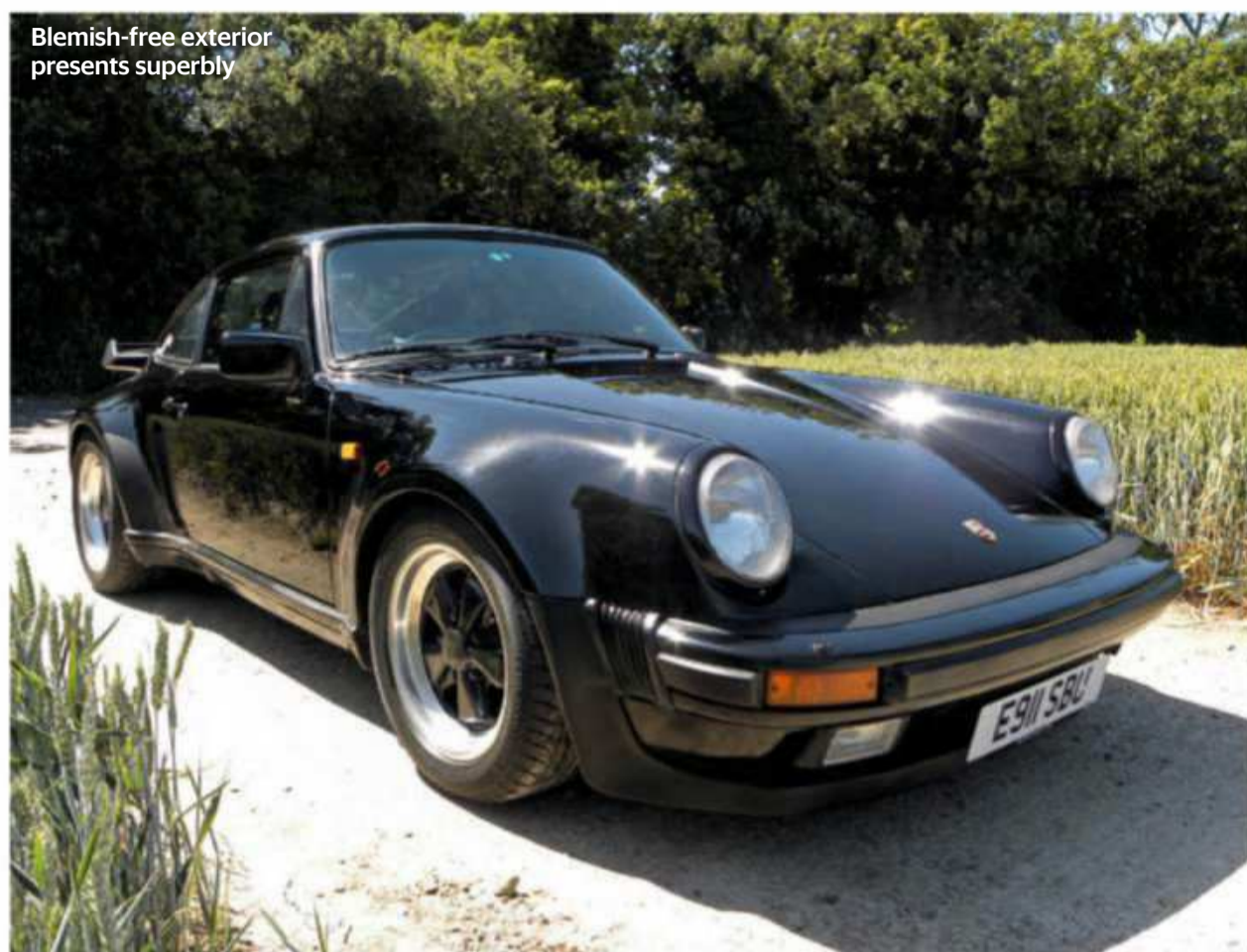
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### 1986 Jaguar XJ-SC V12

**Price** £11,999 **Contact** Kinson Motor Company, Southampton (07545 703474, [kinsonmotorcompany.co.uk](http://kinsonmotorcompany.co.uk))

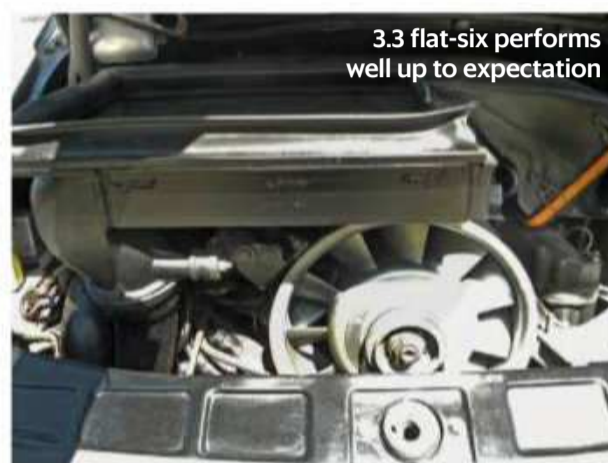
**Engine** 5343cc ohc V12 **Power** 291bhp @ 5250rpm **Torque** 290lb ft @ 2800rpm **Performance** Top speed: 150mph; 0-60mph: 8.0sec **Fuel consumption** 17mpg **Length** 4764mm **Width** 1793mm



Blemish-free exterior presents superbly



Black leather cabin looks immaculate



3.3 flat-six performs well up to expectation

## 1987 Porsche 911 Turbo (930) £74,995

It doesn't get much cooler than an Eighties black 911 Turbo and this one definitely deserves legendary status, says Dale Vinten

**T**he 930 was Porsche's first production turbocharged 911 and this coupé version has the 3.3-litre air-cooled flat-six turbo engine and four-speed manual gearbox. Presented in black with matching leather interior, the car remains in exceptional original condition throughout. It is completely corrosion free, including the underside which appears clean and in fine shape with no evidence of damage or leaks.

The paintwork is superb, showing no nicks, scratches or swirls, with the only minor issue being some slight fading to the offside edge of the roof, though this does not detract from the overall aesthetic. The period-correct OEM wheels look the part and come wrapped in Continental ContiSportContact tyres with plenty of tread and even wear. All bumpers and trim, including the 'tea tray' rear spoiler, are blemish-free and in excellent condition.

The engine bay is similarly well presented and the engine itself shows no sign of fluid leaks or worn parts. Inside, the interior is as close to immaculate as you can get with special mention going to the

seats. The leather buckets are in excellent original condition, having aged impeccably. All gauges, switches and electrics work as they should from a car of this calibre.

Out on the road the car feels very sturdy. The engine pulls firmly in every gear but it's not until the turbo kicks in at just over 4000rpm that you know you're driving a very fast car indeed. Performance is majestic, even by today's standards. The only noises are the whoosh of forced induction and an exemplary exhaust note.

The brakes stop the car effectively and in a straight line with no noise or judder. The steering feels well-weighted and precise and the handling inspires the confidence to chuck it into corners.

The engine starts on the button and comes up to temperature quickly, maintaining a healthy idle. The engine burns no oil and there is no hint of smoke from the exhaust on start-up or under hard acceleration. All fluids are at their correct levels and all pressure and temperature readings indicate a healthy, happy car.

The odometer reads 100,136 miles, which is not high for one of these, and with a meticulously documented history file this figure is nothing to fear. The car comes

with a certificate of authenticity from Porsche and the original owner's handbook stamped with full service history from new. It is accompanied by old MoT certificates that show the slow progression of mileage over time. A full gearbox rebuild was completed along with a replacement clutch, flywheel and oil seals in 2015 at a cost of £3750.

This fastidiously maintained 911 is a shining example of one of the most quintessential Porsches. It drives as well as it looks and represents a tempting slice of Eighties exotica at a fair price.

### CHOOSE YOUR PORSCHE 911 TURBO (930)

- ▶ Labelled the 930 and introduced in 1975 with a 3.0 flat-six engine and four-speed manual gearbox, this was Porsche's first production turbocharged 911 and it kicked out 260bhp.
- ▶ Engine capacity increased to 3.3 litres in 1978, upping output to nearly 300bhp. The original whale-tail spoiler was revised to aid fitting a new intercooler to help with the power increase. Other improvements included updated brakes developed from the 917 Le Mans car.
- ▶ 1985 saw a new seat design and a four-spoke steering wheel. Electric central locking and air conditioning became standard.
- ▶ In 1986 the 'Flachbau' or 'Slantnose' models were offered with the normal 930 front end replaced by a 935-style nose including pop-up headlights. Power increased to 330bhp.
- ▶ Previously only a coupé, in 1987 cabriolet and Targa versions were released.
- ▶ Five-speed manual gearbox was introduced in 1989, the final year of 930 production.

### 1987 Porsche 911 Turbo (930)

**Price** £74,995 **Contact** UK Sports Cars, Kent (01227 728190, [uksportscars.com](http://uksportscars.com)) **Engine** 3299cc flat-six, sohc, turbo  
**Power** 296bhp @ 5500rpm **Torque** 304lb ft @ 4000rpm **Performance** Top speed: 162mph; 0-60mph: 4.8sec  
**Fuel consumption** 18mpg **Length** 4291mm **Width** 1775mm

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### 1964 MORRIS MINI COOPER 1071 S.

Tartan Red with White Cap and Red Trim. Supplied new by Appleyards of Leeds. Total ground up restoration to FIA Spec some years ago and still in exceptional condition today. Mountune Engine, Close ratio Gearbox, LSD, Full Cage, Reclining Works Seats, 4 Cibie Spot Lamps, Minilite Wheels. Twin Tanks, Harness's, Map Light, Heated Screen, Fully Fused Works Style Dash, Sump Guard, Adjustable Suspension etc. bodyshell painted by Moorland Classics at a cost of £8,000 ! A most exceptional example. Correctly set up and ready to go !

RHD - £39,995



### 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



### 1990 MINI COOPER 1275.

Red with White Cap. Last Owner for 20 years !! Three 'lady' owners in total. Full Body and Mechanical rebuild some years ago by TR Enterprises to the highest of standards. Lovingly cared for since and stunning throughout. Engine now 1293 and beautifully detailed. Genuine Minilite Alloy Wheels. A superb example of this rare and appreciating asset. Far from just being another 'average' example. Now awaiting its next custodian.

RHD - £16,995



### 1958 ROVER 60.

Dove Grey over Smoke Grey with Red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 20,800. This has to be the lowest mileage Rover extant. Has a most extensive history, including Original Log Book, Hand Books, service Bills Etc. Equipped with Free Wheel, Spot Lamps, Wing Mirrors, 'His Masters Voice' Radio, Rim embellishers Etc. It would be hard to believe that a better example exists.

RHD - £13,995



### 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 - £7,495



### 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 'Frog-eye' by BRDC member. Engine is now 1380cc by Dave Wells / SH Engineering, Gearbox - 5 Speed, Suspension updated with leafspring 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



### 1966 MGB ROADSTER.

Heritage Shell. Finished in Tartan Red with Black Interior and Hood / White Hard Top. Specification includes Overdrive, Chrome Wire Wheels, Additional Cooling Fan, Map Light Etc. Etc. Last Owner for almost thirty years ! Total restoration some years ago to a superbly high standard and lovingly cared for since. Comprehensive history file and photographic record of rebuild. A beautiful example of the iconic MG now ready to be enjoyed once again.

RHD - £16,995



### 1974 FORD ESCORT 1300 L ESTATE.

17,000 Miles from new !!!!!!!!!!!!! Diamond White with Black interior, Disc Brakes and Servo from new - £ 18/10 ! Seat Belts from new - £ 9/68 ! Original bill of sale, Stunning condition throughout, Try and find another like this. Unrepeatable and one for the true Ford enthusiast.

RHD - £14,995



### 1989 JAGUAR XJS V12 CONVERTIBLE - AUTO

This magazine featured and KWE Approved XJ is finished in Westminster Blue with contrasting Magnolia Hide and is in superb condition throughout. Private registration shown is included.

RHD - £24,995

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### 1965 MERCEDES BENZ 230 SL AUTO.

Light Beige with Havana Brown Hard Top and Matching Hood. Interior in Tan Hide. Ground Up Restoration just completed to a standard seldom achieved. Every component has been restored to perfection. The lengths that have been gone to in sourcing original parts worldwide, must have taken months. Equipped with Period Radio, PAS, Tool Kit Etc. Next year we celebrate 50 years in the business and I have never seen a finer, more detailed restoration. Hand on heart this has to be the very best example world wide !

RHD - £120,000

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







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1972 BMW 3.0CSL  
RHD



1966 Aston Martin DB6  
RHD



1965 Jaguar Mark X 4.2  
LHD



1967 Lamborghini 400GT 2+2  
LHD



2006 Ferrari SuperAmerica  
RHD



Jaguar E Type 4.2 Roadster Series II  
LHD



1965 Morris Mini Moke 'Pavesi'  
LHD



1964 Ferrari 330 GT 2+2 Series I  
LHD





2007 Aston Martin DB9  
RHD



1989 Aston Martin V8 Vantage Volante  
X Pack RHD



1978 Bentley T2 Saloon  
RHD



1965 Jaguar E Type 4.2 Series 1  
RHD



1973 Jaguar E Type V12 Roadster  
RHD



2004 Lamborghini Gallardo  
RHD



2004 Maybach 62  
RHD



2015 Porsche 991 GT3 RS  
RHD



1957 Mercedes-Benz 300SL Roadster  
LHD



1987 Mercedes-Benz 300SL  
RHD



1988 Rolls-Royce Corniche II  
LHD



Aston Martin Vanquish S Ultimate Edition  
RHD



## 1998 ASTON MARTIN VANTAGE V600



One of the limited edition cars this V600 has covered just 28000 miles with no expense spared service history with 'works service'. Finished in the most desirable colours of Royal Blue with parchment piped blue. £339,000



**2006 ASTON MARTIN VANTAGE**, in Oynx black with sandstone trim, 38000 miles with just one owner. £38,950



**2001 ASTON MARTIN DB7 VANTAGE MANUAL GEARBOX CAR!** Finished in Malvern silver with black trim. 42000 miles. £39,950



**2001 ASTON MARTIN DB7 VANTAGE VOLANTE** finished in silver blue with black hood and trim. 52000 miles with full history £39,950



**1959 MGA TWIN CAM ROADSTER** fully restored to original spec plus five speed gearbox, fully documented. £POA



**1957 MGA ROADSTER** fully restored by Oselli and little used since. Huge spec, desirable colour combination £POA



**1957 MGA ROADSTER.** Body off restoration by Oselli huge spec including 1950cc stage two engine and five speed gearbox. Full picture file. Just superb £POA



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Aston Martin Virage Volante Wide Body  
Aston Martin DBS 1970 RHD  
Aston Martin DB6 Vantage Man LHD  
Aston Martin V8 SIII Saloon Auto LHD

Aston Martin V8 Vantage X Pack Coupe RHD  
Aston Martin V8 S2 Saloon LHD  
Aston Martin V8 Volante Auto LHD  
Aston Martin Virage Coupe  
Aston Martin V8 Volante Man RHD  
Aston Martin Virage FULL 6.3 Man RHD  
Austin Healey 100M LHD

Healey Beutler original Mille Miglia  
Healey Westland Mille Miglia  
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- 1936 Speed 20 replica Vanden Plas Tourer; 1937 4.3 Replica Vanden Plas Tourer
- 1938 Silver Crest Saloon by Holbrook; 1960 TD21 DHC by Park Ward
- 1963 TD21 Saloon by Park Ward; 1964 TE21 DHC by Park Ward

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**1973 JAGUAR E TYPE V12 MANUAL** Finished in Azure Blue with dark Blue Hide. Lots of history including original Jaguar Passport to Service with 16 stamps, 20 old MOTs and lots of service and repair invoices. Now has 91,000 on the clock. Original handbook pack and spare key. VERY ORIGINAL CAR AND EXCEPTIONAL VALUE..... **£49,995**



**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 it's 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**



**1979 ROLLS ROYCE SILVER SHADOW II.** Stunning Silver Shadow finished in Larch Green with Magnolia hide and beige carpets. Beige knee roll with black dash top, hide head lining and headlamp wash-wipes. Rolls Royce book pack in its original wallet. Large service history including 21 stamps from a mix of main dealers and marque specialist, only 72,488 miles. Silver Shadows are now becoming really hard to find in this condition ..... **£22,995**



**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**



**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**



**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 mileage and one owner 123 Mercedes in this condition ..... **£12,995**



**1982 FERRARI MONDIAL QV 2.9 V8.** Finished in immaculate gun metal grey with black hide. The car had been in a museum collection in Italy for a number of years before being imported to the UK by the previous elderly owner in 2012. It was taken to a Ferrari specialist for a major service including cam belt and tensioner replacement. Superb looking Ferrari original throughout. RWD, five speed manual with wear period correct Michelin TRX tyres. LOVELY RUST FREE UNMOLESTED EXAMPLE. .... **£32,995**



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**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**



**2001 MERCEDES 500 SEL** Only 52,000 miles and in mint condition, finished in silver with black hide. Full spec car including dual climate control, sun roof, electric seats including rear seat, black nappa leather. Comes with a Full Service History. Very hard to find a better one! ..... **£7995**



**2000 BMW Z3 3.0.** Finished in titan silver with black leather sports seats. With lots of Schnitzer modifications, including Schnitzer front bumper, 17inch Schnitzer wheels, Schnitzer exhaust system, Schnitzer handbrake, Schnitzer gear knob. 98,000 miles with a Full Service History ..... **£8995**



**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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1957 Bentley S1  
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1959 Bentley S1 Continental  
Six Light Flying Spur by H.J. Mulliner



1961 Bentley S2 Continental  
Four Light Flying Spur by H.J. Mulliner



1962 Bentley S2 Continental  
Coupe by H.J. Mulliner



1965 Rolls-Royce Silver Cloud III  
Drophead Coupe by Mulliner/Park Ward

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**1985 Porsche 911, 3.2 Carrera Targa** finished in Guards Red with black pinstripe interior with 5 speed manual transmission. Absolutely fabulous condition and unlikely to have ever had any paintwork since leaving Stuttgart. It has covered only 69,000 miles and comes with its original service book with 17 service stamps and numerous service invoices. Definitely one for the discerning collector .....**£49,950**



**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 .....**£39,950**



**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**



**1972 Porsche 911T (2.7 RS Evocation)** finished in pale Porsche yellow with contrasting black interior and Carrera decals and correct RS duck tail. This is an exceptionally good recreation of a 2.7 RS and fitted with a 2.7 engine with mechanical fuel injection and sitting on correct Fuchs wheels. Cosmetically and mechanically excellent and just fitted with new Classic RS seats. It is a very well looked after example that comes with an original hand book together with a detailed maintenance record whilst in its present ownership, dating back to 2003.....**£69,950**



**1958 Austin Healey 100/6 BN4** in Colorado Red over Black, Only 2 owners in the last 40 years, absolutely beautiful throughout, Vast service history file. Fantastic Value at .....**£59,950**



**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 .....**£52,950**



**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**



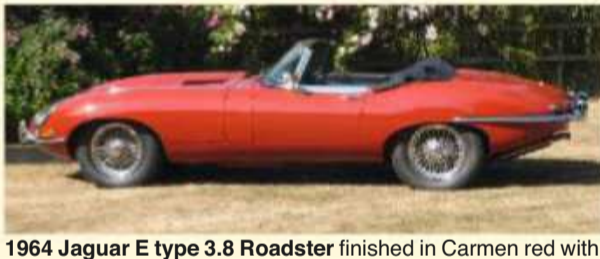
**1949 MG TC** finished in Burgundy with contrasting interior and off white hood and side screens. This is a completely rust free example that we believe was delivered to the USA when new. The paint finish and general condition is quite exceptional for a car of this vintage and the car is mechanically superb and very rewarding to drive. Becoming hard to find in this condition and very realistically priced at **£24,950**



**1978 Aston Martin V8 "S"** finished in Kentucky blue with pale blue hide interior. Mechanically excellent with a really comprehensive history file, bodily unmarked and superb to drive. Very well priced at only ....**£89,950**



**2003 Aston Martin DB7 Vantage** finished in Grigio Titanio with contrasting Navy blue hide interior. Supplied by us to the last owner, this is a beautiful example that has covered only 41,000 miles and comes with a full service history. Fitted with automatic transmission and most available options. According to Quentin Wilson this model is likely to become a collector's item in the not too distant future. Realistically priced at.....**£41,950**



**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 .....**£165,000**



**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**



**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 events 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..... **£79,950**



**1967 Aston Martin DB6.** Finished in Dubonnet Rosso with contrasting magnolia interior. It has been in the same ownership for the last 39 years, during which time it has been the subject of a complete refurbishment to a very high standard. Very sensibly priced at .....**£275,000** Please enquire for more details.



**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**



**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**

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**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**



**Aston Martin DB9 V12 Volante** 2008 Touchtronic ONLY 14600 MILES FROM NEW. Finished in Metallic Midnight Blue With Full Sand Leather Electric Sports Seats. Options include: Colour Sat/Nav, Heated Seats, Front/Rear Park Distance, Power Fold Mirrors, Wind Deflector, Grey Brake Calipers, Bluetooth Phone, Cruise Control, Sand Beige Leather with Royal Blue Dash and Door Cappings, Royal Blue Power Hood, Multi CD With Linn HiFi. By Far One of the Very Finest Available in Very Desirable Colour Combination. Full Aston Martin Main Dealer Service History with Full MOT History. For More Detailed Information Please Call or email ..... **£54,995**



**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 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**

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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.

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**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.

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**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.

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**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 Nuolari 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.

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**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.

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# RELOCATION UPDATE

Following last months news that we have to leave Bristol I am delighted to inform our customers and many readers that our new home will be Chateau Impney. Home of the superb hill climb and some fabulous collector cars. We have kept our calm and we shall carry on!

*A huge thanks to all our customers over 10 years of Fender and Broad.*



ROD SPOLLEN CEO CHATEAU IMPNEY AND ANGUS FENDER OF F&B AT OUR NEW HOME



**JAGUAR XK150FHC**

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£74,995



**1961 & 1967 JAGUAR MARK II 3.8MOD**

Gunmetal car is JD Classics restored. Red DON38 is a highly significant piece of Jaguar history  
£DISCUSS



**1964 Porsche 355C**

Left hand drive lovely car with good specialist history  
£59,995



**1964 JAGUAR E TYPE FIA FAST ROAD/RACE CAR**

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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**



**1969 Rover P5B Saloon** - A good, solid driving car that arrives with MOT through to next June. The car presents and drives well and looks great in its colour scheme of White with Mulberry trim. Paintwork is of a nice standard although minor light blemishes are evident and chrome work is of a very good standard. Notes in the history file tell us the body was restored in 2011 ..... **£9,995**



**1964 Jaguar E-Type Series I 3.8 FHC** - A lovely, usable example that is a matching numbers car, retaining its original features including its four speed Moss gearbox. Incredibly sought after, this is a top class driving example that can be used and driven with confidence. Will no doubt over time prove a superb investment... **£124,995**



**1936 Alvis Firebird DHC** - Beautiful Cross and Ellis DHC body, we are told only 25 of the 97 manufactured with this body are said to survive. £11,300 was spent with Red Triangle between 2012 and 2013 including some engine rebuild work, starter motor re-conditioned, front suspension rebuild and various electrical work. Exceptional gleaming paintwork. Brand new hood ..... **£52,995**



**1927 Morris Oxford Doctors Coupe** - Superb driving, very well presented. We sold it to the last owner back in 2015 and prior to this had spent some time in the Beamish Collection and is believed to be one of few Oxford Doctors Coupe survivors. Comprehensive history file. The paint work has a lovely aged look with nice older deep paint..... **£17,995**



**1992 Jaguar XJS V12 Convertible** - 66,700 miles covered from new. The car is beautifully presented with an exceptional paint finish, beautiful Magnolia leather upholstery and excellent Black power hood. Wheel arches are superb, bumpers are very smart and alloy wheels are in lovely condition. The car is incredibly sharp and has clearly been a garaged, well-kept car..... **£26,995**



**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**



**1962 Porsche 356B Coupe** - This beautifully presented, very usable example is a Black plate California car that has been well kept over the years. The car retains its original interior with the front seats recovered in black hide, original door cards, headlining and electric sunroof. Since arriving from California the Porsche has been subject of some general re-commissioning work and body restoration in the region of £10k..... **£59,995**



**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**



**1969 MGB Roadster Heritage Shell** - This genuine UK supplied, overdrive. Subject of a major rebuild in 1990. The MGB was treated to a brand-new Heritage shell, new wings and door skins, and was completely rebuilt by a Midlands classic car specialist. Their paperwork states that the panel fit on the completed car was better than the MG Motor Company has ever achieved on their production models..... **£23,995**

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convertible only 29,000 miles  
from new



1968 Rolls-Royce Silver Shadow 1  
67,000 miles



2007 Bentley Azure  
Only 6,000 miles FBSH



1973 Rolls-Royce Silver Shadow 1.  
29,000 miles



1960 Bentley S2

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Chassis No. CSX 3234 was imported into the UK from California in 1971 and restored and converted to Right Hand Drive by AC Cars Ltd. in Thames Ditton the same year.

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Subsequently sold (by myself) to Switzerland and reimported and restored again by AutoKraft/AC Cars in the late 1980's, still retaining its original chassis and twin-carb. '427 S/C' spec. 485 bhp side-oiler engine etc., but now with Reg. No. COB 3.

Upon completion it immediately became the 1990 AC Owners' Club 40th Anniversary 'Champion of Champions' Concours outright winner - just 500 miles since.

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*For more photos etc. search 'AC SHELBY COBRA' on [www.classiccarsforsale.co.uk](http://www.classiccarsforsale.co.uk)*



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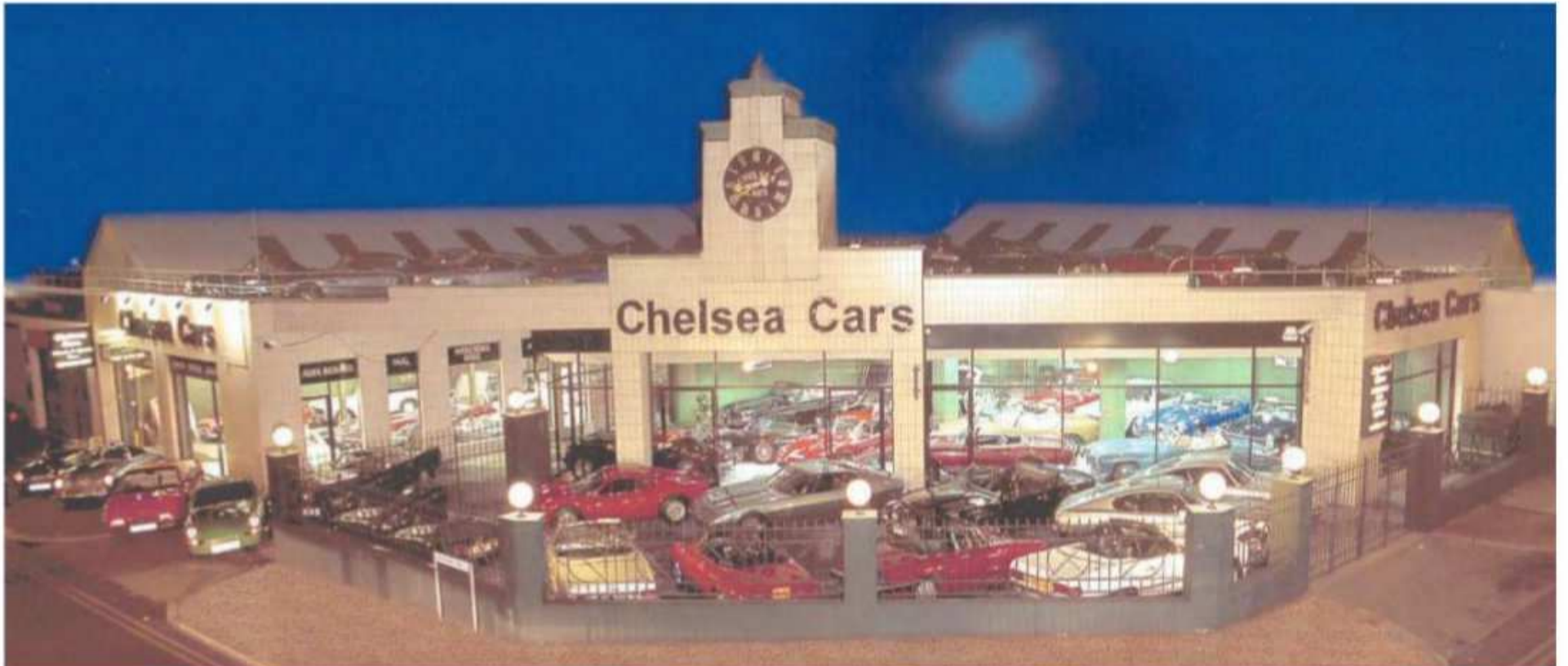
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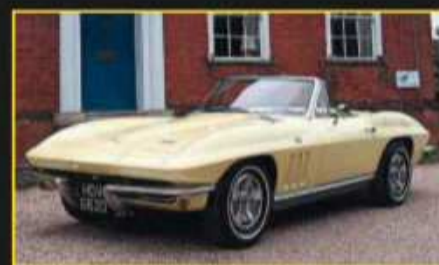
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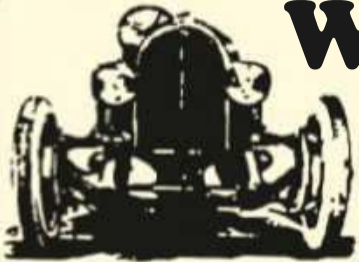




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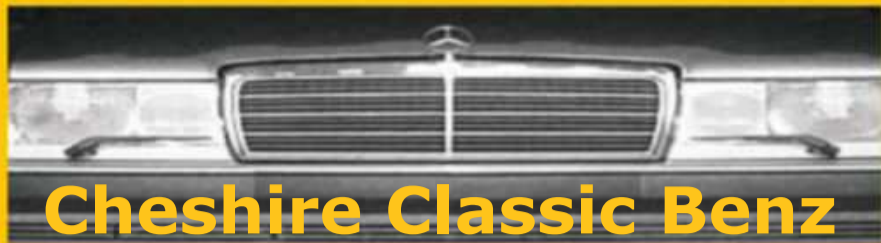
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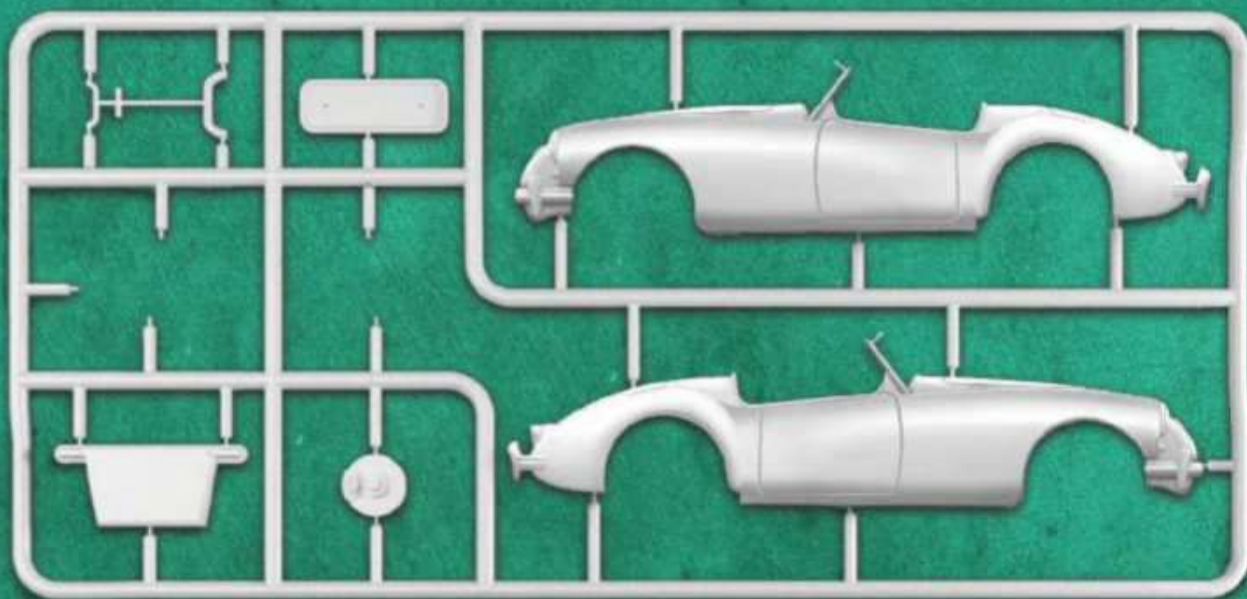
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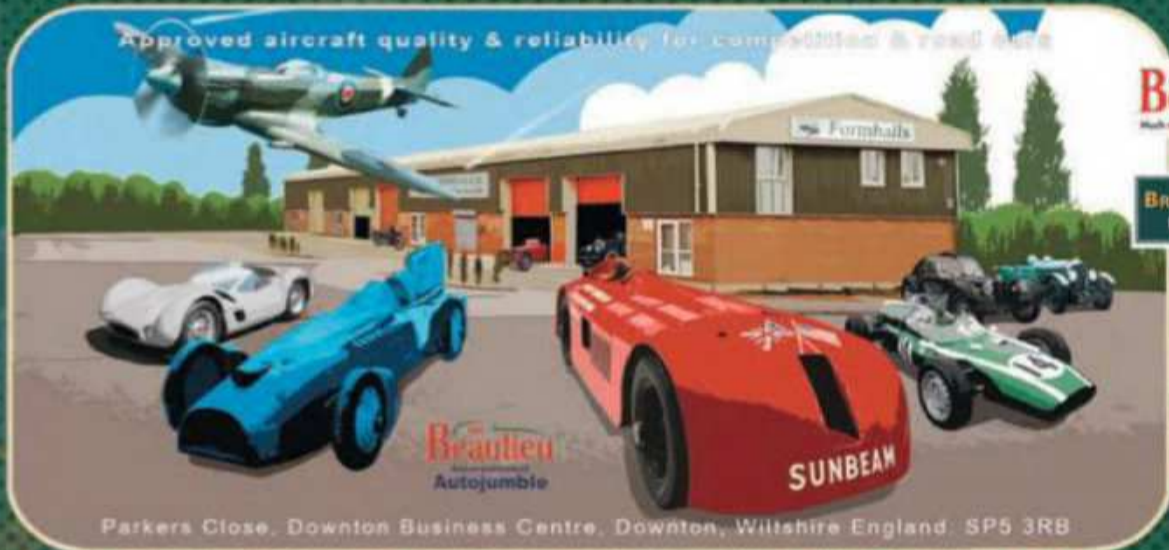
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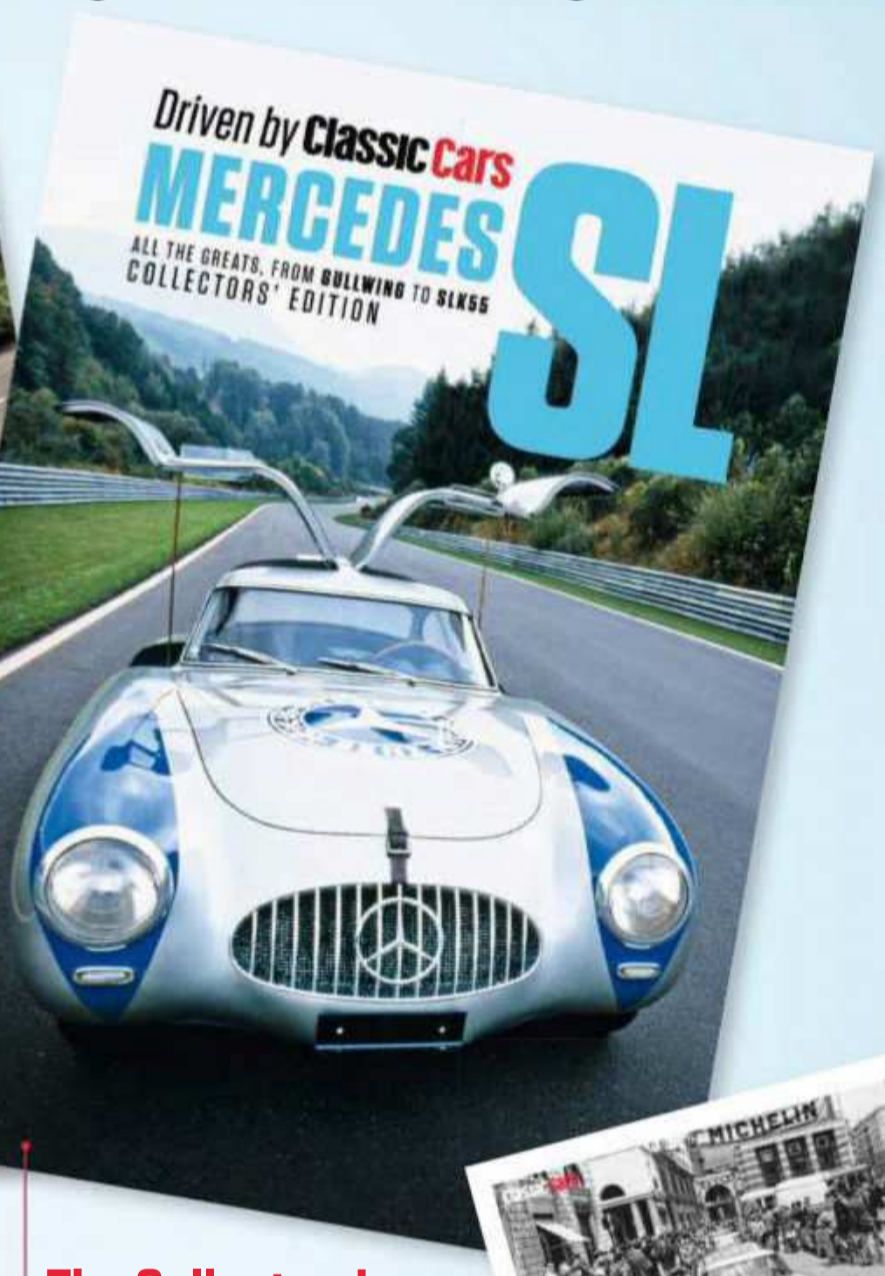
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# WHY I LOVE...



the Ford Sierra Cosworth, by the man behind the rallying golden eras of both BMC and Ford Europe, **Stuart Turner**



'The Ford of Britain chairman pointed at a picture of Jim Clark's Cortina on the boardroom wall and asked me, 'Will the Cosworth do for the image of the Sierra what the Lotus did for the Cortina?'

**T**he Sierra Cosworth was more important to me and my career than I realised at the time,' says Stuart Turner. 'In 1983, I was head of Ford of Britain's Public Affairs when I was asked to write a report on motor sport for Walter Hayes, Vice President of Ford's worldwide PA team based in America. A few weeks later, somewhat to my surprise I found myself running motor sport for Ford of Europe, reporting to president Jim Capolongo. I thought it would make sense to arrange for him and the chairman, Ed Blanch, to visit Cosworth to see the DFV race engine and meet the company genius, Keith Duckworth.'

During their tour the trio passed a 2.0-litre Pinto engine sat on a bench with a 16-valve cylinder head. 'Keith commented nonchalantly that he thought that there might be a market for a couple of hundred heads as tuning kits. Knowing Keith, I'm sure the position of the engine was not accidental,' grins Stuart.

'Imagine the scene later - two American Ford executives sitting in a traditional English pub with Keith. I suggested over a ploughmans that a Sierra with a 16-valve turbo conversion would see off all our touring car opposition.'

Stuart stresses that while he did not invent the car, the subsequent discussion with two of Ford's key decision-makers surely helped its case. But to satisfy homologation at least 5000 units had to be built. Moreover, the car had to be analysed, costed, designed and tested before the green light was given. Even the extreme tailgate spoiler caused considerable debate.

'Ford of Britain had to take a healthy percentage of the 5000 cars. I remember some key board members giving me a tough ride in one meeting. Suddenly Ford of Britain chairman Sam Toy pointed at a picture on the boardroom wall and asked, 'Will the Cosworth do for the image of the Sierra what the Lotus did for the Cortina?' 'Yes,' I replied, with all fingers crossed. At that point Sam became supportive The picture on the wall? Jim Clark cornering hard in a Lotus Cortina!'

In early 1987 Stuart was at Silverstone to see the Sierra Cosworth's first race, won by Andy Rouse. A batch of uprated RS500s followed. 'By year's end the car had achieved all we'd hoped for. I still feel that that pub near the Cosworth factory in Northampton should have a plaque outside saying, "The Sierra Cosworth was conceived here."'





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 DB6 MK2 VANTAGE  
 £425,000**

Well maintained over the years, at 57,000 miles, a complete chassis and body restoration was commissioned and carried out between 2010 - 2011. Works included, chassis and body restoration, including bare metal repainting. Further to this, a complete engine rebuild to 4.2 litre lead free spec, a suspension rebuild with uprated components and fitment of air conditioning, All restorative and rebuild works have been carried out by respected Aston Martin specialists and meticulously recorded, leaving the car in the highly desirable specification and condition as presented here. Current and total mileage is now 65,000, supported by MOT certificates and servicing history.



**1966 Aston Martin DB6** £330,000



**1984 V8 Vantage (LHD)** £399,950



**2000 Vantage Le Mans** £475,000



**1987 V8 Vantage Zagato** £495,000



**1988 Aston Martin V8 Efi** £164,950



**1996 Vantage V600** £295,000



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Please note that we have now completed our relocation to our new 'destination' premises in Hertfordshire.

Please visit our web-site for full address details

# THIS IS NOT PURPLE.

## THIS IS DODGE CHARGER PLUM CRAZY

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