



Rollover-wreck **E-type** restored



£3k **Herald?** Read our guide

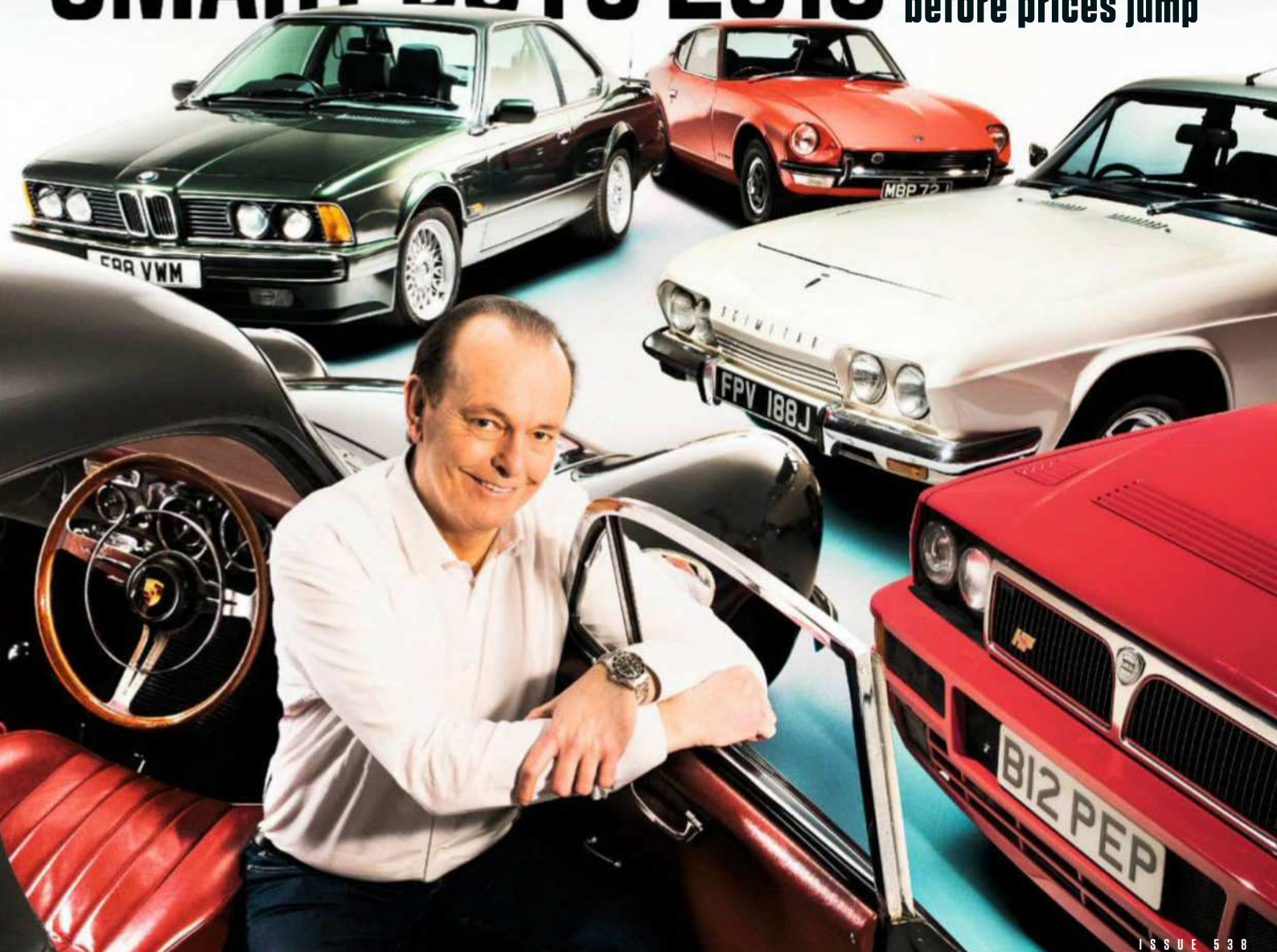


A **Giulietta** from Libya to London

CLASSIC **Cars**

Quentin Willson's SMART BUYS 2018

Five life-enhancing classics to bag before prices jump

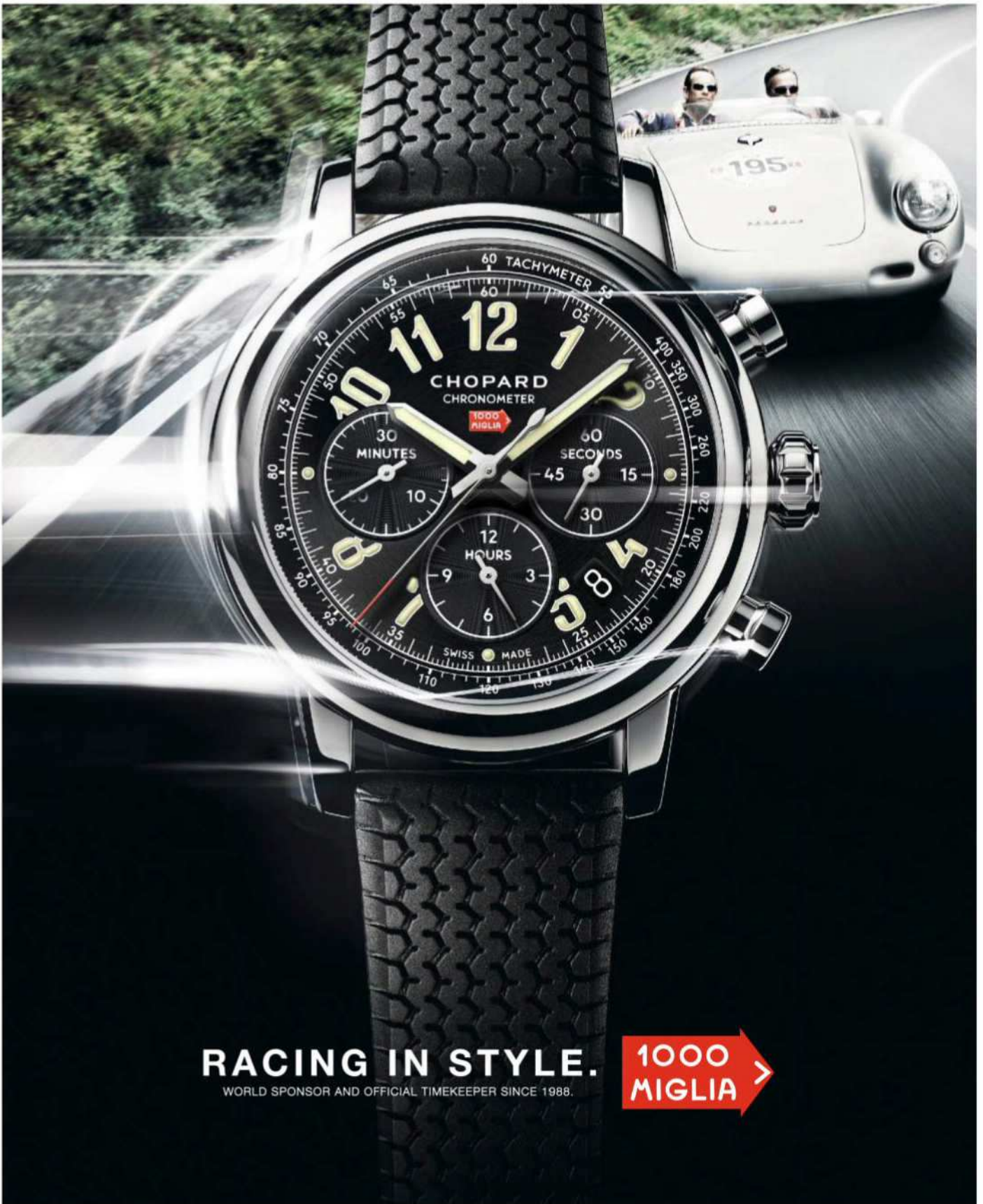


ISSUE 538

PLUS

We put a reader in a **Lamborghini Espada** • Hitting the road in a **Lotus XI** race car
• Rob Walker's **Facel II** driven • Inside a stunning 66-car **Packard** collection

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Welcome

May 2018 Issue 538

Sharing audience time with Quentin Willson has Phil fired up for more events, and more inspiring ownership stories



At the London Classic Car Show I shared a stage with Quentin Willson, talking about Smart Buys - those rare cars that combine life-enhancing ownership with behind-the-market prices - and in the question and answer sections a theme cropped up time and again. 'I bought a Porsche 924S, Bentley Continental R,' or somesuch, 'and it's all Quentin's fault,' they'd say. Their words were always delivered with a smile, because they realized that his persuasive monthly buying tips had helped them find classic motoring happiness while they could still afford it. Even in a market that ought to be subdued by economic uncertainty, the values of good examples of desirable cars continue to rise.

From the halls of London Excel, Quentin's Smart Buys roadshow moved to a photo studio in Oxfordshire. Here the audience was limited to owners of the five cars chosen as his top Smart Buys of 2018. While Charlie Magee painted the cars with light and captured their souls as millions of pixels, Quentin held court and owners revealed their own stories of buying. How and why they'd come to make their choices was as varied as the cars themselves - ranging from an impulsive, chance buy to a two-year pursuit of perfection. The owners are united by a relief that they bought when they did, because most of their cars are already more expensive, and the gap is set to widen.

It's easy to envy the long-term owners in this issue, like Bob Constanduros, who bought his Facel II in the Eighties,

or Ralph Marano who started his Packard collection in the Seventies, but their cars have tested their finances and resilience over the years. Perhaps this month's greatest tale of determination belongs to the Epic Restoration of the rollover-wreck Jaguar E-type coupé. Its inspiring story has primed me for a trip to the Practical Classics Classic Car and Restoration Show this weekend, where I'm sure more great stories are waiting to be told.

Enjoy the issue.

Phil Bell, editor



Quentin busy inspiring another crop of classic owners (and owners-to-be)

Cars in this issue

- 84 Alfa Romeo Giulietta Sprint
- 96 Aston Martin V8
- 102 Austin-Healey 100
- 100 Bentley S1 Continental
- 50 BMW 635CSi
- 54 Datsun 240Z
- 58 Facel-Vega Facel II
- 92 Ferrari 308GTB
- 64 Jaguar E-type S1
- 98 Jaguar E-type S3
- 94 Jensen Interceptor
- 8 Lamborghini Espada
- 48 Lancia Delta Integrale Evo II
- 72 Lotus XI
- 108 Mercedes-Benz R107 SL
- 78 Packards - 66 of them!
- 46 Porsche 356
- 90 Porsche 911 2.7
- 52 Reliant Scimitar GTE SE5
- 106 Rolls-Royce Corniche
- 104 Triumph TR5

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'If you'd bought a good example of every classic we've tipped in the past, you would've trousered £1.7 million'



P44 It's make-your-mind-up time again – which of Quentin's Smart Buys suits you?



P58 What do F1 bosses drive on their day off? In Rob Walker's case, this Facel-Vega



P8 A lucky reader samples Lamborghini's finest conveyance – the Espada



P84 Paris, Libya, Italy, London – the extraordinary life of a well-travelled Alfa Giulietta Sprint

'How the DVLA will police exemption, I don't know'

Quentin Willson
p39



P72 Holding on tight in one of the last road-legal sports-racers – Alan Stacey's Lotus XI



P64 Rolled, flattened and shot at – our most epic restoration story yet



Contents

May 2018 Issue 538

The month in cars

- 28 **London Classic Car Show** The **Ghia Chrysler Thomas Special** arrives in the UK
- 30 **Month in Cars** Race Retro pairs Alister McRae with a **Ford Escort RS1700T**, plus London-Sydney Marathon and touring car wizard Rudi Eggenberger remembered
- 33 **Events planner** German autojumble, Jim Clark memorial, hillclimb season kicks off
- 34 **Barn finds** One of the earliest TVRs plus two Sixties supercars exhumed
- 37 **Your Letters** The last Armstrong, dodgy spares exposed, Tresers emerge from hiding
- 39 **Quentin Willson** on the malaise of MoT test exemption legislation
- 41 **Gordon Murray** on how to over-engineer a home cinema system
- 43 **John Fitzpatrick** Speeding in mega-Mercs, on road and track
- 114 **Next Month** An iconic Sixties Ferrari, Maserati and Aston Martin head-to-head
- 202 **Why I Love...** Bond Bug creator Tom Karen reminisces – and ponders a modern version

Owning

- 64 **COVER Epic Restoration** This **Jaguar E-type** was rolled, its roof crushed, then shot with high-calibre ammunition. And yet today it lives – find out how!
- 78 **COVER The Collector** Meet the man who's spent decades amassing rare and unique examples of one of America's finest luxury marques – Packard
- 84 **COVER Life Cycle** This plucky **Alfa Romeo Giulietta Sprint** travelled the world in pursuit of oil, adventure and history – discover a life story that spans Europe and Africa
- 117 **Our Cars** Phil's **Jaguar E-type** springs a leak (p117), while Malcolm's is caught in a race against time (p120) and Russ' **Alfa Romeo Spider** cools off (p118)

Driving

- 8 **COVER The List** Reader Steve Yately once came within a whisker of buying a project **Lamborghini Espada** sight-unseen but saw sense at the last minute. Today we give him the chance to drive a prime specimen of this unusually proportioned V12 thoroughbred
- 58 **COVER Rob Walker's Mystical Mistress** On the road in the **Facel-Vega Facel II** that crossed Europe in the hands of the man who managed Stirling Moss' racing career
- 72 **COVER 11 Heaven** The ex-Alan Stacey **Lotus XI** bursts from the racetrack for an intense, invigorating road blast – hold on tight

Buying

- 16 **Willson's top tips** Overlooked cars with glamorous sisters are worth your attention this month, from Lagonda and Daimler to a recent Audi
- 18 **Market analysis** Russ battles his way through the snow and ice to see if bad weather has affected recent classic car auctions. Plus, are values of Eighties icons from Porsche, Ferrari, Peugeot and Ford finally cooling off?
- 22 **Market highlight** Will an ex-works **Aston Martin DB4GT Zagato** really become the much-touted 'Most expensive British car ever'?
- 24 **Temptations** Fifties glamour from Jowett and Jaguar, plus a barely-used **Ford Sierra RS Cosworth** heads beneath the hammer
- 44 **COVER Quentin Willson's Smart Buys 2018** Our master of the markets picks five classics set to rise in value in 2018, plus the emerging importance of model-year significance
- 90 **Top 10 Cars to Restore in 2018** Fancy investing time and skill in a classic, as well as money? Our guide reveals ten basket-cases to resurrect – get searching those barns
- 110 **COVER Buying Guide** Still cheap, still cheerful – how to buy and enjoy a **Triumph Herald** or **Vitesse**
- 115 **Books and Models** The latest reads and miniatures
- 125 **Ads on Test** **Jaguar Mk2 3.4** (p125), **Bentley Turbo R** (p126), **Morgan 4/4** (p129), **Jensen C-V8** (p130)
- 182 **Advertise your classic for free**

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The List

Your dream drive made real

'Listen to that maniacal crackle of 12 cylinders'

Steve Yately once toyed with the idea of buying an Espada in Italy and driving it back, but common sense prevailed. Time to rectify that, as we put him behind the wheel of a Series III

Words ROSS ALKUREISHI Photography JONATHAN JACOB



Classic Cars readers are a hardy bunch, willing to undergo multiple hardships in order to get their fix. Take Sutton resident Steve Yately, for example; post-Christmas with little annual leave left, demanding family and professional lives, and on Tuesday I hit him with, 'I'd like to put you behind the wheel of a Lamborghini Espada. Can you do Friday? Oh, and it's in Cheshire.' Well, just inside Wales actually. Yet here he is, standing in the glorious winter sunshine at Hawarden Airport, outside the premises of Cheshire Classic Cars.

'Who could turn down the opportunity to drive a Lamborghini Espada? Not I,' he says. Already ejected from his mind is an arduous journey north that involved leaving London after work the night before, catching the train from Euston, only to be ejected unceremoniously onto a bus replacement service at Crewe, and finally arriving just after midnight.

Today Steve is going to get the full-fat experience - experiencing the car as if he owns it. No cosy prior warming up of that V12 by the specialist, he'll be cranking it up from cold - and it is chilly, with the thermometer hovering barely above zero degrees Celsius.

CCC's managing director Iain Tyrrell raises the garage shutter, and our car is slowly revealed in all its metallic Rosso Granada glory. 'That'll do me,' says Steve. 'In that colour and with tan hide interior it manages to combine Seventies period charm with supreme tastefulness - not always an attribute you can award to a Lambo of any period. We'll leave the oranges and acid greens to its more exuberant stablemates, I think.'

That's a good call. The marque's extrovert offerings - classic and contemporary - may look glorious in those hues, but I'm not sure they'd be so kind to the Espada's vast Gandini-penned lines. 'Park it at the foot of the BT Tower and you'd almost expect Thunderbird 2 to whoosh overhead,' states Steve. 'It's so low-slung and purposeful, yet avoids the overt phallic thrusting of more pointy-nosed period rivals. It has little to prove, with no need to shout its arrival.' As he climbs down into the lavishly trimmed cockpit, I've a feeling the V12 is just about to do exactly that.

Steve turns the ignition key; a whirring fuel pump primes the six Weber carburettors, before the obligatory couple of foot pumps and it erupts first time with a grandiose bellow.

'Listen to that maniacal cackle of 12 hungry cylinders,' he effuses, blipping the throttle again. As the quad Ansa tailpipe exhaust note whip-cracks around the workshop, instinctively we both wave somewhat apologetically to the staff - there's no quiet way to warm through a Lamborghini V12, and that lends cranking it up a distinct sense of theatre. After more gratuitous blippage it settles down into an even idle, and it's time for the



STEVE'S DREAM DRIVE LIST

De Tomaso Pantera

'Everything that's good about Seventies excess.'

It looks like it's going to pounce and eat you - chest wig optional.'

Jensen Interceptor

'Svelte Italian styling and American muscle, yet still quintessentially British - a proper chap's car.'

Aston Martin V8 Vantage

'Thoroughbred to Jensen's mongrel. Price tag as muscular as its styling'

Iso Grifo

'Another fine example of US grunt in an exquisite package, a rare beauty.'

Bristol Fighter

'Heroically bonkers last hurrah from Bristol. Modern, yes. Classic? Instant.'

Ferrari 365 GTB/4 'Daytona'

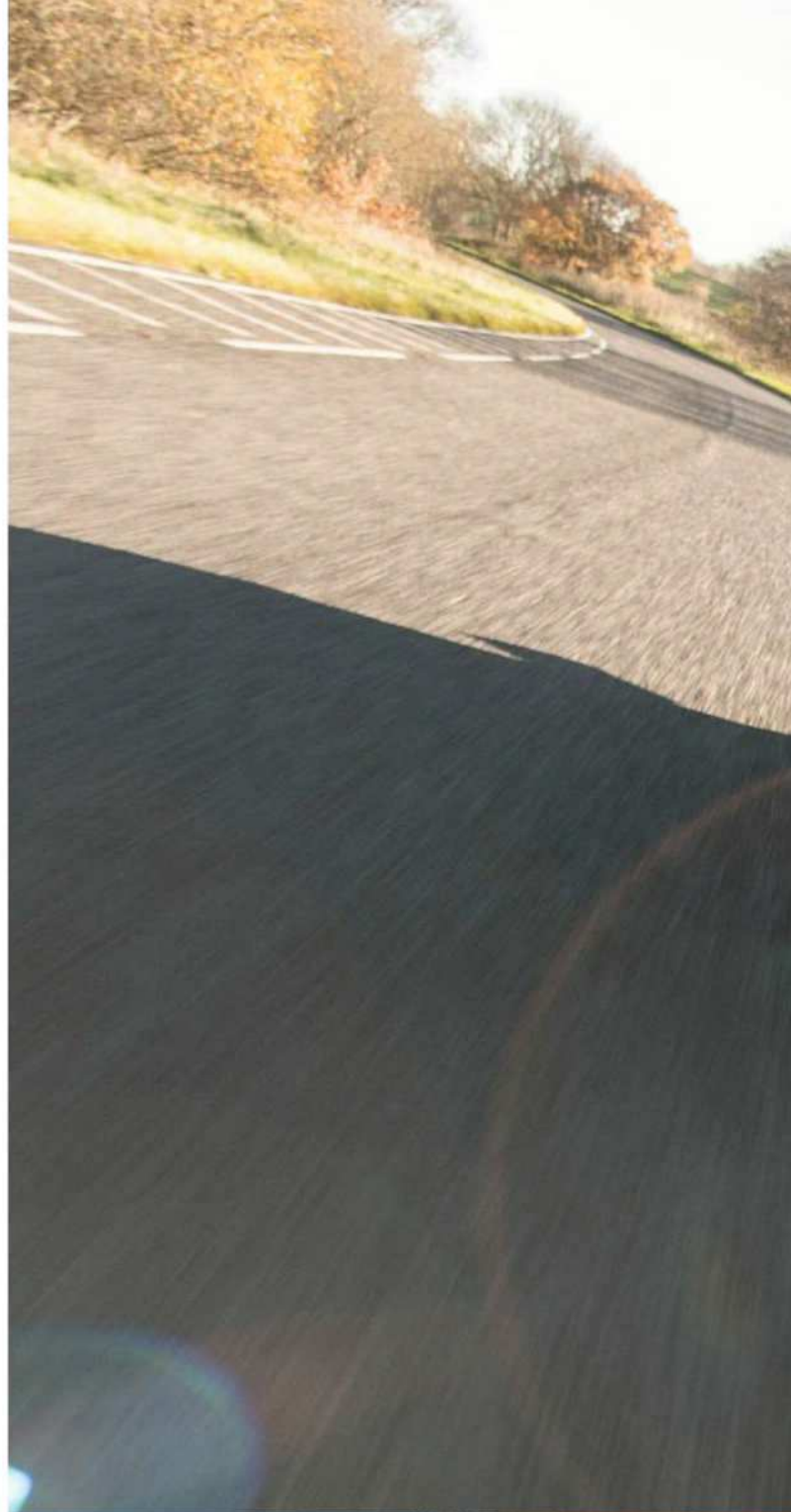
'Good old-fashioned Ferrari up-front V12 sexiness. Truly iconic.'

Porsche 959

'Understated (well, for Group B anyway) guided missile that you could really use every day. An awesome machine.'

Maserati Ghibli

'Everyone's mental image of the archetypal seductive Seventies supercar.'



Steve relishes the prospect of tickling twelve cylinders with a five-speed manual

'My fears have dissipated – I'm not lying down with my knees touching my ears, I'm very comfortable'



Just in case you didn't know what you were stepping into. Dignified colour suits it, says Steve



Steve was particularly partial to the totally driver-focused radio to the right of the wheel

Such drama yet so easy to get along with.
Our reader is in grand touring heaven



'I would never tire of its looks. It just works – I have always admired the sheer drama of it'

grand performance. We trundle out from the CCC premises and we're released - the B5192 our stage. Or it would be, had Steve not stalled it. A sheepish grin, a quick restart and we're off again.

'This is my first foray into V12 territory. Even after a couple of hundred yards I'm struck by how different the engine note is from the low rumble of a V8 - it's a higher, more urgent thrum. It suggests subtlety and gentility are not part of today's programme.'

As we trundle along with locals on the school run, the big Lambo is as conspicuous as a box of Ferrero Rocher in a ploughman's lunch. Not that my driver is overly bothered, as he begins verbalising his thoughts. 'My initial fears have dissipated - I'm not lying down with my knees touching my ears, I'm very comfortable. The steering wheel is within easy reach, gearstick similarly so. Pedals are evenly spaced; so much for the short legs, long arms stereotype. All the important switchgear seems to be present and correct, and I'm particularly taken by the period radio to the right of the steering wheel - resolutely the sole domain of the driver.'

I think it's fair to assume he won't be engaging it today, not with that 12-cylinder symphony awaiting. 'It's not that happy in this traffic - you can almost feel it longing for an open straight,' he explains, before promptly stalling it again at a Zebra crossing.

'The clutch, instead of the workout I was expecting, is wonderfully light, the gearbox rifle-bolt precise, but it's the throttle I'm finding hardest to get right - it's a little stiff, on or off

with not much in between. But hey, we're both in our forties and neither of us are properly warmed up yet,' shrugs Steve.

At that, we hit the outer limits of the town, and a national speed limit sign is his signal to open those significant Weber taps. There's a smooth, powerful surge with an accompanying resonant growl, before the briefest of pauses as he reloads, and then once again fires the throttle. It's a gentle introduction to this grand Italian beefcake and as we continue to progress I can sense Steve quietly trying to work out the nuances of the car's character.

Deeper into the Welsh countryside he breaks his silence, 'I think the urgency of the engine's note is making my newbie instincts change up too early. I think there's much more to come.' As we approach a roundabout he shifts down into second and coasts round before nailing it. There's that familiar strong surge, but this time he glances at the rev counter. As it passes 5000rpm the pitch hardens and I can sense him telling himself, 'hold, hold, hold...'

The power continues to build ferociously as the acoustics tighten ever more wickedly up through to the 7200rpm redline. 'Blimey, the cacophony from those twelve trumpets finally letting rip is everything I hoped it'd be. There's plentiful torque available,' he says, engaging the anchors as another roundabout approaches. 'And it gets you round these no matter what gear you find yourself in. The brakes though are, shall we say, of their time and require considerably heftier input to arrest progress significantly.'

A dozen cylinders, half a dozen Webers, and it even started first time. Pretty impressive; and then there's the noise...



We blast past Mold on the bypass and then cut back through town heading north-west. Again it's clear the big-engined Lambo isn't at its happiest here, and that long snout makes pulling out of junctions a digit-crossing experience, as you edge out warily like a truculent bull scanning for enemy matadors.

With the engine now thoroughly warmed up there comes a bonus, because it's becoming toasty in the cabin. 'The heat is welcome,' he says. 'And overall cabin visibility is excellent. It's airy in here and not claustrophobic at all, the glass in the tailgate especially helpful in this regard - no peering through letterboxes.'

Or louvres. While stablemate Miura was a wild child, the Espada was for an entirely different and more sophisticated clientele.

The chassis judders as the offside front tyre hits a pothole during our B-road blast in rural Wales. 'It actually handles these roads quite well,' says Steve. 'There's relatively little wallow and although the Series III's power-assisted steering is nice and light, it's not too vague, with a decent amount of feel. Its turning circle has also been a pleasant surprise and what car

park manoeuvring we did at the start wasn't the beads-of-sweat-on-the-forehead ordeal I thought it would be.'

Time for a spot of lunch, so we stop at St Asaph and have a chat over a cuppa and sandwich. The first point of discussion is the Espada's unique aesthetic - I explain that to me it has always looked a bit awkward, with a hint of the Pink Panther's car to its rear end. 'You're not the first person to say that to me,' he confides. 'But for me, I would never, ever tire of its looks. It just works - I have always admired the sheer drama of it.' He pauses for a moment, and then recalls one of our earlier conversations. 'Don't you own a Lancia Fulvia Zagato?' Ah, that's a good point well made - beauty is in the eye of the beholder and all that.

'I can remember finding two Espadas for sale in Italy on the internet around 12 years ago,' he continues. 'The deal was £20k each or £35k the pair. I got as far as discussing the possibility over a pint, with a couple of like-minded mates. The epic money-making road trip was on. A few more pints down the line, though, and we had already talked ourselves out of it - the main reason being that we were about 34,950 quid short. When I got home, a brief recount of the story to my

1973 Lamborghini Espada SIII

Engine 3929cc, V12 dohc-per-bank, six twin-choke Weber 40DCOE carburettors **Power and torque** 350bhp @ 6500rpm; 290lb ft @ 5500rpm **Transmission** Five-speed manual, rear-wheel drive **Brakes** Ventilated dual-circuit discs with twin servos **Suspension** Front and rear wishbones, coil springs, telescopic dampers, anti-roll bar **Steering** ZF worm and sector; optional power **Weight** 1761kg (3875lb) **Performance** 0-60mph: 6.5sec; Top speed: 158mph **Fuel consumption** 15mpg **Cost new** £10,945 **CC Price Guide** £50,000k-£120,000



Espada rekindled Steve's dream of an epic Italian road trip

wife elicited a patient eye roll, a pat on the knee and an expression that said, "Good, I won't have to kill you after all"?

Actor Bob Hoskins once famously said, 'It's good to talk,' but it's infinitely better to dream. That's what Steve was doing back then. Today though, as we climb back in our steed, we're dealing firmly in reality. We head straight for the A55 North Wales Expressway and release this bull into its natural environment. 'Oh, it's simply glorious,' says Steve, in his element. The V12 is barely ticking over as we cover ground effortlessly, with the interior calm occasionally punctured by a resonant heavy burst of acceleration.

'You know a friend exclaimed, "An Espada? Better get going before it breaks!" when we were discussing this opportunity. And he wasn't the only one. "Hmm, temperamental, those are," "that'll be a handful," "it won't work," and so on. Similar reservations, I have to confess, did reside within me, to one extent or another; preconceptions of ungainly driving positions, heavy clutches and even heavier steering, combined with a bewildered scattering of switchgear to steer the experience into one ultimately of anticlimax. I needn't have worried. The biggest niggle is the indicator stalk, which is an uncharacteristically spindly affair hovering just out of finger range. Not exactly a deal breaker, is it?'

Trip over, we trundle back to base and park up. Steve gazes at the charging bull sitting atop the steering wheel boss. 'It's a good place to be, right?' There's no need to answer. 'Can we gloss over the stalling start to set off my little adventure, and blame the feather-light pedals on my current daily drive - a dinky little Mazda - for my initial lack of commitment?' No need, I explain, the powerplant wasn't fully warmed up.

So, to the all-important question - would he have one? He takes a few seconds to ponder. 'I made the right decision all those years ago; could I have afforded an engine rebuild or body restoration? No, and the chances are the 'bargains' would have needed both.

'It was over all too soon, but it's been quite a ride and my love affair remains undiminished, so it's a yes. Today has revealed the Espada to be what I always hoped it was - a 'sensible' four-seater supercar you can get the kids in. It has a decent boot and you can do the weekly shop in it, although pootling along with weekend traffic on the Sutton bypass isn't its natural home. The open road beckons. Hmm, what time does the Naples Aldi shut...?'

Thanks to Iain Tyrrell, Max Walker and all at Cheshire Classic Cars (cheshireclassiccars.co.uk) where this Espada is currently for sale.

STEVE YATELY'S CAR CV

A cast list of down-to-earth practicality that's the polar opposite of the exotic Espada

AUSTIN MONTEGO 2.0HLS

'My dad's car, back when electric front windows were considered posh, in which I learned to drive. Resplendent in Oporto Red metallic paint, with two-tone brown velour interior, it was fairly quick, but Austin-Rover build quality meant dad bought Japanese thereafter.'



FORD CORTINA MkV 1.6L

'My first car, with a special place in my heart. There was a point when every offshoot of my family had a Cortina - even my grandad had a MkI, followed by II, III and ultimately IV. A true car for the everyman - I sold it on the day Freddie Mercury died, and was disconsolate twice over.'



MORRIS MINOR 1000

'Just hearing that blowing-a-raspberry exhaust note as one pootles by still brings a smile to my face, and elicits memories of bouncing along, jostling that Bakelite hula-hoop of a steering wheel. Proves you don't need a million horsepower to have a good time. Still missed.'



MERCEDES-BENZ W124 E220 ESTATE

'A dozen years of sterling service now, doing familial duties. Hewn from a solid lump of granite, it's a seven-seat family shuttle, camping trip Tardis or elegant workhorse. Self-levelling suspension (springs as well as spheres - no sinking Citroën antics for us), cosseting yet firm until their failure turned it into a bouncy castle. A costly fix, but their replacements should take it round the world a few more times.'



[Want a Drive?]

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



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Rapide response for Lagondas

If Astons are the thinking man's Ferrari, are Lagondas the thinking man's Aston?

Have you seen what DB Astons are making? The relentless rise of DB4s, 5s and 6s seems unstoppable, and after a short pause for breathe in the middle of last year, values look to be pointing skyward again.

DB6 MkIIs are heading for half a million quid and I've even heard of one bloke who's so far poured a cool million into a DB4 restoration. The other day I sat next to a man at dinner who's bought a project DB6 MkI automatic - needing absolutely everything - for £160k, who is prepared to blow another £200k making it mint. Blimey, there's some serious loot being thrown at these cars right now.

Yet the infinitely rarer Touring-styled four-door Rapide with its DB5 engine, Superleggera construction, de Dion rear end and dual circuit servo-assisted discs is a huge bargain in comparison.

Aston brokerage Byron International has a well-restored '63 auto for £150k and Dylan Miles has the '61 prototype, road test and motor show car that was David Brown's personal transport for £245,000. Aston authority Desmond J Smail has one of the very last '63 Rapides made, with £70k of restoration bills, for £185k.

Now, I know that the Rapide has always been seen as the DB5's square sister, doesn't have the same slippery lines, and that of the 55 cars made between 1961 and 1964, most were automatics. But in terms of rarity, bloodline and collectability, surely they're platinum-plated. Are we missing something here?

Roll up to any event in a Rapide and every eye will be yours while the usual DB Astons will look, well, predictable in

comparison. Famous Rapide first owners included the Guinness, Rothschild and Cartier families and it was seen as terribly exotic with an original list of £4950 - which was £700 more than the DB5

- and David Brown lost money on every single one. Of those 55 cars, 48 still survive and they used to be staggeringly cheap. I remember seeing one in 2008 - a straight and running '63, but in need of recommissioning - sell online for just £25k. By 2014 they'd doubled and Silverstone Auctions sold another '63 at its Salon Prive sale - this one was mint and lovely - for £96,000.

There was a brief rally in values in 2014/15 when prices hit £150k, but they've since stalled. If like me you're scratching your head at DB4, 5 and 6 values, maybe its time to go and look at a Rapide?

VALUE 2010
£30k
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£170k

'Roll up to an event in a Rapide and the DB Astons will look predictable in comparison'





CLASSIC ON THE CUSP



Audi R8 (2006-2007)

Back in 2006 the first-gen Audi R8 really should have been a massive hit – mid-mounted dry sump 414bhp 4.2 V8 32V engine, alloy spaceframe and monocoque, carbonfibre cradle plus 0-60mph in 4.6 seconds and 187mph. Virtually hand-built at the Nekarsulm factory and sharing the Lamborghini Gallardo platform, only 28 R8s were made every day. This was a low-volume alloy supercar with four-wheel drive that was as reliable as a Golf. Yet only 164 R8s were sold globally in 2006, 4175 in 2007 and then, thanks to the 2008 recession, production tumbled to 2101 cars in 2009. The R8's problem wasn't only the financial environment into which it was born – it was just too clever and cerebral to catch the market's imagination. Audi's minimalist Bauhaus design grammar may have been fine for a TT, but for £77k before options, buyers wanted something that shouted a little louder.

In many ways the R8 was too invisible, too quiet and too restrained.

Back in those mid-millennium glory days buyers preferred their supercars to wear prancing horses or bulls on their noses. But for collectors those early cars aren't just worth seeking out because of their rarity – there are only 400-odd 2006-07 R8s in the UK – they look howling value for money. Tradepricecars in Essex has a Silver '07 with just 25k for £39,750 – or half the price of a very average Pagoda Merc. A private seller in Swindon has a black 2007, also with 25k, for £34,995 and it comes with £12k of factory options and full Audi history. That has to be one of the cheapest low-mileage supercars you can buy.

Despite that prodigious top end those 4.2 R8s don't feel properly ballistic – for that you'll need the later V10. At 150mph things feel very stable and even exploring 180mph territory isn't that scary. This is a well-planted and secure machine with a sublime ride. You'll love the three turns lock to lock hydraulic steering but avoid the carbon brake option because they're too grabby. I'd stick to the conventional six-speed manual because the sequential R-tronic isn't as much fun.

As a future classic a 2006/07 UK rhd R8 could be a clever buy. They're rare, respected, exclusive and technologically awesome. Find one of the very few 2006 launch-year examples and you'll have something that's already collectible. What's more it's a genuine supercar that doesn't make you suffer to own and enjoy.

Don't miss an MGA bargain by blindly following fashion

These days the cost of a body-off professional restoration starts at £50k – the minimum price for a perfect job including labour, parts, paint, trim and chrome. So when you see cars like the gorgeously restored '61 MGA 1600 Mk2 roadster knocked down at Silverstone's Race Retro sale for £36k, you know you're buying value. And it was a finely detailed UK-supplied right-hand-drive example – one of only 596 home-market deliveries.

The '55 to '62 MGAs are definitely languishing behind the general market. Easy to live with, much more exclusive than an MGB and decent to drive, they're the perfect everyday classic. Historics sold two rhd roadsters in March at very sensible money – a cherished original '62 1500 MkII for £22,400 and a '56 MkI with 20-year ownership – in unrestored

VALUE 2012
£26k
VALUE NOW
£32k

daily-driving condition and one of only 210 right-hookers – for £20,440.

At the moment MGAs are out of fashion, victims of a softening of values across Fifties classics, so you can take your pick in today's market. Perfect restorations fetch mid-£30ks, shiny daily drivers £18k-£20k. Even twin-cam roadsters aren't much more than £45k.

Steer clear of projects and only buy cars that have had all the work done (and bills paid for) by somebody else, and go for rhd UK-supplied cars because they're the rarest. Of the 101,000 built just over 5000 stayed in Britain. And any MGA with a Berkshire registration – ABL, MBL, LBL, SRX, PRX or MRX – could be a factory works-prepared car. A fully-restored MGA roadster for around £30k feels wildly cheap to me. Use their current falter in the fashion stakes to buy a cracker.



The find of a (Daimler) Century could pay dividends

Few have heard of the Daimler Century Double-Six and that's because there are only 20 left in the UK. In 1996, to celebrate Daimler's centenary, a Ford-owned Jaguar produced 200 special-edition X300s – 100 six-cylinder cars and 100 V12s. At a terrifying £70k back then they were one of the most expensive Jags you could buy and came with fat 16-inch chrome rims, special interiors with embossed headrests, individual heated adjustable rear seats, picnic tables and Century badging. We don't know how many actually found buyers willing to pay such an enormous price – some went to Japan – before they quietly disappeared off everybody's radar.

Those that have sold since have made wildly unpredictable prices, like the '96 Spruce Green V12 80,000-miler sold online in 2014 for two grand, to

VALUE 2012
£2000
VALUE NOW
£4000

the perfect ex-JDHT Collection 8000-mile V12 knocked down by Brightwells in 2016 for £25k plus premium.

Now I'm not saying the Century is a great car – because it's not. This was a bit of corporate flag waving by Ford to see if there was any point in resurrecting Daimler in its growing brand portfolio. But because prices are all over the place, the tiny numbers that have survived and that glorious 12-pot engine, we should

keep our eyes open. One could easily appear as a part-exchange on a dealer's forecourt without anybody having a clue how rare it is. As a final landmark in a proud Daimler bloodline that began in 1896 they definitely have a future collectability. I don't think the six-cylinder versions will be that sought after but a low-mileage, historied V12 must be worth an easy £15k in today's market.

MORE
QUENTIN
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p 39



But we'll always have Paris...

Weather takes the spring out of UK sales results after an optimistic start to the year

Following on from the two very successful season-opening sales we reported on last month, and an average sales rate of 77 per cent for the 343 cars shared by Bonhams, RM and Artcurial in the Paris triple-header, things have cooled a little. Mind you, the late February/early March snowy weather didn't help. Silverstone sold exactly two-thirds of the 69 lots at its downsized classic sale held at Race Retro. Against that, Historics hitting 65.3 per cent for the cars at its Ascot sale - which people struggled to get to - looks quite an achievement. Thank goodness for internet bidding, plus a fat catalogue of 147 cars. It would have done even better without the 13 Porsches, eight of which failed to sell on the day. But there's still demand for the special stuff, like the pictured 1992 964 Carrera RS. With a warranted 17,822 miles this collector's piece made £280,000 against a £250,000 top estimate.



Historics' Ascot sale, on March 3, was hampered by the extreme weather. Poor sales of Porsches also handicapped the percentages.



Prime 964 Carrera RS was a rare performer in more aspects than one

Market indicators An SM shines in Paris, but Italian exotica and Blue Oval brute force do somewhat less well



▲ 1972 Citroën SM £100,212
Artcurial, Paris, February 9

This was an exceptional result for an SM, even given this was an exceptional example. With only 4000km covered since a €150,000 restoration in 2014 this still looked like a new car, in the stunning colour combo of Orient Blue with blue leather interior. Even then, it raised eyebrows with the bullish upper end of its £53,000-£80,000 estimate, but you can't argue with this kind of quality. We'll be watching SMs carefully.



▼ 1988 Peugeot 205 GTi 1.9 £19,688

Silverstone Auctions, Race Retro, February 24
Special examples of this hot-hatch legend still have the power to wow bidders, but we're not quite at the levels seen a few years ago when one like this might have made £25k. A two-owner 73,000-mile car, it spent 20 years in storage until 2015, and has since undergone £7000 of recommissioning, focused on originality. You really would struggle to find a better example, so we can take this as the new high tide mark.



▼ 1990 Ferrari Testarossa fhc £71,345
Bonhams, Paris, February 8

If you were looking for a prime example of how far the Testarossa's fortunes have slipped from the six-figure days of 2014/15, here it is. Unusually in Giallo Fly rather than regulation red, this genuine 27,000-kilometre car had all the right maintenance documentation and was in lovely condition. Yet it only just squeaked over its lower estimate. That the seller took that shows a realistic acceptance of where the market's gone.



'In theory the no-reserve listings offer the chance to grab a bargain, but astonishing results are more likely'

The big JLR surplus sell-off

Brightwells to auction excess classics from Jag's collection

At very short notice, Brightwells has announced that it is selling off 101 affordable classics at its Bicester base – plus even more pedal cars – from the vast Jaguar Land Rover collection. All the lots are being offered without reserve and those 101 cars include 23 estates, among them some real rarities such as a pair of MkIV Ford Zodiacs. There are no Jaguars or Land Rovers in the sale, only the surplus from JLR's job-lot purchase of the 547-car James Hull collection back in 2014. But what you do get is an eclectic mix of classics that ranges from an early series MM Morris Minor to a Vauxhall Chevette HS

via a Borgward Isabella Coupé. And if that's not enough there's the intrigue of a Ferguson 4x4 prototype Reliant Scimitar GTE. Some of the cars are out-and-out projects and most will at least require recommissioning because they've been unused for some time.

In theory the across-the-board no-reserve listings offer the chance of grabbing a bargain, but such is the nature of sales like this, and the attention they attract, that some astonishing results are more likely.

Still worth a look though. But you'll have to rush because the sale takes place on the day this issue is published, March 21. See brightwells.com

IN THE TRADE



FERRARIS AT SILVERSTONE

Following success with Porsche-only events, Silverstone Auctions is to host its first sale dedicated to Ferraris, in association with Ferrari Owners' Club GB. This is set to take place on May 18 in the Wing Building at Silverstone circuit. It will be the only specialised Ferrari sale taking place in the UK this year. Roughly 30 Ferraris are expected, along with a selection of Ferrari automobilia. Early entries include a 365 GTB/4 Daytona (estimate £525-600k). See silverstoneauctions.com



NEW E-TYPE BODYSHOP

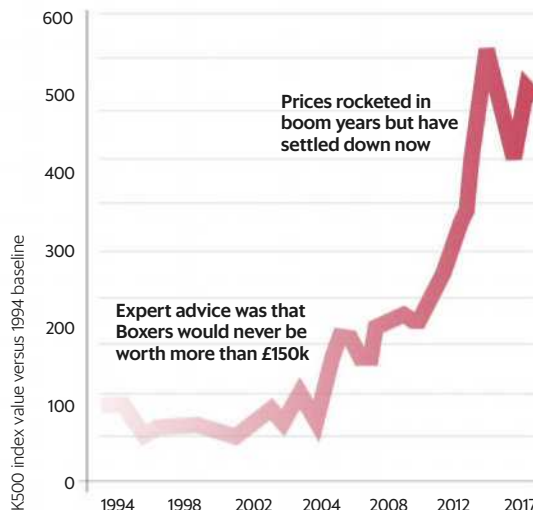
E-type UK, one of the country's leading specialists for the model, has expanded its Kent headquarters to include a new state-of-the-art paint and bodyshop. It boasts a sound- and fire-proof metalwork area, a finishing area with high-intensity lighting and a Todd Engineering Poseidon paint booth. Managing Director Marcus Holland told us, 'The only way we can guarantee work is completed to our exacting standards is to bring work we have previously outsourced in-house.'

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Ferrari 365 GT4 BB



K500's Simon Kidston says, 'It took seven years after Ferruccio Lamborghini stole a march on his arch-rival in Maranello before Ferrari's clients could buy a mid-engined supercar to match the Miura. Only 387 examples of the raw, original 365 Boxer found homes before the bigger-engined, more user-friendly 512 BB hit the showrooms and went on to sell in big numbers – nearly 2000 of them. Values of 365s peaked in early 2015 but hit the headlines again in September 2017 when a car still with its rare and quirky 'sack cloth' interior sold at auction for €483,000. Wacky Seventies shades sell best.'



YORKSHIRE DEALER WIN

Malton-based dealer Classic & Sportscar Centre has been shortlisted for an award as one of the 50 fastest growing businesses in Yorkshire. Now in its 26th year, as well as holding a large stock of classic cars the company now also restores them under the Malton Coachworks banner. CEO James Szkiller told us, 'I'm pleased to have led the business with the help of a fantastic team to this level of growth.'

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Aston Martin's lightweight racer

Famous works DB4 Zagato to be offered at Festival of Speed sale

Unless someone has an idea to trump it, this looks like being the headline act of the UK's 2018 auction season. If sold at Bonhams' Goodwood Festival of Speed sale on July 13 it is likely to become the most expensive British car ever sold in Europe.

There were just two 'works' Aston Martin DB4 GT Zagatos built to be campaigned by John Ogier's Essex Racing Stable team, the other being handily registered 1 VEV. Both cars racked up some enviable history, 2 VEV being raced by top drivers including Jim Clark, Innes Ireland and Sir John

Whitmore at events like the Le Mans 24-hours and the Goodwood Tourist Trophy. It has to be said, though, that 2 VEV is probably as famous for its crashes as its race successes, its best finish being fourth place behind the Ferraris at the 1961 RAC Tourist Trophy. At the following year's event Jim Clark spun in front of John Surtees' 250 GTO and the two wound up in the bank where they were subsequently hit by a Ferrari 250 SWB. At today's prices that would be a £60 million pile-up.

Earlier in the year 2 VEV had already been rebuilt after a crash at Spa and was again repaired and run at Montlhéry.



2 VEV may have been as well known for its crashes as for its successes, but as one of only two ultra-light works DB4 GT Zagatos built, this is a chance in a generation

Bought in 1971 for £3600, the car has since remained in the same family, being campaigned in historic events until another crash and expensive restoration in 1993 curtailed its competitive career. You can read our track test feature in the Aston Martin Greats special edition, available via the *Classic Cars* website.

Bonhams won't be drawn into giving the car an estimate, motoring department chairman James Knight only admitting to somewhere over £10 million. Simon Kidston of K500 predicts it should be worth 'in the area of 250 SWB Competizione money', which would place it at around £12 million at current values.

'If sold at auction on July 13 this is likely to become the most expensive British car ever sold in Europe'





Bradford's radical racer

▲ 1950 Jowett Jupiter

For sale at H&H, Duxford, March 21, handh.co.uk

Why buy it? This example of Yorkshire's finest comes with some lovely photos of it racing in period at places like Silverstone and Dundrod. It was also entered in the 1951 Monte Carlo Rally. Stored from 1969 to 2015, it has since been comprehensively and correctly restored. A lot of history for the money. **Price estimate** £38k-£42k



▲ 1960 Jaguar XK150SE fhc

For sale at Brightwells, April 11, brightwells.com

Why buy it? This matching numbers coupé has covered a mere 3300 miles since its 10-year restoration was completed in the UK. A US market car, it was repatriated in 1989 and has had just two owners since then. Comes with bags of history and pictures of all the work done. **Price estimate** £70k-£75k



▲ 1987 Ford Sierra RS Cosworth

For sale at Classic Car Auctions, March 24, classiccarauctions.co.uk

Why buy it? This RS really stands out. Totally standard and original, it has covered a mere 26,000 miles and comes with an extensive history file. Probably a better bet than the freshly restored one for the same price also in this sale. **Price estimate** £45k-£50k



▲ 1934 MG PA

For sale at Barons Auctions, February 27, barons-auctions.com

Why buy it? Barn-stored since 2015, this little ohc MG needs some work but makes a great starting point. The bonus is a remarkable history file back to the original purchase by FI Lft Newell in 1934, via post-war US life and UK re-registration in 1997. **Price estimate** £18k-£21k

UPCOMING SALES

MARCH

Wed 21, Oxfordshire. Brightwells' Jaguar Land Rover Collection sale, Bicester. brightwells.com

Wed 21, Cambs. H&H Classics, Imperial War Museum, Duxford. handh.co.uk

Sat-Sun 24-25, Birmingham. Classic Car Auctions' Resto Show sale, NEC. classiccarauctions.co.uk

APRIL

Sun 8, France. Artcurial's Automobiles sur les Champs, Paris. artcurial.com

Wed 11, Oxfordshire. Brightwells, Bicester Heritage, Bicester. brightwells.com

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

Sat 14, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk

Sat 21, Surrey. Barons Auctions' Spring Classic sale, Sandown Park, Esher. barons-auctions.com

Wed 25, Derbyshire. H&H Classics, The Pavilion Gardens, Buxton. handh.co.uk

Fri 27, Dorset. South West Vehicle Auctions' classic sale, Parkstone, Poole. swva.co.uk

MAY

Fri 11, Monaco. Bonhams' Les Grandes Marques à Monaco, Monte Carlo. bonhams.com/cars

Sat 12, Monaco. RM Sotheby's, The Grimaldi Forum, Monte Carlo. rmsothebys.com

Wed 16, Herefordshire. Brightwells Modern Classics, Easters Court, Leominster. brightwells.com

Fri 18, Northants. Silverstone Auctions' Ferrari Sale, The Wing, Silverstone Circuit. silverstoneauctions.com

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1973 TRIUMPH GT6

GUIDE PRICE:
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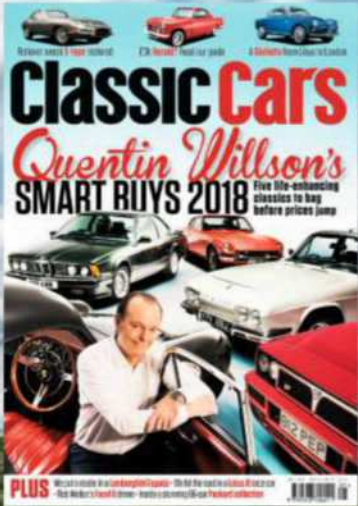
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Concours glamour in Docklands

Glorious coachbuilt one-offs take centre stage at the [London Classic Car Show](#)

The theme of 'specials' brought hints of Pebble Beach to the ExCeL exhibition centre's Grand Avenue feature for the 2018 London Classic Car Show, from groundbreaking show cars to rule-bending racers, alongside the usual array of high-end metal offered for sale by dealers.

Ghia Thomas Special

'This is the first time this Ghia Chrysler has been seen in the UK,' says custodian Peter Reeve of Essex-based MotoLocation Vehicle Services, tasked with looking after the vast Virgil Exner-designed show car.

It was the only one of Exner's 'Dream Car' series to be mounted on Chrysler's long-wheelbase chassis, and was designed to showcase the new Hemi V8 engine. Its creation predated the better known Exner/Ghia Dual-Ghias of 1956-58.

TV producer and classic car consultant John

Laakey, who works for the show organiser, explains its aesthetic significance. 'It was a very influential piece of styling for 1953,' he says.

'Obviously it's an Italian design, from Ghia, but it dates from a time when Farina in particular was trying to find the most effective way of bringing headlights inboard of the front wings and integrating them with the bodywork.'

'The rocket-fin era intervened in the Fifties, but you can see the way the rest of the car design world picked up on it, including the Americans.'

It was named after Cecil Beaton Thomas, head of Chrysler's Export Division, who masterminded the car, having forged the working relationship with Ghia via Italian-American car importer Paul Farago.

Aston DB2/4 Lightweight

Also following the one-offs theme, the Aston Martin Owners' Club displayed the unique DB2/4 for the first time outside its own private events. 'It's



Low-drag DB2/4 was built to race

believed to be the work of Aston Martin itself,' says Gareth Richards of the AMOC social committee.

It was first sold for £2600 as a standard DB2/4 by a dealership at Brooklands in January 1954 to a Mr J Malverone. He gave it to his son as a 21st birthday present. It went through three more



UK debut for the dream-car that launched a coachbuilt dynasty: the Ghia Chrysler

owners in fairly quick succession before ending up with Peter John Brown, who modified it.

'We believe it was reworked at Newport Pagnell because of the way the new bonnet is made, in aluminium,' Richards continues. 'It's part of a lightweight, low-drag semi-competition specification which also included an oil cooler, twin fans, servoed Alfin drum brakes and Borrani wheels, plus a stripped-out interior with lightweight seats and an Astrali racing steering wheel. The



Was this unique France-dwelling Maserati the work of Giovanni Michelotti?

odd thing is, it never actually raced. It was seen in the Silverstone paddock in 1966, but that was it – the next time it resurfaced was as a barn find in Colwyn Bay in the Seventies.'

Porsche 962C

It's the first time this heavily-reworked 962 has been seen since its racing career came to an end with Group C's 1993 cancellation – and unusually it didn't come from Zuffenhausen.

'It's the ultimate development of the 962, built by Nisseki Trust Racing in Japan using a Richard Lloyd tub,' explains Jack Tetley of dealer Duncan Hamilton, offering the car for sale at the show.

The Nisseki team crashed it early on in 1988, so had a new tub sent out – hence its chassis number, 106B/2. The Lloyd tubs were preferred because they were a much stiffer, stronger design, combining composites with a honeycomb aluminium structure. Jonathan Palmer had a huge shunt at Spa in a 956, and put his survival down to Lloyd's revisions – bearing in mind that this was just after the 956 accident which killed Stefan Belloff.

Nisseki took the opportunity to develop the car further after this, devising its own aerodynamic package. It redesigned the front end, putting vents in the front wings and adding air-to-water intercooling for the 3.2-litre engine.

'In essence, it did what the Japanese motor industry does best – extreme tuning,' says Tetley. 'It wasn't an outright race-winner, but it took lots of podiums in the Japanese Sports Prototype Championship from 1988-93, after which it went straight into a private Japanese collection.'

Vignale Maserati 3500GT

Showing off its unrestored condition, this unique Maserati came over from France to make its British show debut. 'It's a one-off Vignale body,'

says Mike Davies of restorer Scuderia Scaglietti, exhibiting the car at ExCel. 'The first owner bought a standard 3500GT – also bodied by Vignale – then took it back to the coachbuilder and asked them to alter the design. Vignale actually had to get permission from Maserati to do it, because the redesign included removing the Trident badge from the grille and putting it on the nose instead, and there were perhaps concerns that it looked too much like a Boano-bodied Ferrari 250 GT.'

Scuderia Scaglietti wonders whether Giovanni Michelotti had a hand in it. He worked with Alfredo Vignale at the time, and it does look very similar to the Mistral Spider he later designed.

'We don't know if it was proposed by Michelotti himself or whether the first owner was merely familiar with his design work,' says Davies.

'It's completely original, save for a bit of repainting on the front wings. It was brought out of 34-year storage five years ago, and I'm faced with the task of restoring it while preserving its incredible condition.'

Mazda RX-7 Evolution

This Group B rally car was making its first public appearance, having been prepared under the World Rally Championship's Evolution rules in June 1985 – only for the class to be banned before it could turn a wheel.

It was the 19th of 20 Evolutions built following Mazda driver Ingvar Carlsson's podium finish on the 1985 Acropolis Rally. It was slated to be cannibalised for spares to keep the other works cars running, but the parts weren't needed, so it ended up at the Mazda Rally Team Europe (MRTE) headquarters in Belgium after the 1986 season.

As well as more power, the Evolution featured wider bodywork accommodating more radical suspension camber and wider wheels and tyres.



Out of hiding, the ultimate evolution of the Group C Porsche



Group B Mazda unused until now

Group B shakedown? Better fetch Alister McRae...



Racing starts at Stoneleigh

Rally champions in iconic cars spur the rise of **Race Retro**

Stoneleigh Park's Race Retro show upheld its improved presentational style, welcomed crowds in excess of 23,000, and played host to a spectacular selection of ex-works rally cars from the collection of Steve Rimmer – along with plenty of ex-works drivers too.

Ford Escort RS1700T

The Warwickshire venue's rally stage was actually the first that this previously-unseen Group B monster had ever been on, so a safe pair of hands was essential. It made its public debut, its first post-restoration shakedown drive in fact, in the hands of 1995 British Rally Champion Alister McRae 36 years after it was built.

'It's one of just five RS1700Ts left, and at least one of the others – Malcolm Wilson's road car – can't be driven,' says McRae. 'I feel like I'm its test pilot in a way, but it's a well-sorted car. It dates from late in the RS1700T's development, and felt better out there than its reputation suggests.' Infamously, 1981 World Champion Ari Vatanen

walked away from the Ford team after crashing an earlier, insufficiently-developed RS1700T on one of the few rallies the car contested, stating its poor handling as a reason.

'It's got history in the fact that it never acquired any history, other than 25,000 test-track miles,' McRae adds. 'This was the last of the prototypes Ford used to get the rear-wheel drive RS1700T to a point where it was ready to rally and truly replace the MkII Escort, which was still effective but very old by 1982. Then the Audi quattro arrived, and they realised the car would need four-wheel drive in order to be competitive at the top level.'

'The main reason it's so rare compared with the other Group B cars is because it was never homologated. This car would have been the template for 200 others, but that production run never went ahead.'

1968 London-Sydney cars

The 50th anniversary of the epic 1968 London-Sydney Marathon elicited a four-car display at Race Retro, three of which were veterans of the event.

The ex-Bill Bengry, Arthur Brick and John Preddy-driven, Motorway Remoulds-entered Ford Cortina 1600GT was restored especially for the show.

'Everything you see here – minus the Halda tripmeter, which Bengry added for a later rally – is as it would have been on the startline in 1968,' says John Cadwallader, who helped restore it. He started his apprenticeship at Motorway Remoulds aged 14 in 1968, and actually picked this car up from the dealership with the salesman on one of his first days with the firm.

'The bodyshell is original, and although the signwriting is new, it was done by Les Price, the same man who did the signwriting back in 1968,' says Cadwallader. There were a few rally modifications – twin dampers on the front wheels, extra bits of welding to strengthen the shell, and although it had no roll cage, it did have extra steel rods brazed into the roof pillars.

'It was all for reliability rather than speed,' he adds. 'It has steel wheels that could be hammered back into shape, deliberately narrow to avoid putting pressure on the axles.'



Fifty years after their epic adventure, London-Sydney veterans gather



Landcrabs hid military secrets

'They finished 23rd. They were actually closing on the top 10 in Australia when they ran into a dust bowl, broke the back axle, and had to buy a replacement from a Cortina in a local dealership!'

The Cortina was joined by a replica of Andrew Cowan's winning Hillman Hunter, and a pair of Austin 1800 'Landcrabs'. The Hillcrest Motors car hit a wooden bridge post in Turkey, putting a hole in the gearbox that wasn't noticed until the oil loss caused terminal crankshaft damage, bringing the 1800 to a halt in India. 'My flatmate used to own that car,' says Adrian Bonner, owner of the ex-Royal Navy car of Captain Hans Hamilton, Captain Tim Lees-Spalding and Commander Philip Stearns. 'In the Eighties we bought them as cheap rally cars. My girlfriend - now my wife - learnt to drive in mine, but once I found its history file hidden next to the back axle, being a Navy man myself, I realised I had to preserve it.'

Out of the six 1800s entered car number 17 was the only one to finish - 31st - undamaged. The Royal Navy actually helped BMC develop aspects of its Works rally cars, specifically the advance-retard system, but they didn't have a spare car for the Navy team to drive. So the British School of Motoring stepped in with sponsorship and a car, which is why this one wasn't finished in the red and white of the others.

'Funnily enough, it's why it survived,' Bonner says. 'So few London-Sydney cars do, because the Australian Government waived their import duty, allowing any cars entering the country to be left there. This made it a lot cheaper for the crews to just fly back without the car. But BSM wanted this one for promotional work in the UK. It went on tour before being used for police high-speed pursuit training.'

Alfa 33 16v Super Tourer

This racing Alfa Romeo is fresh from a two-year restoration, during which long-term owner Adrian Hawkins made a surprising discovery when reviewing its history - or lack of it.

'It came into the country in 1993 from Italy, where Alfa Corse had been developing it as a Super Touring car,' he says. 'It was one of just two made, but its Alfasud-derived longitudinal flat-four engine turned out to be unreliable, so they turned their attention to the new 155 instead.'

Hawkins has data sheets from its test sessions at Monza, where they'd make changes to its specifications then send it out for another lap to see what difference it had made.

'The funny thing is, it doesn't officially exist,' he adds. 'Alfa Corse took two 33 16vs off the production line at Pomigliano d'Arco before they were finished, so they were never fitted with chassis plates, but neither were the gaps closed in Alfa's production records. The only clues to its existence as a result are a pair of missing numbers. But had it succeeded, Gabriele Tarquini might have won the 1994 British Touring Car Championship in one of these.'

Abarth SE014 Cuneo

Even in its incomplete, disassembled state, the sight of this dramatic Sixties aluminium-bodied sports-racer for sale in the autojumble dropped jaws and prompted all manner of speculation from visitors, especially in the wake of so many Abarth prototypes unveiled at Rétromobile last month. But what was it?

'It's part of Abarth's three-car SE014 project from 1969, but no two were alike,' says dealer John Carpenter, who is selling the remains. 'Arturo Merzario used one of its sister cars to win the 1969

Monza Six Hours, but this body was not used. We believe its origins were in Abarth's project to devise a car to take on Ferrari at Le Mans, cancelled when the prototype-class rules changed - but Abarth wouldn't let engineering like this go to waste.'

Carpenter bought it via Bonhams from the Maranello Rosso Collection, where it had been since Abarth finished with it. It confuses people because it's been mounted on a Lucini chassis with front and rear suspension and transmission from a March 89B Formula 3000 car. The Lucini chassis was reworked by the Rosso Collection itself to fit the body, simply for display purposes.

'Another thing which confuses people is the layout of the engine and gearbox, because thanks to the chassis the transaxle is in the wrong place,' Carpenter adds. 'When you look at Abarth's original technical drawings, it's actually rear-engined. Merzario's car had a Fiat-based 2.0-litre twin-cam, but it could accommodate larger engines too.'



Unused Abarth is a tempting project



What might have been: Alfa's 33 st

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EVENTS PLANNER

April highlights

April

6-8 Veterama Hockenheim Autojumble, Hockenheimring, Germany

veterama.de

6-8 La Jolla Concours d'Elegance, Coast Boulevard, La Jolla, California, USA

lajollaconcours.com

7-8 Jim Clark Memorial Weekend, Chirnside, Borders, Scotland

bvac.org.uk

8 Bromyard Speed Festival

on Tour, Shelsley Walsh,

Worcestershire

shelsleywalsh.com

13-16 10th Credit Crunch

Special, Sheffield

countrylanetours.co.uk



VSCC Scottish Trial, April 14

14 VSCC Scottish Trial,

Biggar, Scotland

vsc.co.uk

15 Corinium Run,

Cirencester, Gloucestershire

cirencesterclub.com

16-20 Scottish Malts Rally,

Gleneagles, Scotland

heroevents.eu

19-22 Gran Premio Terre di

Canossa, Emilia-Tuscany, Italy

granpremioterredecanossa.it

20-22 Motor Legend Festival,

Imola Autodromo Enzo e Dino

Ferrari, Imola, Italy

motorlegendfestival.com

21-22 Formula Vintage

Silverstone, Silverstone,

Northamptonshire

formulavintage.co.uk

MAC Classic, April 22



22 MAC Classic, Shelsley Walsh,

Worcestershire

shelsleywalsh.com

22 Drive It Day,

Nationwide

fbhvc.co.uk

22 Ripon Spring Classic Car,

Bike Show & Autojumble, Ripon

Racecourse, Ripon, Yorkshire

steamheritage.co.uk

23-28 Tour Auto Optic 2000,

Paris-Côte d'Azur, France

peterauto.peter.fr

26-28 Manx Classic

Isle of Man

manxmotoring.com

26-29 The Flying Scotsman Rally

London to Edinburgh

endurorally.com



The Celica is a faithful replica, but at its heart is a real Kankkunen-raced engine

Icy heart thaws in NZ

Kankkunen tribute Celica storms the **Leadfoot Festival** hill climb

The engine which powered Juha Kankkunen's Toyota Celica TC Turbo to 7th place on the 1985 1000 Lakes Rally, beating works Audi quattros, has emerged from three decades of hibernation, powering a specially-created tribute to Kankkunen at this year's Leadfoot Festival hill climb in New Zealand.

'I was given a bare Celica bodyshell and Group B-specification SA60 live

axle in 2013,' said owner and restorer Ross Clarke. 'Because there were only 35 works rally TA64 Celicas ever built by Toyota Team Europe (TTE), I set about restoring it as a replica. The bodyshell was sandblasted then sent to Neil Allport for fabricating, while I made the glassfibre bodywork extensions using moulds made from original panels sourced in Finland.'

'I was fortunate with the ex-Kankkunen engine. I found it at a

company in Germany that had been set up to house TTE's old rally parts after Toyota switched its attention to concentrating on Formula One racing in 1999.

'Driving Leadfoot was good, but I would've liked more than one run up the hill to really show what the car's capable of. I'm now having it certified to compete in the Historic class of the New Zealand Rally Championship.'

Wild West sees a Welsh Invader

Welsh warrior with a wild past surfaces at the **Great Western Classic Car Show**

Gilbern Invader



This 1973 Gilbern Invader emerged at the Great Western Classic Car Show in the midst of a sympathetic restoration to preserve its history.

It was originally supplied to GS cars, Mike Rawlings' Bristol-based specialist-car dealership known

for its one-off creations. Rawlings installed a Terry Sanger-prepared Formula 5000-specification Ford V8, and covered 500 miles in it before replacing it with a conventional 3.0-litre Ford Essex V6.

A sympathetic restoration began when the Invader was unearthed in 2015, and it is now roadworthy again, but as much patina as possible has been retained.

Rover 12 Tourer

This rare Rover made its show-circuit debut at the Great Western after many years in and out of Northern and Scottish collections.

'It's number 147 of only 200 built,' said owner Les Barham, 'It was built in 1947 during the "export or die" era, when cars like this could only be built for export and the metal supply was being rationed to ensure the economy got back on its feet after the war.'



Rüdi Eggenberger

Rüdi Eggenberger, 1939-2018

Rüdi Eggenberger, the Swiss racing engineer and founder of Eggenberger Motorsport – the most successful team in the history of the European Touring Car Championship – has died aged 79.

Eggenberger's motor sport career began with the development of the BMW 320 Group 2 racing car in 1978. His results drew the attention of BMW, which enlisted Eggenberger to engineer its 528i to contest the new Group A category in 1982. Success with Volvo followed, before Ford approached Eggenberger to campaign its new Sierra in 1986.

Although he dabbled in other forms of motor sport, Eggenberger always returned to Ford's touring cars, ending with the Mondeo Super Tourers in 1995. He was meticulous as an engineer, building cars to endurance-race specification even for sprints to ensure reliability, which ensured a crushing victory in the 1989 Spa 24 Hours.

Barn Finds

TVR was restored in 1985 then laid up ten years later



First TVR Open Sports resurfaces

Trevor Wilkinson's prototype daily driver put up for sale after 23 years of hibernation

A very early TVR has emerged from more than two decades of storage in a farm building in central Scotland. This TVR Open Sports is thought to be the prototype of four cars made, the first with the spaceframe chassis that would form the basis of so many future TVR models. It was also at one time Trevor Wilkinson's daily driver.

It was originally white - there is a photo of the car outside the Autospeed Garage in Garston, Liverpool and another of it racing at Rufforth near York in 1961. At some point it was painted red and came to Scotland, where it crashed in Kinross-shire in 1967. It was pushed into a farmyard where Andrew Houston first noticed it in about 1970. He eventually asked to buy it, but was put off.

He left a number and several years later the phone rang early one morning. The farmer said that if he still wanted the car, he'd better come right now because the scrapman was clearing the site.

Houston, an accomplished racing driver who won a Sprint Championship in 1979 in one of the two Ecurie Ecosse Imps, tells the rest of the story.

'I restored the car in 1985 and did a couple of seasons racing at Ingliston and other venues,' he says. 'After 1987 the car didn't come out much and I put it to auction in 1995, but it failed to sell. I laid it up and eventually dismantled it for another restoration, which never started.'

Houston has decided it's time to part with it for good. When we first saw the car, the front and rear panels were off and

it was filled with garage clutter. When we returned with a camera, Houston had re-fitted the GRP nose and tail panels.

The tail is (he thinks) the front end of a Fairthorpe Electron Minor modified with a hump behind the driver. The suspension front and rear is a pair of VW Beetle torsion-bar front ends, with 11-inch Alfin drums, carried inboard at the rear adjacent to TVR's own differential casing - featuring a hemispherical GRP cover. The 1098cc Coventry Climax engine was rebuilt by Houston to full race spec in the Eighties and may be the original; it certainly has some decidedly Fifties repairs to the block.

The car is patinated but not rusty and could be refurbished as a road car or a potentially important racer. Interested parties should contact the magazine.



Rusty but not wrecked 1968 FF sold for £43,460



2WD '72 Interceptor from same storage went for £7420

Ferrari GTB and Shelby Cobra in same North Carolina find

An alloy-bodied 1966 Ferrari 275 GTB two-cam and a 1967 Shelby 427 Cobra came to light earlier this year in the same garage in North Carolina, un-moved since 1991. The garage also contained a Triumph TR6 and a Morgan Plus 8 but, together with the adjacent house, it was condemned, leading to the decision to auction some of the contents.

The Cobra survived internment a little better than the Ferrari, which had seized brakes or bearings and declined to roll, though neither car has covered more than 19,000 miles. Excitingly, both cars were later said by auction house Gooding & Co to be running, following servicing precautions, with showers of mouse dropping spewed across the ground from the exhausts when fired up.

Both cars appear to have been in fine condition when stored and offer their next owners the choice between a good basis for a 100-point restoration, or more likely a thorough de-mousing and preservation.

They were due to cross the block at Amelia Island as this issue went to press, estimated at \$1m-\$1.3m (Cobra) and \$2.5m to \$3.25m (Ferrari).



Cobra spewed mouse droppings from its exhaust when it was first fired up



Ferrari, too, was running after rodent control service



Ford Escort Ghia from Cambs garage made £4786

Jensens and garage collection tempt punters at ACA

Anglia Car Auctions' sale in late January showed up the startling difference in Jensen values between the rear-wheel-drive Interceptor and its four-wheel drive sibling, the FF. The auction house offered one barn-find condition example of each, both cars having spent the previous 37 years locked in a shipping container.

Both needed complete restoration. Though neither was a wreck, the 1968 FF was probably rustier – yet it sold for £43,460 against the 1972 Interceptor's £7420.

In the same sale was the first part of an extensive collection from Bob Empson, a Cambridgeshire garage owner. Empsons of

Elsworth was founded 99 years ago and was an agent for both Rootes and Ford, which covers many of the long-stored family classics on offer. Most of the cars achieved strong prices: £4786 for a slightly rusty Ford Escort Ghia MkII four-door was typical. More will feature in ACA's next sale on April 14.

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Parts quality blues

LETTER OF THE MONTH If I return an item to my local supermarket as poor quality or not fit-for-purpose they usually investigate their supply chain quickly and thoroughly. They take the time to follow it up and generally respond with an answer or a solution. They recognise that this is how it needs to be and there would be outrage if it were any different. Compare this with your average and often substantial classic car parts suppliers, 'We just buy it in, mate', 'No idea what the spec is', 'Can't help you, speak to someone else, I have customers to serve.'

Is it not overdue for us to address this issue? Should a retailer not be responsible for the quality of the parts they sell? Is it legally possible to bring them to book? For me personally it's a constant battle and I envisage a future era where all our classics are parked up as museum pieces. When are we going to come out and expose this threat?
Gordon Wright

Jewel of a memory

Your article on the Star Sapphire Mk2 (Rare Jewel, April 2018) stirs memories for me. It was the company car of Sir Arnold Hall, who gained his knighthood and considerable respect in the aviation world by heading up the team that established the cause of the crashes involving the DeHaviland Comet passenger jet.

Sir Arnold was my uncle and occasionally we visited the Halls' beautiful Windsor home. On one occasion in the Sixties when I was 15 years old, the MkII driven by their chauffeur whisked Lady Hall and I to London to see a show in the West End where their daughter Caroline Hall was appearing with Dora Bryan.

Alec Hammond



Treser hunt

So here's a heads up from Germany on the Audi quattro Roadster you mention in 'Best of German at Essen's 50th'. Last year's Classic Days at Schloss Dyck featured not only four quattro Roadsters, but also three of only 25 Treser TRIs made as well as Walter Treser himself.

Dr-Ing Andreas Dippe

A common male problem

I was most interested to read the April 2018 issue. I have had the privilege of owning several cars featured.

My Continental R had real presence and towering performance but suffered from rusty sills. My Ferrari 456 was motoring utopia and I should have kept it. My Citroën CX GTi was a hugely unappreciated car which was terrific but tended to make the kids sick if driven to its potential.

My Daimler Double Six coupé was incredibly fast and comfortable, but rusty!

They all have one unfortunate thing in common - I sold them before they shot up in the market. I definitely suffer from premature evaluation!

Paul R Marshall OBE FCA

The pleasure and perils of XJ6 ownership

The XJ6 was a revelation when announced in 1968 (Three Lyons, January 2018). I remember the excitement of seeing the first one on the road - it was stunning.

However, more important than looks was its combination of refinement and handling. I drove several Series 1 and 2 XJs in period and wondered how any manufacturer could ever improve on it. I had a Citroen DS21 in the early Seventies at the same time my father had an XJ6; suddenly here was a car with conventional springs that beat the DS in ride quality.

I eventually I bought an S3 Daimler 4.2 Sovereign in the early Eighties, a fantastic car to drive, relaxing and quick, unfortunately also built at a time when Jaguar had forgotten about build quality. I lived in fear of a major engine failure!
Marvin Hurst



ON FACEBOOK

The Aston Martin Vantage X-Pack always takes me right back to the decade of excess.

Which Eighties cars do it for you? Phil Bell

Allan Elder These Aston Martin V8s are the ultimate expression of automotive good taste that no Ferrari, Maserati or Lamborghini can match!
Matt Pyles Let's see... 1989 Toyota Supra, 1988 Porsche 959...

David Brothers The Vantage X-Pack the only one for me. I remember seeing one of these Newport Pagnell battle-cruisers gun it past us on the M4. Just awesome.

David Lavalley That Storm Red colour is intense enough to make an English gentlemen blush. But the white interior will make you forget the exterior immediately...

Andy Lee This will do nicely for me too - maybe not in red but what's in a colour when it sounds like these do, and it has that brand written on it?

Joquin Carreño Gutierrez Looks like a Mustang

Classic Cars

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MAR 21-APR 24

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Quentin Willson



Many see the decision to introduce a 40-year MoT waiver as what it is – an ill-informed danger – but could it also cost your classic its identity?

As I'm sure you've heard, the Government has decided to have a rolling 40 year exemption on MoTs which starts on May 20. Whether you agree with the wisdom of not having mandatory safety checks on older classics (I don't) isn't for discussion here but the policy does throw up a mountain of questions about what the DVLA and DfT calls 'Substantial Changes'.

You'll need to concentrate hard at this point because this is anything but simple. I'd hoped that this new guidance on Substantial Changes [a summary of which can be found on our website] would help stem the tide of fake cars being built with new chassis and bodies on old identities – but I'm not sure it does. The draft guidance says that if your classic has been substantially changed in the last 30 years it won't qualify for MoT exemption. How the DVLA will police this I don't know because you're supposed declare that your classic has had substantial changes since 1988 voluntarily as an act of 'due diligence'.

My broad understanding of this is that changes to chassis, sub-frames and bodies to the same original pattern aren't substantial changes. So exact restorations with all new parts around an old identity won't need an MoT, but specials will. But if your classic has had a change in its axle or running gear in the last 30 years, it is a substantial change. But hold on, it also says that if those running gear changes 'improve efficiency, safety or environmental performance', they're not deemed substantial changes. So disc brakes, gas shockers and limited slip differentials are OK – I think? If you're confused now, wait till you hear about the engines bit. The guidance says that 'if the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.' So MGBs and TR7s fitted with Rover V8s are OK but not Triumph Stags? Oh dear. I find that people who use the phrase 'likely to be, but not necessarily the case' generally don't know what their talking about. Anyway, let's plough on.

You're OK to change lots of things when original parts are 'no longer reasonably available' (whatever that means) or that the changes made are 'of a type that can be demonstrated to have been made when vehicles of the type were in production or in general use'. So that means most popular period modifications aren't substantial changes either. Kit cars definitely won't get MoT exemption but neither will 'a reconstructed classic vehicle... or where a kit of new parts is added to an existing vehicle, or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle.' I know you're losing the will to live now, but the floppiness of this guidance is a worry. To avoid navigating through this sludge I'll carry on taking my cars for an MoT, but one particularly concerning line states, 'Whether a substantially changed vehicle requires re-registration is a separate process.' Could the ultimate sanction of 'Substantial Changes' be the threat of the dreaded Q-plate? I wish I knew. One thing's for sure, we need guidance on the guidance.

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.

Is your classic 'Substantially Changed'? You may have to give up the original registration number, warns Quentin...



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Gordon Murray



A Fifties motoring icon that can't move an inch and an US-style drive-in cinema are elements of a great evening's entertainment for Gordon and his mates

showed I needed 200ft of RSJ steel sections in the barn floor to support the weight and I had to stiffen the ceiling panels for better sound quality. Some friends were throwing out a Fifties pressed-aluminum kitchen which I used as the basis for an American diner. This was followed by a year of buying Fifties lights, diner furniture, jukebox, pinball machines and other bits of Americana. That same year I had my old friend Andy Blestowe and his innovative audio visual company, Tokyo TV, kit out the machine room with a state-of-the-art projector and powerful sound system.

The frame was carried upstairs by hand and assembled, then the car pieces followed and were assembled on the frame. Final touches were fibre optic stars in the ceiling and a 1500watt infra bass amplifier that drives two linear motors under the car seats to make explosive events in the films feel real...

Now I can relive my Sixties drive-in memories thanks to an iconic classic American car that can't go anywhere but has entertained me and my friends for the past 12 years.

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.

have a classic Fifties American car in a setting that must rank as one of the most unusual in the world.

Let me explain. Growing up in Durban, South Africa in the late Fifties and the Sixties was a fascinating mix of British colonialism and Americana. We learned British history in school and stood up for the Queen at cinemas but the sub-tropical climate and beachfront setting introduced elements of American lifestyle such as drive-in cafés and cinemas.

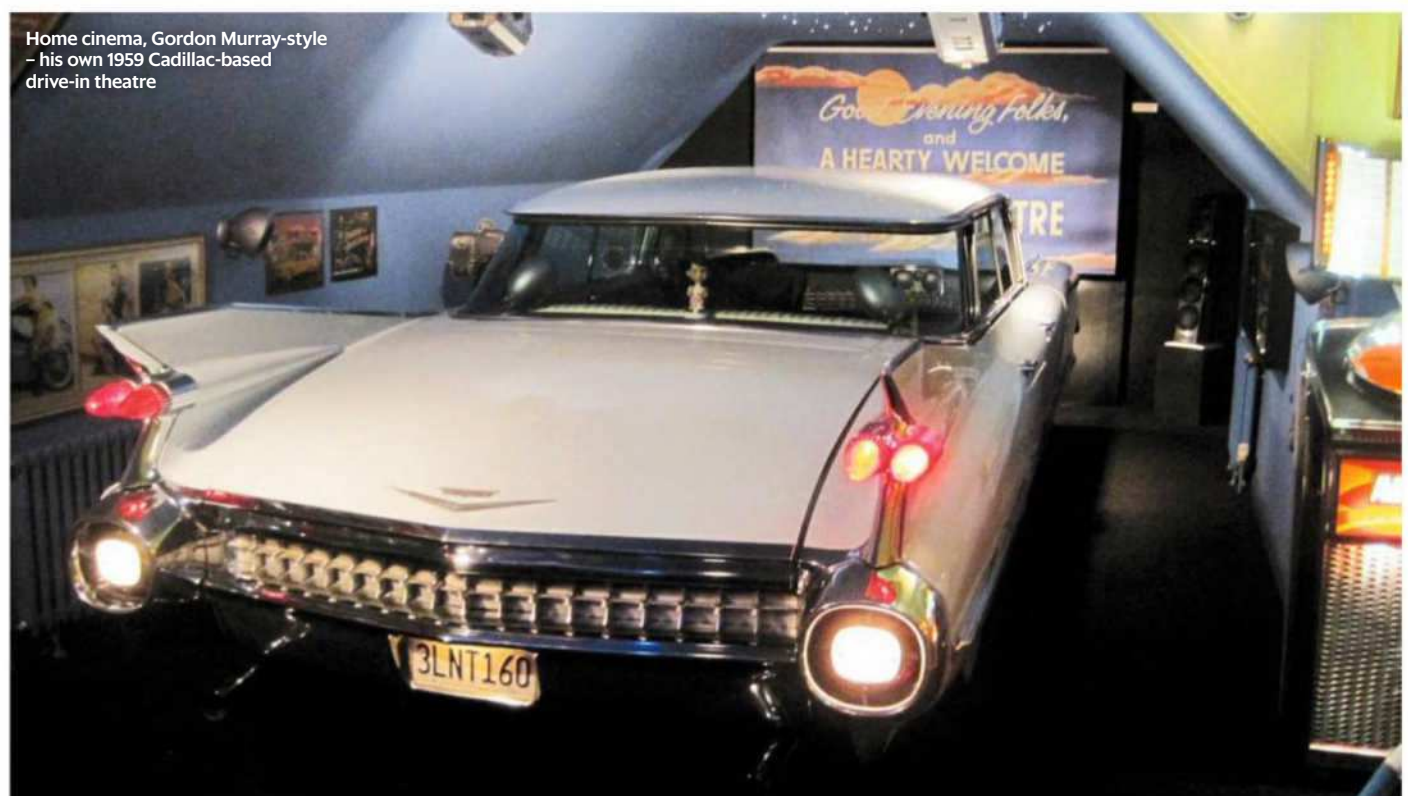
Durban had three drive-in cinemas and a trip to the movies was a weekly event that I loved. But when I arrived in England in 1969 that element of my life disappeared.

From around 1975, when I bought a house with some land, I began scheming and pushing around some ideas to create my own drive-in cinema in England. My first concept of having two or three American cars in a field with a roll-down screen was flatly rejected by my wife, as was my plan for an underground drive-in.

My third idea was to build the drive-in upstairs in a barn. Having decided this was

the way forward I set about finding a car. I already owned a 1955 Ford Thunderbird but I needed a four-door classic that could comfortably seat six people. For me, the 1959 Cadillac was just about as good (or as bad, depending on your viewpoint) as it got in the Fifties - longest, widest, heaviest and the biggest tailfins this side of Cape Canaveral. The 1959 Caddy was the work of Harley Earl, and its 'double bullet' tailfins have become an icon. I asked my good friend Rip Martin in the States to track down a four-door version known as the Flat Top. This proved difficult because most collectors wanted the Coupe de Ville or the Eldorado convertible, so few people had cared for or preserved a Flat Top.

Rip eventually found a '59 four-door in California that was still in daily use. We bought the car and shipped it to the UK, where I set about designing the drive-in. I first stripped out the car's powertrain, fuel system and cooling systems and then engaged Maurice Gomm of Woking to cut the car into around 30 pieces, after which we built a tubular frame on which to mount the body panels. Calculations



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John Fitzpatrick



Today's road cars seem tame if you've driven the finest and fastest classics – especially if, like John, you've beat the speed cops at their own game

I have been lucky enough to drive many of the cars we now call classics. When I look at today's new models I have trouble deciding which may be future classics. Excluding multi-million dollar supercars, very few affordable cars inspire me. Toyota Prius perhaps? I don't think so!

One of my all-time favourite road cars was the Mercedes 500 SEC. Back in the late Seventies and early Eighties I was fortunate enough, thanks to Tim Schenken, to find myself on a list of mainly F1 drivers who could buy Mercedes road cars at a generous discount. Tim's wife, Brigitte, came from Stuttgart and was best friends with Gerd Kramer's wife, Karin. Gerd was sports marketing chief for Mercedes and put me on the list.

I bought several Mercedes over the years and even took them to the US. My favourite was the 500 SEC. I had four in total. They had masses of torque from the 5.0-litre V8 engine and were so quiet and

comfortable, not to mention their massive top speed for such a big car. David Hobbs was a BMW man at the time and we had some great dices over European roads, me in my 500 SEC and him in a BMW CSL.

On one occasion I was alone in the car, thrashing down the *autoroute* in France on my way down to Spain. In those days the *autoroutes* were very quiet and, although limited to 130kph (81mph), there were very few gendarmes around. I came to the toll booth at the end of one particularly fast, straight section and, after paying the toll, I was about to pull away when I was approached by four smiling gendarmes.

They asked how fast I had been going. Trying to sound surprised, I told them I was driving at approximately the speed limit. The main man said not to worry, they weren't going to give me a ticket, but they'd received a call from a police crew who were testing a radar device 20 or so kilometres back up the road. They were interested in my speed because I had been

going too fast for their radar guns to record. Their maximum was 220kph (137mph). I admitted it may have been a little faster because the car was capable of 240kph (149mph), but I doubted I would ever go that fast. There were knowing smiles all round and they sent me on my way.

One of the perks of knowing Gerd Kramer was being invited to the Mercedes museum and test track in Stuttgart to drive the Stirling Moss/Denis Jenkinson 1955 Mille Miglia 300SLR and the 1954/55 W196 grand prix car. I was very conscious of the cars' value and drove them just fast enough to get a feel of what they must have been like. Heavy steering, relatively clunky gearboxes, not at all what I was used to, but it was an honour to drive them. Even the legendary driver Hans Hermann was there to help out.

I was at Bonhams' auction at the Goodwood Festival of Speed when a W196 was sold for \$30m. Thank goodness I didn't know the value of the one I drove in Stuttgart that day.

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 boards the W196 with Hans Hermann (scratching his ear) on hand to advise





Quentin Willson's SMART BUYS 2018

Buy wisely and you could end up running
one of this fabulous quintet for free

Words QUENTIN WILLSON Photography CHARLIE MAGEE



BMW 635CSi, Datsun 240Z,
Scimitar GTE SE5, Lancia Delta
Integrale Evo II and Porsche 356



Interior is cosy but functional – just like a driver’s car should be



Zingy flat-four is a delight

‘Interest in the 356 is a reaction against the overheated 911 market’



We’re getting quite handy at spotting smart buys. If you’d followed our advice over the last five years and bought one good example of every classic we’d tipped you would have trousered £1.7 million. The average gain across our monthly Smart Buys works out at 30%, (some have mushroomed by 200%) which is more than enough financial headroom to be able to own and run these cars for virtually nothing. At *Classic Cars* we believe enthusiasts can use the rising market to make old car ownership a joy that’s surprisingly affordable. So here’s another five clever buys that I reckon, bought wisely, will cost you very little to own and enjoy.

I’ve tipped **Porsche 356B/Cs** before and for several years they’ve enjoyed a healthy surge, even if their value curve has levelled off more recently. Back in 2015 Coys sold a restored left-hand-drive Signal Red ’65 for £39,880 and then in 2016 another rebuilt left-hand-drive Irish Green ’64 for £55k. Last year Bonhams dispatched a red left-hand-drive ’64 with \$70k of restoration bills for £66k and now in 2018, finely restored left-hookers have settled just below £80k. So in three years post-A 356s have almost doubled.

Sure, they’ve been pulled up by the rises in all Porsche values but while most 911s have since fallen back notably, the 356 has held its ground well - and the current value respite puts buyers in the best position for years. Drive one and you’re making a statement of classy cerebral rebellion against modern Porsche-think.

Only around half of the later 356s survive - rust took a heavy toll - but it’s not rarity that makes them so desirable, but rather the immortal silhouette and singing 1582cc flat-four, which makes 75bhp in the 356B 1600S guise seen here. This is a cheerful sweet-revving coupé that radiates charm and optimism.

The 356C was the first Porsche to have disc brakes, and the ATE rotors make a huge difference to driving confidence. Alert, light and precise at the helm, behind you is a chattering quartet of cylinders cooled by a rush of air. The four-speed ’box clanks and clicks, and as you notch through the gears you’re captivated by a thrum of metallic sensations and sounds - a mechanical intimacy that gets stronger the more you mat the throttle. The 356 isn’t fast - 90mph feels plenty - but the adrenalin comes from a unique feeling of direct connection to every spinning part. It’s a funfair of noise, energy and finger-light poise.

The 356 cost more than an E-type so buyers were usually left-field, well-heeled and sophisticated. Steve McQueen, John Denver, Sean Connery and Janis Joplin - whose ’64 convertible has just sold for £1.2m - all owned 356s. The more powerful SC and Carrera were among the most desirable GTs of their day.



The 356 is a milestone car that marked the end of one Porsche era and the beginning of the next – and they're less ubiquitous, less predictable and much more elegant than a 911

Find one that's been properly restored, or a mint low-mileage survivor like our Slate Grey feature car, and the 356 makes a dependable and surprisingly supple-riding classic. UK-supplied right-hand-drive cars carry a big premium because the official importer sold so few; most will be left-hook US imports. Check for matching numbers and that the VIN number under the door hinge agrees with the V5C. The quality of US-restored cars isn't always up to European standards so try to establish that any rebuild has been done by someone who knows their 356 stuff. Bodies weren't galvanised so almost every 356 will have corroded at some time, so the condition of the shell and floor pans is critical.

In a discerning market – convertibles, Speedsters, Carreras and early A/Pre-A cars now make frightening money – you should buy the best example you can find because quality and originality will be what future buyers want. A wider appreciation for the historical and industrial significance of the 356 is just around the corner.

1963 Porsche 356B 1600S

Engine 1582cc air-cooled Type 616/1 four-cylinder, ohv, twin downdraft Zenith 32 NDIX dual carburettors **Power and torque** 75bhp @ 5000rpm; 86lb ft @ 3700rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Worm and roller **Suspension** Front: independent, double trailing arms, square section torsion bars, telescopic dampers, anti-roll bar. Rear: independent, oscillating axle shafts, round section torsion bars, telescopic dampers **Brakes** Hydraulic drums all round **Weight** 838kg (1848lb) dry **Performance** Top speed: 109mph; 0-60mph: 11.4sec **Price new** £2215 **Classic Cars Price Guide** £22,000-£75,000



Owning a Porsche 356

The car seen here is a 1963 Porsche 356B 1600S owned by Roger Earle's daughter Meredith. 'She bought it seven years ago and says that she'll never sell it,' says Roger. 'It does around 2000 miles a year, going to

Goodwood, the Silverstone Classic and other UK events.'

Roger and Meredith spent nearly two years looking and walked away from countless cars before they came across this one. 'It had been owned by one family from new, originally bought as a toy by a retired gent who also had a Bentley, which he preferred to use. So his wife took on the Porsche and eventually her son had it, but he thought it didn't have enough grunt, which is why it was put up for sale.

'It was so original – the interior looks untouched, nothing is rechromed and it came with a big pile of documents. It's showing 26,000 miles, which seems believable. Quentin doesn't think that it can possibly be 126,000 miles.

'But it had been standing for a long time so we asked Porsche specialist Andy Prill to go right through it, recommissioning everything. That took six months and cost £9000 but since then it's been wonderfully reliable and hasn't needed anything. Apart from one year when it died on the way to Goodwood with a carburettor problem.

'It goes back to Andy Prill every two years for a service and I start it up every two weeks in the winter and take it for a drive, on dry days. Including a £3000 carburettor rebuild, it's averaged around £2000 a year to run since Meredith bought it – parts and good labour are never cheap.'



The Integrale was an instant classic – and many will have enjoyed the pampering that comes with lifelong enthusiast ownership

The **Lancia Delta Integrale** is probably the greatest hot hatch of all time. Half-a-dozen World Rally Championship wins and a reputation, even now, as a hard-charging supercar chaser have kept prices gently rising. But the greatest appeal of an Integrale is that it makes every B-road feel like a rally stage. This is a classic you drive with energy – a rare thing. Savouring intimate steering, exquisite handling balance, endless grip and the whooshes and sighs from the turbo isn't something you normally experience with old cars. The Evo II works on a completely different sensory plane to other classics – you always want to drive the pants off it. And even after 25 years a well-driven Evo II can still keep pace with a Focus RS. That's why a mint one now commands from £40k-£60k.

But as one of the most successful rally cars ever, just 2481 units built, the Evo II's one-year-only 1993-94 lifespan and being the final Integrale incarnation, I think prices will rise further. The Evo II's collector credentials really are gilt-edged. There may be a time when we see really low-milers routinely making up to £100k – some dealers are asking that now, and already this year two special-edition Integrales have been hammered away at £135k at auction. A mint £50k Evo II bought in the current market should pay handsome dividends later.

Launched without fanfare in June 1993 the final-year Integrale pushed out 212bhp with a new turbo, catalytic converter, revised engine mapping and 16-inch rims, with aircon and Alcantara Recaros as standard. At £23,249 it wasn't cheap and sales weren't electrifying, which is why no fewer than five different special editions were created to clear stocks. If you come across a canary yellow Evo II with black trim it could be one of 240 special Giallo Editions, and a Candy Red example with tan trim and push-button starter could be one of the 250 Final Editions built specially for the Japanese market. There was a tang of desperation in the last throes of Lancia's marketing and by the time it'd offered a total 1250 'limited edition' Evo IIs between '93 and '94, they weren't limited anymore. However, these days 'Grale enthusiasts speak about these last editions in reverential tones and prices can be up to 20% higher than standard cars.

Lancia's works team had withdrawn from the WRC in 1993 and the Subaru Impreza was winning all the laurels so the 'Grale's days were numbered, although one Evo III prototype was built. But enthusiasts saw the car as a people's F40 and the Evo II never became just another knackered old hot hatch. Entranced owners cherished their 'Grales, created communities and clubs, and a quiet sub-culture of appreciation evolved. That's why the majority are well-cared for and come with telephone directory-thick histories from expert specialists. The Evo II hasn't suddenly become a classic – it always was one.

'Entranced owners
cherished their cars,
and a quiet sub-culture
of appreciation evolved'



The market steers
clear of rhd conversions;
perhaps you should too



Later Integrale had red
cam covers, effectively making
them Lancia's Testa Rossa. Sort of

Initially you'll be annoyed at the concrete-hard ride, fizzing and rattles from the cockpit, and turbo lag you can actually count down. But the first time you emerge from that fast heart-attack bend you've totally misjudged in total control, you will forgive the Evo II everything because the four-wheel-drive grip is astonishing.

To ensure that legendary poise stays perfect expect to spend £1500 a year on keeping everything tight. You'll need to replace suspension bushes and drop links regularly and factor in cambelt changes every 20k - and I'd drop the oil every 3000 miles and change brake fluid and coolant every 15k. The big bits last well but budget for a gearbox at 150k and a new turbo at 80k. Avoid modified cars - buyers like pure originality - and remember all were factory left-hookers; rhd conversions are frowned on. UK cars carry a high premium over Euro and Japanese imports simply because the history is easier to trace. Obsess on quality, history and originality and you'll find an Evo II that will be worth keeping.

1992 Lancia Delta HF Integrale Evoluzione II

Engine 1995cc in-line four-cylinder, dohc, Garrett turbocharger, IAW electronic fuel injection
Power and torque 212bhp @ 5750rpm; 220lb ft @ 2500rpm **Transmission** Five-speed manual, four-wheel drive **Steering** Power-assisted rack and pinion **Suspension** Front: independent MacPherson struts, lower wishbones, telescopic dampers, anti-roll bar. Rear: independent MacPherson struts, transverse links, longitudinal reaction rods, telescopic dampers, anti-roll bar
Brakes Servo-assisted discs all round, ABS **Weight** 1340kg (2954lb) **Performance** Top speed: 137mph; 0-60mph: 5.7sec **Price new** £23,249 **Classic Cars Price Guide** £10,000-£38,500



Owning a Lancia Delta Evo II

Giuseppe Rampello decided that he was going to own a Delta Integrale from the moment he first saw one, and eventually bought an eight-valve car very cheaply.

'It was the looks, and the fantastic history. Delta HF's and Integrale's won the World Rally Championship six times between 1987 and 1992, beating teams with much bigger budgets. It's a gutsy company, though perhaps the cars were not highly finished.'

Giuseppe still had the eight-valve car when this 1992 Evo II caught his eye 17 years ago, 'I found it by chance. I was reading *Exchange & Mart* one lunchtime in WH Smith - as you did back then - and found it wrongly listed in the family saloon section. It was a 23,000-mile, two-owner car. I went to see it and it was exactly as described - I couldn't fault it.'

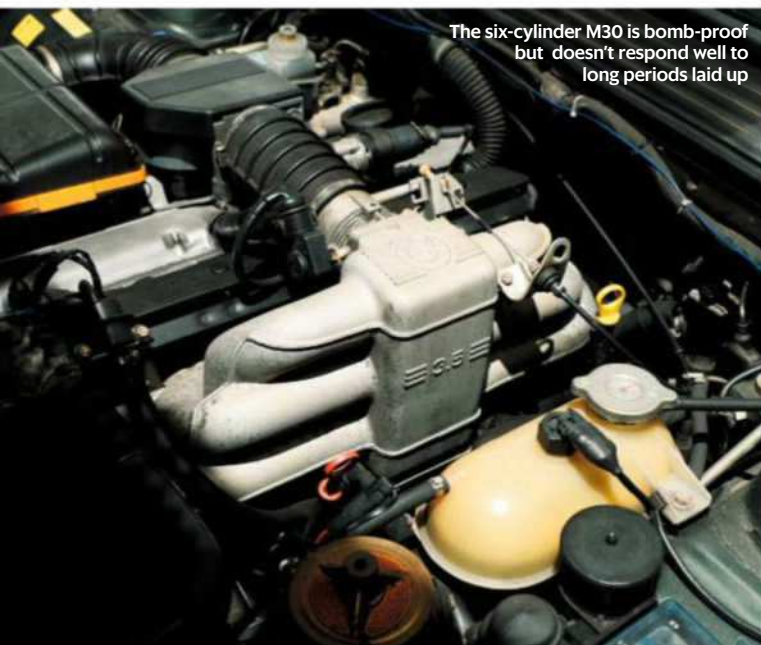
'I later traced the original owner, who was Italian, and discovered that he'd bought it from a BMW garage in Italy and shipped it over to the UK.'

Since then Giuseppe has done about 16,000 miles in his Evo II, mainly to car shows and other events. 'Servicing is straightforward and I always change the timing belt even if I haven't used the car much since the last one. I think it's a good idea to start with a good car and keep on top of it.'

'Rear doors are hard to find and you can't get rear wings - I'm paranoid about someone hitting it. But annual servicing costs £350 and the three-year service is £550. It's very tight in that engine bay but it's not a complicated car. Provided you stick to specialists you can't go far wrong.'



Most 635s were autos, which suit their character, but tidy manuals will always be prized by buyers



The six-cylinder M30 is bomb-proof but doesn't respond well to long periods laid up

'Don't buy one because it's rare – they're not – but for its looks, heave and poise



Possibly the most recognisable silhouette in BMW history – and its cult appeal when new should only increase its future desirability

The shark-nosed **E24 BMW 6 Series** has always been a class act. Even back in the late Eighties I remember having to battle hard at used car auctions to buy proper examples. Over the years they've climbed steadily with really mint low-milers now heading for £50,000. But it's the mid-market cars that offer the greatest opportunities right now with well-serviced, higher mileage 635s stuck at around £13k to £15k. There are lots on the market, many with fat files of diligent servicing history, and weight of numbers has stalled prices. Yet it's worth saying that a well-fettled 635 can do 300,000 miles without pausing for breath so don't get hung up on mileage but look instead for continuous histories and signs of organised ownership. The E24 was such a brilliant thing to drive that the vast majority of owners used theirs every day so tiny-mileage cars are hugely rare and carry a hefty premium.

The E24's perennial popularity is all down to that sleek Paul Bracq-penned silhouette. Sensational from any angle, this is one of the best-looking BMWs ever and if you look at a chaste early 630 without the lips, spoilers and wide alloys of the later 635 you'll see that original shape has the sweeping confidence of line of a Picasso pencil sketch. And that's the 6 Series' biggest allure in the market – those stunning good looks which just get more striking

with age. Launched in July 1976, the 635 had a massive list price (before options) of £17,199 – a whole two grand more than a Jaguar XJ-S – yet testers were unanimous in their praise and the 635 became a high-tab exotic coupé good enough to rub bumpers with a 911 Carrera. In the Eighties it was the darling of stockbrokers who ordered their 635s in shouty Alpine White or Zinnobar Red and parked them outside posh restaurants on the Kings Road. We've forgotten what a cult car the 635 was back then and just how intimidating it was – in terms of both looks and sheer expense.

Most were specified with silky-shifting switchable autos but the dog-leg manual five-speeders are highly prized with only 1292 right-hand-drive versions built. But you don't buy a 635 because it's rare – with 21,000 made they're not – but for its looks, heave and poise. There's a narcotic mix of growly grunt and sharp responses along with a soft-riding pillowy character that makes them comfy daily drivers. This isn't a classic to tuck away and rarely use. You can lope about town soaking up your reflection in shop windows or unravel the 218bhp from the urgent six, which is good for 140mph. The chain-driven M30 engine is as tough as they come and with regular fettling, good for lunar mileages. There's a 635 in Canada that's racked up 650,000 miles on the original lump.

Running a big-mileage 635 is all about fluid changes so drain the auto 'box and swap the filter every 20k, the engine oil with a proper BMW filter every 5000, and brake fluid and cooling every 10k. Most problems won't be big stuff but things like



discs, dampers, bushes, rubber seals, heater valves, slow power windows and interior electrics. Try and avoid the optional electric gizmos because they're incredibly fiddly to fix. Most well-cared for 635s should now be on their second, or even third, set of front wings, so don't tolerate one that's bubbling and look in the history for regular bills for cosmetic bodywork repairs over the years.

You can still buy a good 635CSi for less than £15k and I think that's great value. The supply of reasonable milers is declining fast and there are fewer than ten sub-60,000 mile cars on the market at the moment - and four of those are up with dealers at £25k -£30k, so there's a definite upward movement in price happening. There's even an '89 24,000-miler with the London trade at £50k which is now the benchmark for minimal milers. Find one with a huge and meticulously laid-out history and you won't just be buying tens of thousands of pounds-worth of past maintenance but at £15k, you'll be paying less than it actually cost new. And these days there are precious few classics you can say that about.

1988 BMW 635CSi Highline

Engine 3430cc inline-six, sohc, Bosch Motronic electronic fuel injection **Power and torque** 218bhp @ 5700rpm; 232lb ft @ 4000rpm **Transmission** Four-speed automatic, rear-wheel drive
Steering Recirculating ball, power assisted **Suspension** Front: independent, MacPherson struts, anti-roll bar. Rear: independent, semi-trailing arms, anti-roll bar **Brakes** Discs all round, servo-assisted, ABS **Weight** 1563kg (3447lb) **Performance** Top speed: 140mph; 0-60mph: 8.4sec
Price new £17,199 **Classic Cars Price Guide** £2400-£14,000



Owning a BMW 635CSi

Chris Goddard's Malachite Green 1988 BMW 635CSi Highline automatic is the second E24 that he's owned. 'I bought it in 2013 at 142k miles with full BMW-then-specialist service history. It has some nice options like the electric memory seats in grey leather, the rear blind and air conditioning. It was for sale online but the auction kept ending without it selling. I think that no-one could be bothered to drive to Portsmouth in bad weather!'

Chris's fascination with BMWs stemmed from his father owning BMW 635s when he was in business. 'They're lovely grand touring cars with a huge boot, they're very comfortable and quite fast. It can still whip along.'

Since buying it Chris has done around 1100 miles a year, rotating its use with his seven other classic BMWs. 'My philosophy is to bring his cars up to a good standard after buying them because it ends up easier to keep them in good shape afterwards. But this one has needed virtually nothing. I did have to have the front wings resprayed because they were just starting to bubble where water gets trapped above the bumper - new wings are huge money - and the air conditioning compressor failed.'

'It's relatively simple to service and you can still get quite a lot of genuine BMW parts, but some are becoming scarcer, particularly the windscreens. A lot of cars were being broken for spares a few years ago but there are fewer left in that condition now.' But Chris has decided to sell this 635, 'I have a number of BMWs and it's time that something went.'



The GTE's sports shooting brake formula was soon copied by more glamorous marques – and that's something the market has to wake up to sooner or later

Launch-year cars are increasingly collectable so I'd target the first 1968/69 **Reliant Scimitar GTE SE5s** wearing G- and H-plates. They have a simplicity of design and detailing carried over from the earlier SE4 coupé and the first run of GTEs are now the rarest Scimitars of all. Look for the tell-tale two-year-only chrome strip running along each flank (if it's still fitted) and the now-rare original plastic wheel centre covers crafted to look like alloys. The DVLA list around 770 GTEs of all ages surviving – but I'd bet that fewer than 70 are the early '68 to '69 examples, so you're looking at a rare car indeed. The first prototype, NRE 845F, registered in February 1968, is still listed on the DVLA mainframe so it's out there somewhere. Restored and lovely, that one could be worth £50k.

Inspired by the Triplex GTS (Glazing Test Special) of 1965, designer Tom Karen raised the SE4 coupé's waistline and seamlessly grafted on a shooting brake rear end with such enormous skill that the GTE debuted to rave reviews at the 1968 Earls Court show. With a list price of £1559, it created a new market segment all its own and adverts promised buyers that they'd be joining 'The GTE Set' or 'Taking off for the Seventies'. The raspy Zodiac MkIV 3.0-litre cast-iron V6 was the perfect powerplant, giving 120mph and 0-60mph in nine seconds. If you went for the optional overdrive you could pull 107mph in third.

Soon GTEs became a suburban sensation helped by owners like Princess Anne (she had nine), the Duke of Kent, George Lazenby and Rita Tushingham. The gymkhana set loved its towing prowess, 17-gallon tank and British classiness. The first Scimitar's freshness, modernity, and equestrian and royal connections helped shift more than 4000 units before the SE5a arrived in 1971.

With all this contemporary hoopla you'd expect prices to have risen in sympathy with other game-changing classics. But no. You can still buy a decent driving GTE SE5 for £3500 and an absolute cracker for £9000. And compared to contemporary rivals – the Volvo 1800ES, Gilbern Invader Estate and Lancia Beta HPE – early Scimitars are puzzlingly cheap. And it can't be because they're flimsy or a challenge to own – they're not.

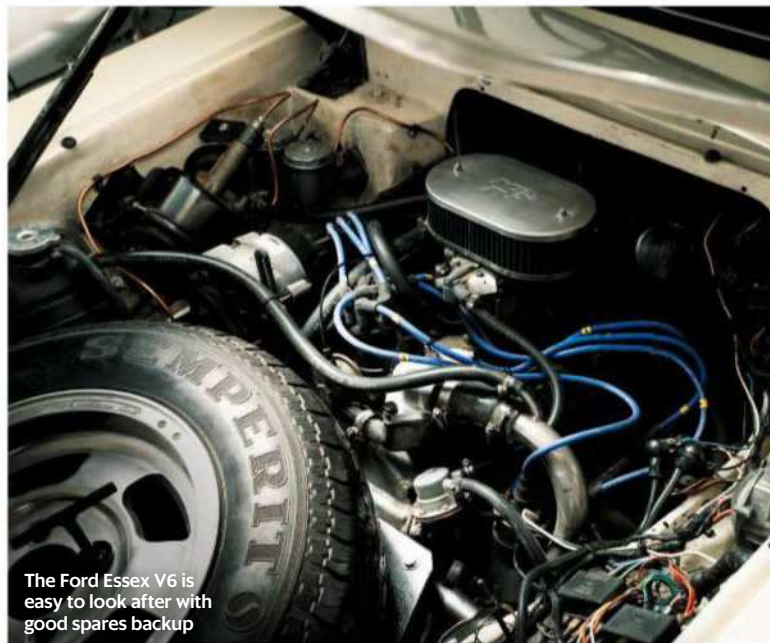
The glassfibre bodies may crack and craze but they definitely don't rust. The pressed steel box-section chassis is tougher than most, with corrosion rarely being terminal, and the Ford mechanicals are hardy, cheap and plentiful. Even re-trimming the largely PVC interior will cost much less than refreshing the cabin of a Jaguar or Mercedes.

The reason why GTE prices have plateaued for so long is twofold – they've never really come back into fashion and their homely Staffordshire heritage isn't exactly glam. And fashion, as we know, is a major factor in classic car consumer sentiment and why this surprisingly competent, clever and gruff two-door performance estate has stayed in the shadows for so long.

'Motorways were always the GTE's heartland as a high-speed cruiser'



PVC aplenty, but that helps keep interior retrim costs low



The Ford Essex V6 is easy to look after with good spares backup

But drive a well-sorted early GTE and you'll wonder why you waited. This is a genuinely brisk, well-planted machine that handles neatly and rides well. Try to find one with the overdrive option, and avoid the auto because the Borg-Warner 35 fitted to the first cars feels a bit jerky. Flicking the overdrive in and out gives lively bursts of speed for overtaking accompanied by a determined growl through the V6's twin tailpipes. Motorways were always the GTE's heartland as a high-speed cruiser, so keeping up with modern traffic is easy and you can expect up to 30mpg with the overdrive's raised ratio on fourth. The unassisted steering is lumpy at parking speeds - especially if the front suspension is worn - but once you press on the whole thing feels lively, solid and strong.

You'll like the huge interior with its individually folding rear seats, toggle switches and white-on-black Smiths gauges. While prices are so low go for the best and earliest GTE you can find and you'll own one of a tiny number of survivors of the world's first trend-setting sports shooting brake.

1971 Reliant Scimitar GTE SE5

Engine 2994cc Ford Essex V6, ohv, Weber 40DFA-1 carburettor **Power and torque** 128bhp @ 4750rpm; 172lb ft @ 3000rpm **Transmission** Four-speed manual with overdrive, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by coil springs, wishbones, telescopic dampers. Rear: live axle located by parallel trailing arms and Watt linkage; coil springs and telescopic dampers **Brakes** Discs front, drums rear **Weight** 1134kg (2500lb) **Performance** Top speed: 117mph; 0-60mph: 10.7sec **Price new** £1759 **Classic Cars Price Guide** £950-£7000



Owning a Reliant Scimitar

David Kuschel bought his 1971 Reliant Scimitar SE5 13 years ago as a stalled project. 'I'd always admired the shape and the concept of a usable sporting car. At 70mph it's only doing 2500rpm in overdrive top gear.

'It'd had some restoration work previously but it had been badly done. Then the owner had got fed up and left the Scimitar in a barn for eight years.'

With some work on the electrics, fuel system, brakes and suspension, David had the car running and MoT-tested, then he started on the body. 'It had been repainted but the preparation can't have been very good because bits of it were peeling off. The only option was to rub it back down to the gel coat before taking it to a body shop to have it properly resprayed.'

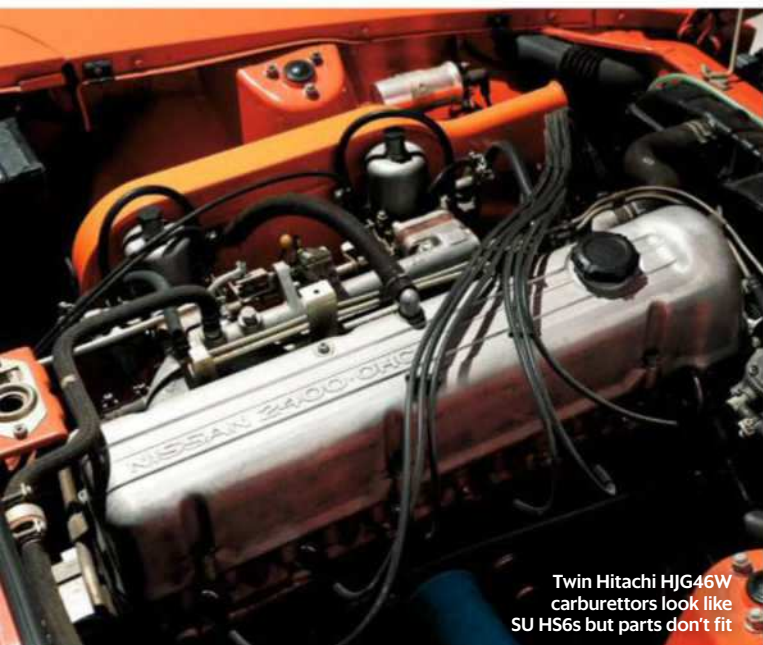
Since then David has done 22,000 miles - around 2000 per year. 'There were fuelling and ignition problems initially, which I cured with electronic ignition and an electric fuel pump in place of the mechanical one, and I had to resort to taking a cylinder head off to change a cracked exhaust manifold. The biggest costs have been a clutch at £300-400 and a steering rack at £180.

'Nobody is making body panels so you have to make do with secondhand ones. Fortunately the Reliant Sabre and Scimitar Owners Club offers a lot of knowledge, but it only makes a few parts such as windscreen rubbers.

'I have kept all of the receipts for what I've spent on it over the years, but I haven't added up the cost.'



The 240Z's convincing faux-wood steering wheel fooled many and helped to cut costs



Twin Hitachi HJG46W carburetors look like SU HS6s but parts don't fit



The 240Z was what the MGC should have been but with more personality, room and standard kit, with a plusher cockpit and vastly better build quality

This **Datsun 240Z** was the first British Datsun press road test car and one of just two sold in the UK in 1970. And it's these early 1969-70 240Zs that I'm tipping to be stellar investments in 2018. The very first cars built are as collectable as the fabled 500 outside-latch Jaguar E-types, and there's already been some record-setting with a rare Fairlady Z432 selling in the US for the equivalent of £200,000. Early 240Zs have a mystique because of production differences like the twin air vents on the rear hatch, vertical elements in the heated rear screen, plastic voltage regulator cover, chrome 240Z script badge on the rear pillars, speedo that starts at 20mph and myriad internal panel differences.

Most of the earliest cars are likely to be in Japan or the US because Britain didn't get official deliveries until 1971, when just 72 were sold. But launch-year cars still pop up in America at below-market money. Last June I saw an enchantingly original 31,000-mile '70 sell for £29,000 in Los Angeles, yet back in 2010 you could have bought a similar car for £10k. Now fine, unrestored original '70 cars are £70k and rising. Over the last year they've doubled.

And here's the thing - normally I don't favour projects because they can end up costing more than the car is worth, but in the case of a really early Z the potential rise in value over the next couple of years really will be significant enough to pay for a restoration and

more. If you look hard you can still find launch-year projects in the States for \$7000 and if the VIN number is under 3000 (Americans bought 9997 240Zs in 1970) it's definitely worth rebuilding. In December last year chassis number 305 - sound but needing complete restoration - was sold online for a bargain \$11,050. But if you do find an early low-VIN car, remember it has to be brought back to bone stock, authentic condition right down to those quaint domed hubcaps and original period colour.

So many were driven into the ground, rusted out or modified that the number of surviving unmolested launch-year cars really is tiny. The allure of early 240Zs is all about their tremendous impact at the time. Priced close to an MGB and less than an E-type, they took the States by storm and proved that the Japanese could do what the Americans and British couldn't - build a fast and gorgeous GT that was ultra reliable for just \$3500. Datsun 240Zs outsold Corvettes and most European sports cars too.

The 151bhp 2.4-litre six-cylinder breathes through twin Hitachi carburetors and is good for 125mph and 0-60mph in 8.5sec. Power delivery feels vintage with the same sort of grunty torque as a Big Healey, and while the L24 engine doesn't have the sweet refinement of a Lotus or Alfa twin-cam it will happily rev to a boomy 6500rpm. Everything feels solid and well-hewn with meaty steering, positive gearbox shifts and firm ride. Push things to the limit and the tail easily loses grip but is controllable. No wonder it went on to become the world's best-selling sports car.

'Power delivery feels vintage with the same sort of grunty torque as a Big Healey'



In 1996, after buying up as many early 240Zs as it could find, Nissan America offered effectively new cars rebuilt to 1970 factory spec with a Nissan warranty and plaque on the dash. They sold for \$27,500 through Nissan Vintage Z Stores but only 37 found buyers and the project quietly closed a year later. The few that have come back onto the market since then have increased in value by 100%.

While there aren't any cheap early E-types any more there are definitely still a few bargain early 240Zs out there. If you scan online sites looking for 1970 model year cars with low VIN numbers (HLS30 00007/8 onwards) you could find a 240Z that's potentially worth £100k-£150k properly restored. Interest will only increase with the wider realisation that the 240Z wasn't just one of the greatest sports cars of all time, it brought Japanese carmakers the credibility and desirability they needed to become the massive industrial empire they are today. Every Japanese car on our roads owes a debt to those first few thousand 1970 240Zs.

1970 Datsun 240Z

Engine 2393cc inline-six, twin Hitachi HJG46W carburettors (based on SU HS6) **Power and torque** 150bhp @ 6000rpm; 148lb ft @ 4400rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent with MacPherson struts, lower transverse and drag links, coil springs, telescopic dampers, anti-roll bar. Rear: independent with Chapman struts, lower wishbones, coil springs, telescopic dampers **Brakes** Discs front, drums rear **Weight** 1036kg (2284lb) **Performance** Top speed: 122mph; 0-60mph: 8.7sec **Price new** £2288 **Classic Cars Price Guide** £6000-£24,000



Owning a Datsun 240Z

Jon Newlyn already had a Datsun 240Z when he heard about this one in 1988, 'The guy who was doing some work on my car asked what I'd do if he had one of the two J-registered 240Zs imported into the UK by Datsun. I told him that I'd buy it from him, so I ended up going to look at MBP 72J, which was the road test car that featured on the cover of *The Motor* in 1970.'

Despite it being in rough condition, Jon went ahead and bought the Z, 'It was the history. I knew it had issues - rust mainly, but it was quite original and was a runner with an MoT, so I used it on dry days for about eight years then took it off the road and started sourcing parts in preparation for the restoration.' When he was made redundant in 2002, Jon spent his newfound time and cash on restoring the car.

Since then he has done around 20,000 miles on trips to the Pennines and Lake District, tackled the Land's End to John o' Groats rally and did a 650-mile run down to Stuttgart.

'Although Nissan decided to build 200 new 240Zs around 1997 and remanufactured some parts, sourcing things is getting more difficult now. It's a car that you work on because you want to, not because you have to. Servicing is easy and there are no real mechanical problems, but few body panels are available, particularly rear wings and panel, and right-hand-drive dashboards are very hard to source.

'There were 82 240Zs in the UK in 1997; now there are 200 because they're being brought in from the US or Australia, but there's a good appetite for them in Europe.'

'Finding launch- or final-year classics is a crucial part of smart buying that's becoming all the more relevant'

While the BMW and Porsche belong here because they offer great value in today's market, the other three are more interesting in that they're the first and final models in their production runs.

Find one of the earliest 240Zs or Scimitar GTEs off the production line and you're guaranteed increased desirability. We see this repeatedly in higher values for alloy XK120s, flat-floor E-types, Plexiglass Daytonas, 64½ Mustangs, '59 Minis, pull-handle MGBs, Suffix-A Range Rovers and 1948 Land Rovers.

The Evo II is the last of the line so has a similar level of desirability as Commemorative V12 E-types, '68 Austin Healey 3000 MkIIIs, '71 Mini Coopers, '68 Sunbeam Tiger IIs, Jensen

Interceptor coupés and the last '89 Anniversary Edition Lamborghini Countaches. Final cars command higher prices because they're distinct punctuation marks in history.

Finding launch- or final-year classics has become one of the golden rules of smart buying. If the chassis number is significant the value will be too. And there are lots of classics out there with sellers who don't understand the dark arts of chassis numbering so do your research and find out which models came first and last. Having historically significant digits on a VIN plate can add thousands to the value and these days all that potentially precious data is as close as an internet search. Good hunting.

Thanks to: Lucy Birch at the BMW Car Club (bmwcarclubgb.uk), Andy Prill (prillporscheclassics.com), the Reliant, Sabre and Scimitar Owners' Club (rssoc.co.uk), Duncan Pearcey at the Z-Farm (thezfarm.co.uk), and the Lancia Motor Club (lanciamc.co.uk).



These owners each made smart decisions to buy their cars; more than anything, they love driving them



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Photo: Stirling Moss Collection

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Rob Walker ordered his Facel II in the same shade of blue that his fleet of racing cars wore while competing across the world



ROB WALKER'S MYSTICAL MISTRESS

Draped in a familiar dark blue, this Facel II used its mysterious Gallic assets to charm race team owner Rob Walker. Today, we have a rendezvous with the full-time gentleman's high-society seductress

Words IVAN OSTROFF Photography GLEN LINDBERG

Only around 180 of these exceptionally luxurious French Grand Tourers were built, and this is one of the mere 26 right-hand-drive examples of the Facel II - but that's not the only reason that this particular car is so special. This is the car that belonged to the late Rob Walker, the Johnny Walker whisky heir and founder of the eponymous racing team for whom Stirling Moss had so many successes in the late Fifties and early Sixties.

The Facel II is markedly different from anything else of its time. The hexagonal radiator, flanked by quad horizontal openings, Megalux headlamps and strangely curved windscreen are most imposing, yet the subtle fins and recessed indicator lenses sculpted into the rear wings exude pure elegance. There appears to be an antenna set into each of the rear wings, however the one on the nearside is a dummy, purely for aesthetic balance.

The Paris-based Facel Vega company built luxurious grand touring cars from 1954 until it folded in 1963. After years of financial struggles the Facel II was its last chance of success. However, as well as being ultra-exclusive it was also eyewateringly expensive - the £5500 required to secure a Facel II was roughly the same as the newly released Rolls-Royce Silver Cloud III.

I slide behind the deep-dished woodrim steering wheel into the sumptuous leather seat and pull the large door closed. It shuts with that special coachbuilt clunk that you would expect from a Silver Wraith. The dashboard spread out in front of me is like nothing else in the automotive world. Despite appearing to be of some sort of burr walnut it is a specially painted finish,

rather like that on a pre-war Chrysler. On the right of the steering wheel is a 0-5500rpm tachometer, on the left a 0-160mph speedometer. There are switches and knobs everywhere and without markings to identify what's what it's something of an ergonomic nightmare. But an owner quickly gets used to where things are and it quite frankly it just adds to the mystique. This interior is an art form in its own right.

I twist the key, the big 6286cc Chrysler V8 churns lazily and fires. The wonderful big-bore burble on tickover emanating from the quadruple rear exhaust pipes promises all the power I would ever want. I check the instruments and note the five heater levers in front of the automatic gear selector. They resemble the throttle quadrant of a Boeing Stratocruiser; I daydream about the roar of four Pratt & Whitney R-4360 Wasp Majors, slide them all forward in unison and rev the big V8 at the same time. Juvenile maybe, but this really is the epitome of a big boy's toy. I let the revs drop and then move the automatic gear selector back into D, drop the handbrake and gently ease forward.

On the move the dated worm and nut steering box does feel a tad vague, though once you switch the brain into grand touring mode it feels more acceptable. This is a big car, but with all that glass it's pretty easy to see all the corners and after driving for a while it feels like it's shrunk around me.

This 1962 example was fitted with the earlier 6.3-litre Chrysler V8 (later variants were 6.7 litres) mated to a three-speed automatic Torqueflite gearbox that provides near-seamless changes both up and down. Electric windows were standard, as was power steering and a full leather interior.

When Rob Walker owned it, he had a short differential fitted so that the car would be quick from low speeds and responsive for overtaking. It worked. Mash the throttle around 2500rpm (70mph in top) and the 'box kicks down a cog, pressing my back into the seat squab. There's a sudden surge of power, the tacho needle goes on a merry spool and the exhaust, which was muted on a light touring throttle, hardens into a throaty waffling bellow. In an instant I'm travelling at a speed I wouldn't care to admit so I back off, realising that I just yelled out 'wow' quite involuntarily. I continue to grin for what feels like ages.

In dropping a hulking great American V8 into a Euro GT, Facel Vega set a precedent that would be followed by many other marques later in the Sixties, including Gordon-Keeble, Bizzarrini, Iso Rivolta and De Tomaso. Those big American iron lumps might have seemed rather unsophisticated without a multitude of overhead camshafts, but they delivered a huge amount of lolling power for a relatively modest outlay. Furthermore, they were reliable - so long as you kept them topped up with fluids they'd invariably go on forever and a day. These silky-smooth big V8s gave these old-school hybrids just about all the performance credibility they could ever need. The Facel II is remarkably relaxing and easy to drive. The lower ratios are

clearly marked on the chrome bezel of the gear selector quadrant, so I try playing some Torqueflight tunes by manually moving the gears up and down. But beyond this tomfoolery disguised as hardware testing, I realise that swapping gears manually on a car like this is a superfluous exercise most of the time; with such immense amounts of torque on tap, why bother? A manual option was available but rarely taken up for a reason, and in any case anyone who could afford a Facel Vega would probably have little concern about any potential fuel economy improvements.

In a straight line at high speed, the Facel II feels imperiously planted. In period, this would have been a car in which you could drive all day on any decent motorway at speeds well in excess of 120mph. Stirling Moss had the earlier HK500 in France for use when driving on the continent for two or three years, and was negotiating

for a Facel II for 1962 when he had his big accident. However, by that stage the company was in chaos because of the reliability problems with the Facellia's Pont-à-Mousson-made 1647cc engine.

Says the car's current owner, F1 commentator and Facel enthusiast Bob Constanduros, 'When I spoke to Stirling about his time with his Facel he said, "It was a lovely car. I would drive the Facel all over Europe, pretty girl by my side, what could be better?" I then asked what kind of speeds he'd reach. "Oh, about 140, something like that." Kilometres? "No, no, miles per hour my boy." He drove the Facel as fast on the road as he would a race car.'

At 1850kg, this grand tourer is no lightweight. While the suspension allows for good ride quality without excessive wallow and the handling is adequate, I hardly feel inspired to throw the car into corners. Nevertheless, if I do load up the suspension through bends the Facel copes, even if it does require some physical effort from the driver in return. On turn-in the front end bites well, but there is some body roll and if you push too hard accelerating through the apex the back end threatens to bite like a French Mastiff that's had its tail pulled. I guess that when Jean Daninos, Facel's founder and the designer of the Facel II, claimed it was 'the fastest four-seater coupé in the world', he probably meant in a straight line. Chucking the Facel II around feels unseemly; perhaps if it had been endowed with rack and pinion steering it would be a more enjoyable proposition.

Slowing down isn't such a tall order. The Dunlop disc brakes all-round bite resolutely from high speeds and pull the car up straight and true, Constanduros having had them rebuilt in recent times. Starting his career in the Seventies as a motor sport journalist, Constanduros was soon touring Europe driving from one race to another in his VW camper van. A roving reporter in the truest sense, he covered Formula One, Formula Two, European Touring Cars and endurance racing.

'Eventually I decided to concentrate on reporting on F1, but I'd done the commentary at Le Mans for a few years and Bernie Ecclestone got to hear about it. He asked me if I'd consider doing the track commentary at F1 events.

'The big-bore burble promises all the power I would ever want'



OWNING A FACEL II

Says owner Bob Constanduros, 'After it was restored, it did take a while to get rid of all the gremlins. In 1999 I had an engine problem but I managed to find a Chrysler V8 for

£1600. I'm sure it'd cost a bit more today.

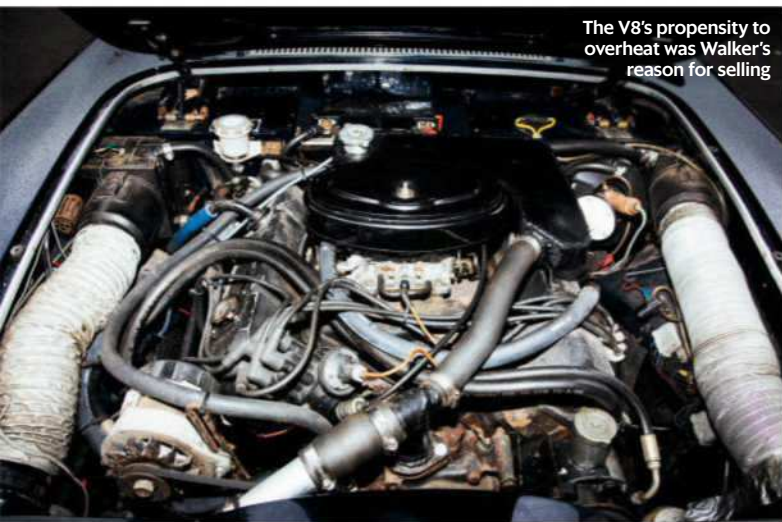
'I remember once driving along and suddenly I heard a metallic ding as a wheel spinner flew off. I instinctively knew what had happened and so was able to stop before the wheel left the car. It turned out that the wheel splines were worn and the spinner had worked loose. Luckily, I just had to change the wheel, no damage was done.

'The bonnet flew up once when the MoT tester was taking the car for a run but I believe that they hadn't secured it properly. On another occasion I had a problem with the electric windows. The chap working on the car left the ignition on for a long time while he was working on it and of course the fuel pump kept running. Suddenly there was an almighty bang when the fuel exploded and a metal cap was blown right through the bonnet! They did fix the windows though.

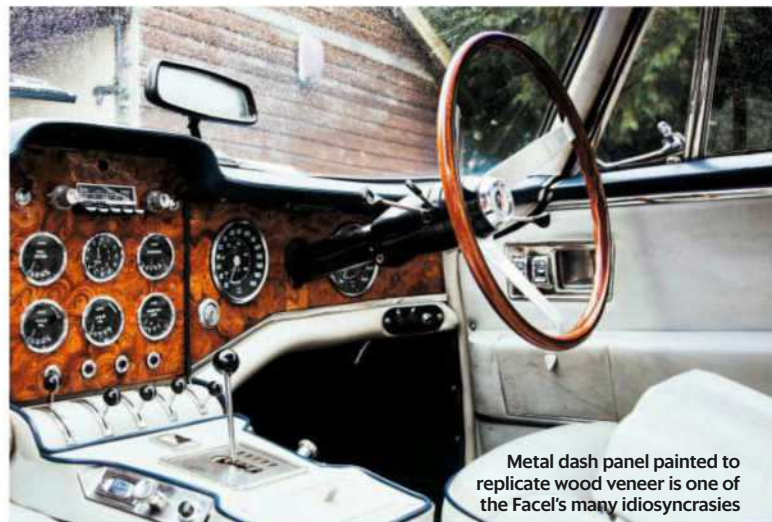
'At one time the car was used as a course car at Goodwood but it overheated, retiring in a huge cloud of steam. It then went to Le Mans to be a course car there, but did it again. Sadly it became known as the steam-powered Facel. But that was back then - today the cooling system has been thoroughly cleaned and the car is rather reliable. I don't worry that it might let me down every time I take it out. I love owning it, it has terrific performance, it's extremely rare and amazingly stylish. It's simply got everything going for it.'



When Walker's Facel II made a detour to the Ferrari factory en route to Monza, Enzo was so impressed he invited its driver - Walker's secretary - to join him for lunch



The V8's propensity to overheat was Walker's reason for selling



Metal dash panel painted to replicate wood veneer is one of the Facel's many idiosyncrasies

French port staff were so used to seeing Walker's Facel that they'd wave him to the front of the boarding queue





Bob Constanduros is still besotted with his Facel after three decades

That was about 1985, and I've done the circuit commentary ever since? It was in the early Eighties that Constanduros bought the Facel II; he had it restored in the mid-Nineties, acquiring a Facellia to use in the meantime. Today he covers around 1000 miles a year in it. He also bought a four-door Excellence limousine which is currently being restored. So, entwined in the top-level motor sport lifestyle, you might wonder how he formed such an allegiance to a marque with virtually no racing connections or aspirations?

'When I was a boy, I used to see a Facel Vega HK500 parked outside the church every Sunday,' he says. 'I was so impressed by the car's amazing dashboard layout that I vowed one day I'd own my own Facel.' Spool forward to the Eighties, Constanduros was introduced to a Facel specialist while on a work assignment. Needing to raise some extra capital and knowing that Constanduros was a Facel fanatic, the specialist mentioned a restored Facel II that he was willing to sell for £20,000. 'When I realised that it was the ex-Rob Walker car and that I could pay for it on the never-never it seemed like a pretty good deal, but it turned out that the restoration was not exactly finished. I collected it in a partly-restored state and took it down to Ian Webb in Cornwall, who agreed to finish the work for another £10,000.'

Constanduros knew Rob Walker well and once told him that he'd bought his old Facel II, which he ran with the registration ROB 2. Says Constanduros, 'Instead of enquiring where I'd found the car, he asked if it was as gorgeous as when he'd had it. I said it was. So he went on, "How are you going to cure the awful overheating?"'

When these cars were new, it was a real problem. Just as was the case with its other applications, such as the Jensen CV8, the big Chrysler V8 is crammed into a small space with little room to breathe. Today, with modern high-efficiency aluminium radiators, keeping it cool is much easier.

'Peter Sellers had a Facel Vega delivered to him,' says Constanduros, 'but when someone pointed out that the dashboard

'There weren't enough of those few prepared to pay for the finery'

was painted metal and not made from wood veneer he sent the car back immediately. Perhaps he didn't know that he could have ordered his with a wooden dash for an extra £30. Few had this option though. I had to pay £400 to have mine repainted.

'I appreciate that as a combination of an American engine and a French coachbuilder it is not a thoroughbred

motor car,' continues Constanduros. 'But then neither is an AC Cobra. On the other hand, there are so many Ferraris and Porsches out there, whereas Facels are so rare. Out of around 3000 made, there were just 189 Facel IIs built and as a part-time historian for the Facel Vega club, I know every single car. The Facel II is a particularly rare beast.'

Other famous Facel II owners included Maurice Trintignant, Francois Truffaut, Ringo Starr, Brian Rix, Danny Kaye, Tony Curtis and Ava Gardner, who owned three. It was perfectly described by the company's own grandiose advertising pitch, which claimed it was the car 'For the few who want the finest'.

The reality was that there were not enough of those few who were prepared to pay for the finery, and the company lost money on every car it made. But that didn't stop it being one of the most impressive cars of the Sixties. A French styling icon. A romantic dream. Facels might have been the preserve of the *beau monde* in their day, but their mystical appeal has an allure that transcends cultures, continents and classes - whether you're a full-time gentleman or a church-going schoolboy.

1962 Facel II

Engine 6286cc Chrysler V8 with twin Carter four-barrel carburetors **Power and torque** 390bhp @ 5400rpm, 460lb ft @ 2800rpm **Transmission** Three-speed Chrysler Torqueflite, rear-wheel drive **Steering** Power-assisted worm and peg **Suspension** Front: wishbones, coil springs, Armstrong dampers, anti-roll bar. Rear: live axle, semi-elliptic springs, Armstrong dampers **Brakes** Discs front and rear, servo assisted **Weight** 1880kg (4140lb) **Performance** Top speed: 138mph; 0-60mph: 8.4sec **Price new** £5500 **Classic Cars Price Guide** £150,000-£340,000

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[Epic Restoration]

'There were several bullet holes. We still wonder what happened'

This Jaguar E-type had suffered a rollover, being shot at and left in the elements for 40 years. A brave restoration then

Words NIGEL BOOTHMAN Photography LAURENS PARSON





No it's not a roadster - the coupé roof was flattened in a 1971 rollover

Something happened to this car in the mountains of New Mexico in 1971. Something bad. It probably involved evasive action, a terrifying skid and then a sickening rollover. The roof collapsed on the right-hand side, pillars folding like broken twigs, the tarmac battering the wing tops as the car slowly came to a halt.

Once it was righted, the extent of the damage clearly put off any ideas of fixing it. By this point, this Old English White Jaguar E-type FHC was nearly ten years old having been imported new in December 1962. Whoever took ownership never got round to scrapping it, but instead the years took their toll via 40 years of outdoor storage.

'The paint had been blasted off by the desert sand,' says Richard Feather. He's the man who bought this car as the result of a bold moment online on New Year's Eve 2012. 'There were some bullet holes too, and they looked like a pretty large calibre. We still wonder what happened.' He later found an online article written about this E-type at the time it was advertised, describing it as 'one of the most thoroughly thrashed examples we've ever laid eyes on'.

Richard had never owned a classic car before, never mind restored one. Nonetheless, he had a clear vision to rebuild his E-type for the best driving experience. 'That meant being faithful to its original design and engineering,' he says, 'but it also meant adapting it for 21st-century driving and correcting its known foibles with, for instance, better cooling and brakes.'

Without a recommendation for a decent Jaguar specialist, he was reduced to checking out different options thrown up via a web search. His search ended with Adam Booth of ATB Classic Car Restorations.

The state of the car as it was bought says a lot about Richard Feather's personality - he comes across as buoyant, cheerful and optimistic. As you would need to be if you clicked 'buy it now' on a car like this. Not every restorer would agree to take on such a job, but in Adam Booth, Richard had stumbled upon a kindred spirit. Adam works alone in his workshop in South-West Wales, sub-contracting certain jobs but doing the bulk of them himself. 'So we embarked on this huge restoration,' says Adam. 'I began stripping and repairing the car with Richard sourcing the parts as and when I requested them.'

All of which requires resourcefulness, confidence and a can-do attitude. Whatever arrived on that trailer, whatever state it was in, was going to be fixed. In the event, it needed work just to get it into the workshop.

'I had to change the wheels while it was still on the trailer just to get it to move,' says Adam. 'After that, I could start having a proper look at it. It was full of holes, apart from the bits that were full of spiky tumbleweeds and dead mice. The cylinder head was off it, the inlet manifold and carburettors were wedged in the boot and the interior trim had mostly been eaten. But the biggest problem was obviously the roof.'

Lifting the lid

Before any further structural work could begin, Adam needed to establish just how bad the damage was. 'I obtained a body jig some years earlier for an S1 E-type,' he says. 'Once I'd stripped everything off the

Low point

'The gearbox failing when a bearing gave up. Very frustrating to hear it had happened, especially as it was due to something out of my control - it's a part you fit and just have to trust'

car - all the running gear, driveline and so on - I could mount the tub on the jig and to my relief it showed the car wasn't twisted.'

Adam's plan for the roof was to jack it up and push it back to a repairable state, but found it wasn't possible to undo that amount of destruction. 'The roof and tailgate were beyond repair,' says Adam. 'Richard found a guy in America who

had a roof panel and a tailgate spare. So I exposed the factory joins in the C-pillars, sweated out the lead and then drilled through the spot welds. That got the old roof off.' Adam was able to measure another E-type to construct an internal jig that gave him a good idea of where the new roof should sit on Richard's beheaded car.

'There are internal panels in the C-pillar as well as what you see from the outside,' Adam says. 'I straightened the original ones both inside and out and then slowly positioned the new roof, screwing it in place to check every gap before I started welding.' Because new glass was required all round, the new screen would define the front edge of the roof, leaving Adam to get all the spacing correct further back. 'The new roof was very slightly bigger than the original, but I got it exactly where it needed to be. Then I could replicate the factory spot welds.'

Adam's resourceful approach came to the fore again when supporting the roof at the front. 'I could only buy E-type roadster A-pillars,' he says. 'I had the original brackets in that ruined roof so I could copy them in new steel and turn roadster parts into something suitable for a fixed-head coupé.' It still left a great deal of work to do. Adam worked methodically from one area of the sill and floor to the next, bracing what was there before cutting out the rotten steel. His determination to keep whatever he could use was not just about the integrity of the restoration; there was a practical side too. 'A new cowl panel is £1000... if the old one can be saved, let's save it! I unpicked the securing welds then removed it, repaired it and straightened the bulkhead while it was off.'

Lateral thinking

'The boot floor was too riddled with pinholes to re-use,' says Adam. 'I let in a new section made by the Hutson Motor Company.' He then began knocking out the extensive dents to the right-side rear wing, using a hammer and dolly to drift the bent panel back towards its original contours. At the same time, he addressed the nearside's bullet wounds by tapping the split points flat from inside, touching them in with a welder and grinding them back.



The replacement roof section and tailgate were donated by another E-type – then the difficult process of transplanting them began



Was the wheel snapped by the rollover accident?



Bullet holes were far from the only signs of trauma...



Did the owner have an Elvis moment, or was it used for target practice?



Caved-in roof was too mangled to be saved

Camshafts were too corroded to be rescued.
Aluminium radiator and high-flow oil pump
should protect the rebuilt engine



Ad, et hinc, hinc ea ipsum
de qui nunc inveniunt ea
explatur? Qui officiet



Left exposed to harsh elements
with no cylinder head, the engine's
pistons had seized in place



Crankshaft, cylinder head,
engine block and two of the
carburettors were salvageable



New bonnet required
extensive reworking
before it would fit

‘As well as straightening the bit you can see I had to sort out a lot of rust in the inner wheelarches,’ he says. ‘With that done, it was time to move on to the engine frames.’

It’s such a critical area that the only safe solution was to buy a pair of new ones from E-type Fabs in Darlington. ‘They’re stiffer than the originals but look identical and fit really well,’ says Adam. This left one of the biggest decisions of all - what to do about the bonnet.

It’d been extensively damaged; crushed as well as twisted. Anything can be fixed - given time - but Richard stepped in with another solution, finding an aluminium bonnet in Poland. ‘At the time, it was the only place supplying it,’ he says. But it wasn’t perfect.

‘I think it had been made by two different people and welded together down the middle,’ says Adam. ‘I had to re-work the headlamp areas because the captive nuts were in the wrong place, as were the indicator holes and the bumper mounts. I needed to fold the flanges at the rear and at the bottom too.’

A break from the metal-bashing

While the seemingly endless battle with the bodyshell continued, the engine was also being revived. Adam removed and stripped it - or at least he tried to.

‘The cylinder head had been removed years before, and with the red dust from the desert in the bores combining with moisture, every piston was rusted solid. I removed the crankshaft and then we had to sacrifice the con-rods to push out the pistons from below with a 40-ton press at the local machine shop.’ The team at the machine shop also took care of boring out the damage to the cylinder walls.

‘It needed to go 0.040in oversize,’ says Adam. ‘With new pistons and con-rods required, I was relieved the crankshaft survived, albeit with a grind and polish.’

With the bottom end sorted, attention turned to the cylinder head. ‘The waterways were corroded,’ says Adam. ‘The machine shop welded in new metal and skimmed the mating face. They also fitted new valves, guides and springs. I replaced the corroded camshafts with new items.’

New timing gears and chains also seemed a wise investment, as did a program of upgrades including a Rob Beere high-flow oil pump and a lightened flywheel from the same supplier. What of those carburettors, dangling out of the boot on their furred-up manifold?

‘We could save two of them,’ says Adam. ‘The third was so corroded we had to buy a new body, but I rebuilt all three so you’d never know the difference.’

Adam also rebuilt the car’s Moss gearbox, one of the few jobs that seemed straightforward at the time. ‘There were no major issues,’ he says. ‘At least, not then. Those came later.’

High point

‘It’s a tie - either getting the car back from the painters after all that work to the shell, or the first fire-up of the rebuilt engine, which is always a great moment’

Major milestone

‘The repairs to the bodyshell seemed to go on for a long, long time,’ says Adam. ‘You keep plugging away and sometimes feel like you’re getting nowhere, then one day later you’ve finished.’

The shell was finally as stable as it could be - every panel had been fixed, the roof and pillars completed and the door skins replaced after the frames had been straightened and repaired. Adam

was able to move the body tub to JC Shot Blasting in Carmarthen for surface preparation.

‘Ceri Richards at JC did it very gently so even thin panels like the roof were at no risk of deforming,’ says Adam. ‘Ceri is the painter too, so he was able to control every part of the process from keying the bare metal to laying on sealers, primers and eventually top coat.’

The repairs to the shell had taken Adam from February 2013, when the car arrived, to March 2014. During the work, he’d taken a break to strip and deliver the engine to the machine shop, who returned the parts in April 2014. Around this time, the preparation for the paintwork began, with Ceri Richards finally returning the re-finished car in the first days of 2015.

Through the second half of 2014, then, Adam had plenty of time to revive the running gear. Here, as in other areas, Richard Feather’s philosophy for the build was about making it a driver’s car to be enjoyed while touring, mostly on the continent. ‘That’s why I was happy to leave it with left-hand drive,’ he says.

Richard bought a different crown wheel and pinion to lengthen the back axle ratio from 3.54 to 3.31 for more relaxed touring. Adam also fitted adjustable-bias Coopercraft brakes front and rear. He assessed the wheels and hubs that came with the car but felt such safety-critical items could not be re-used, so he sourced four new hubs while Richard bought a set of 6J wire wheels from MWS in Slough.

‘We could re-use the original wishbones but fitted uprated torsion bars,’ says Adam.

‘I also added an adjustable reaction plate. It really simplifies the process of setting the ride height.’ A further aid to speedy set-up was the fitment of adjustable camber bars instead of shims to set the camber of the front wheels. With all bearings and bushes renewed and a great deal of blasting, priming and re-painting, the running gear was ready to meet the painted bodyshell.

A fast finish - at first

Adam tore into the build-up of the car with impressive speed. After taking delivery of the painted bodyshell in January 2015, the assembly work was completed by April, including the added features for an improved driving experience.

‘I knew it would need aircon,’ says Richard. ‘It’s vital for comfortable use in the summer when driving in Southern Europe. Adam was able to

MY FAVOURITE TOOL



‘My Dunlop tracking gauge - it’s old but simple to use, and very precise. You set it up on a flat floor and if you have to, set the bars to the tyres and adjust the tyre width gauge. It’s got a lens on each side and a target to check, giving you a reading for toe-in or toe-out. E-types are very sensitive to incorrect adjustment on various planes; you can change camber and castor at the rear and the front, so it’s important to get the tracking spot-on to start with.’





De-bugging and perfecting

‘It actually went really well,’ says Richard. ‘There were a few issues, like discovering fuel slopping around in the car after the old tank, sealed by another company, sprang a terrible leak. I bailed it out and carried on.’

Needless to say, a new alloy tank soon replaced the original. By July, with the French adventure over, the car was returned to Stanley Trimming to be finished off. That took until the winter, so it wasn’t until the following year that the shakedown process could continue. A lengthy run in the fully leather-lined Jaguar took Richard through France and into Italy, where the final phase of ‘development’ began...

‘The gearbox input shaft bearing melted,’ says Richard. ‘The recovery driver who collected us had also rescued Daniel Craig and his Aston Martin from the same place, so we felt in good company.’

‘The Moss gearboxes aren’t as sturdy as the modern equivalents,’ says Adam. ‘Richard preferred a five-speed anyway so I fitted one from E-type Fabs.’

One final tweak gave the car a unique touch. Says Richard, ‘The speedometer’s face is a custom job, showing both km/h and mph. It looks factory but isn’t. It makes things easier when driving in Europe.’

Richard’s restoration has led in an unexpected direction. Since the E-type was finished, Adam has restored E-types for other customers but also two MGAs and a Citroën 2CV for Richard. These now form part of his classic rental fleet in the South of France, while the E-type has covered more than 8000 miles already. What started as a bold, impassioned mouse-click one New Year’s Eve has grown into a sustained working relationship and a business of its own.

Ever thought a restoration is just too hard, too much to bother with? Maybe Richard and Adam’s next project together could involve motivational speaking.

Thanks to Provence Classics (provenceclassics.com), ATB Restorations (atbrestorations.co.uk, 07754 712737)

This S1 went from ‘what have you done?’ to ‘how did you do that?’ in fewer than three years

find a home for it in a box in the passenger footwell and he turned the heater switch into an on/off control, so now I just use the sliders for hot and cold air.’

Next came electric power steering, handy for other Feather family drivers without Richard’s shoulder muscles. This kit, supplied once again by E-type Fabs, can be set to add heft as speed increases, so it’s never floaty-light. Adam and Richard agreed that halogen headlamps would make a big difference to visibility for night driving, which just left in-car entertainment. ‘The original radio fascia is a dummy,’ says Richard. ‘Instead, you can stream music from your phone to a Bluetooth receiver hidden in the passenger footwell.’

Replacing the original loom meant Adam had a chance to wire in all these fresh accessories - plus the hazard light circuit from an S2 E-type - leaving only the trim to do before the car was finished. Says Richard, ‘I thought it was so close by April 2015 that if I just got the front seats done, we could MoT it and start the shakedown process.’ So Carl Stanley of Stanley Trimming in Somerset finished the seats and sent them to Adam to fit. By the following month, the car was road legal. Richard promptly set off on the Mendip Tour - a classic rally - and then crossed the Channel for a first trip to France, all in a largely un-trimmed car.

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11 HEAVEN

Despite having only one leg, Alan Stacey rose to motor racing stardom using a healthy dose of determination – and his trusty Lotus Eleven team car. Six decades on, we drive it

Words IVAN OSTROFF Photography GUS GREGORY

My first contact with 1 J VX sends a pang of guilt straight through me. This is the Lotus Eleven team car that the late Alan Stacey used to win twice at Goodwood in 1957, yet here I am clumsily swinging a leg over the haunch of the offside rear wing and standing, with much regret, on the red leather driver's seat.

I'm exonerated by the lack of an alternative; both doors are rendered defunct by the fixed wraparound windscreen. I complete the move by placing one hand on the rear wing and the other on the transmission tunnel,

lowering myself into this Fifties Lotus holy of holies.

Back in 1957 this Series II Eleven would have run without seat belts, but these days it sports full Willans harnesses and I have to say that I'm grateful for them. Sixty years ago I'd also have been encircled by a single-seater screen with an alloy tonneau to my left, but today the Eleven is in its open cockpit Sports Car configuration with full-width screen.

At the BARC National meeting at Goodwood in September 1957, while Stacey was battling Innes Ireland's Eleven team car for the lead in the Madgwick Cup, they jointly set a new record average

of 88.71mph. But with two laps to go Ireland spun off, leaving his friend Stacey the winner. On the cooldown lap Stacey stopped out on the circuit and collected Ireland, who rode back to the paddock perched astride his head fairing.

Today, the typical Fifties-style bucket seat with wraparound sides gives excellent lateral support, all comfy and snug. I twist the ignition key, listen for the sound of the fuel pump tick, then press the starter. The 1098cc Coventry Climax FWA straight-four rotates a few times while the starter motor churns and then fires healthily. Sitting in an aluminium shell with an aluminium engine aggressively ticking over, everything clatters around me and the cockpit is an auditorium of noise. But it's all the right sort of noise.

This car has always been registered for use on the public road since it was built in 1957. For that reason the exhaust is muffled by a silencer beneath the passenger door. Nevertheless, this is a thoroughbred racer so the silencer just about complies with the law. As owner Malcolm Ricketts puts it, 'It's just enough noise to keep the passenger quiet.'

I'll have no companions today. I adjust the mirror set on the scuttle in the middle of the crimson leather dashboard; there's another on the wing to my right. The gear lever is raked back towards me and in easy reach; in period this would have incorporated a motorbike-style twist throttle to accommodate one-legged Stacey's inability to heel-and-toe. I dip the clutch pedal; it's heavy but not prohibitively so, although stirring the 'box into reverse isn't the easiest exercise. I have to press down while guiding the spindly black gear lever to the left and back.



After four decades laid up, Alan Stacey's 1957 Lotus Eleven team car has been recommissioned

The head fairing was fastened onto the Eleven's slippery Frank Costin-penned bodywork to improve stability



With the car now facing the right way, I push forward and left, seek out first cog. I put two thousand on the tachometer, let in the clutch and the Eleven pulls away cleanly. Even at parking speeds the steering is not in the least heavy, but then in a car weighing just 462kg on what seems today like rather skinny rubber, that's to be expected. I guide the lever straight back into second, accelerate a little more, then at 4000rpm select third. At this speed the steering is noticeably light and delicate, while at the same time precise and direct. I feel everything through the thin-rimmed steering wheel and can guide the car with just a finger-thumb grip on the wheel - a virtue no doubt appreciated by Stacey, who would often have only had one free hand.

Whereas the earlier Series I Lotus Eleven employed a swing front axle, later Series II cars had an improved Formula Two-style set up, with double wishbones and co-axial springs over telescopic dampers. To reduce the unsprung weight at the rear, there was a de Dion tube located by radius arms - one being triangulated into an A-frame. Meanwhile, although the little Coventry Climax four-pot up front produces a modest 105bhp, the car's excellent power-to-weight ratio means there's a reasonable feeling of power on tap. The FWA is tolerant and far more flexible than I'd expected, although when I want any real performance I have to keep it up on the cam. Below 3000rpm there's enough to maintain momentum and little else, but once I hit 4000 the engine note changes from a mumbling growl to a hardened rasp. When he was

racing this car, owner Malcolm Ricketts would use 7000rpm as a limit but in the interests of preserving the original engine's life, he now restricts himself to 6000rpm on the road and of course I've agreed to respect that limit too.

Coming up to a crossroads I try the all-round disc brakes; they bite well, are very light to use and haul speed off in an instant. I note a bit of backlash on the transmission when I slow up, but this is a racer and that's to be expected. The Eleven is noisy and rattly but where any bit of metal touches another you're bound to get some noise, especially when there are no rubber bushes to absorb road shocks. And as ergonomically inconsiderate as it is, the full-width wraparound windscreen works extremely well on the move, diverting the slipstream so I don't need to wear racing goggles.

The handling balance is equally driver-friendly; pushed to the limit, the Eleven shows a tendency towards slight, easily remedied understeer. I apply full throttle as I pass through the apex, powering it through. Breakaway is gradual so the car never puts me in a situation where I require armfuls of opposite lock. Unlike more powerful cars such as 'Healeys or Jaguar D-types, the main focus is on maintaining momentum through the corners. The key to quickness is smoothness, so there's none of this business of early or late turn-in to gain advantage of a particular corner, and then balancing it on opposite lock with the throttle on exit. The Eleven is so exquisitely balanced that it requires preciseness of line to extract its full potential.



1JVX with the single-seater head fairing used by Stacey for all but one race



Stacey had a major hand in the Lotus Eleven's dominance of the 1957 British racing season



The Eleven as found with its curious GT bodywork

Owning a Lotus Eleven Series II



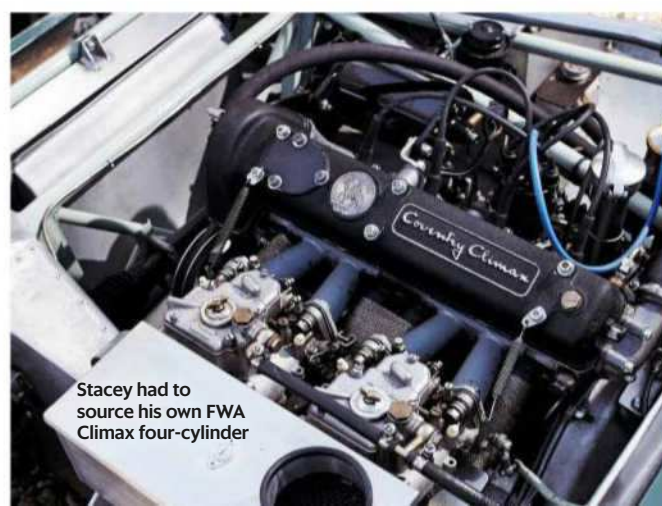
'Running costs are almost zero,' says owner Malcolm Ricketts. 'It doesn't use much petrol and the only maintenance required is to change the oil and filter every so often and grease the suspension and driveshaft nipples.'

'When I bought the car it hadn't been used for 38 years. It'd been removed from the track and some awful GT

bodywork had been fitted, but from then on it was left unused. I spent £9000 having the transmission refurbished and £4000 on rebuilding the Coventry Climax engine. Then, in order to keep the very thin and vulnerable original front end safe, I spent £1000 on a fresh bonnet. Then there was £3000 on repainting and a bit more here and there on things like the seats. I don't hammer it around - I always treat it with the respect it deserves and it has paid me back by staying quite trouble free.'

'My intention was for it to be a road/race vehicle. I showed the car to an MoT inspector and he confirmed that no modifications were required at all - it was MoT'd and that was that. I didn't even have to raise the suspension to clear road humps. All I did was replace the Dunlop Historic racing tyres with radials to make sure it complied with the MoT requirements. I think they were off a Fiat Uno actually! Since the radials are more compliant, the car benefits from a slightly improved ride. I was advised not to exceed 110mph on the radials which the car is easily capable of on a circuit, but on the road that would obviously be unwise.'

'The differential bolts can work loose so I have to keep an eye on them. Otherwise, I just get in and drive. The main worry is the thin 16-gauge aluminium bodywork - you only have to look at it and you'll put a dent in it. Sometimes people try to help me push it but I have to politely decline their help in case they push the wrong place. I once tripped over the front and had to throw myself into a Kung-Fu roll to avoid landing on top of it!'



Stacey had to source his own FWA Climax four-cylinder



Gearstick throttle is gone, but the plate to prevent Stacey's false foot falling into the spaceframe remains



Stacey regularly used his Eleven on the road – and six decades on, so does its current owner

Approaching a long sweeping corner, low and secure in my seat, I feel at one with the car, holding it in top. As it flows through the bend, I realise that I'm not consciously steering the car at all. Changes of direction seem to be made by my subconscious alone.

The Series II's dynamic promise was discussed in a meeting called by Colin Chapman during the 1956 Earls Court motor show, involving his three leading sports cars drivers at the time - Alan Stacey, Keith Hall and Peter Lumsden. He informed them that the cars would be ready for the start of the 1957 season and that he'd like each of them to campaign one for the factory. Since Chapman wanted to keep any start money and prize money they weren't overly keen, but Stacey and Hall agreed to run Elevens as Lotus Team cars so long as they were registered in their names. The driver would source and fund his own engine and run the car, which Lotus would provide. Chapman would also pay the drivers a small retainer, plus £1 per mile for first place and 50p for second. Once Stacey took delivery of chassis 304, his mechanic installed the 1098cc Climax ready to do battle in the 1100cc classes - an impressive feat given that his mechanic only had one arm.

Stacey campaigned chassis 304 throughout the 1957 season before advertising it on 31 October 1957 as a '1957 works Le Mans Lotus 11 driven and maintained by Alan Stacey in 1957 for sale at £1175.' A subsequent owner fitted it with red coupé-type bodywork with the intention of extending its competitive life by turning it into a GT car to run against Triumph TR3s and Turner GTs. However, it was never ever raced in this form, instead spending almost four decades languishing in a barn without even turning a wheel. Eventually, Ricketts came to hear about it.

'I've always been a Lotus enthusiast,' he says. 'I went to Highgate School, which was quite near to the Lotus factory in Hornsey. I used to go there to have a nose around whenever I could, and dreamt that one day I would have my own Lotus. Colin Chapman was and remains my hero, yet strangely enough I never met him or even saw him when I went to the factory. However, I have come to know the family well over the last fifteen years.'

'He was braking so hard that the tyre wore into the body from underneath'

After a period of negotiation Ricketts bought the Eleven in October 2007. His first priority was replacing the curious coupé bodywork with the original rear end, which had fortunately been included as part of the sale. He then spent two years refurbishing the car back to how it was when Alan Stacey last raced it in 1957.

Today it retains matching numbers and, bar the removal of the hand-throttle gear lever by a previous owner, the Eleven is all-original other than one carefully thought-through exception. Since Ricketts intended to compete in the car, he decided to take the precaution of fitting a replacement aluminium front body section and place the original front clamshell in safe storage to preserve the car's provenance. In the event of things, that proved to be a good decision. Apart from a few scratches on the wings from nudging markers at sprints, there's a blemish on the nearside front wing. In the heat of battle during a three-hour race at Spa, Ricketts was braking so hard that a front tyre wore into the bodywork from underneath.

'In 2013 I raced it at the Goodwood Revival and Bob Dance from Team Lotus came along to help in the pits. I could not have ever hoped for anything better. That was just wonderful.'

Ricketts retired from racing a couple of years ago but continues to use Lotus Eleven chassis 304 regularly. Sometimes he takes it out for a Sunday jaunt, sometimes down to the pub or out for a cross-country blast on a summer evening. 'When Stacey owned the Eleven he would use it on the road all the time,' he says. 'I'm proud to have the opportunity to do the same.'

1957 Lotus Eleven Series II Le Mans

Engine 1098cc four-cylinder Coventry Climax FWA, sohc, twin Weber 40DCOE carburetors **Power and torque** 105bhp @ 5250rpm; 85lb ft @ 4800rpm

Transmission MGA four-speed manual, rear-wheel drive **Steering** Rack and pinion

Suspension Front: double wishbone, coil springs and dampers, anti-roll bar. Rear:

de Dion axle with twin radius rods, co-axial coil springs and dampers **Brakes** Discs

all round, inboard at rear **Weight** 462kg (1019lb) dry **Performance** Top speed:

130mph; 0-60mph: 9sec **Price new** £1337 **Classic Cars Price Guide** £55k-£115k

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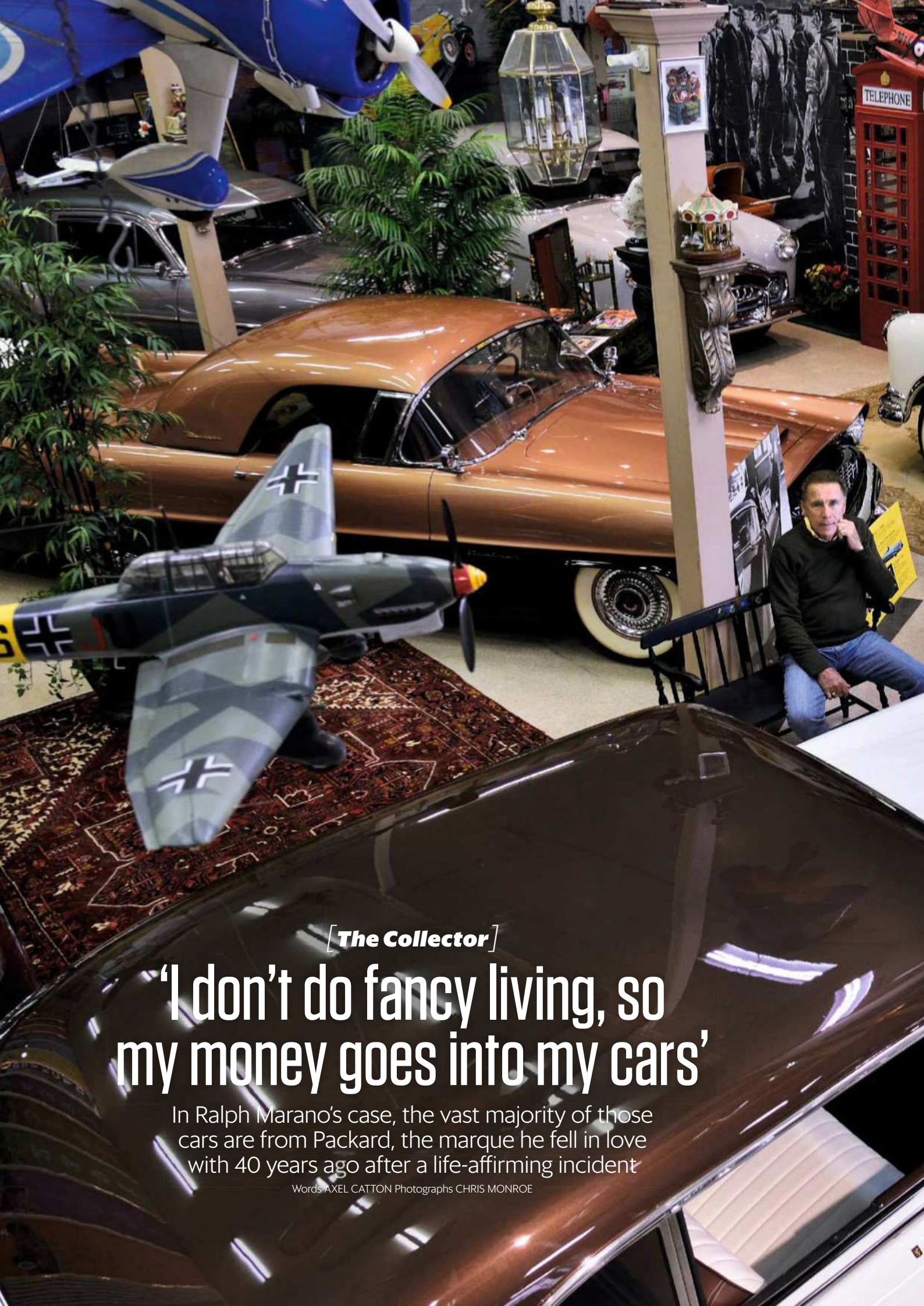
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[The Collector]

'I don't do fancy living, so
my money goes into my cars'

In Ralph Marano's case, the vast majority of those cars are from Packard, the marque he fell in love with 40 years ago after a life-affirming incident

Words AXEL CATTON Photographs CHRIS MONROE



PACKARD

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Most car collectors can remember roughly when their love affair with a certain brand or model began. But none as specific as the world's foremost Packard collector, American car dealer Ralph Marano. To call him the authority on all things Packard is no exaggeration. Owing 95 cars, 66 of them Packards, puts him in a special position, not only among Packard collectors. Nowhere are there more Packards in one place than in Ralph Marano's warehouse in Garwood, New Jersey.

While Marano didn't set out to be a Packard collector, he admits to always having been a shrewd buyer, 'I grew up on the street. I've always been a wheeler dealer, so I knew how to make trades - offer three cars and something else and get a car I wanted instead. That's how I traded up.'

Marano's pride and joy amid his world-class collection are the one-off Packard concept cars he owns. Much like GM's Motorama models, those were meant as dream cars, to show what could be and sometimes what would be. He houses them in a former car dealership not far from his used car place on Garwood's main road. Stepping inside is like diving into a bygone world. Murals 20 feet high decorate three walls, depicting Packard scenes that never were, artistically created following Marano's painstaking instructions.

As Marano guides us through the room, it becomes evident that he is not a collector who amasses cars for the sheer need of having them. He loves sharing the stories behind the cars and the intricate details of every one of them. Surprisingly, Marano has none of the work done in-house at his two dealerships. He sells used cars in one and trucks in the other but work on his old cars is entirely farmed out. Aware of the costs, he points out the benefits, 'It's like eating out. You don't mind paying if the food's good. And I don't do fancy living, so my money goes into my cars,' he admits.

The car that started it all - the 1937 Packard 120 C Business Coupe

'It was August 4, 1978 when I made the decision to buy my first Packard,' Marano recalls. He and his car dealer father had been to a local car show a few weeks earlier, where Ralph fell in love with a Packard for the first time. 'I was there with my Ford Model A and got parked next to a gleaming black 1937 Packard. Being a car guy all my life, I knew what Packards were, but this was something else. The guy was asking \$12,000 for it. That was three times what my price guide said what it was worth.' This particular car had undergone an intensive restoration, and the Maranos were sure to notice. By the end of the show Ralph had decided to buy the car and gave the owner a deposit.

'It was a lot of money, but I figured my dad and I could sell a few cars from our small collection and instead of having four or five other cars we could have one outstanding Packard.' Back at home, reality kicked in, and Ralph felt buyer's remorse. 'I told the guy to keep the deposit, but it was just too much for me, we couldn't handle it.' A few days later Marano got hit head-on by a drunk driver while behind the wheel of his wife's Dodge Challenger

convertible. 'I shouldn't be here anytime past 11.10, Friday night, August 4, 1978. I don't know how I got out of the car, let alone lived. In hospital, I wrote my father a note that said "go buy that Packard". And that's what set me off with the marque. Go figure.'

Rare pairing - 1953 Packard Monte Carlos

'The Monte Carlo concept cars started life as regular Packard Mayfair two-door hardtops. We bought the first one in 2009, supposedly restored. I had been in contact with the owner in Georgia over many years. It had originally been found in a field rusted up to the doorhandles. When we bought it, it was supposedly restored but when we got it we opened the truck and closed the door again; we thought it was a different car. We had to do the whole thing over again. We needed to buy a really good standard sedan and break it for parts. The only thing that was really strong on this one was the roof.

'When these cars were new, they were structurally weak, because they had started life as two-door hardtops - the removable T-top roof panels were cut in afterwards. In those days, the convertibles would have had an X-frame to keep the body from flexing when the roof was gone. But when Packard cut the roofs on these, the bodies started to sag. If you looked at the top of the door, you had a ¼in gap and at the bottom a ⅓in gap. These cars were only ever supposed to be stationary on a turntable, so

we had to go through and reinforce everything to make it stronger than new. As well as the T-tops, the Monte Carlos had unique three-seat rear benches with double armrests.

'A year after I bought my first Monte Carlo the second one found me, and I bought that one, too. The only time these two had ever been together was in Earle C Anthony's Packard showroom in California when they were new, and now they are back together in mine.'

'I wrote my father a note that said "go buy that Packard" - that's what set me off'



120 Coupe is Marano's pick of his Packards

Mr President - 1952 Macauley Coupe

'I found the Macauley Coupe around 2002, I think. It was made in 1952 for Alvan Macauley Jr, then president of styling at Packard. It was built in-house but heavily modified to suit Macauley's personal taste. It was the first car ever to be equipped with a rear wiper, there's a McCulloch supercharger and - despite its size - it is only a two-seater. It's kind of a

Fifties hot rod, if you will. The chrome strip all along the bottom is carried on into the inside, which is neat.

'Sometime in the late Fifties, opera singer James Melton, who owned the car at the time, had pulled out the Packard driveline and replaced it with a Chrysler V8, a Chrysler dashboard and a push-button Torqueflite transmission. Can you believe it? I had to bring it all back. In order to do that, I found an ultra-low-mile Packard parts car with 10,000 miles, I think, to use for the frame, because Melton had cut it all to pieces to fit his Chrysler drivetrain. It was cheaper for me buy a car with perfect panels than try to make it from scratch. I managed to find the original engine and did the retrofit conversion. It's now got the matching-numbers engine, the only Packard motor ever painted red.'

Autorama special - 1952 Packard Pan-American

'My Packard Pan-American was another car made especially for the 1952 Autorama. It was bodied by Henney and also heavily customised. Only six examples were ever made of this predecessor



The collection also includes much Packard automobilia



Having so many Packards also means a big spares stock



Marano reunited these Monte Carlo siblings for the first time since they were new



Monte Carlo's 'rhubarb and custard' colour scheme continues inside



Marano chats Packards to writer Axel Catton



Customers asked for a revival of the pre-war grille style, and the Request is what they were given

of the Packard Caribbean. They cost Packard \$20,000 to make, so it lost money on them. The way the cars were made, how the body was cut with altered body sections, was extremely costly to do. There is a scoop in the hood and a great deal of leadwork went into the body.

'The colour is called Green Gold, because it has flakes of 24ct gold in it. I bought it in 2003 from the widow of the second owner. Among my collection it's the only one that hasn't undergone a full restoration. And while we had to retouch some of the paint, the outside is probably 80 per cent original. We overhauled the engine and gave it a new top - it's the only one of the six that had a top, all of the other ones made were open cars that wouldn't close.'



Super Eight had to be restored again after it took a dip in a pond

Half of all made - 1954 Packard Panthers

'In 1952 Packard originally made four Panthers, two of which are in my collection - and I know where the other two are. In 1954 Packard, having failed to merge with Frazer, Nash, Kaiser and some other small brands, was out on its own against the Big Three and needed to turn out some stunning concepts to attract attention to itself. So, it took two of the Panthers back - the ones I now own - and returned them for a restyling to the company that had originally built them, the Mitchell-Bentley Corporation in Owosso, Michigan.

'The two I have, one open and one closed one, basically had lived in Michigan most of their lives until I bought them in 2002 and 2007 respectively. The Panthers are the first cars ever to be made fully out of glassfibre, even before the Corvette.'

A return to pre-war looks - 1955 Packard Request

'The purchase of this one shows you how it sometimes happens with me and those cars. I was just flipping through a Packard magazine and saw an advert for a Packard Request. This car was built in 1955 because Packard owners were requesting for the vertical grille from pre-war times to be brought back again. So I called the guy up who put in the advert, and it turns out it is the owner's widow. She told me that her husband had passed away a month previously.

'Now, when somebody passes away, you never know what the right timing is to be both respectful and timely. So, there I was, and the lady told me that she'd just sold

it and they were coming to pick the car up that day. I knew the guy who bought it and I called him the next day. His response was, "Ralph! You were going to be my next call. I wonder if you're interested in buying this car?" So I gave him his profit and ended up with the car after all.

'It had been hit pretty hard in the back and the front. So again, we had to go out and buy a low-mile parts car to use the fenders and frame. This was the first Packard to come with a V8 engine, all my other concepts have straight-eights. It's got a glassfibre hood, and I also found a pedal car that is identical to it. Which is neat.'

Later, alligator - 1938 Packard 1605 Super Eight Convertible

'While not a concept car, this particular one-off became famous when it rolled into a pond right after I won Best in Class at the 2016 Hilton Head Concours. I had it pulled out of the water by experienced divers, because there were alligators, you know? So then we had to address surface rust on basically any piece of metal you can think of, right down to the ashtrays. We went back to Phoenix Rod & Custom in Central New Jersey who had restored it the first time round, and have already been out to a show with it this summer.'

And if he could only ever keep one?

'Only one? Well, it would have to be my very first one, the 1937 Packard 120 C Business Coupe.'





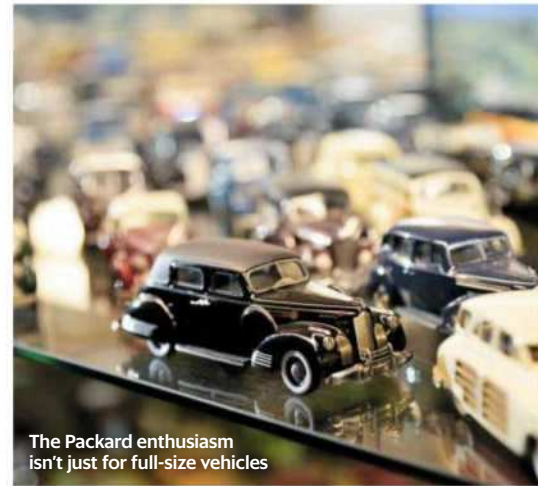
Marano owns two of the four Panthers built



Macauley Coupe has the only red Packard engine



The Packards now live in a former New Jersey dealership



The Packard enthusiasm isn't just for full-size vehicles



Pan-American paint has flakes of gold mixed in



The first Packard Darrin ever built, a 1939 model built for American actor Chester Morris

[Life Cycle]

The life story of an Alfa Romeo Giulietta Sprint

After 50 years playing globetrotter's sidekick, this Giulietta Sprint embarked on a poignant Jubilee trip-of-a-lifetime with its first owner

Words SAM DAWSON Photography CHARLIE MAGEE

1957 - Michael Payne buys the Alfa on impulse

In October 1957 Michael Payne, a young engineer working for Schlumberger Oil, visited the Paris Motor Show, where the new Giulietta Sprint on the Alfa Romeo stand caught his eye. Impressed, he contacted Michel Rouillon Alfa Romeo in Avenue Kleber and reserved a new Giulietta Sprint, registered 2428-TTB-75. He collected it on October 29, and called it 'Giulie'.

But Payne didn't work exclusively in France. He lived a globetrotting life with Schlumberger and managed to buy the Alfa tax-free as an American export, paying in US dollars - \$2695, the equivalent of just under £1000 back then. 'The average house price in Britain at the time was £2330 and the average wage in the UK was £12 a week,' Michael recalled in 2007.

Not long after buying Giulie, Payne drove up to Heemstede in the Netherlands to show his Dutch girlfriend, Marianne. It must have impressed her - not long afterwards, Michael and Marianne married, and they and Giulie remained together until his death finally parted them, after nearly 60 years.

1958 - Assignment in Libya

In 1958, after Michael drove Giulie down to a Schlumberger training session in France, he, Marianne, her two sons and Giulie relocated to Benghazi, Libya. The car was re-registered LB-8487 on 5 April, and used to visit oil rigs along the Mediterranean coast. That same year the couple embarked on the first of many epic driving holidays - 'Giulie was shipped to Italy, and driven back through Europe to England via the Netherlands, then back through France to Marseilles, across to Tunis and via Tripoli to Benghazi', he wrote.

The Libyan contract ended in October 1960 and Michael drove the Sprint back to England in convoy with Marianne's 1959 Giulietta Ti saloon. 'We stopped off in Parma, where a specialist fitted some higher-lift camshafts to Giulie, and replaced the Solex carburettor with a Weber.' Just outside Parma, as Michael recalled in his diary, 'we formed a convoy with an unknown lady in an Alfa Romeo 1900. For a couple of hours we unashamedly raced each other. First one and then the other leading on the twisty mountainous roads.'



Marianne admires brand-new Giulie on temporary French plates in 1957

After a life crossing Europe,
this Alfa now pounds the
streets of London



On the Tunisian coast roads en route to Benghazi, Libya, 1958



Giulie with the only other vehicle Payne ever bought new – a Velocette LE

Upon arrival in England, Michael paid import tax on the Sprint, and the car received the registration 131 GBP, which remains on it to this day. However, Giulie was going into storage - her saloon stablemate was prepared for another assignment, on the rougher roads of Nigeria, the location of Michael's next Schlumberger assignment. Before returning to England in July 1962, Marianne sold the Giulietta Ti to a friend in Enugu.

1962 - West Sussex daily-driver

His Schlumberger foreign adventuring over - for the time being - Michael settled with Marianne and the children in Ferring, West Sussex. However, as the decade wore on it was becoming evident that Giulie needed revitalising. 'Giulie was used for commuting, work, everyday trips and holidays, and after some years was looking decidedly shabby,' wrote Michael.

Refreshment began with an engine rebuild courtesy of Vandervell Products (the metallurgy firm of Tony Vandervell, founder of the Vanwall marque) in 1968, which included Vandervell main bearings, although they were chosen for longevity rather than increased performance. Although Payne preferred to work on the car himself, another specialist who maintained the car during this period was Ken Rudd of Worthing, although he didn't fit any Ruddspeed modifications.

1971 - End of the road?

Although Giulie had been well-maintained, by 1971 - with 171,600 kilometers (106,630 miles) on the clock - there was no avoiding the fact that the 14-year-old car needed complete restoration. 'When changing a wheel, the jacking point tore out of the bottom due to rust. Major restoration was needed!' Michael explained. He disassembled it with the intention of doing the work himself in his spare time, but sadly that spare time, especially in the wake of the international oil crisis of the Seventies, was in very

short supply. During these turbulent times for the industry, Michael and Marianne moved house three times, first to Orpington in Kent, then Sherston in Wiltshire, and then to Dauntsey in 1973.

On each occasion Giulie moved with them in her disassembled state. However, Michael's meticulous engineering brain ensured all would be well. As he took the car apart and stored it in boxes, he created entire files of extensive technical drawings and documents explaining what needed doing and how the car needed reassembling. Entire wiring, engine and brake-system diagrams, the equal of any workshop manual, were included in this file, which remains with the car today. The Eighties passed by and all the car received was a new set of tyres from T Stevens in 1986.

'After 14 years and 106,630 miles, there was no avoiding the fact it needed restoration'

1990 - Tentative reawakenings

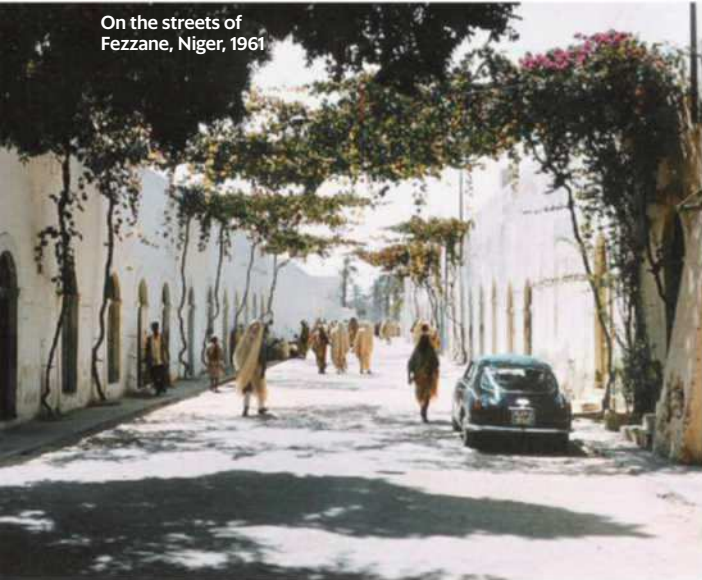
'On retirement in 1990, I was faced with a decision - restore the car to something like its former state or scrap it for spares,' wrote Michael. 'There was of course no choice - Giulie had to go back on the road.' He reupholstered the cloth seats, restored the interior trim, resilvered the rear-view mirror, and sandblasted the steel wheels before repainting them.

Things got more serious in February 1994, when Michael had the bodywork repainted, but it wasn't until 1998, and Michael's retirement, when the restoration picked up pace.

The engine was rebuilt with a new Kenlowe thermostat and Edin Walker oil seal in July 1998. In 1999, despite the earlier respray, the bodyshell was sandblasted, repainted and treated with Hammerite, and the rear axle reconditioned. New headlining, lamps, wing mirrors, washer jets and brakes were all acquired on June 20th 1999, and fitted in 2000.



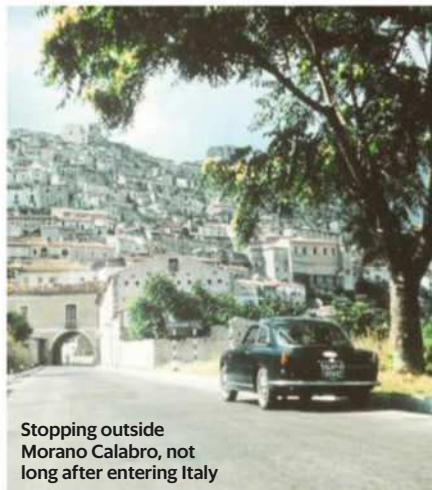
On the streets of Fezzane, Niger, 1961



'Giulie' was bought in Paris immediately after the 1957 Motor Show



A brief pause in the Libyan desert, 1958



Stopping outside Morano Calabro, not long after entering Italy



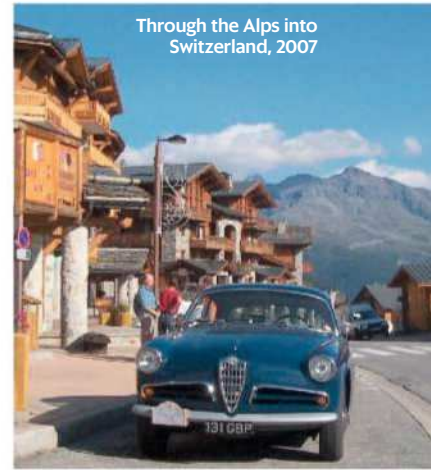
Giulie returns to Africa - off the boat in Tunis, 1958



Payne reaches Arese



Marianne passes Giulie to Wheeler, 2012



Through the Alps into Switzerland, 2007



New owner Wheeler and Giulie now enjoy European Alfa events



Michael and Giulie on the Jubilee tour in 2007...



...the culmination of a 50-year love affair



2001 - On the road again

In March 2001, Giulie received her first MoT certificate in nearly 30 years. Reborn as a classic, the car's life as a long-distance historic tourer began, with a major continental tour every year as Michael and Marianne rekindled those days of dashing across Europe to Libya and back. A visit to the annual general meeting of the Dutch Alfa Romeo Giulietta owners' club in 2003 was followed by the Spaltalia Day for Italian classics in 2004, as well as the Giulietta's 50th anniversary celebrations in Milan. As Michael used the car for touring he made modifications, which he described in great detail in *Giuliettaletta*, the magazine of the UK Giulietta Register. These included the installation of a heated rear windscreen, replacing the dynamo with an alternator, reorganising the haphazard original fusebox, and adding internal controls for the heater (the original system had to be switched on and adjusted under the bonnet). In every case, Michael ensured each modification was easily reversible should any subsequent owner wish to revert the Giulietta Sprint to its original specification.

2007 - Trip of a lifetime

Between September 7 and 26, 2007, Michael and his stepson Tjark took Giulie on the Jubilee Tour, an epic drive to the Alfa Romeo factory in Arese via France en route, and the Netherlands on the return journey. Michael kept a diary throughout.

Highlights include arriving late in Dover after 'enjoying' the local roads a little too much, getting lost while sightseeing on the first day in France, and driving from Lille to Orange in one day. As they neared the Italian border, the small French village petrol stations started declining their foreign credit cards, so they pressed on, low on fuel, to Italy and its more obliging Agip stations.

Upon arriving in Arese, the Alfisti were given a tour of the Alfa Romeo Museo Storico by director Pasquale Olivieri, followed by lunch with four courses accompanied by wines from Alfa's own vineyard. Michael was presented with a 'superb bronze trophy' for an outstanding contribution to Alfa.

'Alfa spirit is everywhere and tangible at Arese,' wrote Michael. 'When I told [Arese archivist] Marco Fazio that [Dutch friends] the Winteens were arriving in an Alfa he said, "Good, otherwise they would not be allowed into the city walls." This is not a joke - even the mayor of Arese, who owns the restaurant they patronise, has to park outside the gates if he comes in his Mercedes and walk 300 metres to the restaurant.' During his day at Arese, Michael also acquired prints of Alfa's original technical drawings of the Giulietta Sprint, and secured a source of official factory spares.

On 16 September they visited the Ferrari factory at Maranello, but according to his diary Michael's interests seemingly lay elsewhere. 'Passed two Tatras, one the aerodynamic Tatraflan designed by Hans Ledwinka,' he noted, detailing nothing of the tour!

The Giulietta's engine boiled at 1500m up on the 2113m-high Spliegel Pass on the way out of Como, but once back under control the tour took in Liechtenstein, Austria, France and the Netherlands (whereupon crossing the border Michael 'saw a Volvo P1800 and

an NSU Ro80!') for a celebratory dinner with the Dutch enthusiasts of the Netherlands Alfa Register.

Sadly, in the following page of his diary, Michael made a stark admission - he had cancer, and his health was failing. Tragically, the 2007 Jubilee Tour was to be Michael's last great drive in the Giulietta, and he died in 2008.

The Payne family kept the car at their home in Dauntsey in memory of him, but it saw little use other than a drive to the Alfa Centenary celebrations in Milan in 2010 in the hands of his stepson Hanno and stepdaughter Madeleine. 'I feel our Dad would have been proud yet exasperated by us,' wrote Madeleine. 'Why had we not thoroughly prepared?'

A motorway closure in Calais forced an impromptu cross-country route across France, dropping in on Annecy's Winter Olympics bid celebrations en route to Milan. Giulie was suffering though, having to be

'On the road again, reborn as a classic, its new life as a long-distance historic tourer began'

bump-started by passers-by while participating in the 'Sempione Circuit' convoy drive; and uncannily, she boiled over when ascending the Alps leaving Como for Switzerland once again.

2012 - James Wheeler buys Giulie

In 2012 the Payne family contacted James Wheeler, now a sales consultant at JD Classics and a Giulia Spider racer, via the Alfa Romeo Giulietta Register to see if he was interested in buying Giulie.

'It was an opportunity I couldn't refuse,' he says. 'The Alfa club knew I was interested in cars with history, and I knew the car so as soon as the Paynes said they wanted to sell, I had to say yes. It's a fantastic car with a unique past, and they deliberately didn't advertise it because they wanted it to go to someone who would appreciate it.'

'I had the bumpers rechromed at Derby Plating and I had the rear axle and gearbox rebuilt, but the engine runs like a dream - I haven't had to touch that. The brakes just needed servicing.'

'I've done 19 club events with it so far. In 2013 I took it to a Dutch event called Spettacolo Sportivo, the first time it had been back to the Netherlands since Michael and Marianne dropped in back in 2008. I also had it trucked down to Milan for the Vernasca Silver Flag hillclimb at Piacenza, where it shared a lorry with Corrado Lopresto's Aprile Spider and 6C. The haulage company met us with the car outside Milan Linate Airport and I drove it to Piacenza to compete in the hillclimb before driving back to England with my wife.'

'I realised, as we drove, that it was probably the fourth or fifth time the car had made that journey from Italy. Michael's notes are so fastidious. He noted absolutely everything he did and everything he could've done better, hand-drawing things like cam-timing graphs and keeping a diary of all post-restoration maintenance. Owning this car isn't just a great privilege, it's a great responsibility too, thanks to the work of Michael Payne.'



[Top 10 Cars to Restore]

Rising values and changing tastes are making some models hotter restoration prospects than ever. Here are 2018's best bets for a rewarding project

1 Porsche 911 2.7

For those who are willing to forego dainty bumpers for more power and a cheaper entry point into a Porsche golden era



There's a watershed in classic 911 values around 1973. The earlier cars are worth a healthy premium over the short-bonnet, big-bumper models that arrived that year. Yet the 1973-77 models have a lot going for them, not least a 2.7-litre engine giving more power to the standard car than ever before. In today's market there are other pluses - it's easier to find a right-hand-drive 2.7 than it is an earlier 911, the entry cost is lower, yet all the classic air-cooled Porsche driving experience is there.

Alan Drayson of Porsche specialist Canford Classics offers guidance to current values. 'You still see basketcase 2.7s for less than £15k, while perfect cars might hit £80k-£100k or more. The 911S isn't vastly different from the standard model, unlike previous 911s, but the Euro-spec 2.7 Carrera is much more valuable - it has the fuel-injected engine from the previous Carrera RS and commands £170k-£250k plus in top condition.'

The Targa-roof cars are just as valuable these days, says Drayson - no-one leaves them parked in the rain any more, after all. The downside to restoring a 2.7-litre 911 is that the process costs about the same as for an older, more precious example.

'Find out what the car is really going to need and decide what you want from it. Some jobs can be priced up as a rough figure, such as £3k for a full brake overhaul, £4k-£5.5k to restore the suspension and steering, £8k-£20k on an engine rebuild. But the paint and bodywork is where the ball starts rolling.'

By this he means that a simple respray can uncover more trouble, turning into a body restoration... and while you're at it almost anything else. At least parts are no problem, for example Canford Classics has just had previously unobtainable 2.7-litre trim cloth remanufactured. Drayson's advice is to hunt out exactly the car you want and spend what's needed.

'They're all still rising in value and you only live once. It's a wonderful scene to be part of, so get on and enjoy it.'

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2 Ferrari 308 GTB

Collectors might favour garage queens, but well-used examples in need of sprucing offer the best value for money



Despite offering entry-level Ferrari ownership for so long, few 308 GTBs suffered the abuse dished out to lesser marques. This makes a well-chosen example look tempting for refurbishment in 2018, especially as they are not the fragile, highly-strung creations some people would have you believe.

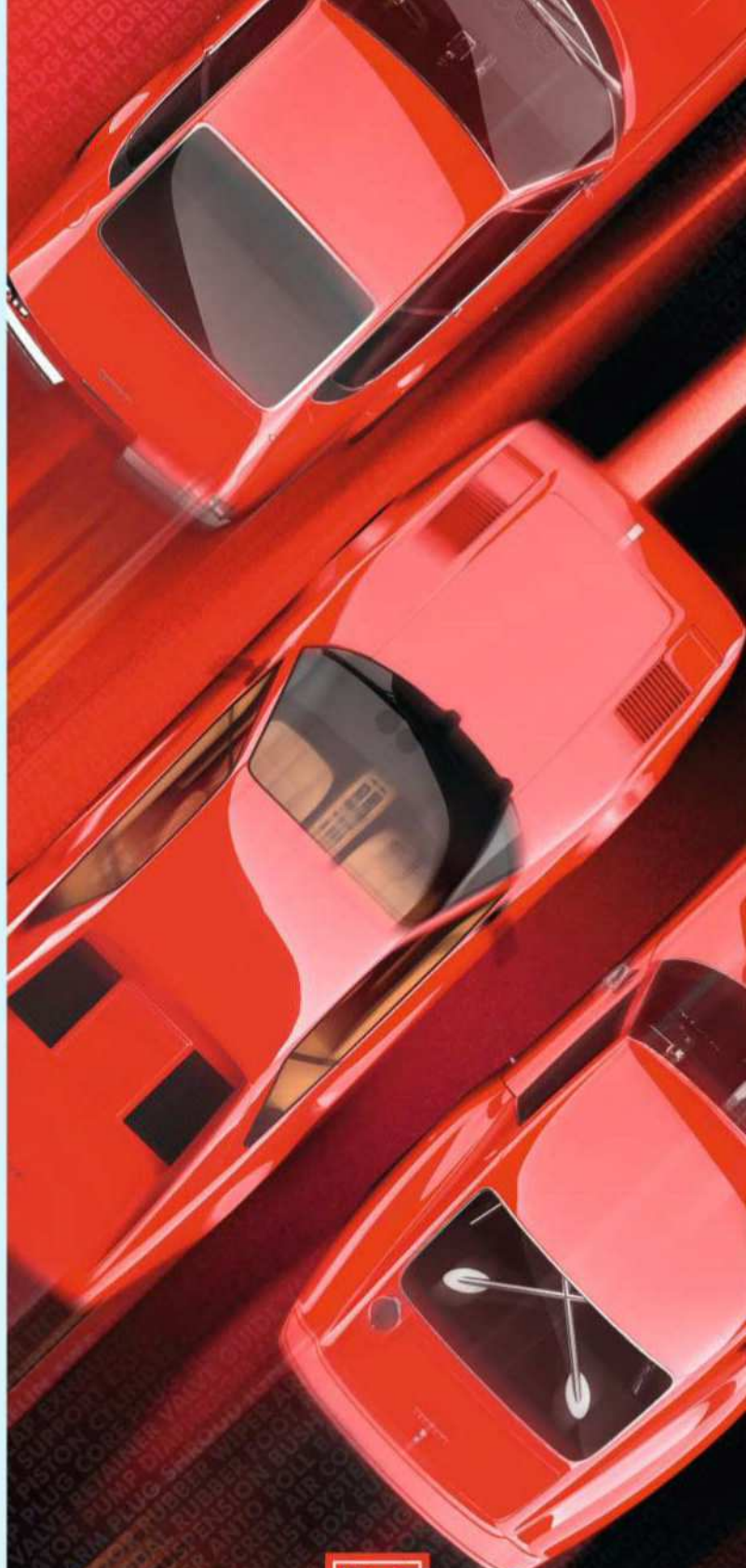
Martin Rowles of Ferrari specialist Rardley Motors picks out the main issue. 'It's lack of use. People might buy a car on cosmetic condition and its service record without realising that a tiny mileage between MoTs isn't great. One example might be where a long-stored car is pressed into use, one of the plugs fouls and causes damage which lands the owner with a unexpected bill for engine work.'

So rather than buying a potentially troublesome under-used show queen, consider the merits of investing in the renovation of a higher-mileage car with more obvious wear and tear. With the best 308 GTB and GTS models now fetching between £70k and £100k, spending £50k or so on a somewhat scruffy runner will leave you plenty of room for improvement.

'If you want to make a car look good while keeping the focus on use rather than winning trophies, it doesn't have to cost a huge amount,' says Rowles. 'A typical budget might include £5k-£7k to overhaul the brakes and suspension and sort out a scruffy interior, without resorting to a full re-trim. If there are one or two panels with rust bubbles or damage, £3k-£4k will buy you a reasonable amount of bodywork with new paint blended in - don't assume the only way to go is £20k for a bare-metal repaint.'

Around £4k-£6k covers rebuilding the cylinder heads, with prices between £7k and £15k if the whole engine needs doing. But why buy a sickly one when £300 secures an expert inspection with a leak-down and compression test? Cylinder heads, engine blocks and gearbox casings are some of the few parts that are hard to source, with marque specialist Superformance covering just about everything else on a 308.

The early 'Vetroresina' glassfibre-bodied cars with carburettor-fed engines fetch up to 50 per cent extra but are more likely to have suffered DIY bodywork bodes that can be costly to unpick, while GTS cars also see a slight uplift because of scarcity. Right-hand-drive cars are relatively plentiful (549 GTB and GTS in total) but any difference in value with left-hand-drive examples is usually trumped by the contents of the history file.



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3 Jensen Interceptor

This iconic GT shot from zero to hero so quickly that bringing an untidy car up to scratch may be the only way to catch up



It's about £5000 for the roughest Interceptor nowadays,' says Keith Jackson, Jensen parts expert at Martin Robey Ltd.

'And no-one's breaking them any more - they're all getting restored.' Jackson has seen his turnover of parts and panels multiply in recent years. Few classics have shot from zero to hero quite like the Interceptor, which languished at banger money for decades until the 2008 financial crisis sparked fresh interest in tangible assets such as classic cars.

In the last five years values have reached the point where buyers are unafraid to hand Interceptors over to marque specialists for extensive work.

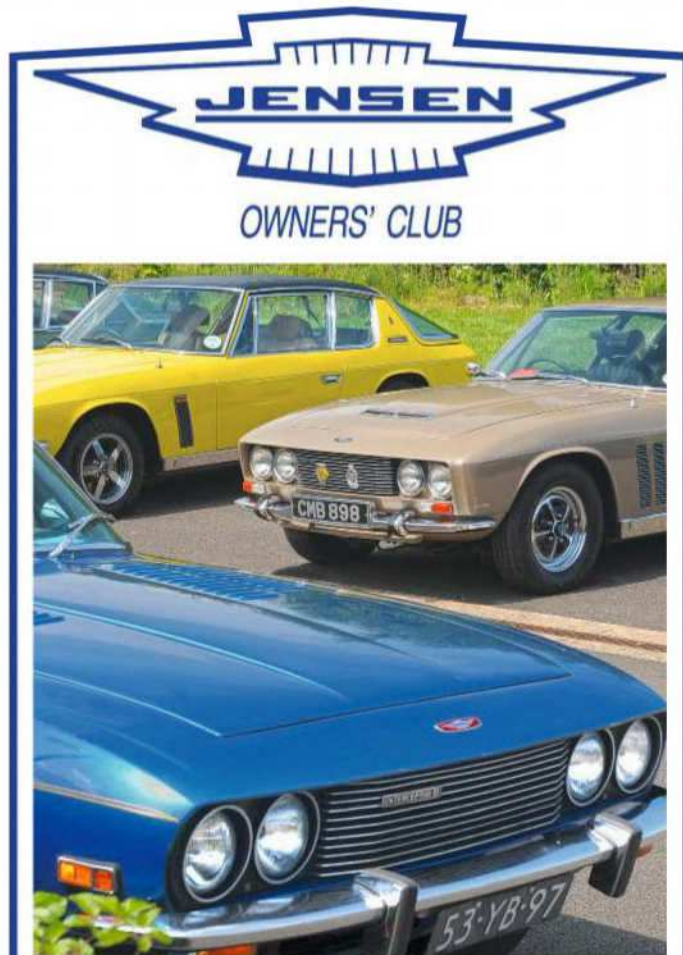
'If you're looking for a project Interceptor, budgeting £15k to £20k should secure a car worth spending the money on, but that will be higher for an SP and double for a Convertible,' says Matthew Guilliard-Watts of Jensen specialist Cropredy Bridge Cars. 'A good standard Interceptor, not fully restored but with excellent paint, chrome and interior is perhaps worth £70k-£80k, with the high-performance SP at £75k-£90k, while the Convertible is £85k-£105k. Then there's the four-wheel drive FF, which is such a different beast and has a niche of its own, maybe pushing £150k.'

As far as Interceptor values have risen, the cars are still not worth enough to be self-funding concours prospects, though there's often room to break even when bringing an untidy car up to scratch. Bodes on some Interceptors are as bad as it gets, yet may be invisible beneath filler and paint - never was money invested in a proper inspection better spent.

There is also one feature of the Jensen's structure that could almost have been designed specifically to deceive an innocent buyer - the outer sills and their cosmetic covers conceal hidden side beams in which much of the bodyshell's torsional strength lies. Making good can cost £7000 a side. The good news, says Guilliard-Watts, is that buying a fundamentally sound car makes everything else straightforward.

'The body is the beginning and end of it. The V8 engines and autoboxes are fairly bombproof and cost-effective to rebuild anyway, you can get all the running gear and upgrade the cooling, fuelling and brakes, and we've even got a stock of those huge back windows. Ruined interior trim is the only other big cost - you can easily spend £10k or more having all that leather done.'

When you keep in mind the Interceptor's immense prestige and performance when new, it makes a fascinating alternative to the bigger names in golden-era GTs.



The Jensen Owners' Club (JOC) was founded in 1971 by a group of enthusiasts whose interest was chiefly concentrated on keeping alive the early models, but membership increased rapidly from 1976 with the demise of Jensen Motors.

Today the Club has 1200 members worldwide and offers a wide range of activities. It takes part in National and European motoring events as well as organising its own club meetings.

Benefits to its members include an award-winning bi-monthly colour magazine, a technical and valuation service, European tours and a very active internet Forum.



Visit the Club's website

www.joc.org.uk

For Membership contact Darren Barnes on
07973 961640 or e-mail join@joc.org.uk,

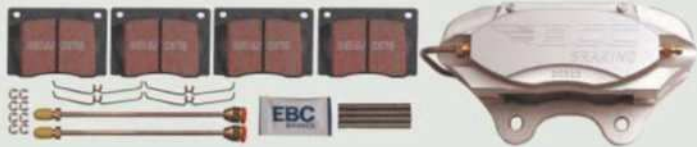
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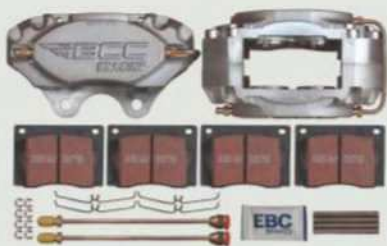
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4 Aston Martin V8

Heavyweight restoration costs mean any project V8 should be carefully evaluated and bought with A-game haggling



Aston's V8 models of the Seventies and Eighties have followed on in the slipstream of Sixties DB prices. This has its advantages for those considering a restoration in that some of the expense can now be absorbed by the car's likely value when completed. And you'll end up with a car that's faster, more spacious and easier to use than any DB4, 5 or 6. 'These V8 Astons are the last truly hand-built cars from Newport Pagnell,' says Rikki Cann, an Aston Martin specialist since 1991. 'They started off as flat sheets of steel and aluminium and were turned into masterpieces by very skilful people with an eye for detail and line.'

The handbuilt nature of the cars contributes to restoration costs, which can be eye-watering if tackled with an open chequebook - Cann reckons Aston Martin's own factory restoration is now around £350k plus VAT for a V8 model. With only the very best and rarest Vantage variants worth this much it's a long way off for owners of typical V8s. Far better to break down the costs and analyse what needs doing to any car you consider.

'An engine rebuild can be around £20k,' cautions Cann. 'For a full chassis overhaul including new sills and so on plan on £18k plus around £16k for a bare metal respray if this is done at the same time. A suspension overhaul costs around £6k, the same for brakes, even the re-chroming of one bumper is now around £800. A full re-trim will be around £15k-£18k, so pay as little as possible for the car to help with the end cost.'

Garage-find V8s still turn up for around £30k, but more common are those between £60k and £80k that may present well but require careful inspection. Finding a Vantage or Volante to restore is unlikely but gives more headroom in finished values - perhaps £190k-£250k for an excellent late Volante, £250k-£500k for an exceptional Vantage - against much higher entry costs.

'My favourite is the DBS V8,' says Cann. 'It's got heaps of classic appeal and it's rarer than the later V8. If you can find a project you'll pay about £50k for an automatic or £65k for a manual.'

The standard Aston V8 engine varies a lot. It launched in the DBS with Bosch mechanical injection, then changed to Weber carburettors in August 1973, finally gaining electronic fuel injection from 1985. Power outputs dipped from about 315bhp at launch to 245bhp for de-smogged Eighties US-spec models. Be sure you know what you're buying.

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5 Jaguar E-type S3

Refurbishing may be a more cost-effective route than restoring – a well-bought roadster might even yield profit



They're good value compared with a Series 1,' says Martin Lane of Jaguar specialist Lanes Cars, 'though because they're so structurally similar, restoration costs are going to be similar too.' Not identical, though – while an XK engine can be rebuilt to original specification from £5k-6k, the S3's 5.3-litre V12 can easily double that.

'The cylinder heads tend to weld themselves to the cylinder block,' says Lane. 'Once they're off there's nothing especially challenging, just a lot of work to get through.'

The sums for E-type Series 3 restoration look a lot more comforting if you're doing a roadster rather than a 2+2. Spending £60k on an imperfect roadster could see another £60k-£80k needed to make it really dazzling, but because people are asking £130k-£150k for the best restored cars this isn't money down the drain. Feeling brave? Buy a dog-eared example for no more than £30k and spend £110k on it.

'With the 2+2, you need to adjust your thinking and buy one that requires pretty extensive refurbishment but not rebuilding,' says Lane. That means full bumper-to-bumper restorations are done for love, if at all.

'What can make sense is to spend money on turning a sound and well-presented 2+2 (think £55k-£65k) into something that drives as well as it looks, restoring the car's performance and reliability to match its appearance.

'Manual examples are more sought after,' says Lane, 'but you can transform an automatic by using the Jaguar J-gate four-speed autobox. It makes the Series 3 a fantastic cruising car if you can invest £10k, especially if the carburettors are changed for fuel injection at the same time, perhaps another £4k.'

A thorough rebuild of brakes and suspension costing £5k should complete the car's on-road transformation. Remember, old wire wheels are often in need of attention or replacement – £1800 buys a larger 16in x 7in set, but leave another £1000 for tyres.

E-types are well supported by suppliers such as Steve Melling of Martin Robey Ltd. 'Most things are easy to get,' he says, 'though some bits of the S3 tub will need to be fabricated, such as the rear bulkhead. And if you need a new bonnet it's listed at £7980.'

Martin Lane makes one final point. 'Find a car with its original engine – matching numbers, as the saying goes. After all, you're investing in heritage.'

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6 Bentley S1 Continental

Much like the stately home it draws comparisons with, a renovation may be a better bet than a ground-up rebuild



The fastback aluminium coachwork on the R-type Continental brought back a sporting edge for Bentley that had been missing in post-war years. These landmark classics now fetch £1million in top condition, while the very similar S1 Continental of 1955-59 makes barely half that, even for the most sought-after variant. More importantly, twice as many S1 Continentals were built - 431 versus 207 R-types - and there are still tired cars to be found, worthy of improvement.

Different coachbuilders bodied the S1 Continental in a variety of styles, both fixed-head and convertible. Some are more desirable than others. One of the 120 HJ Mulliner fastbacks (closest in shape to an R-type) might fetch £350k in concours condition. Add another £200k to that for a Park Ward drophead but subtract £50k-£100k for one of the notchback coupés.

History is important too, as John Hodson of specialist Alpine Eagle explains. 'Embarking on something like this is a dodgy game if you don't get the right advice. Think of it like buying a house... when all the history is there, it's a pretty safe bet, even if you can see that aspects of it need work. But getting into something unknown is a big risk.'

Hodson cautions that buying an out-and-out barn-find can still land you with restoration costs that exceed the car's considerable finished value, so consider a partial refurbishment of a well-stored car as a better (and quicker) route to an enjoyable, dependable classic of the highest quality.

'These Continentals are made mostly in aluminum on a separate chassis, but the inner sills are steel and can be a hidden problem. Mind you, the aluminium has often corroded by now too, though it lasts extremely well once done.'

No aspect is cheap to fix - breaking down a restoration into sections such as interior trim, paint or an engine rebuild produces repeated £20k chunks. The cost of a full body restoration is open-ended, depending on what's revealed beneath the paint but also on the coachbuilder's original efforts and the difficulty of replicating them.

Do your sums on the cost of purchase compared to the work required for several different examples, if possible, but remember that the end product is a sporting Bentley that's even more comfortable, quiet and powerful than an R-type Continental - and at a fraction of the cost.

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7 Austin-Healey 100/6

The market for these is more accepting of upgrades than others, so it could be the a great blank canvas for the open-minded



Few classics have been as consistently popular as the Austin-Healey 100/4 and 3000 models. They have appreciated steadily since the early Nineties, with a distinct move from DIY restoration territory to the kind of values that make owners happy to spend money with the best specialists. But one model has always lagged behind a little - the 100/6.

As the first and least powerful of the six-cylinder Healeys, this 2.6-litre variant was seen as a poor relation to the 3000 and less of a pure-blooded sports car than the 100/4. Now, however, with the supply of accessible 100/4s and 3000s drying up, it's coming into its own.

'They're so upgradable,' says Bill Rawles, boss of Healey specialist Bill Rawles Classic Cars. 'You can restore them absolutely as standard or make them what you want, with disc brakes and bigger engines. The best 100/6s - the really good right-hand drive UK-market cars - are now past £50k and I recently had to pay £20k for an unmolested right-hand-drive barn-find, so prices are still creeping up.'

That should be no surprise because the 100/6 has a similarly pure Fifties appeal to the previous 100/4 but with smooth six-cylinder engine noises replacing the gruffness. It will hit 60mph in 12 seconds and pass 100mph - do you need more from a 60-year-old roadster? Finally, many 100/6s are BN4 2+2 models, adding versatility without losing proportion.

For all the rise in the market, a full restoration on any six-cylinder, metal-bodied car will absorb a lot of money and a Big Healey is no exception - Rawles says you can spend £150k on a true nut-and-bolt job for a 3000 MkIII, and a 100/6 may only be £20k less. So much depends on the starting point, he says.

'I'd rather have a rusty original than an Eighties lash-up covered in filler. That's where a pre-sale inspection is important - even showing a few photos to a specialist can save you a huge amount of money. And beware of piles of junk imported from America... £5k probably buys no more than a car's identity and a scrap shell.'

Instead, Rawles recommends having patience to seek out a UK-market car with no clumsy molestation of the body. With prices shooting up for heavy castings (think £2.5k for a gearbox casing) it helps to buy a complete car, though parts supply is otherwise good. Then, without needing to spend a six-figure sum on rebuilding a disaster, you can discover the 100/6's USP - it's the true 'Healey experience at a sensible price.



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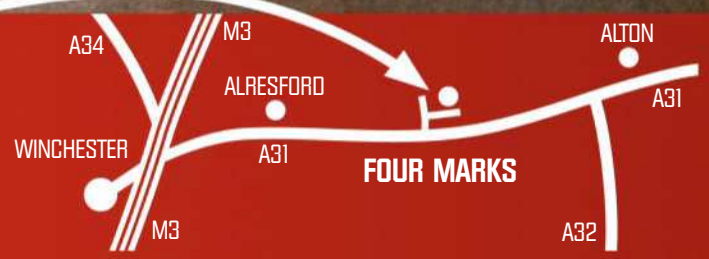
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8 Triumph TR5

The most cost-effective to renovate of all its immediate siblings, buy a tired-but-solid TR5 and upgrade to it to your taste



What was once a straightforward, accessible British roadster is now a £50k buy, with up to £70k asked by dealers for the best. The TR5 has separated from its own carburettor-fed American relative, the TR250, just as it has from the TR4, 4A and 6, to the extent that it costs about twice as much in equivalent condition. Is this gap justified by the driving experience? Not really because they're all great fun, but the right combination of rarity, looks and performance has made a fetish of the TR5.

This puts the £50k-£60k needed for a full rebuild on any of this TR family into context. Add on the £10k-plus price of even the roughest TR5 and you'd struggle to break even. But there are wiser ways to approach the problem, as Neil Revington of Revington TR explains. 'Very few TRs are wrecks now - at some point, someone will have loved it and spent some money on it. You should try to benefit from that. Consider a stalled home restoration, for instance - a finished, painted bodyshell can be a great starting point if it's been done right.'

Revington cautions against certain temptations online. 'If you see something advertised as a perfect Californian shell, ask yourself why that shell is not on a car. Usually it's full of filler and rainwater. On the other hand, a complete running car from somewhere dry like Texas can be a good basis for a restoration.'

The difference between left- and right-hand drive values has shrunk as the pound weakens and the market for these cars becomes truly international. And much as a Healey 100/6 can be upgraded to whatever specification you fancy, consider the TR250 as the nearest cut-price alternative. A change to a 150bhp fuel-injected set-up will make an immense difference over its standard 104bhp, if you fancy investing £3k-£4k to have it done.

The 4, 4A and 6 are worth examining too, for the range of entry points they offer. These and the TR5 are united by excellent parts supply, with many mechanical parts, switches and sundries shared with Triumph saloons. The crucial thing is to remove any rose-tinted spectacles and know what you're getting into before shaking hands.

'You can ask the local TR Register contacts for help and advice,' advises Revington. 'It's wise to join, even if you also pay for an independent inspection.'

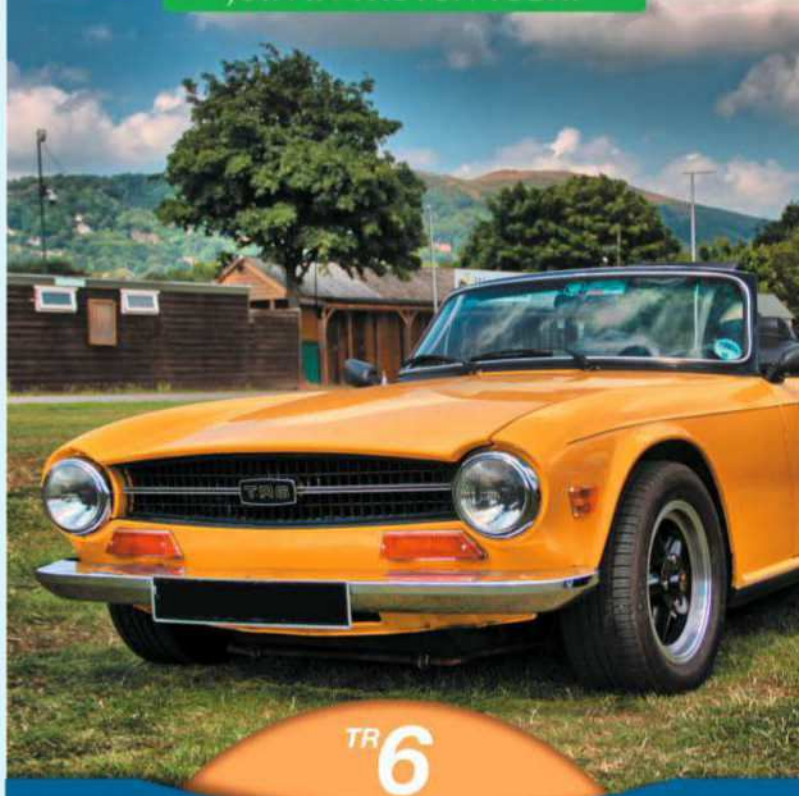
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9 Rolls-Royce Corniche

A three-decade production span means you can afford to be as choosy as their first owners would have been



Ray Hillier of Rolls-Royce and Bentley specialist Hillier Hill has worked on Silver Shadow/T-type models for more than 40 years and has seen both sides of their high-quality construction. 'They're very well built and therefore will take a lack of proper servicing better than most, which can lead to a expensive repairs.'

These cars are famously easy to spend money on, thanks in part to complex self-levelling suspension with Citroën-derived hydropneumatic components together with conventional wishbones, trailing arms and coil springs. Hillier identifies hydraulics and electrics as two problem areas but even a basic brake overhaul can cost £3k.

Matt Smith of marque specialist RR&B currently has three Corniches in his workshops undergoing refurbishment. 'In the past we've had good-looking cars arrive on transporters that turn out to need £30k-£40k's worth of work,' he says. 'Cosmetic condition is not very significant if there is a huge amount elsewhere needing attention. Yet it might not be picked up on an MoT failure sheet, let alone by a casual walk-round, because a lot people don't understand about the way they work. When we inspect a car, the job takes two full days.'

Problems in the coachbuilt bodywork include corrosion in the hood well. 'It's hard to check without releasing the hood,' says Hillier. 'So we use a fibre optic camera probe.'

Really tired examples can rot out in the floorpans and boot as well as front and rear wheel arches, but restoring a car this bad may cost double its finished value. Projects start at less than £20k. Hillier suggests even a car advertised at £25k-£30k could require a good deal of work. The 1966-95 production life of Corniche models means service history, mileage and specification vary so much as to make typical values hard to pin down.

'American imports are seen as something of an entry-level option,' says Hillier. 'At the top end, the best right-hand drive cars are beyond £100k. You should spend money on having two or three different cars inspected, ideally by garages that are members of the Rolls-Royce and Bentley Specialists Association, but there are plenty of other good people out there too.'

Open-air post-war Rolls-Royce motoring seems to be outperforming much of the market, so the smoothest, most sumptuous four-seater convertible you can buy should look after your money while making you feel like royalty.



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10 Mercedes R107 SL

Buying a solid, rot-free base to rejuvenate can make more sense than a femme fatale that's hiding horrors within



The best R107 SLs stopped depreciating many years ago, but it's only since the older 'Pagoda' SL shot into six-figure territory that the market has looked with due reverence at the R107. This very long-lived model - it was built from 1971 to 1989 - can now be found in all conditions from scrap to show standard, but with 'only' £40k-£60k asked for the very best, such a complex car will not yet cover its own restoration. It's also one of those unusual classics for which the youngest, most modern model is the most valuable - the post-1985 final facelift cars fetch more thanks to their improved engines, brakes and body protection.

This leaves a vast choice, with careful judgement required about what you should buy and how much you should plan to spend on it. 'Any car less than £15k will need something doing,' says Pete Lewis of Cheshire Classic Benz. 'As a rule of thumb you can almost always spend £10k-£15k on a £10k car before it's right.'

Lewis reels off a long list of potential expenses, 'Seized calipers, bushes, broken springs, a wrecked interior, a damaged roof and rusty chrome pieces... the parts prices can go way into the thousands before you start worrying about rusty bodywork,' says Lewis. 'It's a very different calculation from restoring an MGB or a Triumph.' But he also points out the good news - which is that those Teutonic engines and gearboxes are unlikely to conk out if the car's already running properly.

Despite the potential parts bills, bodywork remains the number one concern, so paying an expert to check for structural worries is a vital step. 'Wet footwells are the first giveaway,' says Lewis. 'There's a rain channel down the poorly-protected front bulkhead, which can rot out.'

Budget £3000 in labour alone by the time the interior and dash are stripped out and replaced. Whether you prefer the looks and lower cost of the early cars or the smoother, more valued Eighties models, the advice is the same - choose a sound car with potential, and don't skimp on the new parts it needs either mechanically or cosmetically. The R107 SL is rather like the Corniche - a bad one is a disaster, but a well-sorted one will give better service than just about any other classic. You should end up with an utterly reliable, appreciating classic for the same money you'd spend taking a punt on a merely pretty one and then having to trust what you're told about its true condition.



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Eight steps
to buying a

Triumph Herald & Vitesse

Diminishing parts supply makes careful choosing more important than ever

Writer: MALCOLM MCKAY Photographer: JOHN COLLEY

Heralds and Vitesse are fun and easily-maintained small saloons, coupés, convertibles and estates. They make great first classics and are immensely practical, with a turning circle to equal a London taxi and a surprisingly capacious, boxy shape. Although parts availability is good, it's slowly declining now because sales volumes no longer justify remanufacture and stocks of original parts have largely dried up. Our experts to guide you are Dave Pearson, who has owned and restored Heralds and Vitesse since the Seventies and supplies parts via his business Canley Classics; Chris Gunby, chairman of the Triumph Sports Six Club which caters for all small-chassis Triumphs; and Chic Doig who has run Chic Doig Classic Sports Cars in Scotland since the Eighties, has always specialised in Heralds and Vitesse, and owns a Herald convertible.

Which one?

► **Herald 948** Does 71mph and 0-60mph in 23sec (78mph was available with twin carburettors). Saloon/

[What to pay]

► A 'bitsa', however nicely put together, will struggle to fetch more than **£3000**, but a properly restored Herald saloon or estate, especially a rare model, can hit **£10,000**, a Vitesse a little more.
 ► The majority of tidy, usable cars are **£2-3k**, but check very carefully for condition and originality.
 ► Decent Herald convertibles and coupés are **£5-10k**, Vitesse 25% more, and the very best may top **£15k**. For rough examples, saloons start at **£500** and coupés **£1000**.

coupé arrived in April 1959, convertible in March 1960.

► **Herald 1200 + 12/50** An estate came with the 1200 in 1961, along with a much torquier engine, but there was no twin-carburettor option and coupé sales ended in 1964. The 12/50 was a pepped-up saloon for 1963.

► **Herald 13/60** Replaced all but the basic 1200 saloon in late 1967; 1296cc and 61bhp gave 84mph and 17.7sec 0-60mph - almost as quick as the first Vitesse.

► **Vitesse 1600** Super-smooth saloon and convertible with a 1596cc inline-six and twin-headlamps launched in May 1962 on a stiffer chassis (standardised across all in 1964) and initially strangled by Solex carburettors; twin Strombergs improved performance from 1965. Overdrive on third and top was a desirable option.

► **Vitesse 2.0-litre** The six grew in 1966, with all-synchro gearbox and tougher rear axle; its 95bhp gave 95mph and 12.6sec 0-60. A handful of Vitesse estates were assembled by Standard Triumph London.

► **Vitesse 2.0-litre MkII** The rear suspension was much-improved, while a better cylinder head brought 104bhp, 101mph and a 11.9sec 0-60mph, making for a great fun sports saloon or convertible. There were 9121 examples built from 1968-71.



'These are fun and easily maintained saloons, coupés, convertibles and estates that make great first classics.'

Body rot is the biggest enemy. New panels are largely unobtainable and few repair panels have been made by specialists. Mud gets trapped between chassis and body and in unprotected body crevices, holding road salt. Virtually all cars have had repairs, most poorly done because of long-term low values. Check the entire underside very carefully.

The bonnet should feel rigid, not floppy, when you lift it - check around the D-plates in the front bottom corners for rot, and on the outside up to the sidelight mounts. A restored bonnet costs £1440 from Chic Doig. Valances rot rapidly; glassfibre is an option but alignment can be poor and rubber seals often don't fit.

With the bonnet up, check the front bulkhead, especially at its lower corners - lift the carpets inside too, and peer underneath behind the sill panels to assess the condition of the structure and the support brackets, through which the bulkhead is bolted to the chassis. The bottom few inches rot, and it's rarely accurately reconstructed. A restored bulkhead from Chic Doig is £1200 exchange - if yours is restorable.

There's a panel join across the floor under the front seats, and the rear body section can also rot severely,

especially on convertibles. A restored convertible rear tub is £2340 - again, provided yours is restorable.

Good used panels and new old stock have virtually dried up, so finding a car with a good bodyshell is vital unless you're after a DIY welding project. Check history and originality too - a 12/50 (1147cc sunroof saloon) recently came to auction with a convertible body, 13/60 bonnet, Vitesse bumpers, Spitfire 1500 engine, later seats and wheels. Bitsas are common.

Chassis rot is the next most serious consideration. If it's bad enough to need body removal to rectify it, labour costs will escalate alarmingly unless you do it all yourself. The outriggers (three under each side, two under the boot) and side rails (one each side) are pretty much service items - you won't find a car with original ones. Many cars have been repaired with poor-quality replacements - if they've been fitted without body removal, they are likely not to have been welded on top, leading to a weakened structure; feel the top of the chassis to check. Specialists like Chic Doig offer factory-standard or even tougher replacements for £30-35 each - and a full chassis for £1440 exchange.

Mechanical spares are readily available but body panels are now scarce, so it's important to weigh up any potential purchase carefully



Front-hinging bonnet allows almost unrivalled accessibility to the engine bay

'Engines will do 100,000 miles without major attention if serviced properly'



The main chassis legs are critical; they rot where the outriggers join and most drastically where the chassis legs are at their lowest, under the rear axle. With suspension mounts welded on, this area is tricky to repair properly - there are some awful bodes out there. Even if the outer and underside look OK, get right underneath to check the inner faces, which were a thinner gauge so usually rot out first.

Check the tube behind the front valance, which suffers rot and accident damage, plus where the main chassis legs come up to it from the lower wishbone mounts - kinking betrays a heavy past impact and the bonnet will never line up if damage is not repaired.

Panel alignment is interlinked with the rust issues. After major repairs to the body and chassis, getting it all to line up properly is a challenge too far for many home restorers - and some professionals. An outrigger welded on a few degrees out, or a body mount slightly out of line, throws the whole body out of alignment. It's all adjustable with slotted holes and rubberised pads - within limits - but it's very time-consuming. If poorly-fitting repair panels have been welded in, it can be impossible. Try to find a car with good panel alignment from the start; don't pay full whack for a

car whose panels don't line up - and do not believe a seller who says that they never did. If the bonnet's out of line, the pivot pins may be seized in the bonnet support tube, making opening stiff and alignment impossible; this can usually be freed with applied heat.

Engines will do 100,000 miles without major attention if serviced properly, and all parts are available for rebuilding. The crankshaft thrust bearings are weak and damage the cylinder block when worn. Get someone to depress the clutch while you watch the front crank pulley - if it moves forward and back, the block may be beyond repair. The oil light should go out quickly on start-up and not flicker at idle. Running hot is usually cured by re-coring the radiator and flushing the block. You need hardened valve seats for running on unleaded fuel, so budget £500 to get it done when the tappets close up, if it's not already done.

Gearboxes usually last around 60,000 miles; a rebuild is around £500 but won't necessarily last as long if many worn parts are re-used. Dip the clutch at tickover to listen for layshaft wear, and check all synchros (only 2.0-litre Vitesse have synchromesh on first). If overdrive isn't fitted, it (or a higher-ratio differential)



Interior trim kits are available for the mainstream models. Many cars may have mix 'n' match parts from different cars



is worth adding, because all these cars were under-geared. Check gearbox and differential for oil leaks - a differential rebuild will be £500+.

Suspension at the front incorporates trunnions which should be oiled; if greased, they should be stripped regularly to clean out old, hardened grease. Heavy steering means attention is needed. Rear suspension on all but the MkII Vitesse is swing axle - simple and effective with a good ride, but it's vital the rear hubs are greased every 6000 miles; if not, the hub can seize and the wheel snap off. As the Vitesse grew faster and heavier, a rear lower wishbone was added with a big Rotoflex coupling - check it's not falling apart.

Interior trim is available from Newton Commercial for mainstream models - a full interior trim kit for a Herald 1200 or 13/60 is around £2000. However, if you've picked a rare early model that has lost distinctive features such as the light grey plastic steering wheel, control knobs and door escutcheons, these parts and other trim items are extremely scarce. Later models have slightly wider, more supportive seats, the best being on Vitesse MkIIs, but it's not unusual to find less worn seats from a Herald have been swapped in.

Coupé version was available from the Herald's launch in 1959, but was discontinued in 1964

[Owning a Herald/Vitesse]



Gavin Radforth, Derbyshire

'I was brought up with Morris Minors, but when my older brother wanted a convertible as his first car, he didn't like the Minor's pram hood so bought a Herald convertible. He still has it, it's supercharged now. When I was 18, in 1998, I bought a Signal Red Herald 1200 saloon, but in 2004 a motorcyclist rode into the side of it and wrote it off. I looked for another Herald and found this 1200 coupé - it's the same year as the saloon, 1962, and had a knackered gearbox, so we swapped that along with some other parts including the disc brakes, which were an extra then.

'It was back on the road in 2005 and has never been off the road since. My father is a retired mechanic and he helps us - we do all our own servicing and buy parts at autojumbles, so it's very cheap to run. We've replaced the bonnet and valances, and dad made a towbar so I could tow a trailer which we made from the back end of the Herald saloon! Parts like the headlamp surrounds are hard to find, but everything else is no problem.'



Clive Bergman, Farnham, Hampshire

'A friend at university had a shabby Herald convertible and convinced me I could run an old car too. I bought a Vitesse 1600 sunroof saloon, which turned out to have a GT6 engine - it went like the clappers, but I really wanted a convertible. The same friend sold me a 13/60 convertible that had been repatriated from Algeria; it was fun - I took it to France and it was easy to keep going, but it had crash damage and would never be nice. In July 1986 I bought the Vitesse convertible I still have. A late 1600, it had done just 53,000 miles with two previous owners from new. It was my everyday car and eventually the years caught up, so I had it rebuilt in the late Nineties.

'In 2004 a work colleague showed me his 948 saloon - it was scruffy but had all the correct early parts, so I had to have it. The Vitesse had a big accident that year and should've been written off, but I decided to get Triumph Auto Classique to rebuild it. They did such a good job that I gave them the 948; I did the mechanical work including rebuilding the engine while they did the body. I've spent decades hoarding rare early parts and it's an eternal quest. The 948 is delightful to drive, with light controls; I like the aesthetics of the early cars and value originality over shininess.'



Fraser McKay, Cambridge

'My Vitesse is less mid-life crisis, more family heirloom. It's the car that I'd been taken to school in as a child and watched my father rallying all over Europe, so it was a privilege to take it over. A 1969 MkII saloon, in red, it'd been sat for a fair few years before being passed on to me in 2015, which was quite a moment. A few replaced radiator hoses, some new petrol and a charged battery and she started up brilliantly.

'There were some things to sort - timing gremlins, wheel refurbishing, new tyres, new brake lines and inevitable handbrake troubles - before it passed its MoT. It's smooth to drive and fantastic fun round the bends - I use it regularly during my university holidays. I've now fitted a programmable 123 distributor, releasing noticeably more power.

'Plans for the future vary wildly in scope, from finally sorting the bodywork properly - red tape sadly doesn't work miracles - to a full, custom electronic fuel injection set-up, possibly with some boost thrown in. As an engineer and amateur racer, I just can't resist!'

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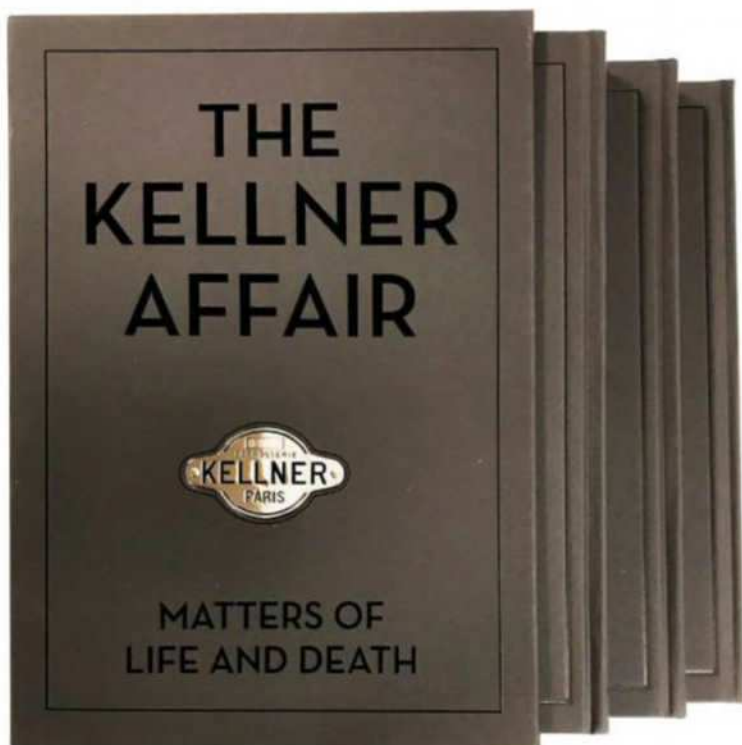
Don't miss these exciting stories in the June issue of *Classic Cars*

Lusso, DB5 and Sebring battle for Sixties GT honours



PLUS We put a reader in an **Audi quattro** • Epic restoration of a **Bentley 3.5 Litre drophead coupé** • Inside a collection of special **Lotuses** • The life and near-death experiences of a **Porsche 911 RS2.7** • Latest climbers and fallers in our **Price Guide Quarterly** • **Ford Capri MkII** and **III** buying guide

**JUNE
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The Kellner Affair: Matters of Life and Death

By Peter M Larsen and Ben Erickson, £329, daltonwatson.com, ISBN 978 185443291 9

The Kellner Affair is one of those automotive histories that would make a great film subject. But a mere two or even three hours of celluloid wouldn't do it the slightest scrap of justice. It would need a sprawling Netflix series. The sort that wins BAFTAs.

Over three huge volumes and 1055 pages, Larsen and Erickson tell the interwoven stories of Jacques Kellner, Georges Paulin and a group of Parisian coachbuilders as they built up client lists and pioneered new aerodynamics, only for the Nazi invasion of France to bring it all to a halt. But that wasn't the end of the story. Kellner, Paulin and the rest became key figures of the French Resistance, passing secrets to, among others, Ian Fleming.

This tour de force of research and storytelling possesses drama, poignancy, tragedy and heroism, yet it is also a reference work so comprehensive that it includes a USB flash drive containing copies of the authors' reference material.

Far, far more than a book about motoring personalities, *The Kellner Affair* should, in a fairer world, be under consideration for mainstream literary prizes.

MG: Made in Abingdon
By Bob Frampton, £14.99,
veloce.co.uk, ISBN 978 1 787112 68 1

Subtitled *Echoes from the Shopfloor*, this 160-pager makes for a welcome change from politically charged volumes about the British car industry. Bob Frampton collated hundreds of interviews with workers at Abingdon between the Thirties and the gut-wrenching spectacle of the factory's 1979 Jubilee celebrations, when the marque was being celebrated virtually in the shadow of the wrecking ball.

This is social history at its best, as much about skilled trades, shopfloor romances and lower-league football as making cars. It makes a heartening, prideful change from the hackneyed tales of strikes and protests, and it would be interesting to compare the lives of MG workers through

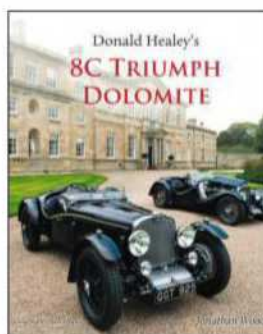
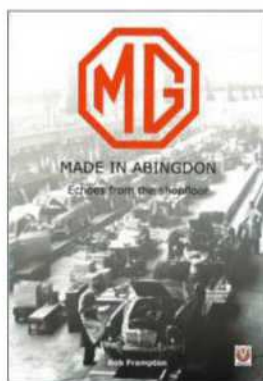
five decades with those at the same location building Minis today.

Donald Healey's 8C Triumph Dolomite

By Jonathan Wood, £75, donaldhealeys8cdolomitebook.co.uk
This is the story of the 'British Alfa', the car that should have succeeded Bentley as the all-conquering British racing force in the Thirties. The fact that it didn't makes Jonathan Wood's elegant 295-page hardback all the more intriguing.

In many ways it's a tale of sheer bad luck, with later chapters detailing the destiny of each 8C Dolomite built and the restoration of the survivors.

Unfortunately photo reproduction is patchy for such an expensive book, but at least this self-published work brings a glorious yet long-overlooked car to life.



MORE TO ENJOY

Camoradi: The Amazing Story of Lucky Casner

By Michel Bollée, £45, editions-palmier.com

The glamorous life story of the plucky American privateer racer. Bizarrely the text is in French but picture captions are also in English. Great story for polyglots.

The First Three Shelby Cobras

By Gordon Bruce, £30, porterpress.co.uk

This is the Shelby story told from the perspective of the early cars themselves and featuring a great combination of archive and studio photography.

Drive: The Definitive History of Motoring

Edited by Giles Chapman, £25, dk.com

Essays investigating each motoring epoch, plus a hefty chapter on great drives. Entertaining if a little bit lacking in focus, and beautifully produced.

The Toy Jaguar Book

By Michael Driver, £55, lindholmforres.co.uk

An exhaustive catalogue of the marque in miniature, from the exquisite to the esoteric and quirky. Pricey but comprehensive.

All these books are available from Chater's, many with discounts. Go to chatters.co.uk to find out more.

MODELS



1:18-scale Jaguar E-type Series 2
Cult, £160.99

It's odd that Cult chose to model the S2 because in terms of proportion, panel gaps and how it sits on its intricate, body-coloured wire wheels, this 1:18-scale resin is markedly superior to AutoArt's much more expensive diecast S1.



1:18-scale Alfa Romeo 2600 Spider

Cult, £160.99

Another example of Cult working the same magic as on the E-type, only this time the open cockpit means no excuses for lazy interior detailing. Thankfully, it succeeds in replicating the Alfa's big-dial style. Pity, then, about the printed radio.



1:43-scale Ferrari 250LM

Look Smart, £89

Look Smart has done full justice here to one of Ferrari's most beautiful shapes. Tiny details such as race number lights, mudflaps and jacking points truly mark the craftsmanship involved in miniaturising the 1965 Ecurie Francorchamps Le Mans entry.



1:18-scale Renault 5 GT Turbo
Norev, £69.99

This Renault – also available as a Group A rally car – marks a return to familiar French territory for Norev. Ironically, it's the way the original's plasticky cheapness has been replicated so crisply that makes it so satisfying.

All models are available from diecastlegends.

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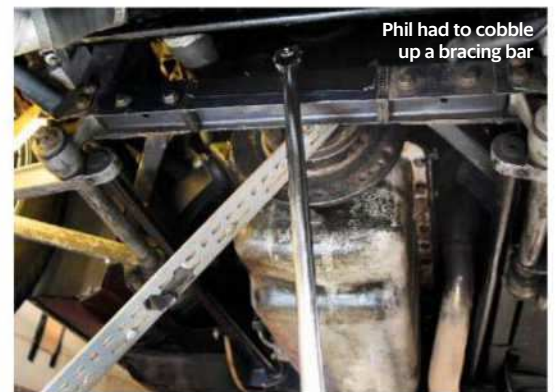
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Crumbling crankshaft damper fought Phil all the way



Phil had to cobble up a bracing bar

Quick fix plans damped

1962 Jaguar E-type FHC

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

Time owned 8 years

Miles this month None

Costs this month Nil

Previously Enjoyed a last blast on the road before wading into the winter job list

The patch of damp concrete beneath the engine was an unwelcome surprise. I'd gone into the garage to make a start on the list of jobs that I put off all last year. A leaking water pump wasn't one of them, but the drips of coolant clinging to the crankshaft damper behind the fanbelt pulley were clearly coming from above. Maybe I hadn't fitted one of the new coolant hoses properly? No such luck - none are in the direct firing line of the damper. As far as I could tell, the coolant was weeping from the seal for the water pump pulley shaft, so the pump will have to come off for further investigation.

No big deal, but what I discovered next could be. While peering into the gloom behind the crankshaft damper I noticed that chunks of the rubber part of it had

broken off pretty much all the way round. It's mounted to the nose of the crankshaft via a large steel cone located by a woodruff key. The crankshaft pulley is attached to it by four 1/2in bolts and the whole assembly secured by a 3/4in Whitworth bolt.

E-type forum wisdom suggests putting the car in gear and, with an assistant pressing on the footbrake, undoing the bolt with a large breaker bar, possibly assisted with a large hammer. My 24in breaker bar defeated, it was time to try the next level of forum advice - making up a bracing bar long enough to be secured by two of the four crank pulley bolts and reach down to the garage floor, and applying even more leverage to the 3/4in bolt. My trolley jack handle fits neatly over my breaker bar, giving an extra couple of feet of extension. But with around 36in, and my chest braced against the nearside tyre, the bolt undid without further complaint. I may have DUNLOP SP SPORT imprinted across my chest, but at least I was making progress.

The spaceframe doesn't leave much room to get at the crank pulley with a puller, but it did the job easily and I was starting to feel invincible. Until the crank

damper put me in my place. Options for removal are to lever it off - as per Jaguar workshop manual - or use a puller. I didn't fancy levering against the aluminium sump behind so I tried my trusty puller. It's too small to fit directly over the damper, so I had the genius idea of bolting the pulley back onto it and using the puller on that. It wasn't keen to budge, so I sprayed the area with penetrating oil and left the puller in place, revisiting daily to apply more oil and another turn of the puller, plus a sharp tap with a copper mallet.

A week on, and I was having scary thoughts involving my angle grinder and a cold chisel. Then, with another half turn of the puller a loud crack preceded it dropping to the ground. In my excitement that the damper had finally succumbed I didn't at first notice the chunk of broken crankshaft pulley lying on the garage floor.

Time to put the kettle on and rethink. This is clearly a two-cups-of-tea problem.



It only took a few evenings to persuade the heater to leave the confines of the Alfa's cockpit

Not a dead maggot but one of the screen vent hoses



Spare time to chill

1972 Alfa Romeo Spider S2

Owned by Russ Smith (russ.smith@gmx.com)

Time owned Nearly seven years

Miles this month 29

Costs this month £223.74

Previously Fresh brake system and MoT

The salt-spreaders didn't allow much time after I finally got the Spider's 2017 MoT before spreading their wares. Just enough for me to be convinced that welding the errant end of the front crossmember back onto the inner wing has sharpened the car's steering responses. Though that could possibly also be attributed to my over-active imagination.

However with - for the first time in about a year - nothing that *needed* to be done to make the Alfa work, I could look at some more historic entries on the car's to-do list. Inspired perhaps by the cold draught coming under the garage door, I chose to finally tackle the heater. I say heater, but it's a device that has barely ever justified its name in all the years I've had the Spider. Time to find out why.

As with most cars the heater is probably the most inaccessible and hard-to-remove component of all, some folk on Alfa forums suggesting you need to take the dashboard out first. I chose to believe those who disagreed with that route and, after just taking off the sides of the centre console and spending a couple of evenings contorted into improbable shapes while nicking knuckles on sharp edges and draining coolant into an old ice cream tub, the heater emerged into the light for the first time in 45 years.

Along the way I discovered that the convoluted rubber hoses that once carried air to the screen vents had perished and collapsed, and that one of them concealed the trip-meter reset knob that was missing-presumed-lost from its bracket below the dashboard. Need a nut for that.

A completely wrong scuttle drain tube was another revelation that explained why rain has always transferred itself to passengers' feet or handbags rather than the outside world. Oh, and the foam that once sealed the heater to the scuttle is now in powder form. There's a rubber replacement for that but it's currently out of stock, which will delay the job.

So a fast-growing shopping list, to which I added a new heater matrix at £90, heater motor - which failed to do anything when I connected its leads to a battery - for £108 and a lower heater hose, £5.40, because it's much easier to replace when the heater's out of the car. I also need to check that the outlet to it from the water pump isn't blocked - a common problem, so I'm told.

Work for now will focus on freeing up the various surface-rusty hinge points of all the internal flaps, cleaning everything up - the unit's full of foam rubber dust along with overspray and filler dust from the car's 2007 body resto. I'm going to replace all the fixing screws too because they're all rusted to some extent. It's all a bit of a voyage of discovery because there's nothing to do with the heater unit in either of the workshop manuals I've bought for the car. I've taken lots of photos to remind me where it all goes. By the time all that's done I'm hoping Classic Alfa's new batch of rubber scuttle seals will have arrived.



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2018

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11 AUG	ROUND 4	MALLORY PARK
23 SEPT	ROUND 5	SNETTERTON

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16 JUNE	ROUND 3	BROOKLANDS SPRINT
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4-5 AUG	ROUND 5	PRESCOTT SPEED HILL CLIMB
18 AUG	ROUND 6	SPRINT at GOODWOOD
8 SEPT	ROUND 7	LOTON PARK HILL CLIMB
9 SEPT	ROUND 8	LOTON PARK HILL CLIMB
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Getting the crusty metal sorted meant Malcolm could return to the Jaguar's mechanical side again



'No rust' Jaguar turned out to need some patching up

Batches of patches

1966 Jaguar E-type 2+2 auto

Owned by Malcolm McKay (MMcKays@aol.com)

Time owned 2½ years

Miles this month 0

Costs this month £72

Previously Engine started, carburettors rebuilt and frames painted

I am an eternal optimist, and my dream on buying this dilapidated Jaguar E-type 2+2 unseen from USA was to just bolt some bits back on, fire it up and drive. I guess deep down I knew that was never realistically going to happen, but a good set of photos before purchase convinced me it wouldn't need as much work as a UK restoration project. The dealer vendor had said 'no rust' but I knew that was unlikely - and so it proved.

There was a big, crudely patched hole in the driver's footwell and both sides of the rear jacking point area alongside the radius arm mountings were crumbling.

Some 30 years ago I acquired a MIG welder and did some great work welding up a MkIII Midget and a MkIV Spitfire - it was time to resurrect that welder and refresh my skills. I set to work with an angle grinder and cut out the patch from the footwell, then found more localised rot on the inner sill, and holes filled with something like chewing gum and painted over. It was extremely sticky and hard to remove, but it had to go.

I cut back the rotten areas to reasonably sound metal, and made the mistake of spraying some Comma Wax Seal in the sill before welding a patch into the inner sill. Needless to say, it instantly ignited and could be heard burning gently inside the sill. Mental note to drill holes and spray it later in future. I did my best to bend and hammer my repair patches into the pressed footwell shape, and welded on both sides of a half-inch overlap to ensure strength - one of the main engine frames bolts into that corner, so it needs to be rigid.

At the back, cutting out the rotten plate with the jacking point on revealed the sills to be just cover ones slapped on with no thought for the panels inside - and at the back, Jaguar welded not one, not two, but three inner membranes to stiffen the jacking point and radius arm mount. All had rotten out for the bottom inch or two.

It took a while to work out how to patch each one and in what order. In the end, I welded in 10 separate patches, all small but some highly complex. Then I did the same on the passenger side, although only four patches were needed here. The passenger footwell thankfully just needed one inner sill patch. Helena, my wife, then slopped plenty of rust converter and paint throughout the footwells and repaired areas to finish the job.

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How to clean and revive your leather trim



Learn how to restore, maintain and improve your classic car at www.skillshack.co.uk

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KIDDERMINSTER
OPENS JUNE '18!

Clarke ENGINEERS HEAVY DUTY STEEL WORKBENCHES

Sturdy lower shelf
 Durable powder coated finish

Shown fitted with optional 3 drawer unit
ONLY £95.99 INC.VAT

FROM ONLY **£199.99** EXC.VAT
£239.99 INC.VAT

INCLUDES **SINGLE LOCKABLE DRAWER**

MODEL	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CWB1500B	1500x650x880	£199.98	£239.98
CWB2000B	2000x650x880	£269.98	£323.98

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Clarke WORKBENCH WITH PEGBOARD

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in Red or Galvanised Finish

Dimensions (LxWxH) - 1150 x 560 x 1440 mm

- Pegboard back wall with 30 hooks supplied

£64.99 EXC.VAT
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CWB-R1

Clarke PREMIUM

CHESTS/ CABINETS

BALL BEARING ROLLER DRAWERS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

30kg MAX DRAWER LOAD

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CLB600	6 Dr chest	660x305x365	£79.98	£95.98
1 CLB900	9 Dr chest	660x305x475	£99.98	£119.98
CLB200	2 Dr step up	672x310x195	£47.98	£57.98
CLB1005	5 Dr cabinet	685x465x795	£164.99	£197.99
2 CLB1007	7 Dr cabinet	685x465x955	£189.98	£227.98



Clarke MECHANICS RANGE NOW INCLUDES BALL BEARING ROLLER DRAWERS

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Superb quality & value for automotive workshops

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
MECHANICS RANGE				
1 CTC600B	6 Dr chest	600x260x340	£49.98	£59.98
CTC900B	9 Dr chest	610x255x380	£59.98	£71.98
CTC500B	5 Dr cabinet	675x335x770	£109.98	£131.98
CTC800B	8 Dr chest/cab set	610x330x1070	£94.99	£113.99
2 CTC700B	7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300B	13 Dr chest/cab	620x330x1320	£139.98	£167.98
PROFESSIONAL RANGE				
3 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
CTC109	9 Dr chest	662x305x421	£69.98	£83.98
4 CTC105	5 Dr cabinet	685x465x790	£159.98	£191.98
CTC107	7 Dr cabinet	685x465x950	£189.98	£227.98



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RUBBER GRIP SIDE HANDLES

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EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

EXTRA DEEP DRAWERS

EXTRA LARGE DRAWER PULLS

GAS STRUTS Hold lid open

£259.98 EXC.VAT
£311.99 INC.VAT

£449.00 EXC.VAT
£538.80 INC.VAT

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*

* Except on CBB231B & CBB230B

MODEL	SIZE	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CBB306	36"	6 Dr Chest	910x305x47	£149.98	£179.98
CBB315	36"	5 Dr Cabinet	927x416x985	£279.98	£335.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£389.00	£466.80
1 CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£311.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£449.00	£538.80
CBB231B	56"	9 Dr chest	1460x615x490	£399.00	£478.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£599.00	£718.80

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Heavy duty/industrial build quality with lockable front covers for added security and protection

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
1 CBB209D	9 Dr chest	710x370x420	£129.98	£155.98
2 CBB211D	11 Dr Cabinet	785x490x1075	£279.98	£335.98
3 CBB309D	9 Dr chest	975x370x420	£159.98	£191.98
4 CBB311D	11 Dr Cabinet	1045x490x1075	£339.98	£407.98



Clarke CS5265

HEAVY DUTY BOLTLESS SHELVING

Boltless, quick and easy assembly (only a mallet required) • Tough steel frame

- Adjustable height shelves
- 5 easy wipe clean laminate board shelves

(W)1220 x (D)460 x (H)1830

265kg PER SHELF

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BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH

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SAVE 10% EXTRA

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150kg	800x300x1500	£29.98	£35.98
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PLS195

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CAN DRAW OWN WATER Honda engine models in stock

MODEL	BAR/PSI	HP	EXC. VAT	INC. VAT
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Tiger2600 170/2465	4	4	£289.00	£346.80
Tiger3000 200/2900	6.5	6.5	£349.00	£418.80
PLS195	186/2698	13	£439.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

Clarke JETSTAR PRESSURE WASHERS

Makes easy work for washing vehicles, patios, stonework, etc.

210 Bar 3045 psi

JET9500

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

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Offering low cost, efficient heating

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MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
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Little Devil SSI*	10.3	£84.99	£101.99
Devil 700	15	£99.98	£119.98
Devil 900	24.9	£139.98	£161.98
Devil 910 SS*	17.6-24.9	£159.98	£197.98
Devil 1600	36.6	£169.98	£203.98
Devil 2100	49.8	£259.98	£310.80
Devil 4000	70-131	£398.00	£477.60

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PARTS WASHER FLUID FROM **£5.99** INC.VAT

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MODEL	TANK CAP.	TYPE	EXC. VAT	INC. VAT
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CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

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Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

CPSB100

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MODEL	TANK VOLUME	FLOW RATE	EX. VAT	INC. VAT
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CPSB200	63 litre	12-20 cfm	£169.98	£203.98

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MODEL	STARTING BOOST	PEAK AMPS	EXC. VAT	INC. VAT
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JS1100	500	1100	£62.98	£75.98
910	400	900	£69.98	£83.98
JS1100C	500	1100	£74.98	£89.98
4000	700	1500	£124.98	£149.98
JS12/24	1000	2000	£149.98	£179.98

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MODEL	VOLTAGE	HEAT OUTPUT KW	EXC. VAT	INC. VAT
DEVIL 6003	230V	1.5-3	£49.98	£59.98
DEVIL 7003	230V	3	£59.98	£71.98
DEVIL 6005	400V	2.5-5	£69.98	£83.98
DEVIL 7005	400V	5	£84.99	£101.99
DEVIL 6009	400V	4.5-9	£109.00	£130.80
DEVIL 7009	400V	9	£129.98	£155.98
DEVIL 6015	400V	5-10-15	£169.00	£202.80
DEVIL 7015	400V	15	£199.98	£239.98
DEVIL 7025	400V	22	£299.00	£358.80
DEVIL 7030	400V	30	£349.00	£418.80

Clarke TAP & DIE SETS

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

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

Clarke BENCH AND FLOOR STANDING MOLDING

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MODEL	DESC.	TYPE	EXC. VAT	INC. VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30*	Large Cabinet	Floor	£279.00	£334.80

Clarke ANGLE GRINDERS

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MODEL	DISC (MM)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800W	£24.99	£29.99
CON1050B	115	1050W	£29.98	£35.98
CON115	115	1015W	£36.99	£44.39
CAG2350C	230	2350W	£52.99	£63.99

Clarke CAR CREEPERS

Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

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MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CMC36	Car creeper	£22.99	£27.59
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CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

Clarke INSTANT GARAGES

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MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
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CG181020	6.1 x 3 x 2.4m	£289.00	£346.80
CG181216	4.8 x 3.7 x 2.5m	£279.00	£334.80
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MODEL	MAX OUTPUT	EXC. VAT	INC. VAT
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XR110	29.3kW	£289.00	£346.80
XR160	46.9kW	£349.00	£418.80
XR210	61.5kW	£399.00	£478.80

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MODEL	DESC.	TYPE	EXC. VAT	INC. VAT
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SB30*	Large Cabinet	Floor	£279.00	£334.80

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CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£149.98	£179.98
CDP202B	450 / 16	£189.00	£226.80
CDP452B	550 / 16	£229.00	£274.80
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IG1200B	1100W	£249.98	£298.98
IG3500F	3400W	£329.00	£394.80
IG2000B	1800W	£194.98	£234.98
IG2200	2200W	£389.00	£466.80

Clarke PETROL GENERATORS

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MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7	-	£99.98	£119.98
G1200	1.1	-	£159.98	£191.98
PG2500	2.2	6.5	£179.98	£216.98
PG3000	3	7	£239.98	£287.98
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MODEL	EXC. VAT	INC. VAT
5000KG CAPACITY	£17.99	£21.59

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MODEL	EXC. VAT	INC. VAT
CP185	£69.98	£83.98

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MODEL	CAPACITY	EXC. VAT	INC. VAT
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CS10BRK	10 tonne	£149.98	£179.98
CS10BRK*	10 tonne	£154.99	£185.99

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MODEL	EXC. VAT	INC. VAT
PRO360	£26.99	£32.99
PRO389	£32.99	£39.99

Clarke WRENCH - CHT141

5" Extension bar • 1/2" & 3/8" adaptor • 28-210 Nm

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£28.99 INC.VAT

MODEL	EXC. VAT	INC. VAT
CHT141	£23.99	£28.99

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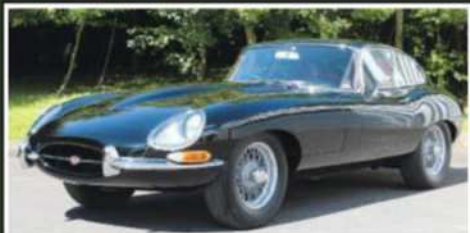
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1965 JAGUAR E-TYPE 4.2 FHC.

Black (Its original and rare colour) Blood Red Hide. Matching numbers, dry stored since 1977, totally restored and upgraded to the very highest of levels. Featured in the book Factory Original Jaguar E-Type: the Originality Guide to the Jaguar E-Type by Anders Ditlev Clausager. With the mechanical side being taken care of by ex Jaguar / Daimler engineer Brian Moody and bodywork by RMG Coachworks, all that was required was the final finishing touches, completed by CMC. Balanced Engine, Rebuilt Gearbox, AP 10" Clutch, Stainless Sports Exhaust and Manifolds, 2:88 Diff, Up-rated Cooling, 6" Comp. Wire Wheels, Avon Tyres, Retrimmed Interior with later sports seats (or original seats if required), Coopercraft Brakes, Correct Period Number Plate, Original Jack Etc. Etc. This, without question, has to be one of the finest E-Types we have ever had the pleasure of having through our doors and could be a true concours contender. RHD - £199,995



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1964 SUNBEAM ALPINE MK4

White with Blue Interior and Hood. Restored some years ago to a good, useable standard including bear metal respray and engine rebuild. Recent works include replacement disc brakes and an unleaded head conversion. Still presenting well and carries a current MOT until August 2018. Now in need of some TLC to bring back to show standard or could be used and enjoyed as is. To be sold as a 'rolling restoration project' to be easily improved but can be used along the way. Accompanied by history file including invoices, photos of rebuild, MOT certificates etc. etc. An ideal starter Classic. RHD - £9,000



1964 MORRIS MINI COOPER 1071 S.

Tartan Red with White Cap and Red Trim. Supplied new by Appleyards of Leeds. Total ground up restoration to FIA Spec some years ago and still in exceptional condition today. Mountune Engine, Close ratio Gearbox, LSD, Full Cage, Reclining Works Seats, 4 Cibie Spot Lamps, Minilite Wheels, Twin Tanks, Harness's, Map Light, Heated Screen, Fully Fused Works Style Dash, Sump Guard, Adjustable Suspension etc. bodysell painted by Moorland Classics at a cost of £8,000! A most exceptional example. Correctly set up and ready to go! RHD - £39,995



1952 BRISTOL 401.

Smoke Silver with Red Hide, piped Cream. Restored from the ground up some years ago with full photographic record. One of the very best examples still on the road today. Recent new headlamps and visors, Up-rated with Overdrive on 3rd & top, Servo, Gearbox Remote Control, Dunlop Disc Brakes, Front Anti Roll Bar, Oil Cooler, Electric Cooling Fan with Revotec controller, Hi Torque Starter, Alternator, Kenlow Fan, Aluminium Fuel Tank, Seat Belts, 185 x 16 Vredstein Tyres, Up-rated Heater, Flashing Indicators with Working Semaphores, Hazard Warning Lights, Overtaking Mirrors Etc. A very advanced four seater Grand Tourer. RHD - £69,995



1974 FORD ESCORT 1300 L ESTATE.

17,000 Miles from new !!!!!!! Diamond White with Black interior, Disc Brakes and Servo from new - £ 18/10 ! Seat Belts from new - £ 9/68 ! Original bill of sale, Stunning condition throughout, Try and find another like this. Unrepeatable and one for the true Ford enthusiast. RHD - £14,995



1958 ROVER 60.

Dove Grey over Smoke Grey with Red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 20,800. This has to be the lowest mileage Rover extant. Has a most extensive history, Including Original Log Book, Hand Books, service Bills Etc. Equipped with Free Wheel, Spot Lamps, Wing Mirrors, 'His Masters Voice' Radio, Rim embellishers Etc. It would be hard to believe that a better example exists. RHD - £13,995



1972 MGB 1.8 ROADSTER - OVERDRIVE.

Mallard Green with Black Hide. Restored some years ago to a superb level. Little use since and remaining in the same stunning condition. Specification includes chrome Wire Wheels, Tonneau, Spin on oil Filter Conversion, Oil Cooler, Tubular Stainless Manifold and Sports Stainless Exhaust System. Not just another 'average' MGB. RHD - £16,995

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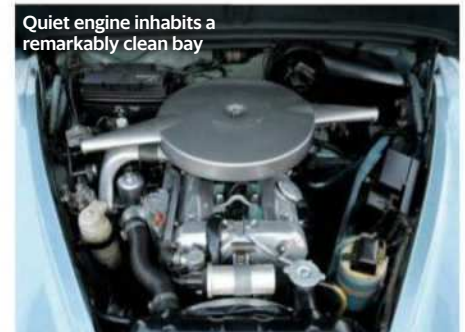
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Bar an Eighties replay the exterior is original



This interior shows only gentle wear



Quiet engine inhabits a remarkably clean bay

1965 Jaguar Mk2 3.4 £59,950

This one-owner, 29,000-mile Mk2 has to be one of the best unrestored examples around, says **Nigel Boothman**

Apart from the first months during which it had been registered by the supplying garage, this Jaguar has spent its life in the hands of one owner. Only his passing has brought the car to market.

It looks right in terms of stance, with no sagging or leaning. The paint was refinished in the Eighties - it is said just to freshen it up rather than deal with any corrosion - and it's held up very well, though with minor evidence that preparation standards weren't as high as they are now. You can detect wobbles around the bulge behind each headlamp and at the base of the offside windscreen pillar, but there's no bubbling or lifting. The supporting evidence of factory spot welds and the unmolested state of all panels suggests this car is a stranger to rain or a damp garage.

That panel fit is good - not 2018 concours restoration standard, but Sixties Jaguar factory standard - and all doors open and shut with a smooth, solid action. The chrome is decent; there's a bald patch on the top of the rear offside over-rider and only minor pitting to the 'leaper' and the

trim streaks behind the headlamps. The hubcaps look very good, barring minor loss of paint to the Jaguar logos. Those wheels carry a matching set of 180 HR 15 Michelin XAS showing very little wear.

Inside, the navy leather on the door cards looks five years old, not 55. There is some loss of colour on parts of the beautifully aged seats that only a perfectionist would want to correct. We spotted perished door seals and minor kinks to the edge of the kickplate, with worn lacquer on the driver's door capping, but otherwise very good original and unrestored timber throughout. The radio works, as does the heater fan, though it rattles at its higher speed.

The engine bay is very clean, following an exhaustive recent service - new fluids, an ignition and fuelling set-up, and one replacement ball joint are on the most recent bill among many in a considerable file. This also includes the original green log book and the Jaguar handbook and service records, with bills from the same garage going back decades. The original keys and modern copies come with the car, as do the original tools.

The engine starts quickly from cold and idled happily; it's one of the smoothest

and quietest XK engines I've encountered, with plenty of urge to pull well even from low revs. The bite point on the clutch is high, but there's no slipping and the gearbox behaves well, though first to second benefits from a double-declutch when cold. The overdrive engages smartly in fourth gear and the car steers well. The brakes seem powerful and well balanced and even the handbrake works properly.

There are many cheaper Mk2s, but probably none more charming. You could spend a mint restoring one to perfection, but no amount of money could ever achieve this magical aura of originality.

CHOOSE YOUR JAGUAR MK2

- ▶ Mk2 arrives in 1959, with a 120bhp 2.4-litre version very much the poor relation - the 3.4-litre has 210bhp, the 3.8-litre 220bhp. Four-speed manual, overdrive, and three-speed automatic gearboxes are offered. Power steering is an option from September 1960.
- ▶ 1965 brings an all-synchromesh gearbox. Ambla vinyl is standard from September 1966 (leather still an option) and the foglamps vanish. Power steering becomes standard from March 1967, the last year of the 'proper' Mk2.
- ▶ From September 1967 Jaguar offers less luxurious Mk2s, renamed the 240 and 340, with slimmer bumpers; 340 production ends in September 1968. They drive just as well as earlier cars and if you don't mind Ambla seats can represent a bargain. Many will subsequently been restored to Mk2 spec anyway.
- ▶ All Mk2 production ends in April 1969 after 91,226 of all models have been built.

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1965 Jaguar Mk2 3.4

Price £59,950 Contact Derek C Mowat, (07836 740333) Engine 3442cc inline-six, dohc, twin SU HD6 carburettors Power 210bhp @ 5500rpm Torque 216lb ft @ 3000rpm Performance Top speed: 120mph; 0-60mph: 10.2sec Fuel consumption 21mpg Length 4597mm Width 1694mm



Redwood paintwork bears no scars despite years on the streets of London



Interior presents well apart from a few niggles



Carburettor rebuild has cured the reving issue found on test, we're told

1985 Bentley Turbo R £17,850

After its first 12 years in the care of Sheik Maktoum of Dubai, this 32,000-mile Turbo R still looks very tidy, says **Nigel Boothman**

A good, known history is a great asset for any Bentley Turbo R and this one scores highly. It was supplied new in July 1985 to the Al Maktoum family for use when they were in London. It seems to have served for city duties only, covering just 16,000 miles and enjoying regular servicing before passing to its second owner in 1997. He continued to spend a great deal on fastidious servicing and maintenance (receipts in the file, along with the original document wallet and handbook), covering a further 16,000 miles before it was acquired by a classic car outlet in 2015. The last service in the book is from late 2013 and the mileage has hardly increased since.

The exterior finish in Redwood presents extremely well - we could find no bubbles or dings in those long flanks, which is impressive for a big car with so much of its life spent in town. However, the bumpers do show slight evidence of parking touches and the odd flake of paint is missing on the wheels where balance weights have nipped them. Also, the winged 'B' badge on the nose has lost a bit of its red lacquer.

The engine bay is very smart; it seems a bored Al Maktoum chauffeur has carefully coated many of the bolt-heads with aluminium paint. The oil remains pale and new-looking and the coolant is up to level. There is a minor oil weep between the offside rocker cover and cylinder head. The windscreen is just starting to delaminate near its bottom edge in one area. There are Avon Turbospeed 255/65/15 tyres all round, with some life left in them.

Inside, we at last see some signs of ageing - the leather stitching around the centre console is slightly worn and grubby with the odd scratch and nick, as there is in the trim around the passenger door aperture. The wood on the front door cappings has a few cracks and delaminations, but the back seat area is excellent. The austere-looking instruments all work, as does the air conditioning. The starkly black Blaupunkt head unit looks a little out of place among all the wood and leather but its styling says Eighties so it may be original.

You sit high, and tall drivers will be surprised there isn't more room in such a large car. The engine starts promptly and idles silently and smoothly, offering plentiful torque in the lower half of the rev

range - the redline is at a mere 4500rpm. On test, the engine declined to rev cleanly above 3000rpm and as a result has since had specialist attention - we're told a rebuild of the Solex 4A1 carburettor has resolved the issue. The car steers and stops as it should but there was a thump from the nearside front when crossing a pothole or speedbump.

It's time this Bentley had a third caring owner. The mileage and history probably justify the price, and with the suspension knock and interior niggles sorted, this would again be a car worth pampering.

CHOOSE YOUR BENTLEY TURBO

- ▶ Based very closely on the Rolls-Royce Silver Spirit, the Bentley Mulsanne Turbo is launched in 1982 with the turbocharger blowing through a carburettor in a sealed box, offering 300bhp.
- ▶ The Turbo R arrives as a replacement in March 1985. There's firmer suspension to cope with the increased speeds, and an intercooler to improve turbo efficiency, lifting power output to 328bhp - along with massive torque.
- ▶ 1987 brings in fuel injection and slightly better fuel consumption - up from 14mpg to 16mpg.
- ▶ 1990 introduces adaptive damping, allowing the Turbo R to ride as smoothly as non-turbo models but retain its poise in corners.
- ▶ The automatic transmission gains a fourth gear in 1992, a lock-out overdrive, further improving efficiency.
- ▶ The Turbo S of 1994 offers 385bhp and the Turbo RT of 1997 produces 400bhp.
- ▶ Production ends in 1997 after 5923 Turbo Rs (all models) have been built.

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1985 Bentley Turbo R

Price £17,850 Contact A1 Classic Cars, East Lothian, a1classiccars.co.uk, 07730 921769 Engine 6750cc OHV V8, turbocharged Power 328bhp @ 4300rpm Torque 457lb ft @ 2250rpm Performance Top speed: 146mph; 0-60mph: 7.0sec Fuel consumption 14mpg Length 5268mm Width 1887mm

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Body is straight, but the shiny two-tone paint has the odd stone chip and rust blemish



All brown, all great condition



Ford CVH engine has a new cambelt

1989 Morgan 4/4 £19,995

This 4/4 looks like a bargain entry into Morgan motoring, and four-seat open-top fun. But how does it drive? **Malcolm McKay**

Starting a critical inspection of this sub-42,000-mile Morgan, it's easy to pick holes but most faults are minor items, most of which can be rectified easily and inexpensively if wished - or you could ignore them and just enjoy owning and driving this car as it is.

The brown and cream colour scheme is unusual and attractive, especially with matching brown interior. It is perhaps a shame the hood, sidescreens, tonneau and hood cover are black rather than brown, but they are in immaculate condition (apart from one scratch on the rear window). Though they are the improved 'Simmonds Easy Fit' items, they are still fiddly to fit but do provide quaint but effective Thirties-style water- and wind-proofing. There's a small boot space behind the back seat, enough for a couple of squashy bags, and a rack for a suitcase. The leather seats are in great condition (the fronts recline) and there are rear seat belts.

Paint is shiny and the panels are straight, but there are quite a few paint chips on the wings and small areas of rust bubbling around the offside headlamp and on the

driver's sill. One sidelight's chrome ring is poor. The wood frame, visible under the dash, appears like new and very sound. Both doors move a lot on their hinges, but not because of rotten A-posts - primarily it's play in the hinge pins, plus some loose screws. Underneath, there's rust on the bumper irons and below the radiator, but it's surface-deep and a weekend with wire brush and rust converter would transform it. The engine bay is a bit scruffy with a section of rubber seal for the heater intake missing, and the alternator fan's worryingly close to the bottom hose; that seems to be a fault of the rather basic adaptation to make the Ford CVH engine fit.

The 195/60x15 tyres are mixed makes; one front is 2015, the other appears undated and the rears are 2009, but all have excellent tread and no crazing; the spare is half-worn. The wire wheels could do with stripping and repainting; there's corrosion under the paint on one.

On the road, this Morgan is endearing: the seats are comfortable and the ride is good, with minimal scuttle shake. The engine is no roadburner but is quiet and smooth. There's a good gearchange and a high fifth for cruising. The brakes need a

surprisingly hard shove, but overall the car feels fun and without issues.

The MoT expires on April 2. It's only covered 1400 miles since the last (no advisories) and the history confirms fewer than 1000 miles a year since 2006. However, it might be an idea to negotiate a new test. The full service history shows it has been very well loved; the file also contains every tax disc since 1995 and all MoTs. The cambelt was changed at 25,800 miles, again at 35,000 in 2011, and Holden Morgan has just fitted another.

Not perfect, but not over-priced either.

CHOOSE YOUR MORGAN 4/4

- ▶ The small-engined 4/4 is the mainstay of Morgan production for decades, and the 1.6 CVH-engined version runs from 1982 to 1993. It's the most common model, albeit split between two- and four-seaters, with 2222 made.
- ▶ The excellent Gemmer steering box is introduced in 1984, with greatly improved rust and rot-proofing from 1986 (when the less-desirable lean-burn CVH engine was adopted).
- ▶ Undersealing arrives in 1988, when the heater is also enhanced. Fuel injection is added in 1991 along with catalytic converter.
- ▶ While the four-seater is regarded as ungainly, it is remarkably spacious, and the bomb-proof and relatively modern running gear wins it fans.
- ▶ As standard, the car performs well but the 1600 is the most tuneable of Ford's CVH units, so if you want more power don't reject the 4/4 - specialists can significantly increase power output for very reasonable outlay.

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1989 Morgan 4/4 four-seater

Price £19,995 Contact Holden Morgan, Bromyard, Herefordshire (holdenmorgan.co.uk, 01885 488488) Engine 1597cc, in-line four-cylinder, ohc Power 89bhp @ 5800rpm Torque 98lb ft @ 4800rpm Performance Top speed: 100mph; 0-60mph: 11sec Consumption 35mpg Length 3810mm Width 1448mm Weight 1070kg



Shiny paint betrays glassfibre crazing



Ready to be driven but needs some detail attention



The V8 has a mix of old, new and occasionally missing parts

1963 Jensen C-V8 £36,500

This V8 bruiser has spent most of its life in museums: time to go cruising – if you can afford the fuel, says **Malcolm McKay**

There were 59 C-V8 MkIIs fitted with the 5.9-litre V8 and automatic transmission. Of those only eight were painted Deep Carriage Green, of which just four had Beige upholstery. However you look at it, this C-V8 is a rare beast. With 305bhp and 395lb ft of torque lugging just 1.5 tonnes of steel and glassfibre, this machine needs little encouragement to motor and all those horses appear to be doing their job correctly. There's no play in the rack and pinion steering or clonks from the suspension – the car feels nice and taut. The four-wheel disc brakes pull it up effortlessly and straight. This was the first British car to be fitted with an alternator as standard, though this one's ammeter isn't showing a charge at present.

The standard air silencer is missing from the engine, resulting in more intake noise, but the Edelbrock filter on a new four-barrel carburettor looks good under the bonnet and is mostly drowned out by a great V8 rumble from the new exhaust system. The radiator has fairly recently been rebuilt and is cooled by twin electric

fans, which might benefit from ducting to improve efficiency in extreme conditions, but proved fine during our test-drive.

The chassis had some welding repairs when the car returned to the UK in 2013 and has happily passed MoTs since; the most recent one has now expired, but the car will be sold with a new MoT.

The Goodyear G800 185SR15 tyres have plenty of tread but are very old and cracking and should be replaced; the spare is an ancient crossply. If ultimate appearance is your priority, a complete strip-down and respray would be essential – there is extensive cracking and crazing of the glassfibre under the paint – along with a fair amount of tidying to the running gear and interior. Though the leather facing panels are good, there are splits in vinyl side trim panels and the dashboard vinyl is faded and worn. The interior light is missing and other details need attention such as the passenger window winder which has damaged its trim panel because of a missing escutcheon.

The substantial history file attests to lengthy sojourns in the Filching Manor Motor Museum and Automobilmuseum Stainz in Austria. A detailed report

was prepared in 2014 by Cropredy Bridge Garage; much but not all of the recommended work has been done.

This Jensen would be worth considering for someone who wants a C-V8 that is presentable at first glance, and thoroughly usable. The paint still holds a good shine and the interior looks good and is comfortable, though the driver's seat is perhaps a little over-padded, resulting in the huge steering wheel rubbing your thighs. It's perfect for long-distance touring events and is just begging to be driven and enjoyed again.

CHOOSE YOUR JENSEN C-V8 179/170

▶ Finally abandoning the Austin truck engine of the 541, Jensen looks to keep pace with Astons and E-types by adopting Chrysler's 'Golden Commando' big-block V8 for its new C-V8 in late 1962. Two versions are used – 361ci (5.9-litre) and 383ci (6.3-litre) – and the vast majority have a three-speed Chrysler Torqueflite automatic transmission. It has a central twin-tube steel backbone chassis with glassfibre body and aluminium doors.

▶ MkII arrives in October 1963 with Selectaride rear dampers and styling tweaks; 250 are built before it's arrival of 1965's MkII with wood dash, dual-circuit brakes and other tweaks.

▶ Total C-V8 production is 500, all but ten being right-hand drive and just nine (all rhd) with four-speed manual transmission. Originally styled with Plexiglass headlamp covers, but these are left off in production because they're considered prone to deflect the beams. Some owners will retro-fit them down the line.

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1963 Jensen C-V8

Price £36,500 Contact Classicmobilia, Bucks (07889 805432, classicmobilia.com) Engine 5916cc, V8, ohv
Power 305bhp @ 4800rpm Torque 395lb ft @ 3000rpm Performance Top speed: 136mph; 0-60mph: 8.4sec
Fuel consumption 16mpg Length 4686mm Width 1715mm



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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 DB MKIII LHD

Aston Martin Virage FULL 6.3 Man RHD
Jaguar XJS Convertible RHD
Jaguar MK IV manual LHD
Jaguar XJ220 LHD
Jensen CV8 MKIII
Karman Ghia
Lancia Dilambda Saloon 1931 RHD

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Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windever, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, open lights, Strikst Marshall 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking. It is the most beautiful looking Rolls we have ever seen and boasts many concours wins in its time. Winning the Rolls Royce Owners Club concours touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concours in 2002. With an invite to the Queens Jubilee tribals at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment... £275,500



Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS 100. These cars are very rare only 22 were ever made this is number 12, these cars have over tripled in price in the last few years, because of the investment side of it, plus they drive beautiful, Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming (black tulip) with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels, with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking..... £275,500



Jaguar E Type V12 1971 2+2 finished in unmarked gleaming signal red with black hide interior, sparking chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs. This car is just stunning one of the best there is garaged from new.... £78,750



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior, and blue dash and carpets, knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/350HP, L79 V8. A super looking and breath taking Corvette..... £118,750



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



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screens, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment..... £145,750



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



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



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



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



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



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



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



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



Mercedes Sports 350SL 1980 finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys, this car has only covered 45,000 original miles from new, with full Mercedes history, and all old MOTs, and invoices complete with all original tools, recent full service, garaged from new, this car must be one of the finest to be on offer..... £28,750



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



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



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



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blue, headrests front and rear, magnolia hide headlining, with royal blue top roll dash, glass like finish burr walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armrest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new, this car is totally stunning..... £18,750



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



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



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



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



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



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



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft black hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP. only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb£119,500



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



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



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



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



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



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



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



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



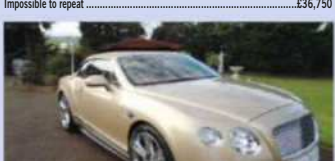
Rolls Royce 1965 Silver Cloud 111. Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lamswool overegs, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whitelash tyres, complete with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



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



Rolls Royce 2025 1934 Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gearings. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example£57,750



Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this Mulliner bespoke interior is outstanding. 21 inch alloys, to many extras to list just stunning£169,500



Jaguar E Type V12 Roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whitband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning£135,750. More pics on our website.



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



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



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



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



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



Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged£39,750



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



Jaguar E Type 3.8 series 1 1963 LHD Roadster. Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment£157,500



Jaguar E Type V12 Roadster 1973 This E Type must be one of the best in the world, easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior, headrests, sparkling chrome wire wheels, with white band tyres, spare wheel unused, power steering, manual transmission, stereo system, tinted glass, drives like new, box file full of history, thousands spent to bring this car to its like new condition, if you want the very best this is it, just breath taking more pics on our website. A fine investment.£165,750



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



1964 DB5 LHD, rare original LHD with matching numbers and comprehensive history • **£POA**



1964 DB5, fully restored by DJ Smail, immaculate condition and ready to go • **£850,000**



1965 DB5 with a genuine 33k miles from new, superb condition, excellent history • **£850,000**



1964 DB5 to Vantage specification, superb drive and beautiful condition • **£750,000**



1968 DB6 original manual gearbox, excellent history and great condition • **£290,000**



1967 DB6 Manual, no expense spared Rally conversion, or fast road? • **£280,000**



1967 DB6 original Vantage Manual, matching numbers and good history • **£270,000**



1982 V8 Vantage Volante, the very first car! Fully restored and immaculate • **£280,000**



2007 Vanquish S 2+2 with just 8,000 miles, full history and superb condition • **£POA**



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1988 Ferrari Testarossa finished in Rosso Corsa with Crema Hide interior. This is a very fine example that has had only 5 owners from new and is in superlative condition as to be expected from an 80's Supercar that has covered only 21,000 miles. The car comes with a comprehensive service history together with numerous MOT certificates all of which back up the low mileage of this fine motor car. Both the exterior coachwork and the sumptuous interior are completely unmarked and the car has only just had a full cambelt service and refinishing of the cam covers with Ferrari experts QV London, an invoice for which is on file. Competitively priced for such a low mileage example at**£129,950**



1997 Ferrari 355 Berlinetta. Finished in Tour de France Blue with light tan hide interior and in superb condition throughout. This 6 speed manual version has been with the same fastidious owner for the last 12 years and comes with a complete fully stamped service history. The total mileage is 53,000 and will not require a cam belt service for another 24 months. Unlike some others, this model continues to appreciate and is competitively priced for one in this condition at**£79,950**



1998 Ferrari 355 GTS F1 finished in Rosso Corsa with Nero Hide with red stitching. This is a very pretty example of the marque that has covered a relatively high mileage of 89,000 but has always been well maintained and comes with a full maintenance record which includes all cam belt changes, the next of which is not due until 2019. Fitted with air conditioning 5 spoke alloy wheels, paddleshift transmission and Ferrari wing badges. A new set of. Sensibly priced at.....**£62,500**



1982 Ferrari Mondial designed by Pininfarina of Turin and built between 1980 and 1993 and is the perfect Ferrari for the enthusiast who needs the advantage of 2 child seats. The engine, transmission, suspension and steering are all either identical to or very similar to the 2 seater models such as the 308 GTB produced at the same time. This beautiful example that we are proud to offer for sale has covered just 46,000 miles from new and comes with a comprehensive history file and an original fully stamped service book. The car drives really well and is sensibly priced for one in this condition which we feel will continue to appreciate in value**£29,950**



1984 Ferrari 308 GTS finished in Rosso Corsa with Crème hide interior. This is an extremely well maintained motor car that has covered above average mileage but has been regularly maintained regardless of cost. The condition of this motor car belies the mileage and both body and interior are in very good condition. Accompanying the car is a detailed record of past works including all cam belt changes, together with an original book pack. It will be supplied with the benefit of a 12 month comprehensive warranty and a fresh mot certificate. Undoubtedly one of the most inexpensive 308's currently available at**£57,500**



1958 Aston Martin DB MkIII finished in Aston Racing Green with grey hide interior and grey Wilton carpet. Just out of very long term ownership, this original right hand drive Aston has been the subject of a comprehensive restoration which is detailed within the history file together with photographs. The car is now in stunning condition throughout and is currently being shipped to us. Please enquire for more details. (Library photo)



1955 Austin Healey 100 to full race specification is a very eligible and competitive car for numerous current national and international events and including the Mille Miglia. This car has all the correct modifications and improvements to be on equal par to the best of the field and will undoubtedly continue to enjoy success with a new owner. For a number of years it was the property of well loved and respected Austin Healey expert Dennis Welch and latterly it has been fully prepared by Dennis Welch Motorsport who will be pleased to run the car on behalf of a new owner. Realistically priced at. **£99,500**



1961 Aston Martin DB4 Series II finished in Wedgewood Blue with contrasting pale grey hide interior. This is a beautiful unmolested and largely original example of an early DB4. We sold it some 20 years ago to the present owners who have taken great care of it ever since. It has rarely seen the rain during their ownership and has been mechanically maintained to the highest standard and represents extremely good value at only **£365,000**. Take time to compare this car with others on the market and then make an appoint to view.



2000X Aston Martin DB7 Vantage Coupe finished in Lotus Azure Blue with contrasting Peacock blue and magnolia hide interior with blue Wilton Carpet throughout. Fitted with Touchtronic transmission enabling precise control over the semi-automatic gearbox. The vehicle comes with a very detailed service history with records of all previous servicing and expenditure together with all MOT certificates which clarify the mileage. Both paintwork and interior have been extremely well kept and the car is faultless mechanically. Other options include Electric heated seats, air conditioning, fully adjustable steering column, 18" alloy wheels and Alpine HiFi system with 6 stack CD. The value of these cars has now remained steady for the past 2 years and they are definitely no longer depreciating if kept in this condition. Excellent value at**£29,950**



1973 Aston Martin AM Vantage of which only 70 cars were produced, making it a comparatively rare motor car. Finished in Stronsay Silver with sumptuous deep burgundy hide interior and fitted with best quality matching Wilton carpet throughout. Restored by us about 10 years ago, the car has been part of a private collection now being reduced. Fitted with 5 speed manual transmission the car is excellent to drive and very nimble on the road. It comes with a huge history detailing our restoration and is sensibly priced at**£129,500**



1996 ASTON MARTIN DB7 i6 Coupe finished in Chiltern green with contrasting Forest Green and Parchment hide interior piped in green. With the car is an original service book containing numerous service stamps together with previous MOT certificates, invoices and spare keys. Fitted with automatic transmission, air conditioning, electrically operated and heated seats, fully adjustable steering column, electric windows and mirrors, HiFi system, 18" chrome alloy finished multi spoked alloy wheels and heated front and rear screens. This is a rare opportunity for the individual seeking a really well kept example and it is bound to increase in value from our asking price of.. **£23,950**



1958 Austin Healey Frog Eye Sprite was delivered new to Johannesburg where it remained until 2014. During the last 10 years it has been the subject of an in-depth restoration and now presents very nicely. Works have included a back to metal repaint, engine and gearbox rebuild, new hood and side screens and a new set of Minilite style alloy wheels. Very realistically priced for one in this condition at**£22,950**



1972 Triumph TR6 Roadster finished in Signal red with black leather interior and a new black Mohair hood. This 150 BHP example has been exceptionally well kept and the paintwork and interior are in something approaching concours condition. The engine bay has been detailed and compliments the rest of the car. It is a delight to drive and ideal realistically priced classic motoring for comparatively little outlay. Exceptional value for one in this condition at**£23,950**



Austin Healey 3000 Mk1 finished in Primrose Yellow with Black interior. The car has been restored around 15 years ago and been beautifully kept since then with the body work still in great condition. It is very rare for a car of this age to have had only 3 previous owners and the mileage on the speedometer is 28,011 and from an inspection of the paperwork in the file this is probably correct with sufficient mot certificates to back this up. In the same ownership since 1999 since when it has covered only 3,500 miles. It is complete with a comprehensive history file with a large number of receipts and previous MOT's together with a Heritage Certificate confirming its originality. Very realistically priced at**£54,950**

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1957 Mercedes 300 SL Roadster
(LHD)



1970 Lamborghini Miura P400S
(LHD)



1971 Ferrari 365 GTB/4 Daytona
(RHD)



1971 Mercedes 280SE 3.5 Cabriolet
(LHD)



2003 Bentley Continental R Mulliner Wide Body
(LHD)



1984 Aston Martin V8 Oscar India MK IV
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1924 12/50 Ducksback by Jarvis



1922 10/30 works car by Cross & Ellis



1928 TA14.75 4 Seat Tourer by James Young



1931 12/60 Beetleback by Carbodies



1936 Speed 25 Tourer by Cross & Ellis



1933 Speed 20 Tourer by Vanden Plas

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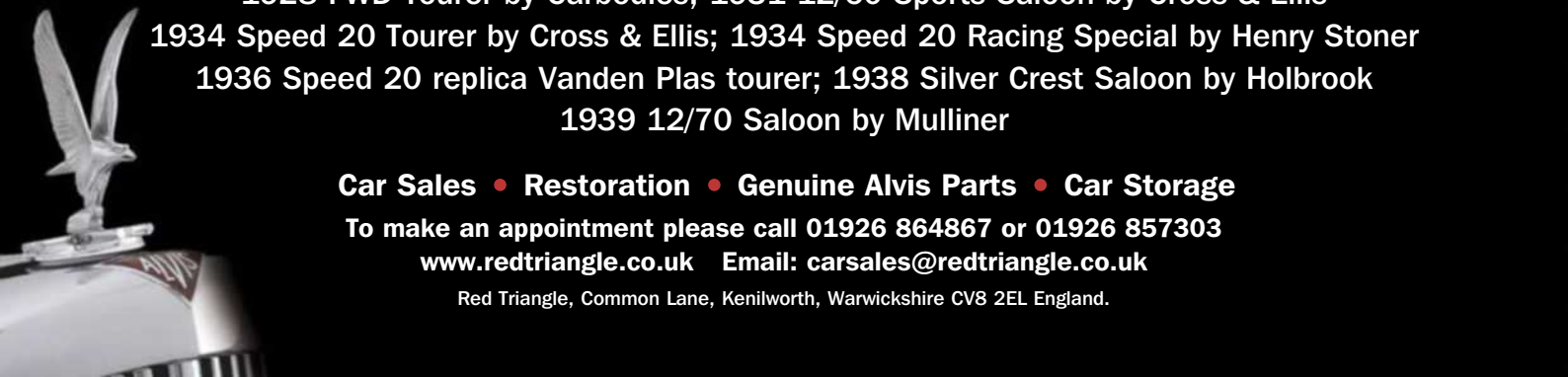
1928 FWD Tourer by Carbodies; 1931 12/60 Sports Saloon by Cross & Ellis
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1965 ASTON MARTIN DB5 (EX ROBERT PLANT)

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

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



1960 Aston Martin DB4 Series II £535,000



1984 Aston Martin V8 Vantage (LHD) £399,950



1987 Aston Martin V8 Vantage Zagato £499,950



1996 Aston Martin V8 Coupe £119,950



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 This is an original right hand drive XK120 roadster, it is currently being fully restored in our own workshops.
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 Flat floor, currently restoring. Nut and bolt rebuild
£POA



**JAGUAR 420
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1987 AC COBRA MKIV EX-RACECAR 440HP

£POA



1953 JAGUAR XK120 FHC

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1959 LOTUS ELITE S1 TYPE 14

£83,500



LIBRARY IMAGE



Shell Grey

1960 ROLLS-ROYCE SILVER CLOUD II DHC H.J. MULLINER

£POA



1968
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912
SWB



2005
ASTON
MARTIN
DB9



1928
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2017 PORSCHE 991 TURBO S COUPE
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£POA



2011 PORSCHE 997 GT3 RS 4.0 LTR
11,000 MILES - £325,000



1973 FERRARI 365 GTB/4 DAYTONA
38,000 MILES - £699,950



1997 AC COBRA LIGHTWEIGHT
11,000 MILES - £135,000



1969 JAGUAR E-TYPE SII ROADSTER 4.2L
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MANUAL - £134,950

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1938 Bentley 4 1/4 Litre
Sedan Coupe by Gurney Nutting



1939 Bentley 4 1/4 Litre
(Overdrive) Open Tourer by Vanden Plas



1957 Bentley S1
Continental Drophead Coupe by Park Ward



1957 Bentley S1
Continental Fastback by H.J. Mulliner



1961 Bentley S2
Continental Coupe by H.J. Mulliner



1965 Rolls-Royce Silver Cloud III
Drophead Coupe by Mulliner/Park Ward



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

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BMW 323i 2.5 Ltr CONVERTIBLE (E36) 1998: Metallic Black with a black power soft-top and grey hide interior. Alloy wheels. Two owners. 63,000 miles only from new. Full service history. Automatic/P.A.S. Air conditioning. Fog lamps, Rear park-assist ...£5,995



MERCEDES-BENZ SL 320 (R129) 1994: Brilliant Silver over Graphite with Navy blue hide interior and matching soft-top. 8-hole alloy wheels. Silver hard-top. Two owners, 28,000 miles only from new. Rear seat, cruise control, heated electric front seats, headlamp wash wipe. Comprehensive service history from new.....£16,995



JAGUAR SOVEREIGN 4.2 Ltr. LWB (X-350) 2004: Jaguar Racing Green metallic with 'Classic' Ivory hide interior. 20" Sepang alloy wheels. Mesh grill. One owner. 37,000 miles only from new. Full service history. Electric glass sunshine roof. Premium sound system, wood/leather steering wheel, Sat-Nav etc.**Just arrived**



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 and other usual Sovereign refinements with the addition of Harman Kardon stereo, polished stainless finishes to the window surrounds and chromium door mirrors and rear lamp units.....£10,995

JAGUAR SOVEREIGN 4.2 Ltr SERIES 3 1986: Sage Green with Doeskin hide interior. 'Pepper pot' alloy wheels. 24,000 miles only from new. Air conditioning and other usual refinements. Full 1986 model year specification, the very last of the Series 3 6 cylinder cars and now very rare. Previously supplied by ourselves

JAGUAR XJ6 3.2 Ltr. SPORT (X-300) 1996: Carnival Red with Cream hide interior. 16" diamond cut 'Dimple' alloy wheels. Three owners. 35,000 miles only from new. Mesh radiator grill. Air conditioning and other usual refinements £9,995

JAGUAR XJ8 3.2 Ltr. (X-308) 1998: Maderia Pearl with Cashmere hide interior. '20 Spoke' alloy wheels. 31,000 miles only from new. Air conditioning, electric seats, retractable door mirrors, wood & leather steering wheel and other usual refinements £9,750

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**1957 MGA 1500 Roadster
£37,500**

A wonderful example of a 1957 MGA in Old English White, complemented by a red leather upholstery and factory extras including wire wheels, heater and safety belts. Imported from the States in 1989, the car underwent comprehensive restorative works when it arrived in the UK which included a conversion from left-hand to right-hand drive. The car comes complete with an extensive file of bills, receipts, photographic evidence of rebuild and MOT's etc. A luggage rack is already fitted to the boot lid and complete weather equipment with side screens included. A very desirable MG model with the ultimate classic appearance.



**1958 Austin Healey "Frogeye" Sprite
£29,995**

An opportunity to own number 661 off of production with a newly restored body, finished in its original colour of Primrose Yellow. Complete with its Heritage Certificate, this car is an original UK car with its factory extras, including a heater, laminated windscreen, locking fuel cap and no front bumper. The car has also been fitted with the upgraded 1270cc engine making this a smooth and more comfortable ride. A very rare, early example of the renowned Frogeye Sprite with exceptional body work.



**1965 Morris Mini Moke
£24,995**

It's becoming increasingly difficult to find an early British built Moke. As can be seen from the Heritage Certificate, this car was supplied in 1965 to a dealer in Glasgow in its most basic form-with only the front passenger seat as an option. Recently restored with all new body panels, rebuilt 848cc engine and finished in its original colour of Spruce Green with green trim. Rear seats have been fitted together with a new green hood, Minilite style alloy wheels complete the package. A rare find and presented in fabulous condition.



**1972 Triumph TR6 Convertible
£26,995**

Your chance to own a piece of iconic 70's history! Originally imported from the U.S, this car has been converted to right-hand drive configuration and recently restored back to its original factory colour, French Blue. Complemented by a black trim with matching black hood the car also features factory fitted extras including a heater, laminated windscreen, inertia reel seat belts and tonneau cover. The body restoration was completed by our sister company New Forest Classic Cars which has been fully documented by photographs which will be supplied with sale. Complete with a number of receipts and the original service booklet.



**1973 MG Midget
£10,995**

This car has recently been unearthed from careful hibernation having been laid up for 17 years. The garage that found it gave a thorough check-over, service and put it through an MOT. We were impressed at how well it has survived. The snail fit is excellent and the underside is as good as we have seen. A sweet engine gives lively performance and car handles very well. This car is finished in Harvest Gold with blue interior and comes with hard and soft tops.



**1988 Daimler 5.3 Double Six
£9,995**

The Daimler Double Six are becoming ever more rare, especially fitted with the legendary V12 engine. Fitted with its original automatic gearbox, this is a very smooth executive car. With just 4 owners from new and having covered just 44,000 miles, the car comes complete with its original Daimler service pack. The car comes finished in Crimson Red with a complementing Beige leather interior. Central door locking, PAS, electric windows, electric sunroof and climate controlled heating system.



**1990 Mini Cooper RSP
£18,995**

Newly refurbished by our sister company New Forest Classic Cars, this car has had a full bare metal respray in the iconic colour British Racing Green metallic. The striking interior features black leather and cloth seats piped in red with a brand new vibrant red carpet set. Powered by the MG 1275cc engine, this car is very nippy and a comfortable ride. This is just one of 1,055 John Cooper RSP models built for the home market (No. 766), making this a desirable car for any collection. The car comes complete with a service book, some bills and receipts. A new MOT will be supplied on sale.



**1991 Jaguar XJS
£18,995**

A future classic in the making, this XJS is presented in silver with a full black leather interior. Although showing as a Category C, there was only damage to the rear side front wing and front bumper. Since its arrival with us, sister company New Forest Classic Cars have repaired the damages and made good the paint. All works completed here have been photographically documented. A new MOT will be issued upon sale.

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1934 MG four seat PA Midget. Open tourer. This magnificent example has undergone a total body off nut and bolt restoration and is probably one of the nicest examples on the market. All matching numbers with Heritage Certificate and original registration number. Previously owned for 30 years by the well known Motor Sport journalist Arthur Hay**£34,500**



1934 Rolls-Royce 20/25 Sports Saloon with Coachwork by Park Ward. All original tools, chassis sheets and extensive service history. 3 owners from new. Garaged all its life. Side mounted spare and rear mounted trunk. After being totally restored 6 years ago has been in regular use and kept serviced regardless of cost and is an outstanding example**£54,500**



1963 Triumph TR4. With wire wheels and overdrive. An original British car with all matching numbers. This beautiful rust free example was totally restored from the chassis up 6 years ago and has a very extensive history file with full photographic evidence of her rebuild and is totally reliable. Brand new tyres. Any inspection invited**£29,950**



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1971 JAGUAR E TYPE V12 COUPE AUTO. Finished in immaculate pale primrose with beige leather and chrome wire wheels. This very unique example is an original righthand drive UK car. Only two owners and only 56,000 miles from new. Comes with Jaguar Heritage Certificate, all matching numbers and large history file. Never been welded or rusty and only used in the summer months from 1989. VERY RARE OPPORTUNITY TO ACQUIRE AN ORIGINAL. RHD RUST FREE UK E TYPE AS SEEN ON THE CLASSIC CARS MAGAZINE STAND AT THE EXCEL LONDON CLASSIC MOTOR SHOW.... **£74,995**



1967 JAGUAR MKII 240 AUTO. Finished in immaculate Birch Grey with Stone Ambler interior. Family owned from new and was last on the road in 1975 when it developed an engine problem and was kept in a bus station work shop until last year with the cylinder head removed. The body is totally original and has never been welded or repaired. Seat covers are on from new having left the seats in virtually new condition. Now fully recommissioned and ready for the road. The mileage is warranted at 59,000. Must be one of the best Jaguar 240's on the market and a rare opportunity and investment at..... **£26,995**



1968 MERCEDES 250 SE AUTO Finished in immaculate Mercedes classic white with unmarked red MB TEX trim. Huge history file with this car and known to us for a number of years. The car was imported from Botswana in 1998 by a titled gentleman who we purchased the car from in 2008 and looked after the car since then. The car is in immaculate condition, rust free and original. One of the best you will ever find!..... **£19,995**



1985 PORSCHE 928 AUTOMATIC. Finished in immaculate Grand-Prix white with unmarked dark blue full leather refurbished alloy wheels 94000 miles full service history and a huge history file. THESE CARS ARE INCREASING IN VALUE RAPIDLY IF YOU ARE LOOKING FOR A 928 DO NOT MISS THIS ONE..... **£16,995**



05 JAGUAR XJ V8 SE AUTO 3.6 Stunning looking car in pacific blue with magnolia hide. Owned by Gary Linerker and then by his father who passed away last year. Has been serviced from new by Sturgless Jaguar Leicester. Now covered only 88,000 miles. This is the aluminium body model so no rust to worry about it also has air suspension for this Jaguar magic carpet ride. Exceptional Value at..... **£7995**



1992 FERRARI MONDIAL QV finished in immaculate gun metal grey with black hide. The car had been in a museum collection in Italy for a number of years before being imported to the UK by the previous elderly owner in 2012 it was taken to a Ferrari specialist for a major service including cam belt and tensioner replacement. LOVELY RUST FREE UNMOLESTED EXAMPLE **£33,995**



1981 MERCEDES 230E Only one owner and 57,000 miles. Finished in immaculate Taigu beige with tan interior. Spec includes Auto Transmission and Power Steering. Very hard to find low mileage and one owner 123 Mercedes in this condition **£12,995**



1997 MERCEDES 320 SL. Finished in immaculate brilliant silver with unmarked black leather and black hood ONLY 51000 miles with service history old MOTs and invoices to confirm how well looked after this car has been. Must be one of the best examples on offer today..... **£13,995**



1971 JAGUAR XJ6 2.8 AUTO. Finished in immaculate Old English White with its original black hide in superb condition. Only 2 owners from new the last being a British Airways captain who has had the car in storage since 1982 after using it and maintaining it to a very high standard since 1975 when he purchased the car from Coombs of Gulliford. The car has only covers just over 60,000 miles and is fully recommissioned fully serviced new MOT and ready for the road again. MUST BE ONE OF THE BEST SERIES ONE JAGUAR XJ6s ON THE MARKET TODAY GETTING VERY SOUGHT AFTER..... **£17,995**



1991 JAGUAR XJS 4.0 FACELIFT MODEL. Finished in Westminster Blue with magnolia hide and dark blue Wilton carpets, only 77,000 miles. Car has been in a private collection and not used since 2003. Now fully recommissioned and ready for regular use again. Number plate included. Superb original example..... **£11,995**



2004 54 BENTLEY CONTINENTAL GT. Finished in immaculate Silver Tempest with Black Connolly hide. 48,000 miles only, with Full Service History and split rim alloy wheels. Hard to find low mileage immaculate car like this..... **£27,995**



1998 ALFA ROMEO GTV T SPARK 16V. Finished in immaculate brilliant silver with unmarked black hide. Only 52000 miles full service history with 11 service stamps in the service book. This immaculate well looked car should not be confused with the normal Alfa GTV of this era..... **£4,995**



2008 MERCEDES CL600 AMG. Finished in immaculate Magnatite Black with unmarked ivory ventilated leather. The car has every option including command. Heated and cool seats, Multisentric front seat with bolster adjustment and massage setting, night vision, DVD and sunroof, AMG wheels, distance drive dynamic and much more! The new car invoice is in the file amounting to £108,000 when the car was new! MINT CONDITION! EXCEPTIONAL VALUE!..... **£21,995**



03 - 53 MERCEDES SL 350. Finished in dark blue metallic with light beige leather interior. 91,000 miles with a Full Mercedes Service History. Very high spec car with AMG Alloy wheels and Panoramic roof. **£9,495**



2001 MERCEDES 500 SEL Only 52,000 miles and in mint condition, finished in silver with black hide. Full spec car including dual climate control, sun roof, electric seats including rear seat, black nappa leather. Comes with a Full Service History. Very hard to find a better one!..... **£7995**



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**



1978 BLACK MGB GT
 Only one owner from new and only 33,000 miles. Comes with a Webasto Roof, old MOT's and Service History.
£11,995



2002 Harley-Davidson Fat Boy, loads of extras, under 4000 miles..... **£10,995**
1971 Triumph T100c 500c, fully restored..... **£7995**
1994 Ducati 888 Strada only 12,000 miles. Mint Condition. Very rare and collectable..... **£10,995**



1989 JAGUAR XJS V12 AUTO CONVERTIBLE Finished in immaculate diamond blue with blue/grey hide and dark blue mohair hood. Cross spoke alloy wheels. Only 50,000 miles with lots of history and MOT's. Spent part of its life in the Isle of Man, hence the low mileage. Very hard to find one in this condition and low mileage. Number plate included..... **£17,995**

AVAILABLE SHORTLY

1978 BLACK MGB GT
 Only one owner from new and only 33,000 miles. Comes with a Webasto Roof, old MOT's and Service History.
£11,995

AVAILABLE SHORTLY CLASSIC BIKES

2002 Harley-Davidson Fat Boy, loads of extras, under 4000 miles..... **£10,995**

1971 Triumph T100c 500c, fully restored..... **£7995**

1994 Ducati 888 Strada only 12,000 miles. Mint Condition. Very rare and collectable..... **£10,995**

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1957 TRIUMPH TR3

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1953 BENTLEY R TYPE LIGHTWEIGHT SALOON BY H. J. MULLINER. Finished in Shell over Tudor Grey with Grey hide Large history file including build sheets and original handbook A very scarce 'Lightweight' all aluminium saloon with Continental axle and factory glass sun roof **£62,000**



1934 ROLLS ROYCE 20/25 SPORTS SALOON BY PARK WARD. In Black Magnolia hide Interior Just 3 owners from new. Excellent history file. Known to us for last 6 years. A beautiful, rakish Park Ward sports saloon in exceptional original condition **£58,000**



1947 ROLLS ROYCE SILVER WRAITH SEDAN DE VILLE BY H.J. MULLINER Finished in Black over Maroon with Black hide and Grey West of England wool cloth interior. Offered with a huge history file detailing the recent £100,000 restoration The car runs and drives beautifully. Outstanding condition. A show winner..... **£85,000**



1947 ROLLS ROYCE SILVER WRAITH FORMAL SALOON BY BARKER, with Division. Finished in Grey over Black with Grey hide interior. Good History File. Lovely condition..... **£35,000**



1994 BENTLEY TURBO R. Finished in Masons Black with Black piped, Red interior. 67,000 miles full service history main agent and specialist. An exceptionally handsome example in excellent condition. Ex- Gloria Hunniford..... **£16,500**



1980 ROLLS ROYCE SILVER SHADOW II. Finished in Exeter Blue with Magnolia hide. Covered 78,000 Miles Full and comprehensive history file. Invoices from new. A stunning Silver Shadow. **£26,500**



1951 MG TD. Two Tone Grey 51,000 miles. Black interior. New radiator and new Red carpets. All weather equipment including hood, tonneau cover & side screens. Fantastic driving car ready to tour and show. A fantastic original example..... **£24,000**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today..... **£60,000**



1984 ROLLS ROYCE SILVER SPUR LWB. Coral with White Everflex roof. 51,000 miles from new. Magnolia hide piped Red with Red carpets and over rugs. A very attractive Long Wheel Base Silver Spur in excellent condition **£14,000**



1963 ROLLS-ROYCE SILVER CLOUD III finished in original Pine Green with Light tan hide Interior. Genuine 102,000 Miles from new. 1 family owner from new. Father and son. A stunning example in exceptional condition. **£72,000**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition..... **£70,000**



1963 ROLLS ROYCE SILVER CLOUD III CONVERTIBLE. By Pilkington. Finished in Royal Blue. Light Tan Hide. Excellent history. Beautiful example. Many thousands spent..... **£185,000**



1964 ROLLS ROYCE SILVER CLOUD III finished in Shell over Tudor Grey with Tan hide interior. Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition **£80,000**



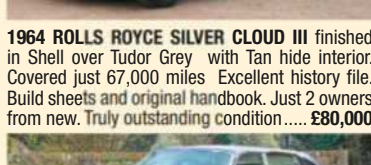
1970 BENTLEY T1. finished Caribbean blue with Grey hide interior Covered 98,000 miles with service history, Very well maintained. Known to ourselves. Exceptional condition **£26,000**



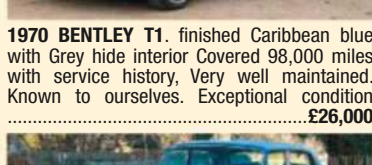
1965 BENTLEY S3. Finished in Bordeaux with Black hide interior 53,000 miles just 4 former keepers. One family and 3 private individuals. A stunning example. Outstanding condition cosmetically and mechanically **£50,000**



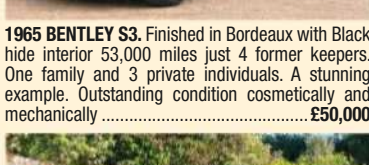
2000 BENTLEY ARNAGE. Red Label Royal Blue Magnolia piped Blue Interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition..... **£22,000**



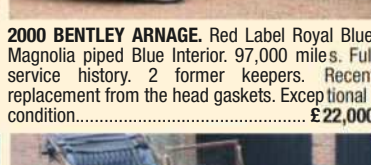
1997 BENTLEY TURBO R LWB. Finished in Peacock Blue, Light tan hide Excellent service history. Known to us for many years. Replaced head gaskets and new pistons and liners. Many thousands spent. 2 former keepers. A fantastic late example with many factory options..... **£15,000**



1979 BENTLEY T2 Finished in Silver Mink with a Blue everflex roof. Covered 129,000 miles with full service history. Offered with an impressive history to include original handbook folder complete with stamped service book having 25 service stamps, drivers handbook and all other supplements. A very pretty example of this scarce model with only 558 having been made..... **£12,500**



1995 JAGUAR XJ12 (XJ81) Finished in Regency Red with Light tan hide interior, 56,000 miles Scarce and highly desirable 6.0 V12. Full service history. Exceptional condition **£9,000**



1909 ROLLS ROYCE SILVER GHOST 40/50HP TOURER. Finished in Black and Green. Black hide interior. Last owner for 52 years. Previously owned by Hurbert Scott-Paine of Supermarine. A highly sought example, fresh to the market after over 50 years..... **£1,300,000**



1989 ROLLS ROYCE SILVER SPIRIT. Finished in Windsor blue with magnolia piped blue interior. Covered just 39,000 miles from new having had just 3 former keepers. full main agent service history. Outstanding condition **£17,500**



1990 BENTLEY TURBO R finished in Midnight Blue with Magnolia hide piped Blue Just 59,000 miles from new. Known to us for many years. Always regularly serviced. Very desirable colour combination. Sold fully serviced with 1 years MOT..... **£13,750**



1993 BENTLEY BROOKLANDS finished in Racing Green Magnolia hide piped Green 76,000 miles. Full service history. Fantastic condition throughout. Full tool kit, rear passenger lamb's wool over rugs and foot stool and a flying B mascot **£17,000**



1996 (97) BENTLEY BROOKLANDS LWB LIGHT PRESSURE Turbo finished in Ocean Mica with magnolia interior piped blue. 76,000 miles. 4 former keepers. full service history light pressure turbo 300 BHP model. long wheel base. Picnic tables and electric rear seats. **£18,000**

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2014(14) Honda CR-V 2.2 i-DTEC SE-T 5-Door.
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1998 Mercedes SL320 Convertible.
Metallic Champagne with Cream leather. Hard / soft tops, climate control, rear seat, heated seats, electric seats, AMG alloys, only 47,000 miles with FSH. Pristine.
£13,995



1999 Mercedes E55 AMG Saloon.
Brilliant Silver with Black leather. Sat Nav, climate control, e-sunroof, e-memory seats, Parktronic, 18" alloys etc. Only 65,000 miles, FSH. Immaculate. Amazing value.
£9,795



2002 Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, e-roof, cruise control, alloy wheels, stereo. Genuine 37,500 miles with FSH. Superb condition.
£5,995



1955 Cadillac Coupe de Ville.
White with original Turquoise leather and brocade cloth. Correct 5.4 litre V8 with PAS, power brakes, e-w, original radio, Kelsey Hayes chrome wire wheels. Virtually show condition. **£32,995**



2004 Mercedes CLK320 Cabriolet.
Cubanite Silver with Light Grey leather and Black power roof. Sat Nav, climate control etc. Jersey car from new with only 35,000 miles. FSH. Pristine car throughout.
£8,995



2003 Mercedes CLK320 Cabriolet.
Brilliant Silver with 2-tone Alpaca and Anthracite leather with Black power roof. Sat Nav, climate control etc. Only 20,500 miles from new. As new throughout.
£10,995



1997(P) BMW E36 328i Convertible.
Metallic Samoa Blue with Navy leather, Navy e-roof. Switchable auto, PAS, ABS, A/C, ASC, parking sensors, CD stereo, e-w, alloys etc. Only 62,000 miles, FSH. Very nice.
£5,995



2003 Mercedes CLK240 V6 Cabriolet.
Brilliant Silver with Cream interior and Black power roof. Sat Nav, A/C, electric seats etc. Only 63,000 miles with service history. Lovely condition throughout.
£6,795



2002 Mercedes SLK320 Convertible.
Silver with Anthracite leather. Genuine 10,500 miles from new, 2 owners. E-roof, PAS, ABS, A/C, e-w, e-seats etc. Repeat only 10,500 miles from new. Pristine.
£10,995



2006 Audi A4 1.8T S-Line Convertible.
Avus Silver, Grey leather. 5-speed manual, electric and heated seats, power roof, climate control, 18" alloys etc. Only 50,000 miles with FSH. Pristine.
£6,995



2001(X) BMW Z3 Roadster 2.2i 6-cylinder.
Titan Silver with Black leather. 5-speed, e-w, e-mirrors, e-seats, chrome pack, alloys, PAS, ABS, CD stereo, only 62,000 miles. FSH. Lovely condition. Choice of 2 identical cars.
£5,495



2001(Y) BMW Z3 Roadster 2.2i 6-cylinder.
Titan Silver with Black leather. 5-speed, e-windows, e-mirrors, e-seats, alloys, PAS, ABS, CD stereo, only 61,000 miles. FSH. Lovely condition.
£5,295



1982 (X) BMW E21 320 Coupe Automatic.
Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original alloys. FSH, showroom condition. **£10,995**



2000(X) Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto, PAS, ABS, A/C, e-seats, heated seats, e-roof, CD stereo, 2 keys etc. Only 43,000 miles with FSH. Absolutely stunning. **£5,795**



2001(X) Mercedes SLK230 Kompressor Convertible.
Metallic Obsidian Black with Anthracite and Cream leather. Auto, PAS, ABS, A/C, e-roof, CD stereo. Only 55,000 miles with FSH. Immaculate.
£5,295



2005(05) Mercedes C230 K 1.8 Sport Evo Coupe.
Tanzanite Blue with Light Grey trim. Auto, Panoramic glass sunroof, Evo sports pack, Bi-Xenon lights, 17" alloys, climate control, e-memory seats etc. 93,000 miles, FSH, pristine. **£3,495**



2000(W) BMW E39 535i V8 Saloon.
Titan Silver with Black leather and Walnut trim. Electric glass factory tilt sunroof, climate control, e-seats etc. Only 64,000 miles with full service history. Immaculate.
£3,295



2004 BMW E46 318Ci 2.0 SE Convertible
Steptronic auto. Silver Grey with Grey leather and Navy power roof. A/C, cruise control, electric seats, heated seats, parking sensors etc. Only 51,500 miles, FSH. Pristine.
£6,495

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1998 BENTLEY CONTINENTAL R CHATSWORTH
Very rare Bentley – number 1 of only 9 manufactured. Black Sapphire with Silverstone main hide and black hide to inserts of seats. 34,000 miles. F.S.H. **£77,500**



1997 BENTLEY AZURE JACK BARCLAY SPECIAL BY MULLINER PARK WARD – Silver with Royal blue interior. 51,000 miles. Limited edition – only 10 ever built. Burr walnut front door panels. DVD screens in headrests. F.S.H. **£67,500**



1963 BENTLEY S3
Smoke green over Sage green. Air con, front & rear seat belts. Vehicle restored to pristine condition **£54,950**



1982 ROLLS-ROYCE CORNICHE CONVERTIBLE BY MULLINER PARK WARD – Willow gold over Nutmeg brown with Parchment interior. 74,000 miles. Late type Rolls-Royce alloy wheels. Beautiful condition throughout. **£49,950**



2005 BENTLEY ARNAGE T Metallic black with Beluga diamond quilted interior. 53,000 miles. Electric sunroof, Upgraded stereo system with DVD screens to rear of front headrests. F.S.H. **£36,500**



1994 BENTLEY CONTINENTAL R
Black Ebony with Black interior and seats piped in St. James red. 107,000 miles. Lots of history. Superb condition. **£24,950**



2005 BENTLEY CONTINENTAL GT Umbrian Red with Portland hide. 67,000 miles. Massage front seats, Sat Nav, Front & rear parking sensors, 19" multi-spoke alloys, F.S.H. **£28,500**



2004 BENTLEY CONTINENTAL GT
Silverlake metallic blue with Saffron interior. Front massage seats, Heated steering wheel, Sat Nav, Parking sensors. F.S.H Just serviced and MOT. **£24,950**



1988 ROLLS-ROYCE SILVER SPUR
Ice green with Dark green interior. Only 19,000 miles. 1 owner. Picnic tables, Cocktail cabinet in rear of centre console. Immaculate condition. **£24,500**



1993 ROLLS-ROYCE SILVER SPIRIT III
Peacock blue with magnolia interior. 65,000 miles. full service history. immaculate condition throughout. **£17,950**



1995 ROLLS-ROYCE SILVER SPUR (LWB)
Royal Blue with Magnolia interior piped in French Navy. Just serviced, new windscreens and 4 new Avon whitewall tyres. 108,000 miles. Outstanding value. **£14,950**

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2012/12 Bentley Mulsanne. Finished in Silver Storm with Linen interior, with Imperial Blue stitching and Imperial Blue carpets piped in Linen. Fitted with rear entertainment and internet. Only 21,000 miles with Full Service History. Immaculate condition throughout **£87,950**



2010/10 Bentley Flying Spur. Finished in Cumberland Green with 20 inch alloys and electric sunroof. Special order interior in Portland with Arma style rear seats and picnic tables. Rear park camera and adaptive cruise. Only 31,000 miles, FSH. Immaculate & outstanding value at **£46,999**



2010/60 Bentley Continental GTC Mulliner. Finished in unmarked Granite with 20 inch alloys and a Black Mohair hood. The interior is in Linen with Beluga stitching. Only 29,000 miles with Full Service History. Known to ourselves for last 4 years. Immaculate condition throughout **£59,950**



2008/08 Bentley Flying Spur Mulliner. Finished in Meteor Blue with electric sunroof and electric rear blind. The interior is finished in luxury Mulliner styled leather in Portland with contrasting Nautic carpets. Fitted with park camera. Only 47,000 miles with FSH and just 2 owners. Immaculate throughout, a must at only **£39,999**



2008 Model/57 Bentley Arnage T Mulliner. Jack Barclay 80th Anniv. edition. Finished in unique Black Crystal with limited edition alloys, Flying B and electric sunroof. The interior in Linen leather is like new. Electric rear seats, heated with lumbar. Only 39,000 miles with comprehensive history. Immaculate **£51,950**



2007 model/56 Bentley Arnage T Mulliner 6 Speed. Finished in Moonbeam Silver with Portland interior, with rear screens. Embossed Flying B's, electric rear seats, reclining and heated. Only 44,000 miles with Full Service History. Totally unmarked throughout and must be seen **£44,950**



2006/06 Bentley Flying Spur. Finished in Sapphire Blue with electric sunroof and 20 inch alloys. Luxury 4-seater version with reclining rear seats. Saffron interior with secondary hide in French Navy. Walnut veneers, wood rimmed steering wheel and rear screens. Only 77,000 miles, FSH. Immaculate throughout **£29,950**



2005 Model/54 Bentley Arnage R. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with Walnut door inlays and Flying B's to the waist rails. Fitted with DVD screens to the rear. Known to ourselves for last 3 years. Immaculate condition throughout with FSH. Outstanding value at only **£29,750**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Magnolia interior, Beluga secondary hide and Walnut inlays and veneers. Only 63,000 miles with Full Service History. Immaculate condition throughout. Value at only **£29,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Autumn interior, Beluga secondary hide and Walnut veneers. Fitted with Bluetooth. Full Service History. Known to ourselves for last 4 years. Immaculate condition throughout **£27,750**



2005/55 Bentley Arnage R LWB. Was Bentley Motors' own car and is a 2007 model. Finished in Black Sapphire with Cotswold interior, complemented by French Navy carpeting. This extremely rare car is in outstanding condition throughout with low mileage and FSH. This car is value at **£45,950**



2004/04 Bentley Arnage R. Finished in Peacock Blue with electric sunroof, Chrome radiator grille and 19 inch alloys. Parchment interior with French Navy secondary hide, two tone steering wheel, picnic tables and Bentley badges to the waistrails. Only 58,000 miles, with FSH. Offered at only **£34,950**



2003/03 Bentley Arnage T. Finished in Black Sapphire with Mulliner wing vents and '07 model 19 inch alloys. Magnolia interior with French Navy stitching and Flying B's. Turned alloy dash and waist rails with Walnut veneers. Electric rear seats. Only 77,000 miles, FSH. Supplied by us 6 years ago. Immaculate **£29,750**



2002/02 Rolls Royce Silver Seraph Last of Line. Very rare, one of only 170. 2 owners, supplied by us 3 years ago. Only 58,000 miles with FSH. In Silver Tempest with St James coachlines. Electric sunroof and all Last of Line features. Interior in Light Grey, with Mulberry carpets. Immaculate. Only **£56,950**



2001 Model X Rolls Royce Silver Seraph. Finished in Royal Blue with whitewall tyres and privacy glass. Cotswold interior with French Navy piping and Walnut veneers including door inlays, with picnic tables. French Navy carpets piped in French Navy. Only 23,000 miles from new with FSH, known to ourselves **£59,995**



1999 T Bentley Arnage Red Label Look Alike. Finished in Masons Black with limited edition Le Mans alloy wheels and colour coded bumpers. Magnolia interior with Black piping and Black carpets piped in Magnolia. Only 84,000 miles with history. Immaculate condition **£19,999**



1998 S Rolls Royce Silver Seraph. In Peacock Blue with Cream coachlines, whitewalls and later lamp lenses. Cotswold interior with French Navy piping and French Navy carpets piped in Cotswold, with all the usual luxury extras. Only 2 owners. FSH and known to us for last 6 years. Fantastic condition, only **£32,950**



1992 K Rolls Royce Corniche Convertible Series III. Finished in Vermillion with a Magnolia hood and Magnolia interior piped in St James, with St James carpets piped in Magnolia and Walnut veneers. Only 14,000 miles with full history. Just amazing condition and will only go up in value. Only **£132,950**



1989 F Rolls Royce Silver Spirit ABS EFL. Finished in Silver Sand with Nutmeg coach lines and whitewall tyres. Cream interior with Nutmeg piping and Nutmeg carpets with Cream piping. Fitted with picnic tables. Only one owner from new and only 27,000 miles. Immaculate condition throughout **£23,950**



1980 W Rolls Royce Silver Shadow Series II. Finished in beautiful Silver Sand and with a Nutmeg Everflex roof, complemented by Magnolia interior and Nutmeg carpets. Fitted with near side door mirror and Whitewall tyres. Only 69,000 miles with lots of history. Immaculate condition throughout **£23,950**



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only **£75,950**



1977 R Rolls Royce Corniche Convertible Series IA. Finished in Brewster Green with Soft Black interior and matching carpets, with a new Mohair hood just fitted. Just 57,000 miles with extensive history. This very rare model, in unbelievable condition, is an investment at only **£69,999**



1969 G Rolls Royce MPW Convertible LHD. Corniche style. Finished in Regal Red with a new Black Mohair hood just fitted. Magnolia interior with matching carpets. We have completely recommissioned this car throughout to the highest standard, with no expense spared. Like new and must be seen **£56,950**

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white with black roof and cream leather trim, v few miles since £40k restoration
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1979 MG MIDGET BLUE, 7000 miles only as new condition throughout, time warp fab Sportscar
£13,995



2004 '04 MGTF SPECIAL EDITION finished in gold with black trim and hood 42000 miles from new fsh
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1934 MEB ROYAL RUBY 3 wheeler tourer boat tail body by Brommley & Edwards of Bolton, Lancs red/black
£13,995



1934 FORD MODEL Y ALPINE TOURER black/burgundy 83000 miles, ex cond
£23,995



2005 FORD THUNDERBIRD CONV 50th anniv Ed, silver hard+soft tops, 40000 miles, fully loaded
£18,995



1972 FIAT 600L 'Bluebell' is finished in light blue, 27000 miles only, tax exempt, rhd
£7,995



1961 BMW ISETTA 300 BUBBLECAR in red, very rare auto, resto to concours 20000 miles
£18,995



2012 RANGE ROVER EVOQUE in dark blue, cream leather trim 90000 miles, fsh
£17,995



1972 NG in red with cream and red hide trim, fab head turning car, ex cond
£17,995



1966 AUSTIN A60 CAMBRIDGE white and cardinal red with dark red leather trim, 2014/15 full resto
£10,995



1999 ROVER 820Si AUTO 4 door saloon in red, 57000 miles vgc
£2,995



1987 ALFA ROMEO INJECTION white with black trim and hood, ex cond 48000 miles, LHD
£10,995



1952 MGTD SPORTS in red, g/up resto with photo record to near concours condition
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1966 Triumph Herald 1200 – This outstanding Triumph Herald has only covered 26500 miles from new. Presents beautifully with an excellent body with stunning panel gaps. The underside is exceptional, as is the bulkhead and under bonnet detail. The Triumph has beautiful original trim and is certainly one of the very best Herald Saloons we have seen. **£8,995**



1971 Triumph TR6 – Covered in the region of 19000 miles since 2002 and in early 2017 successfully toured 2000 miles driving from Hexham, Northumberland to Portsmouth, over to Northern Spain for a tour also covering Northern Portugal. Top class body, excellent panel fit and glorious paintwork having being re-finished in the early 2000's. **£24,995**



1994 Jaguar XJS 4.0 Convertible – Exceptional 56,700 mile from new Jaguar XJS. In 1999 it was sold to the most recent lady owner who has kept the car for 19 years. The XJS has always been garaged, used as a weekend car and from the stunning bodywork it would seem it's never spent a winter outside. **£27,995**



1959 Austin A40 Farina MKI De-Lux – Comprehensive history file warranting the mileage of just 60,000. We have MOT certificates dating as far back as the 1970's, Subject of a major body restoration in its life time. Previously owned by a long serving very respected committee member of the A40 Farina Club. **£13,750**



1968 Jaguar E-Type Series II 4.2 Roadster – Stunning, very original and completely standard. Matching numbers. Spent most of its life in the US and came to the UK in 2016 and taken to a specialist to be treated to a new clutch, flywheel, new coolant hoses, engine mounts, eight new manifold studs, crank oil seal, sump gasket and exhaust rings. **£79,995**



1967 Fiat 500 Uprated Fast Road 650cc – SRHD. In 2007 the owner decided to restore the car with an uprated specification. Restored over two years and almost £12,000 was spent. Mechanically the car has a fantastic spec with a new 650cc engine. A delight to drive. Its quick, handles superbly and delivers lots of power. **£9,995**



1935 MG PA – Previously owned by a long term owner. Stunning older restoration which presents very well today. Wonderful driving example. **£42,995**



1962 Triumph TR3A – Presents very well with an excellent hood, side-screens, Minilight style wheels, lovely paintwork, body panels are exceptionally straight, the underbody superb and the interior looks excellent with freshly trimmed upholstery. **£29,995**



1966 Jaguar S Type 3.8 Automatic – Recorded mileage of 66,300 and from previous MOT certificates we know the car has covered 13,300 miles in ten years since a substantial restoration. Very smart, usable S-Type that has had a substantial amount of money spent on it. Its structurally excellent, has stunning paintwork with excellent straight panels. **£23,995**



1965 Jaguar MKII 3.8 Manual Overdrive – Comprehensive history file confirms that from 1971 to 1982 the car was in Jersey. In 1987 the car featured and co-starred with Phil Collins and Julie Walters in the film 'Buster', the Great Train Robbery feature film. The upholstery is a delight with beautifully aged Red leather seats. Superbly presented. **£46,995**



1969 Rolls Royce Mulliner Park Ward Coupe – Beautifully presented, low mileage, exceptional history. 1 of 606 MPW models made, it was professionally re-modelled to Bentley specification by Royce Engineering some 30 years ago. It therefore features the very rare Bentley grill and various badging. This is a beautiful machine, a car of real quality and certainly one for the discerning buyer. **£44,995**



1969 Austin Healey 3000 MK1 – Red over Cream with wire wheels, overdrive and wonderful aged red leather upholstery. 20000-25000 miles touring from 1991-2010 and then in Sweden for a few years prior to coming back to the UK. **£74,995**



1971 Rolls Royce MPW Convertible – Ordered new by Peter Rogers at Feature Film Facilities, Pinewood Studios (Carry on Films). 76k miles from new, £50k of service history/maintenance. Original colour, gleaming paint, lovely original interior and hood. **£69,995**



1958 Jaguar XK150 3.4 FHC – Known by us for over 15 years. Upgraded to S Specification during a mid-1980's restoration. Genuine UK supplied matching numbers car. Between 1983 and 1985 had to be completely stripped and the body professionally restored with new floors, sills and various new panels. **£79,995**



1930 Austin Heavy 12 Burnham Saloon – This is a very smartly presented Austin with a lovely, honest original feel and it can be driven and enjoyed with confidence. The car has spent the past three/four years with one owner in the York, Selby area and over this time has proven completely reliable and usable. **£17,995**



1947 Jaguar MKIV 2.5 Saloon – This Jaguar had one owner from the 1960's for over 50 years but was taken off the road in 1978 and has recently undergone a £20,000 programme of recommissioning work. The Jaguar is remarkably original, still retaining its original leather upholstery suggesting the recorded mileage of 79,000 is correct. **£59,995**



BMW E12 M535i – This stunning, rare BMW M535i has just arrived with us having recently undergone a major programme of work including an engine rebuild. **£29,995**



1965 Ford Mustang Fastback 289 V8 Auto – £8,000 spent throughout this year. Work includes re-trimming door cards and seats, fitting a Master Power front brake disc conversion kit, new correct steering wheel, Halogen headlamp conversion, new fuel tank sender seal, radio with iPod, a new set of BF Goodrich tyres and work to the carburettor and throttle and gearbox control linkage. **£39,995**



1948 Triumph Roadster 1800 - Recently stripped down to the rolling shell and treated to a complete, top class re-paint. Various chrome work was also carried out and a complete interior re-trim in red leather and new Black mohair hood. The car presents superbly and is a lovely usable example, further enhanced by a floor change four speed gearbox. **£36,995**



1931 Humber Pullman Laundaulette Limousine – Most of its life in Scotland spending 50 years with the same family. Comes with its original Hackney Carriage 8 seats plaque as it was used to transport holiday guests from Granton Station to Aviemore Resort in Scotland. Last owner since 1999 and 6000 faultless miles covered. **£34,995**

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1970 ROLLS ROYCE MPW COUPE In Silver two tone mink with navy blue leather and blue carpets. Original matching numbers RHD example 78000 genuine miles with a very comprehensive history and all books, tools, and documentation. A very rare and stunning car£44,950



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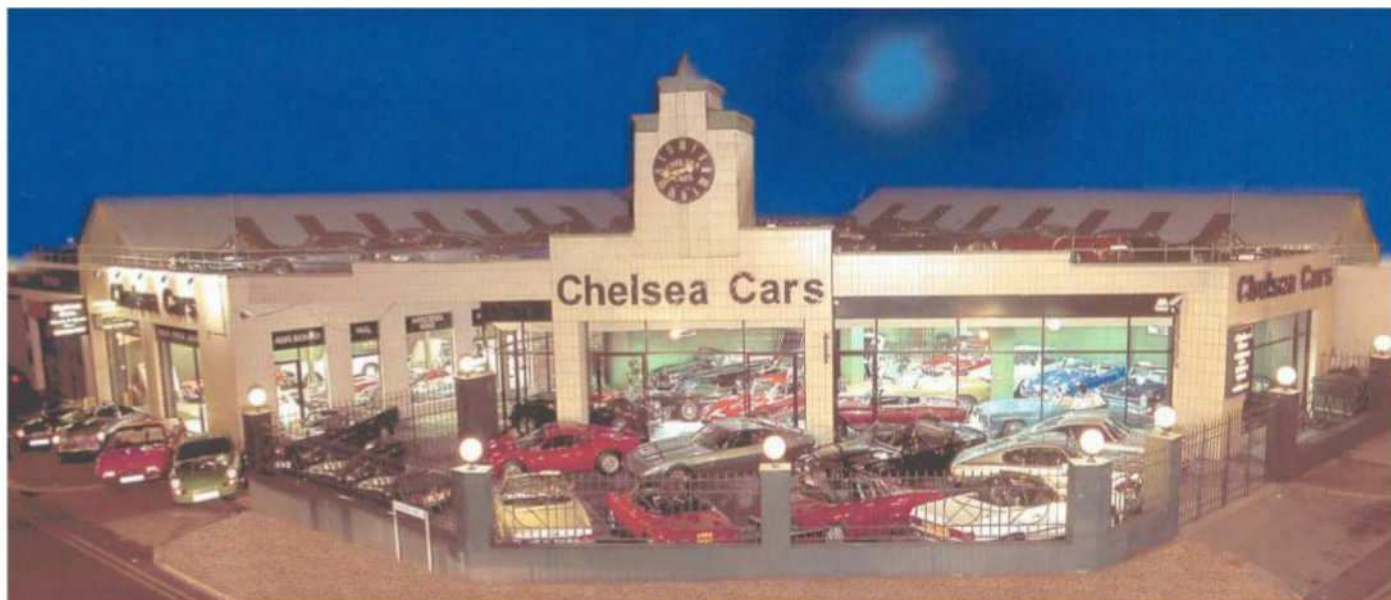
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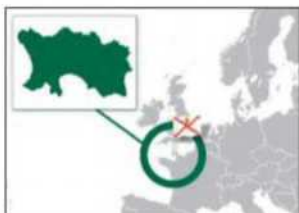
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CITROEN ROSALIE Older body off comprehensive restoration. Still in excellent condition, maroon/black with red leather, painted wire wheels. Lockable luggage boot. Very rare RHD car. £11,950 TEL: 01785714683 STAFFORDSHIRE



CHEVROLET CORVETTE C2 1964, manual, jet black with contrasting black interior, new MOT, American sports car with its powerful 5.3 V8 engine. www.ivorbleaneyclassiccars.co.uk £49,500 TEL: 01794 390895 HANTS/WILTS (T)



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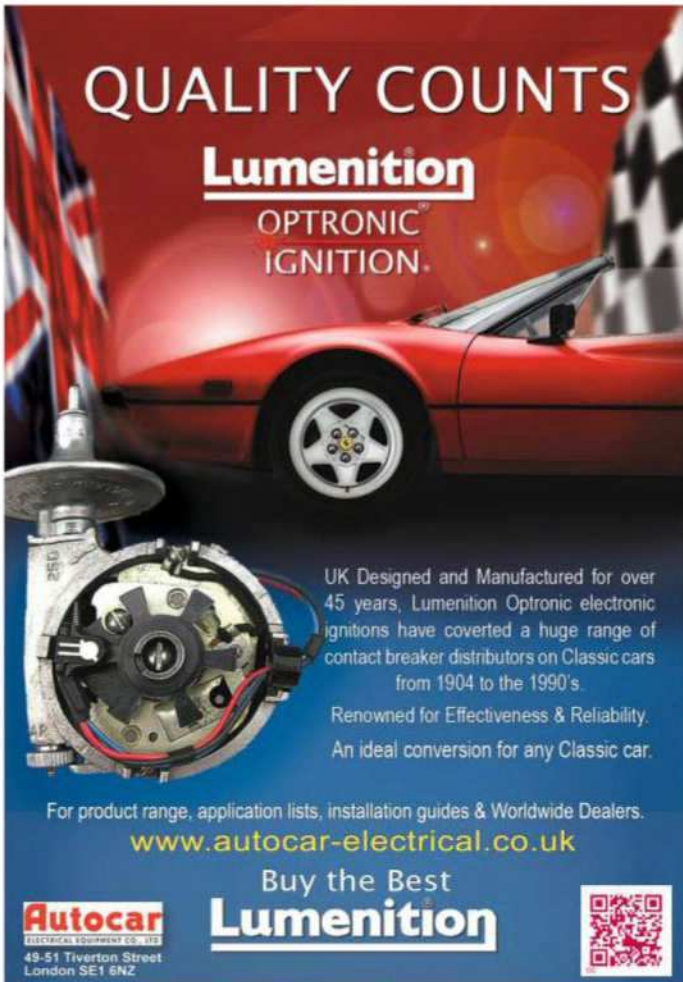
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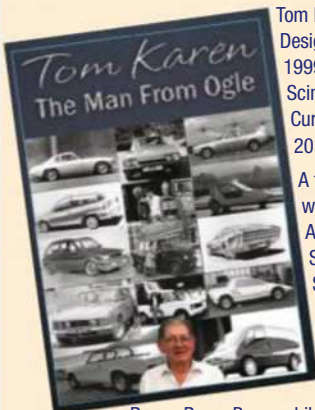
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...the Bond Bug. He designed the Raleigh Chopper and Luke Skywalker's Landspeeder, but **Tom Karen** has a soft spot for his Seventies three-wheeler



'To align with its **angular body shape** it had **square headlamps**. Another novel feature was that it would be available in only **one body colour** – bright orange – for **simplicity of manufacture**'

All my life I've loved small, fun cars. My first design was a twin front-wheel, single rear-wheel vehicle called the Vimp, with a folding front screen to gain access. I never finished it because I'd just joined Ford. When I moved to Ogle Design as MD and Chief Designer, I still harboured a passion for small, sporty cars; our client, Reliant, wasn't enamoured, but when the firm bought micro-car maker Bond I had the chance to design a car for young buyers.

'While at Ford I had designed a four-wheel microcar called Rascal. I resurrected the name for the Bond programme. The prototype was based on a shortened version of the chassis destined for the Robin. It had two good-sized seats placed well back by the rear axle to give maximum centre of gravity. For the body my thoughts were for a simple shape, a single door, a flat screen and a chopped off vertical rear.

'A lot of thought was given to the Rascal's glassfibre body-moulding technique. In producing the prototype, the body tub was shaped without an undercut, so the entire shell could be pulled from the mould as a single panel.

'Several changes were made to the Rascal for manufacture, making the body a lot less simple to lay up, including increasing the width of the front and adding a small boot and spare wheel. To align with its angular body shape it had square headlamps. Another novel feature was that it would be available in only one body colour - bright orange - for simplicity of manufacture.

'The chassis and suspension was designed by John Crosthwaite and comprised a leading-arm suspension link at the front with twin trailing arms at the rear and coil spring/dampers and drum brakes all round. It was powered by the Reliant Robin engine, with a four-speed gearbox driving the rear wheels. For manufacture the name was changed to the Bond Bug and it was launched at Woburn Abbey in 1970.

'I would love to do a similar car today. Called 'Smarter Than Smart' it would be based on the Smart car principle, featuring room for more adults or three children and plenty of shopping space. It would use a tubular structure with a bodyshell formed from a renewable material sandwich with woven fabric inside and out and finished in striking patterns and colours. Power would be electric, naturally.'





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Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

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At a glance indicator showing the market trend of the latest updates

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Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120
Acoca-AC	54-63	140,000	99,000	65,000	45,000	1991	104
Acoca-Bristol	56-63	155,000	115,000	75,000	52,000	1971	128
Greyhound	59-63	56,000	42,000	26,000	17,500	1971	107
Cobra MkI/MkII/289	62-69	825,000	650,000	500,000	400,000	4727	138
Cobra 427	65-67	900,000	700,000	525,000	450,000	6998	145
428	67-73	160,000	125,000	90,000	60,000	7014	143
428 con	67-73	200,000	150,000	110,000	70,000	7014	143
3000 ME	79-84	15,000	11,000	7,500	5,000	2994	125
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134
Ace Brooklands	93-00	28,500	24,000	18,000	12,000	4942	140

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)							
6C 1750 GS Zagato	30-33	1.75m	1.3m	1.05m	925,000	1754	95
6C 2300 Touring	33-37	1.1m	900,000	750,000	625,000	2309	94
1900C Sprint	51-55	200,000	157,500	107,500	80,000	1884	112
1900C Super Sprint	55-58	220,000	165,000	120,000	85,000	1975	112
Giulietta berlina	55-62	18,500	13,500	7,000	3,500	1290	90
Giulietta ti	57-64	22,500	16,000	7,500	4,000	1290	103
Giulietta/Giulia Sprint	55-64	55,000	42,000	25,000	16,000	1290	110
Giulietta/Giulia Spider	55-65	65,000	48,500	30,000	20,000	1570	108
Giulietta, Giulia SS	57-66	105,000	75,000	50,000	32,500	1570	120
2000 Spider	58-62	95,000	65,000	32,000	19,000	1975	111
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124
2600 Sprint	62-66	47,500	35,000	17,500	8,000	2584	125
SZ-1	60-62	350,000	280,000	240,000	180,000	1290	120
TZ-1	63-65	800,000	625,000	500,000	450,000	1570	124
Giulia Ti/Super	62-74	16,000	11,000	5,500	2,750	1570	105
1750/2000 Berlina	68-76	11,000	7,000	3,000	1,400	1962	115
Giulia Sprint GI/Veloce	63-68	42,500	32,500	17,000	8,750	1570	112
Giulia GTA 1300/1600	65-71	220,000	175,000	125,000	90,000	1570	115
GT Junior	66-77	23,500	16,500	8,500	4,500	1570	115
1750/2000 GTV	67-77	30,000	22,500	12,000	6,000	1962	118
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9,750	1290	110
Duetto/1750 rtail	66-69	50,000	35,000	20,000	10,000	1570	113
Spider S2	69-82	21,000	14,500	7,000	3,000	1962	119
Spider S3	82-89	12,000	8,000	3,500	1,650	1962	114
Spider S4	89-93	14,000	9,500	4,500	2,400	1962	114
Montreal	70-77	67,500	49,500	27,500	17,500	2593	132
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103
Alfasud Sprint	76-90	7,000	4,750	2,400	900	1490	104
Alfetta sal	72-84	10,000	7,000	3,000	900	1962	113
GTV 2000	76-87	9,250	6,500	3,000	1,400	1962	118
GTV6	81-87	16,500	10,000	4,500	1,950	2492	130
75 sal	86-92	7,500	5,000	2,000	900	2959	135
164 2.0 TS	88-98	5,000	4,000	2,000	1,000	1962	130
164 3.0 V6	88-98	5,750	4,500	2,400	1,200	2959	147
SZ	89-94	36,500	26,500	18,500	14,000	2959	153
RZ	92-94	40,000	30,000	21,000	15,500	2959	153

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
ALLARD Allard Owners' Club (01438 773428)							
155	92-97	4,500	3,000	1,350	700	1970	127
155 V6	92-96	6,500	4,000	2,100	1,000	2498	140
Spider 2.0 TS	96-02	3,950	2,650	1,200	475	1970	131
GTV 2.0 TS	96-02	3,400	2,000	850	300	1970	134
GTV 3.0 V6	98-02	4,950	3,400	1,600	650	2959	148
GTV V6 Cup	01-02	10,000	8,000	5,000	2,500	2959	148
ALPINE-RENAULT Club Alpine-Renault (01902 895590)							
A110	65-77	75,000	55,000	36,000	27,500	1565	115
A310 1600	74-77	27,500	20,000	12,500	8,000	1605	130
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137
GTA	85-91	10,000	8,000	4,000	2,400	2849	139
GTA Turbo	85-91	12,500	10,000	5,500	3,000	2458	149
ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308)							
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85
4.3 Litre Tourer	37-39	165,000	120,000	105,000	90,000	4387	100
TA14	46-50	16,000	11,000	6,000	3,250	1892	72
TA14 convertible	46-50	32,500	25,000	14,000	7,000	1892	72
TA21/TC21/100	50-55	25,000	17,500	10,000	5,000	2993	100
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95
TD1	56-63	35,000	26,000	14,000	8,000	2993	104
TD21 convertible	56-63	80,000	55,000	32,500	20,000	2993	102
TE/TF21	63-67	42,000	30,000	17,000	10,000	2993	110
TE/TF convertible	63-67	90,000	65,000	37,500	24,000	2993	107

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
AMPHICAR IAOC (amphicar.com)							
770	61-65	44,000	30,000	22,500	15,000	1147	70
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (0121 459 0742)							
Lancaster	46-52	12,500	9,000	5,000	2,750	1991	70
Hurricane dhc	46-53	20,000	15,000	8,500	5,500	1991	70
Typhoon coupé	46-50	16,000	11,250	7,000	4,250	1991	70
Whitley	50-53	12,000	8,500	4,500	2,500	2309	85
Sapphire 346	53-59	14,000	10,000	5,000	2,500	3435	100
Sapphire 234/236	56-58	13,500	9,500	4,250	2,200	2309	97
Star Sapphire	58-60	17,000	12,500	6,000	3,000	3990	104
ASTON MARTIN Aston Martin Owners' Club (01865 400400)							
DB2	50-53	250,000	180,000	125,000	85,000	2580	110
DB2 con	51-53	325,000	250,000	180,000	140,000	2580	109
DB2/4 MkI/II	53-57	185,000	140,000	92,000	65,000	2580	120
DB2/4 con	53-57	275,000	225,000	170,000	130,000	2580	120
DB35	53-56	4.8m	4.25m	3.75m	n/a	2922	145
DB MkIII	57-59	220,000	165,000	115,000	85,000	2922	120
DB MkIII con	57-59	500,000	425,000	330,000	250,000	2922	120
DB4	58-63	450,000	375,000	300,000	240,000	3670	141
DB4 Vantage	61-63	520,000	430,000	330,000	260,000	3670	149
DB4 con	61-63	900,000	800,000	650,000	550,000	3670	140

Year	Concours/Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
AUDI Audi Owners' Club (07788 588449)							
60/70/80/90 sal	65-72	6,500	4,500	2,000	1,000	1760	100
100 1.8/1.9 sal	68-76	6,750	4,750	2,200	1,100	1871	109
100S Coupé	69-76	12,500	8,500	4,000	2,000	1871	112
Quattro turbo	80-89	24,000	16,500	7,000	3,000	2144	135
Quattro 20V	89-91	30,000	22,000	12,000	6,000	2226	142
Quattro Sport	84-85	300,000	240,000	195,000	n/a	2133	154
RS2 Avant	94-95	30,000	24,000	14,000	9,000	2226	162
AUSTIN Seven OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173)							
Seven saloon	30-34	12,000	9,000	5,250	2,750	747	50
Seven Chummy	31-34	19,500	16,000	10,000	5,000	747	50
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60
Seven Ruby saloon	34-39	10,500	7,800	4,400	2,400	747	53
A125/A135	47-57	12,500	8,000	3,750	1,750	3995	89
A40 Devon/Dorset	47-52	7,500	4,750	2,250	1,200	1200	76
A70 Hamps/Heref	48-54	7,500	5,000	2,400	1,000	2199	83
A90 Atlantic con	49-50	35,000	26,00				

[Buying] Price Guide

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
1100/1300	63-74	3000	2000	900	450	1098	85		
1300GT	69-74	8000	5500	2500	1200	1275	96		
3-litre	68-71	6750	4750	2400	1100	2912	106		
1800/2200	64-75	4000	2500	1000	500	1798	96		
Allegro 1100-1500	73-82	2100	1300	600	300	1275	87		
Allegro 1750/Sport TC	75-78	2650	1650	800	450	1748	104		
Seven/Mini Mkl	59	30,000	25,000	19,000	15,000	848	71		
Mini Mkl	60-67	12,500	10,000	6,000	3,250	848	71		
Mini MklII	67-69	6,000	4,000	1,850	1,000	998	79		
Mini MklIII-V	70-90	4,500	3,000	1,350	750	998	82		
Mini Cooper 997/998	61-69	22,500	16,000	9,000	6,000	998	90		
Mini Cooper 1071S	63-64	42,500	32,000	20,000	14,000	1071	95		
Mini Cooper 970S	64-65	40,000	30,000	19,000	13,500	970	82		
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96		
Mini C1 1275S MklII/III	67-71	32,000	22,500	14,000	9,500	1275	96		
Mini Moke	64-85	20,000	15,000	8,000	4,500	998	70		
Mini 1275GT	69-80	11,000	8,000	4,250	2,000	1275	89		
Mini Clubman	70-80	4,500	3,000	1,300	650	1098	82		

AUSTIN-HEALEY		Austin-Healey Club, 4 Saxy St, Leicester LE2 0ND						
100 BNI/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	
100S	55	650,000	550,000	465,000	400,000	2660	119	
100/6 BN4/6	56-59	47,500	35,000	22,000	13,500	2639	105	
3000 Mkl	59-61	50,000	37,500	25,000	13,000	2912	112	
3000 Mkl BN7	61-62	75,000	50,000	35,000	25,000	2912	117	
3000 MklII BT, B7	62-64	57,500	42,000	27,500	15,000	2912	117	
3000 MklIII	64-68	62,500	46,500	30,000	17,500	2912	121	
'Frogeye' Sprite Mkl	58-61	21,000	15,000	7,000	4,000	948	82	
Sprite MklII/III/IV	61-71	11,000	7,000	3,000	1,250	1275	96	

AUTOBIANCHI		(autobianchi.org)						
Bianchina Trans/Cab	57-68	29,500	22,000	15,000	10,000	499	68	

BENTLEY		Bentley Drivers' Club (01295 738886)						
3-litre Tourer	22-25	550,000	300,000	220,000	160,000	2996	▲	
4.5-litre Tourer	27-31	1.2m	800,000	650,000	500,000	4398	92	
6.5 Litre Speed Six	28-30	3.25m	2.75m	1.8m	1m	6597	86	
4.5 Litre 'Blower'	29-31	11m	8m	4.5m	2.85m	4398	98	
8 Litre	29-31	2.6m	1.65m	950,000	500,000	7982	101	
Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	300,000	200,000	100,000	42,500	3669	91	
Derby 4.25 PW	36-39	125,000	87,500	52,500	32,500	4257	96	
Derby 4.25 coachbuilt	36-39	390,000	265,000	120,000	45,000	4257	96	
MkVI 4.3/4.6-litre	46-52	36,000	26,500	15,000	8,750	4566	100	▼
MkVI con	51-52	110,000	80,000	42,000	27,500	4566	100	
R-type saloon	52-55	42,000	30,000	17,500	9,500	4566	106	▲
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	▲
Coachbuilt con	52-55	150,000	110,000	60,000	35,000	4566	106	▲
R-type Continental	52-55	950,000	800,000	600,000	500,000	4566	115	
S1/52 saloon	55-62	39,000	29,000	16,500	8,000	4887	101	
S1 Continental Mulliner	55-59	500,000	360,000	180,000	140,000	4887	115	▼
S1 Cont PW coupé	55-59	375,000	270,000	135,000	100,000	4887	114	▼
S1 Cont P Ward con	55-59	750,000	540,000	275,000	200,000	4887	114	▼
S2 Cont Mulliner	59-62	275,000	195,000	120,000	85,000	6230	115	▼
S2 Park Ward con	59-62	350,000	240,000	145,000	92,000	6230	115	▲
S2 Flying Spur	59-62	175,000	130,000	75,000	46,500	6230	120	▲
S3 saloon	62-65	44,000	32,000	18,000	8,750	6230	116	▲
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120	
S3 MPW con	62-65	250,000	175,000	100,000	60,000	6230	116	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6,500	2,500	6750	120	
T2 saloon	77-80	15,000	12,000	6,000	2,250	6750	120	
MPW/Corniche coupé	66-80	45,000	34,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	54,000	44,000	30,000	16,000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	6,000	2,000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6,500	2,400	6750	135	
Turbo R/RL	85-97	18,000	12,500	6,750	2,500	6750	135	
Continental MPW conv	84-94	70,000	52,500	40,000	25,000	6750	140	
Continental R	91-92	42,500	30,000	22,500	16,500	6750	151	
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6,500	6750	140	
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	

BERKELEY		Berkeley Enthusiasts' Club (01483 475330)						
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8000	6000	3600	2000	328	60	

BIZZARRINI		(sobizclub.com)						
5300 GT Strada	65-69	600,000	500,000	400,000	300,000	5354	165	

BMW		BMW Car Club (01225 709009)						
328	36-39	700,000	575,000	475,000	400,000	1971	100	

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concoursy Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
327	37-40	150,000	115,000	75,000	50,000	1971	78		
501 V8/502/2.6/3.2	55-63	44,000	28,500	17,000	11,000	2580	100		
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115		
507	56-59	1.5m	1.2m	1m	800,000	3168	135		
Isetta 250/300	55-65	20,000	14,500	10,000	6500	298	60		
600	58-59	30,000	24,000	16,000	9500	585	65		
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105		
1600/1602/1502	66-77	6500	4500	2200	1000	1573	100		
2002/Touring	68-75	11,500	8000	3900	1900	1990	112		
2002 cabrio/targa	71-74	20,000	15,000	7000	3000	1990	110		
2002tii	71-75	24,000	16,500	7500	3250	1990	120		
2002 turbo	73-74	100,000	70,000	47,500	30,000	1990	130		
2800CS/CSA	69-71	25,000	17,500	10,000	5000	2788	120		
2500/2800/3.0/3.3	69-77	9500	6500	3200	1650	2494	110		
3.0CS/CSi	71-75	35,000	25,000	17,500	10,000	2985	130		
3.0CSL	72-75	135,000	100,000	60,000	37,500	3003	134		
3.0CSL 'Batmobile'	72-75	250,000	200,000	150,000	100,000	3153	138		
633/628 CSi	76-87	8750	6000	3000	1500	3210	132		
635 CSi	78-89	14,000	9000	4500	2400	3453	140		
M635 CSi	85-89	32,000	22,500	14,000	7500	3453	158		
M1	79-80	300,000	250,000	175,000	125,000	3453	162		
323i (E2i)	77-82	7500	5200	2500	1300	2315	126		
320i/325 Baur cabrio	81-85	7500	5000	2500	1250	2495	135		
5-series (E12)	75-81	5000	3750	1850	900	2788	133		
M535i (E12)	80-81	26,000	19,000	11,000	5500	3453	139		
5-series (E28)	81-87	4500	3500	1750	750	2788	146		
M535i (E28)	85-87	12,000	9000	4500	2000	3453	152		
M5 (E28)	85-88	30,000	23,000	13,000	7500	3420	152		
5-series (E34)	88-95	4000	3000	1600	600	3982	149		
M5 (E34)	88-95	16,500	11,500	6000	3750	3535	155		
M5 (E39)	98-04	20,000	13,000	9000	6000	4941	155		
3-series (E30) conv	86-93	7500	5000	2200	850	2494	130		
325i Sport (E30)	89-91	10,000	7000	3500	1750	2494	133		
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143		
M3 Evo II (E30)	88	70,000	55,000	36,500	26,500	2302	143		
Z1	86-91	30,000	24,000	15,000	9500	2494	140		
840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155		
M3/Evo (E36)	92-99	19,000	14,000	9750	6000	3201	155		
Z3 4-cyl	96-01	4000	2650	1350	600	1895	127		
Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139		
Z3M Roadster	98-02	20,000	15,000	10,000	6750	3201	155		
Z3M Coupe	98-02	30,000	22,000	13,500	8500	3201	159		
Z8	00-03	135,000	110,000	85,000	65,000	4941	155		
M3 (E46)	01-06	25,000	19,000	12,000	6000	3246	155		
M3 CSL (E46)	03-05	60,000	52,500	45,000	37,500	3246	155		

BOND		Bond Owners' Club (0121 784 4626)						
Mincar Mka-G	48-65	6000	4250	1900	900	250	55	
GT2+2	63-64	7000	4500	1600	850	1147	83	
GT4S	64-70	4750	3100	1500	800	1296	92	
Equipe GT	67-70	5500	3750	1500	700	1998	100	
Bug	70-74	10,000	7000	3250	1750	701	75	

BORGWARD		Borgward Drivers' Club (01536 510771)						
Isabella TS	54-61	10,000	7500	4000	2000	1493	93	
Isabella coupé	55-61	28,500	20,000	12,000	7000	1493	98	

BRISTOL		Bristol Owners' Club (01403 784028), Owners & Drivers Assn (bristoloda.com)						
400	47-50	70,000	50,000	30,				

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
	1000SP/A Union sp	58-65	17,500	12,500	6,500	3750	980	80
	1000/1000S sal/cpé	58-63	10,000	6,750	3,400	2000	980	82
	F102 saloon	64-66	3250	1950	950	550	1175	84

DODGE

Viper RT 10/GTS	92-02	40,000	30,000	21,000	16,000	7974	165
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ELVA Elva Owners' Club (01903 823710)

Courier sports/cpé	58-61	27,500	21,000	12,000	6,750	1498	100
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7,000	1798	110

FACEL VEGA Facel Vega Car Club (01621 818608)

FV 4.5/4.8/5.4/5.8	54-59	175,000	135,000	90,000	65,000	5801	125
HK500	59-61	220,000	170,000	125,000	80,000	6286	130
Facel II	62-64	340,000	275,000	190,000	150,000	6286	132
Facellia/Facel III	60-64	65,000	47,500	29,000	16,500	1647	114

FAIRTHORPE Fairthorpe Sports Car Club (01895 256799)

Electron Minor	57-73	5000	3750	2250	1250	948	80
TX-GT/SS coupé	67-73	4500	3250	1850	750	1998	112

FERRARI Ferrari Owners' Club (01485 544500)

166 MM Barchetta	48-50	7m	4.5m	3.5m	2.85m	1995	125
166 Inter	48-51	1m	750,000	550,000	400,000	1995	115
212 Inter	51-52	1m	850,000	750,000	650,000	2562	120
340 America	51	2.9m	2.5m	2m	1.4m	4101	136
250 Europa S/Sl	53-55	1.85m	1.35m	900,000	725,000	2963	126
410 Superamerica	56-59	3.3m	2.75m	2.2m	2m	4962	165
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157
250 GT Cabrio S1	57-59	4.25m	3.6m	3.2m	2.9m	2953	155
250 GT Berlinetta TdF	57-59	5.25m	4.75m	4.25m	n/a	2953	143
250 GT PF coupé	58-62	550,000	425,000	325,000	225,000	2953	145
250 Cal Spider lwb	58-62	8.5m	7m	5.5m	4.8m	2953	155
250 Cal Spider swb	60-63	12m	11.25m	10.5m	n/a	2953	149
250 GT SWB (steel)	60-63	6.75m	6.25m	5.75m	5.25m	2953	150
250 GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2953	155
250 GT Cabrio Se2	60-62	1.2m	1m	850,000	700,000	2953	160
250 GTE 2+2	60-63	400,000	300,000	200,000	145,000	2953	140
250 GTO	62-64	37m	33m	n/a	n/a	2953	158
250 LM	64-66	13.5m	11.5m	10m	n/a	2953	159
250 GT Lusso	62-64	1.4m	1.2m	1m	850,000	2953	150
400 Superamerica cpé	60-64	2.4m	2.0m	1.8m	1.5m	3967	162
500 Superfast	64-67	2m	1.75m	1.4m	1.2m	4962	170
275 GTB (steel)	64-66	1.5m	1.3m	1.1m	925,000	3286	150
275 GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3286	150
275 GTS	64-66	1.6m	1.3m	1.1m	900,000	3286	150
275 GTB/4 (4-car)	66-68	2.4m	2.15m	1.85m	1.65m	3286	165
330 GT 2+2	64-67	240,000	180,000	130,000	85,000	3967	150
330 GTC	66-68	500,000	400,000	350,000	300,000	3967	150
330 GTS	66-68	1.8m	1.5m	1.1m	950,000	3967	150
Dino 206 GT	68-69	430,000	395,000	300,000	240,000	1987	145
Dino 246 GT	69-73	270,000	220,000	135,000	90,000	2418	150
Dino 246 GTS	72-74	290,000	240,000	150,000	100,000	2418	150
365 GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152
365 GTC	68-70	625,000	550,000	460,000	365,000	4390	155
365 GTB/4 Daytona	68-74	590,000	485,000	400,000	300,000	4390	173
365 GTS/4 Spider	72-73	1.9m	1.75m	1.6m	n/a	4390	170
365 GTC/4 2+2	70-72	240,000	185,000	145,000	115,000	4390	152
365 GT4 2+2	72-76	62,500	48,000	29,500	18,500	4390	150
365 BB	75-76	350,000	275,000	220,000	165,000	4390	163
512 BB, BBi	76-85	240,000	200,000	150,000	120,000	4942	188
308 GT4 2+2	73-80	54,000	40,000	25,000	18,000	2926	156
308 GTB (grp)	75-77	137,500	105,000	75,000	50,000	2926	154
308 GTB/GTS	77-80	77,500	60,000	42,500	30,000	2926	155
308 GTBi/GTSi	80-82	60,000	42,500	29,000	20,000	2926	155
308 GTB qv/GTS qv	82-85	65,000	50,000	32,000	22,500	2926	155
328 GTB/GTS	85-88	70,000	54,000	37,000	26,500	3195	163
400/400i/412i manual	76-89	40,000	30,000	17,500	10,000	4823	158
400/400i/412i auto	76-89	32,000	22,000	12,000	8,000	4942	158
Mondial	81-94	32,500	23,500	14,500	9,500	2926	143
Mondial cabrio	84-94	38,500	28,000	18,250	12,000	2926	146
348/Spider	89-94	60,000	50,000	35,000	27,500	3405	170
F355/GTS	94-99	80,000	67,500	50,000	40,000	3496	185
F355 Spider	95-99	82,000	70,000	52,500	42,000	3496	183
360 Modena	99-05	69,000	62,000	55,000	47,500	3586	184
Testarossa	84-90	100,000	75,000	55,000	37,500	4942	181
512 TR	91-94	120,000	97,500	65,000	50,000	4943	193
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194
456 GT	92-98	52,500	37,500	25,000	17,500	5474	184
456M GT	98-03	55,000	42,000	28,500	21,000	5474	185
288 GTO	84-87	1.6m	1.35m	1.2m	1m	2855	190
F40	88-92	850,000	750,000	640,000	550,000	2936	201
F50	95-97	1.85m	1.5m	1.1m	850,000	4698	202
550 Maranello	96-02	110,000	85,000	60,000	47,500	5474	199
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186
575M Maranello	02-06	95,000	80,000	67,500	n/a	5748	202

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
	Enzo	02-04	1.9m	1.65m	1.4m	n/a	5998	220

FIAT Fiat Motor Club (0208 372 4028)

500 Topolino	48-55	14,000	10,000	5,000	2,500	569	60
600/600D	55-70	10,000	7,000	3,000	1,250	633	66
600 Multipla (MPV)	55-60	30,000	22,000	12,000	6,750	767	59
500 D/F/L/R	57-75	11,500	7,750	3,600	1,750	499	61
1500S/1600S Ocsa sp	59-66	42,500	30,000	16,000	10,000	1568	105
2300S	61-68	34,000	23,000	16,500	10,000	2280	120
850 Coupé	65-73	8,000	5,500	2,600	1,250	903	96
850 Spider	65-73	15,000	9,500	4,500	2,400	903	96
124/Special 12/14	66-73	2,650	1,750	850	400	1438	100
124 Coupé	66-75	8,900	6,500	3,000	1,100	1756	115
124 Spider 14/16	66-74	24,000	18,000	10,000	3,500	1608	112
124 Spider 18/2.0	75-81	18,500	13,000	6,000	2,500	1756	108
124 Spider Abarth	72-75	50,000	35,000	25,000	16,000	1756	118
Pininfarina Spider	82-85	20,000	15,000	7,500	2,750	1995	104
Dino Spider 2.0/2.4	67-73	130,000	100,000	62,500	45,000	2418	130
Dino Coupé 2.0/2.4	67-73	42,500	32,500	21,000	15,000	1987	122
130 saloon 2.8/3.2	69-76	5,500	3,750	2,000	750	3235	112
180 Coupé	72-76	17,500	12,500	7,000	3,500	3235	114
127 1300 Sport	81-83	3,250	2,400	1,000	450	1301	102
128 3P coupé	75-78	6,000	4,500	2,000	1,000	1301	102
X1/9	77-89	4,250	3,000	1,400	650	1290	100
Panda 4x4	84-92	4,250	2,500	1,250	750	999	83
Coupé/Turbo	94-00	4,500	2,900	1,250	400	1998	149
Barchetta	95-02	6,500	4,200	2,200	1,000	1747	118

FORD AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231884); Mustang OC GB (mcogb.net)

Prefect	40-53	6,000	4,000	1,850	1,100	1172	68
Pilot V8	47-51	15,000	10,500	6,000	3,500	3622	82
Anglia/Popular 103E	46-59	6,500	4,250	2,000	1,250	1172	61
Anglia 100E/Popular	53-62	5,500	3,500	1,600	800	1172	71
Prefect 107E	59-61	6,000	4,500	2,250	1,250	997	73
Anglia 105E	59-68	6,750	5,000	2,500	1,500	997	74
Anglia 123E	62-68	8,000	6,000	3,000	2,000	1197	82
Consul MkI	50-56	8,500	5,500	2,750	1,350	1508	73
Zephyr Six MkI	50-56	12,500	8,000	3,750	1,850	2262	82
Zephyr Zodiac	53-56	16,500	10,000	5,000	2,500	2262	84
Consul MkI con	52-56	16,500	12,500	6,750	4,000	1508	73
Zephyr MkI con	52-56	25,000	20,000	12,000	6,750	2262	82
Consul MkII	56-62	8,750	5,750	2,500	1,250	1703	79
Zephyr MkII	56-62	13,000	8,750	4,000	1,850	2553	88
Zodiac MkII	56-62	16,000	11,000	5,250	2,500	2553	88
Consul MkII con	56-62	12,750	8,750	4,750	2,500	1703	78
Zephyr MkII con	56-62	20,000	15,000	9,000	5,500	2553	88
Zodiac MkIII	56-62	24,000</					

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
HUMBER	Post-Vintage Humber Car Club (01604 404363)							
Hawk MkII-III	49-50	7000	5500	2500	1200	2267	80	
Hawk MkIV-VI	50-57	7000	4500	2200	1100	2267	80	
Hawk SHV	57-68	6750	4250	2000	1000	2267	86	
Snipe	45-48	9000	7500	3000	1400	2731	72	
Snipe/Pman MkII-V	45-56	9750	7000	3250	1500	4139	91	
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80	
Super Snipe SHVA	58-67	9000	6250	2400	1200	2651	106	
Imperial	64-67	9250	6250	2500	1300	2965	102	
Sceptre MkII	63-67	5000	3500	1600	900	1725	90	
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Iso Bizzarini Club (020 8891 6663)						
		Mint	Good	Rough	cc	Top speed	Price change	
ISO	Iso Bizzarini Club (020 8891 6663)							
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140	
Grifo	63-74	275,000	210,000	150,000	110,000	5359	161	
Grifo 7-litre	69-74	350,000	265,000	175,000	125,000	6998	170	
Lele	70-74	40,000	22,500	15,000	7500	5736	145	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Car Club (01773 741784); Drivers' Club (01582 419323); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)						
		Mint	Good	Rough	cc	Top speed	Price change	
JAGUAR	Car Club (01773 741784); Drivers' Club (01582 419323); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)							
SS90 sports	35	300,000	225,000	175,000	135,000	2663	90	
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94	
SS100 3½-litre	38-39	400,000	300,000	225,000	175,000	3485	104	
1½-litre	45-49	32,500	21,000	12,000	6750	1776	70	
2½-litre	46-51	39,000	28,000	15,000	8000	2663	87	
3½-litre	46-51	56,000	39,000	20,000	10,000	3485	92	
MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87	
MkV 3½-litre con	49-51	92,500	68,500	40,000	20,000	3485	92	
XK120 alloy rdstr	49-50	285,000	250,000	195,000	140,000	3442	132	
XK120 roadster	50-54	110,000	78,000	54,000	31,000	3442	122	
XK120 dhc	50-54	105,000	75,000	49,000	30,000	3442	122	
XK120 fhc	51-54	87,000	60,000	38,000	25,000	3442	121	
C-type	51-54	365m	3.4m	3.25m	2.9m	3442	144	
XK140 roadster	54-57	110,000	82,000	55,000	32,000	3442	126	
XK140 fhc	54-57	82,500	57,500	37,500	25,000	3442	125	
XK140 dhc	54-57	115,000	85,000	55,000	32,000	3442	125	
D-type	54-57	6m	5m	4.25m	3.75m	3442	160	
XK150 roadster	58-60	95,000	67,500	40,000	26,500	3781	130	
XK150 fhc	57-61	70,000	52,500	34,000	22,500	3781	128	
XK150 dhc	57-61	90,000	65,000	38,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	165,000	125,000	75,000	52,500	3442	130	
XK150S 3.4 fhc	58-60	109,000	85,000	57,500	42,000	3442	129	
XK150S 3.4 dhc	58-60	140,000	110,000	70,000	50,000	3442	130	
XK150S 3.8 roadster	59-60	210,000	170,000	130,000	90,000	3781	136	
XK150S 3.8 fhc	59-60	140,000	100,000	65,000	50,000	3781	132	
XK150S 3.8 dhc	59-60	200,000	150,000	105,000	75,000	3781	130	
XK150SE 3.8 dhc	58-61	140,000	105,000	72,500	50,000	3781	141	
Mk VII-MkIX	51-61	37,500	25,000	13,000	6000	3442	105	
MkX/A20G	61-70	20,000	14,000	7000	3500	4235	120	
MkI 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96	
MkI 3.4	57-59	39,500	27,500	15,000	9000	3442	120	
Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	114	
Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121	
S-type sal	63-68	22,000	15,000	6750	2750	3781	121	
240	67-68	16,500	11,500	6000	3000	2483	103	
340	67-68	24,000	16,500	8000	3650	3442	125	
420	66-68	14,000	11,000	5000	2000	4235	123	
E-type 3.8 roadster	61-64	220,000	165,000	105,000	72,500	3781	145	
E-type 3.8 coupé	61-64	160,000	120,000	80,000	52,500	3781	145	
E-type 4.2 S1 rdstr	64-67	165,000	125,000	85,000	57,500	4235	145	
E-type 4.2 S1 coupé	64-67	130,000	100,000	65,000	45,000	4235	145	
E-type S1 2+2	66-67	57,500	38,500	19,500	11,000	4235	136	
E-type S1½/S2 rdstr	67-70	100,000	67,500	37,500	25,000	4235	145	
E-type S1½/S2 fhc	67-70	75,000	50,000	27,500	17,500	4235	145	
E-type S1½/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136	
E-type V12 roadster	71-75	100,000	65,000	35,000	22,500	5343	150	
E-type V12 fhc 2+2	71-74	50,000	33,500	18,000	9500	5343	150	
XJ6 2.8 Series 1	68-73	6750	4250	2000	850	2791	117	
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1100	4235	124	
XJ12 Series 1	72-73	15,000	10,000	4500	2000	5343	140	
XJ6 Series 2	73-79	9000	6000	2500	800	3442	117	
XJ6 Series 3	79-86	7000	4500	1800	725	4235	125	
XJ12 Series 2-3	75-93	10,500	7500	3200	1200	5343	146	
XJ6 Coupé	75-78	21,000	13,000	7000	4500	4235	120	
XJ12 Coupé	75-78	24,000	16,000	9000	5000	5343	143	
XJR 3.6/4.0 sal	88-94	6000	4250	1750	750	3980	142	
XJ12 (XJ81) sal	93-94	4850	3500	2200	1000	5994	155	
XJR X300 sal	94-97	5000	3650	1800	800	3980	155	
XJ-S manual	75-80	12,000	9000	4500	2250	5343	154	
XJ-S V12 auto	75-91	7000	4500	2250	750	5343	150	
XJ-S 3.6	83-89	7500	4750	2000	700	3590	141	
XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134	
XJ-SC V12 cabrio	85-88	8000	5000	2750	1250	5343	150	
XJ-S V12 con	88-91	15,000	10,500	5000	2400	5343	150	
XJS V12	91-96	8500	6000	3200	1600	5994	161	
XJS V12 con	91-96	14,000	10,000	5000	2500	5994	160	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale						
		Mint	Good	Rough	cc	Top speed	Price change	
JENSEN	Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
S41/R/S	54-63	48,000	35,000	17,500	11,000	3993	123	
C-V8	62-65	47,500	33,500	16,500	10,000	6276	143	
Interceptor	67-75	40,000	28,500	14,000	7500	6276	140	
FF	67-71	120,000	82,500	60,000	40,000	7212	141	
Interceptor SP	71-73	47,500	32,500	16,000	8000	7212	144	
Interceptor con	74-76	65,000	42,500	25,000	15,000	7212	140	
Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)						
		Mint	Good	Rough	cc	Top speed	Price change	
JOWETT	Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	9000	6250	3250	1600	1486	77	
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Lagonda Club (01252 845451)						
		Mint	Good	Rough	cc	Top speed	Price change	
LAGONDA	Lagonda Club (01252 845451)							
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100	
2.6/2.9 con	49-57	90,000	65,000	35,000	22,000	2922	100	
Rapide	61-64	170,000	125,000	80,000	60,000	3995	135	
Saloon SIII	76-87	60,000	42,000	25,000	17,500	5340	140	
Saloon SIV	87-90	75,000	55,000	35,000	22,500	5340	140	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Lamborghini Owners' Club UK (lamborghiniclubuk.com)						
		Mint	Good	Rough	cc	Top speed	Price change	
LAMBORGHINI	Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350 GT/400 GT Inter	64-67	530,000	465,000	395,000	300,000	3497	147	
400 GT	67-68	400,000	325,000	265,000	220,000	3929	150	
Miura P400	66-69	950,000	700,000	550,000	460,000	3929	170	
Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172	
Miura SV	71-75	2m	1.75m	1.5m	n/a	3929	175	
Islero	68-70	250,000	190,000	150,000	110,000	3929	160	
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162	
Espada I	68-70	150,000	107,500	60,000	35,000	3929	154	
Espada II/III	71-78	120,000	80,000	50,000	27,500	3929	154	
P250 Urraco	73-74	50,000	36,000	22,000	15,000	2463	148	
P300 Urraco	75-76	60,000	42,500	27,000	20,000	2997	158	
Silhouette	76-77	75,000	55,000	32,000	22,000	2997	160	
jalpa	82-86	70,000	47,500	30,000	20,000	3485	153	
Countach LP400	74-76	1.2m	900,000	700,000	525,000	3929	192	
Countach LP400S	78-82	325,000	260,000	180,000	125,000	3929	164	
Ctch LP5000S	82-84	250,000	200,000	150,000	100,000	4754	165	
Countach 5000qv	85-90	260,000	205,000	155,000	110,000	5167	179	
Countach 25th Anni	89-90	180,000	145,000	110,000	75,000	5167	179	
Diablo	91-01	125,000	100,000	77,500	62,500	5707	202	
Diablo VT								

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
Mistral Spyder	64-70	590,000	480,000	350,000	260,000	3692	147		
Quattroporte 41/47	63-71	575,000	375,000	25,000	14,000	4136	130		
Quattroporte III	79-90	19,500	12,500	6,500	3,500	4930	122		
Mexico	65-72	75,000	55,000	36,000	26,000	4719	150		
Indy	66-74	65,000	50,000	35,000	25,000	4719	156		
Ghibli 4.7	67-70	200,000	140,000	82,500	60,000	4719	155		
Ghibli Spyder	69-71	625,000	520,000	400,000	320,000	4719	154	▲	
Ghibli 4.9 SS	70-73	240,000	175,000	105,000	75,000	4930	172		
Ghibli SS Spyder	71-72	725,000	620,000	475,000	390,000	4930	170		
Bora 4.7/4.9	71-79	160,000	125,000	85,000	60,000	4719	160		
Merak	72-75	46,000	30,000	17,500	10,000	2965	135		
Merak SS	76-83	60,000	40,000	22,000	14,000	2965	147		
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151		
Kyalami 41/4.9	76-83	62,500	48,500	30,000	15,000	4930	150		
Biturbo 220-425	81-88	7000	4750	2250	1000	2491	138		
Biturbo Spyder	84-91	10,000	7000	4000	2000	2491	138		
Ghibli II	94-97	13,500	9500	5200	3000	2790	155		
Quattroporte IV	94-01	11,500	9000	6000	4000	2790	158		
3200GT	98-01	13,900	10,250	7750	5500	3217	180		

MATRA		Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	10,000	6500	3000	1250	1442	102
Murena	80-83	11,000	7000	3500	1500	2155	121

MAZDA		mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)					
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125
RX7	78-86	5250	3500	1650	650	2292	119
RX7 S2	86-91	4500	3250	1750	500	2254	140
RX7 S3	92-95	8000	6500	4000	2000	2608	156
MX-5	90	5500	3750	1750	1000	1597	121
MX-5	91-97	4000	2750	1250	500	1839	123

McLAREN								
F1	93-98	12m	10m	8.5m	n/a	6064	240	▲

MERCEDES-BENZ		M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)						
500K Cabrio A/B/C	34-36	1.4m	1.1m	700,000	425,000	5016	102	
500K Tourer	34-36	1.2m	1m	650,000	375,000	5016	102	
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	2m	1.6m	1m	725,000	5401	101	
540K Cabrio B/C	36-39	1.4m	1.1m	675,000	475,000	5401	100	
540K Special Roadster	36-39	5.35m	4.65m	3m	1.75m	5401	106	
180/190 Ponton sal	53-62	14,500	10,500	5000	2500	1897	87	
219/220S Ponton sal	56-59	16,500	12,500	6250	3500	2195	101	
220S/SE cabrio	56-60	120,000	82,000	55,000	35,000	2195	101	
220S/SE coupé	57-60	57,500	40,000	24,000	16,000	2195	101	
300A/B/C/D saloon	51-62	60,000	39,500	22,000	15,000	2996	101	
300 cabrio D	57-62	250,000	175,000	100,000	55,000	2996	100	
300S cab/rdrstr	52-55	500,000	350,000	250,000	150,000	2996	112	▲
300SC cab/rdrstr	55-58	600,000	500,000	375,000	250,000	2996	112	
300SC coupé	55-58	400,000	325,000	250,000	165,000	2996	112	
300SL Gullwing	54-57	1m	875,000	750,000	625,000	2996	145	
300SL roadster	57-63	950,000	825,000	650,000	550,000	2996	130	
190SL roadster	55-63	120,000	90,000	55,000	36,000	1897	109	
190/200 Fintail sal	61-68	12,500	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281	100	
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109	
220SE coupé	61-65	42,000	30,000	20,000	12,500	2195	107	
220SE cabrio	61-65	90,000	70,000	40,000	25,000	2195	107	
300SE coupé	62-67	60,000	40,000	26,000	16,000	2996	110	
300SE cabrio	62-67	150,000	110,000	62,500	40,000	2996	109	
230SL sports	63-67	82,000	57,500	33,000	21,000	2306	121	
250SL sports	67-68	85,000	60,000	35,000	22,000	2496	121	
280SL sports	67-71	95,000	65,000	37,500	25,000	2778	121	
600 saloon	64-81	130,000	85,000	42,500	30,000	6330	120	
250/280S/SE saloon	65-72	11,000	7000	3200	1500	2778	116	
250SEC/280SEC cpé	65-69	45,000	32,000	21,000	13,000	2778	116	
250/280SE cab	65-69	90,000	70,000	36,000	20,000	2778	116	
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778	116	
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	45,000	25,000	3499	127	
280SE 3.5 cabrio	69-71	275,000	210,000	150,000	100,000	3499	127	
300SE/SEL saloon	65-69	11,500	7500	3750	1750	2996	115	
300SEL 6.3 saloon	67-72	55,000	32,500	16,500	10,000	6329	132	
200/220/230.4 sal	67-76	6750	4250	2000	700	2197	105	
230.6/250/280 sal	67-76	7250	4750	2250	800	2746	125	
250CE/280CE coupé	68-76	12,500	8500	4200	2000	2746	125	
280/300 SE/SEL 3.5	69-72	17,500	12,000	5750	3000	3499	128	
280/350/380/420SL	71-89	24,500	16,000	7500	3000	4196	130	▲
500/560SL sports	82-89	27,500	17,500	8250	3500	5547	142	▲
300SL (R107)	85-89	26,000	17,500	8250	3500	2962	124	▲
350/380/450SLC cpé	71-81	11,000	7500	3400	1250	4520	137	▲
280S/SE sal	72-80	7000	5500	2600	1000	2746	118	
350/450SE/SEL sal	72-80	10,000	7000	3250	1200	4520	130	
200/230 saloon	75-84	5500	3500	1500	650	2299	114	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
250/280E saloon	75-84	6000	4000	1650	700	2746	124		
230/280CE coupé	77-85	11,000	7500	3000	1200	2746	125		
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8000	6834	140		
300SL/SL300 (R129)	89-01	11,000	7500	3500	1500	2960	142		
500SL/SL500 (R129)	89-01	11,500	8000	4000	2000	4973	155		
600SL/SL600 (R129)	92-01	15,000	10,000	6000	3500	5987	155		
380/420/500SEC	81-91	13,500	9000	3500	1500	4973	138		
560SEC	86-91	16,000	11,000	4500	1500	5547	151		
300SE-500SE sal	86-91	5250	3250	1500	400	4973	147		
500/560SEL sal	86-91	6000	3950	1800	700	5547	156		
190E sal	82-92	4250	2500	1000	400	1997	119		
190E 2.3/2.5-16	85-93	25,000	17,500	9500	5000	2299	143		
230/300CE	87-93	5750	3250	1250	375	2962	139		
E220, E320 Cabrio	91-97	12,750	9250	4500	2500	3199	142		
500E saloon	92-94	30,000	22,500	12,500	8000	4973	155		
SLK GTR Komp'	97-04	4800	3000	1500	700	2295	140		
CLK-330	98-99	1.9m	1.5m	n/a	n/a	6900	199		
LS55 AMG	02-08	18,000	13,500	10,000	6000	5439	155		
SLR McLaren	03-10	225,000	200,000	150,000	n/a	5439	208		

MESSERSCHMITT		Owners' Club (01293 87417); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	26,500	19,000	12,000	7000	191	65
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75

MG		Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80
VA tourer/dhc	37-39	45,000	32,000	20,000	13,500	1548	81
WA saloon	38-39	47,500	37,500	25,000	16,000	2561	91
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91
TA/TB/TC	36-49	35,000	26,500	16,500	10,000	1250	78
TD	49-53	26,000	17,500	11,500	6750	1250	80
TF 1250/1500	53-55	31,500	23,500	15,000	9000	1466	85
YA/YB	47-53	16,000	11,000	5000	2750	1250	71
YT con	48-51	30,000	20,000	10,000	5500	1250	71
Magnette ZA/ZB	53-59	13,500	10,000	4500	2000	1489	82
MGA Roadster	55-62	32,000	22,500	13,000	8500	1489	98
MGA Coupé	56-62	22,000	16,000	10,000	6250	1489	98
MGA Twin Cam Rdstr	58-60	50,000	36,000	24,000	16,000	1588	115
MGA Twin Cam Cpé	58-60	36,000	26,500	16,500	11,000	1588	115
Magnette III/IV	59-68	5750	4000	1800	950	1622	87
1100/1300	62-71	5750	3750	1750	850	1275	97
MGB roadster	62-67	16,000	12,500	6000	3000	1798	103
MGB GT	65-67	13,000	8000	3750	1850	1798	103
MGB MkII roadster	67-71	13,500	10,500	5000	2000	1798	103
MGB MkII GT	67-71	10,500	7000	3200	1500	1798	103
MGB MkIII roadster	71-74	12,500	9500	4500	1800	1798	100
MGB MkIII GT	71-74	9000	6250	2650	1100	1798	96
MGB roadster	75-80	9000	6000	2750	1200	1798	96
MGB GT	75-80	6000	3950	1800	700	1798	104
MGC roadster	67-69	24,000	16,500	8000	4000	2912	120
MGC GT	67-69	20,000	14,000	6500	3000	2912	120
MGB GT V8 chrome	73-74	15,500	11,500	6000	4000	3528	125
MGB GT V8 rubber	74-76	14,000	10,000	5000	3000	3528	125
Midget MkI	61-64	11,000	7000	3250	1600	1098	86
Midget MkII	64-66	10,000	6000	2800	1300	1098	90
Midget MkIII	66-74	7500	5500	2650	1200	1275	96
Midget 1500	74-79	5000	3500</				

[Buying] Price Guide

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
911S 2.0	66-69	140,000	110,000	80,000	60,000	1991	140 ▼	
912	65-69	45,000	35,000	24,000	16,500	1582	112	
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	80,000	58,000	35,000	25,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144 ▼	
914-4	69-75	16,000	12,000	6,000	3,500	1795	112	
914-6	69-72	65,000	50,000	32,000	21,000	1991	125	
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	625,000	475,000	400,000	2687	149	
Carrera RST	72-73	500,000	425,000	350,000	295,000	2687	149	
911 2.7	73-77	33,000	25,000	15,000	10,000	2687	135	
911S 2.7	73-77	44,000	35,000	24,000	16,000	2687	140	
Carrera 2.7 MFI	73-77	160,000	120,000	75,000	50,000	2687	147	
911 Turbo (930) 3.0	75-77	150,000	120,000	80,000	55,000	2995	156 ▲	
Carrera 3.0	76-77	75,000	52,000	36,000	24,000	2994	146	
924	76-85	3250	2250	1500	400	1984	126	
924 Turbo	78-83	15,000	10,000	5,000	2,000	1984	144	
924 Carrera GT	80-81	70,000	55,000	36,000	24,000	1984	150	
924S/Le Mans	85-88	6750	4200	1800	850	2479	136	
928S/S2	77-87	20,000	15,000	8,500	3,500	4664	155	
928 S4	86-95	24,000	17,500	10,000	4,000	4957	161	
928 GT	89-92	33,000	24,000	15,000	9,000	4957	168	
928 GTS	91-95	50,000	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	87,500	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	95,000	75,000	46,500	33,000	3299	158	
911SC	77-83	37,500	27,500	18,500	12,500	2994	149	
911SC cabrio	82-83	40,000	30,000	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	39,000	29,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	38,500	28,500	18,000	12,000	3164	155	
Carrera Supersport	84-89	65,000	47,500	30,000	22,000	3164	158 ▼	
911 Speedster	88-89	112,500	90,000	67,500	48,500	3164	158	
959	87-88	700,000	625,000	525,000	450,000	2994	190 ▼	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	8250	5500	2500	1000	2479	134	
944 Turbo	85-91	18,500	13,500	6,750	3,250	2479	157	
944S	86-88	9,000	6,000	3,000	1,400	2479	140	
944 S2	88-92	10,000	7,000	3,750	1,750	2990	149	
944 S2 Cabrio	89-92	12,500	8,500	4,250	2,300	2990	149	
944 Turbo Cabrio	91-92	30,000	23,000	12,000	7,000	2479	150	
911 (964)	89-94	44,000	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	100,000	75,000	45,000	28,500	3299	167	
911 Carrera RS (964)	92-94	195,000	170,000	140,000	110,000	3600	162	
968	92-95	15,000	11,000	7,500	4,000	2990	150	
968 Club Sport	93-95	28,500	21,000	13,000	7,250	2990	154	
911 Carrera (993)	94-97	57,500	45,000	30,000	20,000	3600	160 ▼	
911 Turbo 4 (993)	95-98	130,000	107,500	75,000	50,000	3600	180	
911 Turbo S (993)	97-98	300,000	250,000	200,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	220,000	200,000	170,000	130,000	3746	172	
911 RS Clubsport	95-96	255,000	220,000	187,500	150,000	3746	175	
911 GT2 (993)	95-96	850,000	775,000	650,000	500,000	3600	187	
Boxster 2.5	96-99	6750	5000	3500	1750	2480	149	
Boxster 2.7	99-04	9400	6900	4250	2000	2687	156	
Boxster 3.2S	99-04	10,750	8900	5500	3200	3179	164	
911 Carrera (996)	97-05	39,000	29,000	12,500	9,000	3387	170	
911 GT3 (996)	99-05	80,000	67,500	55,000	45,000	3600	188	
911 Turbo (996)	99-05	69,000	55,000	45,000	30,000	3600	189	
911 GT2 (996)	01-05	124,000	112,000	100,000	90,000	3600	198	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)						
Sabre 4/6	61-64	10,000	8,000	5,500	2,500	2553	110
Scimitar SE4/a/b	64-70	8500	6500	3500	1950	2994	121
Scimitar GTE SE5/5a	68-75	7000	4750	2200	950	2994	123
Scimitar GTE SE6/6a	75-80	6000	4000	1650	650	2792	120
Scimitar GTC	80-85	10,000	7,000	3,250	1,500	2792	119
Scimitar GTE SE6b	80-86	6250	4500	1800	750	2792	122
Middlebridge Scimr	88-90	30,000	24,000	16,000	10,000	2933	140
Scimitar SS1	85-89	39,000	25,000	11,000	450	1596	108
Scimitar SS1 1800Ti	86-89	4500	3000	1500	700	1809	126

RENAULT	Renault Owners' Club (renaultownersclub.com/)						
4CV	47-61	9000	6500	3250	1650	747	65
Dauphine	54-63	6000	4250	2000	1000	845	70
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83
Florie/Caravelle cpé	59-68	10,000	7500	3000	1400	1108	90
Florie/Caravelle con	59-68	13,000	9000	4000	2000	1108	90
R4	62-80	5000	3500	1650	850	1108	72
R8/R10	62-71	3750	2500	1250	600	1108	84
R8S	68-71	6500	5000	2500	1200	1255	90
R8 Gordini	67-70	33,500	28,500	17,500	12,500	1255	108
16 GL/DL/TS/TX	65-79	4750	3000	1400	650	1565	105
17TS/Gordini	72-78	7500	5000	2500	1200	1565	110
5 hatch	72-84	3000	2400	1500	400	1289	96
5 hatch	84-96	2500	1250	450	150	1397	109
5 Gordini/Turbo	76-84	9000	6000	2500	1250	1397	116
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397	124

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concourse/Dealer	Private sale				Top speed	Price change
		Mint		Good	Rough	cc		
5 GT Turbo	86-91	9500	7000	3250	1650	1397	123	
Clio Williams	94-95	8500	6000	2500	1100	1998	134	
Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134	

RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)						
RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2250	1496	81
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	3750	2443	91
Roadster RMC	48-50	50,000	35,000	17,500	8750	2443	100
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91
2.6/Pathfinder	53-59	11,500	7500	3000	1500	2443	101
One Point Five	57-65	7000	4750	2400	1200	1489	85 ▲
4/68, 4/72	59-69	6250	4250	2000	1050	1622	88 ▲
Elf Mk/II 848/998	61-69	7500	5250	2650	1250	998	75
Kestrel 1100/1300	65-69	5000	3250	1600	800	1098	87

ROCHDALE	Rochdale Owners' Club (01364 654419)						
GT	57-61	6500	5000	3000	1250	1172	85
Olympic	60-73	8000	6750	4250	2750	1489	105

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)						
Silver Ghost	07-14	2.2m	1.75m	1.4m	1.2m	7428	75
Silver Ghost	18-25	360,000	285,000	225,000	145,000	7428	78
Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80
Phantom II	29-35	300,000	185,000	90,000	45,000	7668	88
Phantom III	36-39	250,000	150,000	75,000	37,500	7340	92
Silver Wraith 4.3/4.6	47-59	40,000	30,000	16,000	9500	4257	92 ▲
Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566	98
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101
SCI Mulliner con	55-59	300,000	225,000	160,000	110,000	4887	101
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115
SCII Mulliner con	59-62	225,000	160,000	100,000	70,000	6230	112
Phantom V MPW lim	60-68	100,000	70,000	40,000	25,000	6230	107
Silver Cloud III sal	62-66	45,000	32,000	18,500	9000	6230	116 ▲
SCIII MPW con	62-66	250,000	175,000	100,000	60,000	6230	116
Phantom VI limo	68-77	110,000	75,000	44,000	29,000	6230	112
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120
MPW/Corniche cpé	66-80	37,500	27,500	17,000	9000	6750	119
MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	6750	119
Camargue	75-86	62,500	45,000	28,000	18,500	6750	115
Silver Spirit/Spur	80-89	12,750	10,000	4500	1500	6750	119
Corniche II/III	87-94	65,000	47,500	35,000	19,000	6750	119

ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SDI Club (08451 306230)						
P3 60	48-49	10,000	7500	3750	1650	1595	75
P3 75	48-49	12,500	9500	4500	2000	2103	85
P4 75 'Cyclops'	50-52	17,000	11,000	5000	2200	2103	84
P4 60/75/80	52-62	6500	4500	1900	700	2286	85
P4 90	54-59	8500	5750	2250	850	2638	90
P4 105R	57-58	7500	4500	1850	750	2638	91
P4 105S	57-59	9750	7000	3250	1350	2638	96
P4 95/100/110	60-64	9000	6250	2500	900	2625	100
P5 3-litre	58-67	9000	6500	3250	1250	2995	113
P5 Coupé	63-67	12,500	9500	5000	2250	2995	113
P5B 3½-litre	67-73	13,000	10,000	5000	2000	3528	113
P5B 3½-litre Coupé	67-73	20,000	15,000	9000	3500	3528	113
P6 2000/TC	63-69	6500	3500	1500	850	1978	115
P6 2000/2200/TC	70-77	5500	2850	1350	600	2205	112
P6 3500	68-76	10,000	5000	2000	1000	3528	117
P6 3500S	71-76	12,000	6500	2750	1200	3528	126
SDI 3500	76-86	5000	3300	1250	600	3528	116

Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	tc			
TRIDENT								
Trident Car Club (020 8644 9029)								
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140	
Venturer/Tycoon	69-78	20,000	13,000	7000	4000	2994	120	

Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
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TRIUMPH								
Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77	
1800/2000/Renown	46-54	8000	6000	2750	1250	2088	74	
Mayflower	50-53	4500	3000	1400	750	1247	65	
TR2	53-55	36,000	27,500	17,500	10,000	1991	107	
TR3/3A 20/22	55-61	32,000	23,500	14,000	7500	1991	106	
TR4	61-65	28,500	20,000	11,250	6250	2138	109	
TR4A	64-67	30,000	21,000	12,000	6500	2138	110	
TR5 PI	67-68	40,000	31,000	22,000	16,000	2498	121	
TR6 'CP'	69-73	22,500	16,500	10,000	5500	2498	119	
TR6 'CR'	73-76	20,000	15,000	9000	5000	2498	116	
TR7	75-81	5000	3000	1100	500	1998	110	
TR7 convertible	80-81	6000	4000	1650	650	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,500	9000	5500	2500	3528	130	
Herald/S saloon	59-64	4650	3200	1350	675	1147	76	
Herald coupé	59-64	7250	4750	2200	1100	948	79	
Herald conv	60-61	6750	4500	2000	1050	948	79	
Herald 1200	61-70	4500	3000	1250	600	1147	80	
Herald 1200 conv	61-67	6500	4250	2000	1000	1147	80	
Herald 12/50	63-67	5000	3500	1500	750	1147	84	
Herald 13/60	67-71	4500	3000	1250	625	1296	87	
Herald 13/60 conv	67-71	7000	4500	2000	950	1296	85	
Vitesse 1600	62-66	5750	3750	1750	950	1596	88	
Vitesse 1600 conv	62-66	8250	5750	2750	1400	1596	91	
Vitesse 2-litre MkI	66-68	6000	4000	1750	850	1998	95	
Vitesse MkI conv	66-68	8750	6000	2750	1400	1998	95	
Vitesse MkII	68-71	6250	4250	1800	900	1998	102	
Vitesse MkII conv	68-71	10,000	7000	3250	1650	1998	100	
Spitfire 4	62-65	15,000	10,000	4500	2750	1147	94	
Spitfire Mk2	65-67	14,000	9000	4000	2250	1147	94	
Spitfire Mk3	67-70	12,500	7500	3750	1850	1296	100	
Spitfire MkIV	70-74	7200	4750	2250	950	1296	92	
Spitfire 1500	74-78	7500	5000	2200	900	1493	101	
GT6 MkI/II	66-70	15,500	10,000	4750	2500	1998	109	
GT6 MkIII	70-74	13,500	9500	4250	1850	1998	112	
2000 MkI	63-69	6750	4650	2250	1100	1998	98	
2000/2500 MkII	69-77	6000	4000	1750	900	1998	98	
2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107	
2500S	75-77	7500	5500	2850	1400	2498	108	
Stag	70-77	16,500	12,000	5500	2000	2997	117	
1300/1500 fwd	65-73	3000	2000	850	400	1296	86	
1300TC fwd	65-70	3250	2250	1000	500	1296	93	
Dolomite 1850	72-81	3250	2200	1000	500	1854	100	
Dolomite Sprint	73-81	8500	5500	2750	1350	1998	117	
Acclaim	81-84	1650	1000	500	250	1335	97	

TUCKER							
Tuckerclub.org							
Torpedo	48	125m	115m	1m	n/a	5474	120

TURNER							
Turner Register (01895 256799)							
803/950 Sports	55-59	12,500	9000	5500	2000	948	90
Climax	58-66	17,500	15,000	10,000	5000	1098	102
Mark I/II/III	59-66	16,000	12,000	7500	3500	1498	100

TVR							
TVR Car Club (01952 822126)							
Grantura I-1800S	57-67	35,000	27,500	16,500	10,000	VAR	107

Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
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NE DENOTES NEW ENTRY TO PRICE GUIDE								
Griffith 200/400								
Griffith V6	63-65	65,000	52,500	40,000	30,000	4727	155	
Tuscan V6	69-71	30,000	22,500	15,000	10,000	2994	125	
Vixen S1-4	67-73	25,000	16,000	10,000	7000	1599	107	
1600M	72-77	21,000	15,000	8500	5000	1599	105	
2500M	72-77	19,500	14,000	8000	4500	2498	109	
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121	
3000S convertible	78-79	27,500	20,000	11,000	7500	2994	119	
Tasmin/280i inc 2+2	80-87	5500	3750	2200	1100	2792	128	
Tasmin/280i con	81-87	6000	4400	2500	1500	2792	126	
Tasmin/350i inc 2+2	83-89	6000	4750	2500	1400	3528	136	
V8/350i convertible	83-89	7000	5250	3000	1750	3528	130	
390SE	85-88	7500	6000	4000	2200	3905	143	
400/420/450 SEAC	86-91	15,000	12,000	8500	6000	4441	165	
400/450SE	88-91	9500	8000	6000	4000	4441	155	
S 2.8/2.9	86-92	7250	5000	3250	1600	2922	141	
V8S	91-94	15,000	11,500	7500	4750	3943	150	
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Tuscan 500	93-00	19,500	16,000	12,000	8250	4988	161	
Chimera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152	
Chimera 450/500	96-03	15,500	12,500	9000	7000	4988	162	
Cerbera 4.2	96-03	21,000	15,000	10,000	7000	4280	180	
Cerbera 4.5	97-03	32,000	28,500	23,000	20,000	4441	195	
Cerbera Speed Six	00-03	22,500	20,000	15,500	12,000	3948	170	
Tuscan Speed Six	99-05	27,500	25,000	20,000	16,500	3996	184	
Tamora	02-06	22,500	19,000	16,000	12,000	3605		
T350	02-06	32,000	26,000	21,000	16,000	3605		
Sagaris	04-06	69,000	59,000	n/a	n/a	3996		

VANDEN PLAS							
VdP Club, Cherry Trees, Llanyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	13,500	10,000	4500	2000	3995	89
3-litre I/II	59-64	8000	6000	2850	1400	2912	105
4-litre R	64-68	8500	6500	3200	1500	3909	110
Princess 1100/1300	63-74	5000	3400	1600	750	1275	87
1500/15/1.7	74-80	2250	1500	700	300	1748	90

Vauxhall							
Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Wyvern/Velox L sal	48-51	5500	3950	1650	900	2275	75
Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82
Cresta E	54-57	11,500	8000	3000	1500	2262	84
Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94
Victor F	57-61	6000	4500	2100	1000	1507	74
Victor FB	61-64	3650	2650	1200	600	1594	77
VX4/90 FB	61-64	4300	3200	1500	750	1507	88
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94
Victor 101 FC	64-67	3350	2250	1050	525	1594	83
VX4/90 FC	64-67	4000	2750	1400	750	1594	89
Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99
Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95
VX4/90 FD	69-72	3750	2500	1200	650	1975	98
Ventora FD	68-72	4400	2600	1250	650	3294	105
Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100
VX4/90 FE	73-76	4200	2750	1250	700	2279	104
Ventora FE	72-76	4000	2400	1100	650	3294	106
Viva HA	63-66	3200	2100	1000	600	1057	76
Viva HB	66-70	3000	2000	900	450	1159	82
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90
Viva HB GT	68-70	6750	5000	2250	1000	1975	101
Viva HC	70-79	2600	1750	800	400	1256	83
Firenza/Magnum	72-78	4750	3250	1400	650	VAR	100
Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125

Year	Concourse/ Dealer	Private sale				cc	Top speed	Price change
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NE DENOTES NEW ENTRY TO PRICE GUIDE								
Astra GTE MkI								
Astra GTE MkII	83-84	7500	6000	3250	2000	1796	110	
VX220	00-05	10,500	8500	6500	4000	2198	137	
VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151	

VOLKSWAGEN							
VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB							
Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	66
Cabrio	49-53	36,000	25,000	17,500	10,000	1131	66
Beetle (oval)	53-57	18,000	12,000	6500	4000	1192	69
Cabrio	54-58	25,000	18,000	11,000	7000	1192	66
Beetle 1200/1300	57-68	12,000	8250	4000	1800	1192	72
Cabrio	58-67	15,000	10,750	5500	3250	1192	72
Beetle 12/13/1500							

